

CSC Racing Rules Clinic Day 1

- Welcome, names, (Note we have to build a dictionary at first, but eventually will start analyzing scenarios)

1. Resources

- * ISAF Racing Rules of Sailing 2009-2012
- * U.S. Prescriptions (Not too important for our purposes except App. 5)
- * ISAF Case Book and US Sailing Appeals Book
- * Google racing rules quizzes
- e.g. www.ukhalsey.com/RulesQuiz
- * Books
- e.g. Understanding the Racing Rules of Sailing 2009-2012
by Dave Perry (show book).
- * Other club members!

3-minute
sound signal
start
↓

2. Safety is the primary concern!

- * Rule 1 is entitled "Safety" because of importance
"1.1 A boat in danger shall give all possible help to any person or vessel in danger."
- * Rule 14: Avoiding contact
"A boat shall avoid contact with another boat if reasonably possible"
- Doesn't matter if you have right of way! Don't ever hit other boats.
- * Rule 22: Capsized, Anchored or Aground; Rescuing
"If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger..."

- * The race committee is obligated to ^{"redress"} compensate you for any time/position lost while rescuing.
 - Rule 62.1(c) grants redress
 - ISAF case 20: "A boat in a position to help another that may be in danger is bound to do so. It is not relevant that a protest committee later decides that there was... no danger or that help was not required."
- * Special exceptions to rules made by 41(a-b), 42.3(f), 47.2 for safety!
- * Moral of the story: safety is paramount and helping those in danger is not just the right thing to do, it's required by the rules!

3. Sportsmanship

- * At the very beginning of the rules we have the Basic Principle. Sailing is generally self-refereed, so it won't work if sailors don't follow the code. Translation: "If you know you are wrong, do your f***ing turns!"
 - Also, protest violators! People often don't follow rules if they don't expect a penalty
- * Rule 2: Fair sailing
 - "A boat... shall compete in compliance with recognized principles of sportsmanship and fair play"
 - Penalty is DSO, score cannot be excluded
 - Typical violations include going out of your way to force another boat to foul you, or fouling a boat ^{intentionally} because you still come out ahead with the penalty!

4. Penalties (Rule 44)

- * Basically: 2 turns for violating ROW[†]
1 turn for hitting a mark
- † At CSC usually just one turn

* Section 1 violations cannot be absolved this way!
- Especially rules 1 and 2

* 64.1(b) - A boat is exonerated when compelled to break a rule.

5. Basic Right of Way Rules (mostly Part 2 Section A)

* These apply away from marks and obstructions

* Rule 10: On opposite tacks

"When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat."

- Definition of keep clear

"One boat keeps clear of another if the other can sail her course with no need to take avoiding action..."

