



**DUBAI OFFSHORE
SAILING CLUB**

The Racing Rules

Created By: Noah Jorgensen & Molly Hinsliff-Smith



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Rule 2-Fair Sailing

Definition:

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play

Penalty - DNE

Examples:

- **Unsportsmanlike Behavior on the Water**
- **Cheating in Measurement or Equipment**
- **Collusion or Dishonesty**
- **Aggressive Behavior from Support Person (boat will be penalized even if it is not the fault of the competitor under rule 62.4, sometimes even if the incident did not take place at the venue)**

Common Misconceptions:

- Rule 2 initiated by competitors
- Rule 69 only initiated by PC.
- Applies to support persons as well under Rule 4

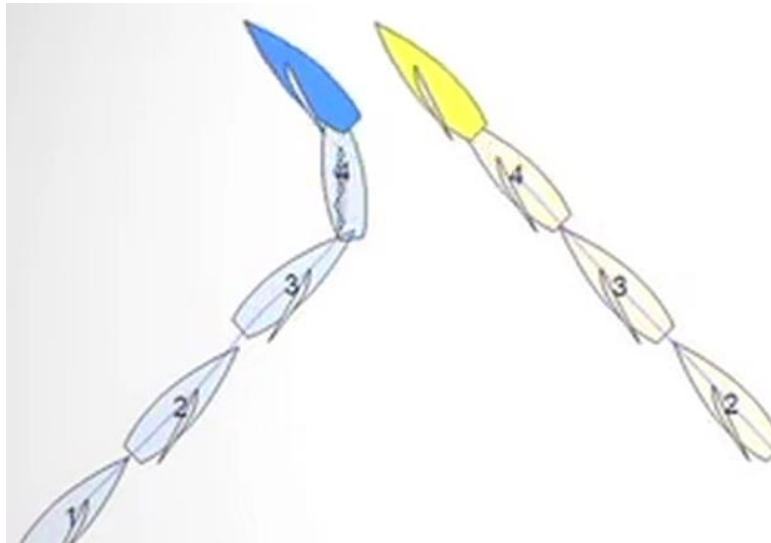


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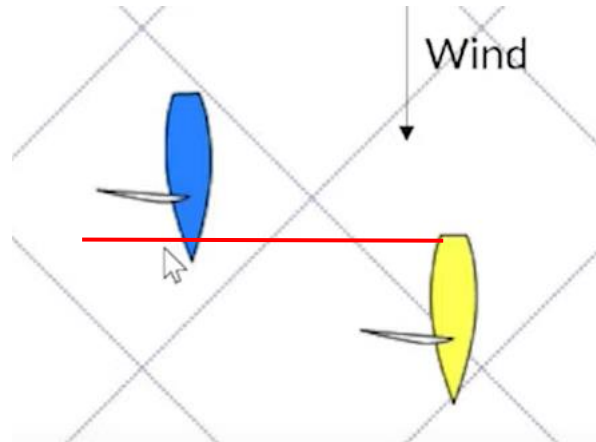
Rule 10 – Opposite Tacks