- Definition of tack: Basically side opposite from boom

- Tack changes instantly when boat reaches head-to-wind

GO OVER 1 AND 2

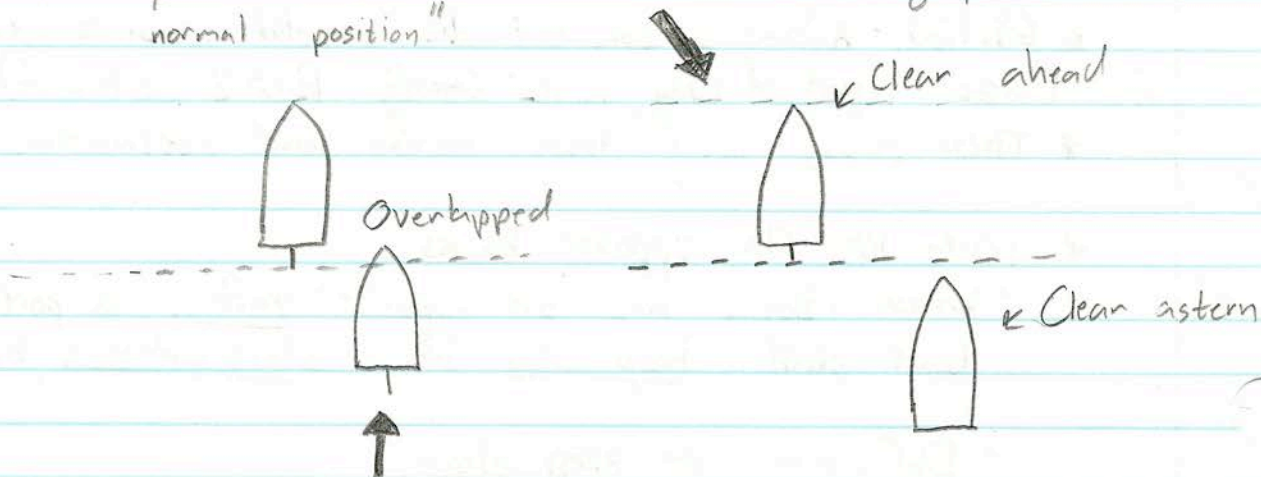
* Rules 11 and 12

"When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat."

"When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead."

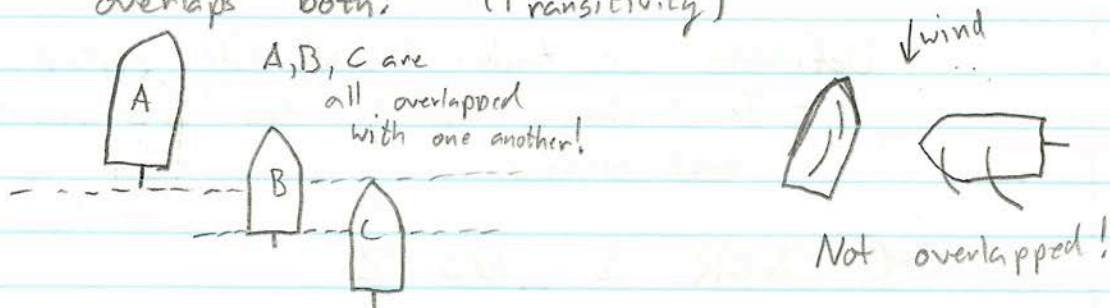
- Now we've got a mess of definitions to unravel!
 Actually the rules roll them together because they are so intertwined.

• "One boat is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position!"



• "They overlap when neither is clear astern"

• "They also overlap when a boat between them overlaps both." (Transitivity)

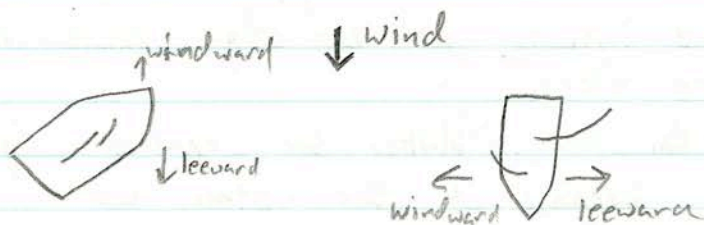


• "These terms always apply to boats on the same tack. They do not apply to boats on opposite tacks unless rule 18 applies or both boats are sailing more than ninety degrees from the true wind."

GO OVER 3

- Leeward vs. Windward

In essentially all circumstances, the leeward side of a boat is the side the boom is on.



GO OVER 4 and 5

* Rule 13: While Tacking

"After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course."

- This supercedes rules 10-12
- No effect until passing head to wind!

GO OVER 6

- Optional
- * Rule 21 makes boats in three special situations keep clear of all other boats
 1. If restarting after going over early.
 2. When taking a penalty turn
 3. When moving astern by backing a sail.

6. Limitations on the Right of Way Boat
or The right of way boat has to behave too!

* Room to keep clear

Rule 15: Acquiring Right of Way

"When a boat acquires right of way, she shall initially give the other boat room to keep clear..."

- Exception: "Unless she acquires right of way because of the other boat's actions."

Rule 16.1 (Changing Course)

"When a right-of-way boat changes course, she shall give the other boat room to keep clear."

Now we are getting to rules with more subjective interpretation. What is room to keep clear?

Room: "The space a boat needs in the existing conditions while manoeuvring in a seamanlike way."

GO OVER 7 and 8

* Rule 17: On the same tack, Proper course

"If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within that distance..."

- Exceptions 1) If the other boat was tacking when overlap established 2) She promptly ducks the windward boat.

Proper Course: "A course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term."

- Just ☺ remove the other boat from the picture and try to determine if the maneuvers are fast

Q: Do nearby boats have the same proper course?

Q: What are some things that could cause people to sail different proper courses starting from the same place?

- No proper course before the start!