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



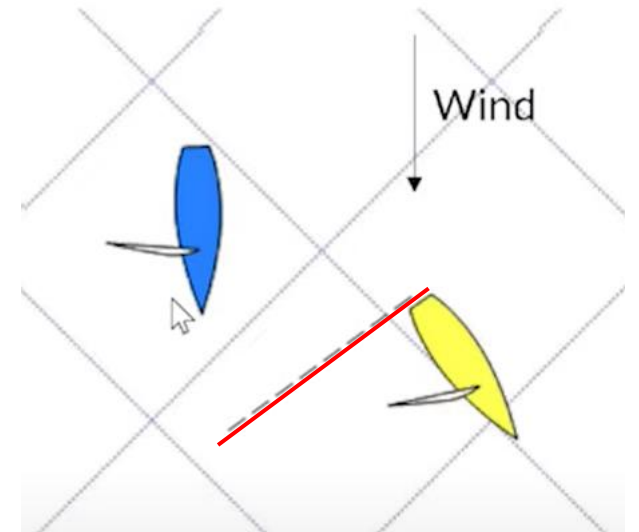
Rule 11 – Same tack, overlapped

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



Rule 12 – Same tack, not overlapped

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





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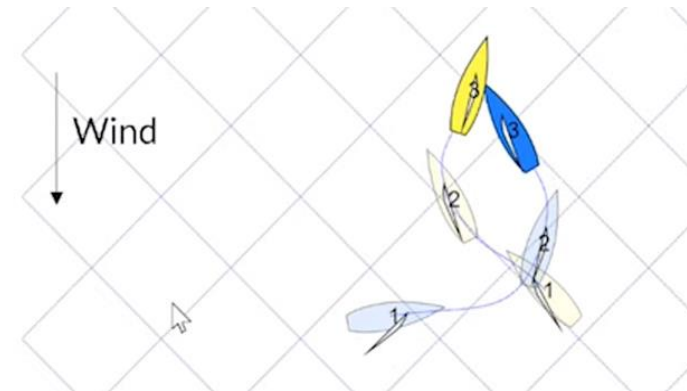


Rule 13 – While Tacking

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



If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.



During that time rules 10, 11 and 12 do not apply.



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Important definition that determines if you have broken Part 2 rules

Keep Clear A boat *keeps clear* of a right-of-way boat

- (a) if the right-of-way boat can sail her course with no need to take avoiding action and,
- (b) when the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.



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Rule 14 – Avoiding contact

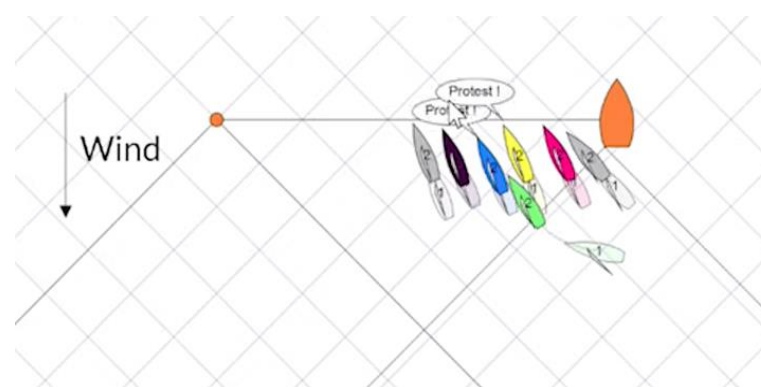
If **reasonably possible**, a boat shall

- (a) avoid contact with another boat,
- (b) not cause contact between boats, and an object that should be avoided.

However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

Rule 15- Acquiring right of way

When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat's actions.



Green broke Rule 11 by not *keeping clear* of Blue (the right-of-way boat).

Green broke Rule 15 by not initially giving Yellow *room to keep clear*.



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Proper Course

Proper Course A course a boat would choose in order to *sail the course* as quickly as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.



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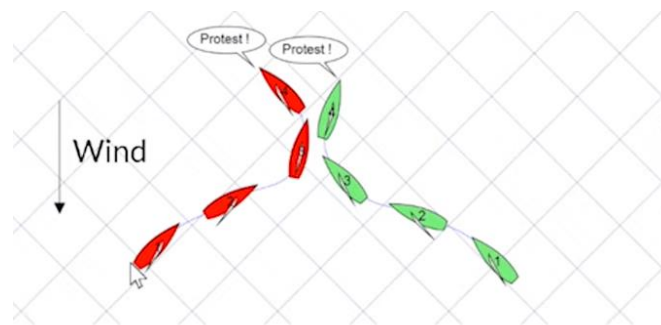


Rule 16- Changing Course

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

16.2 On a beat to windward when a *port-tack* boat is *keeping clear* by sailing to pass to leeward of a *starboard-tack* boat, the *starboard-tack* boat shall not bear away.

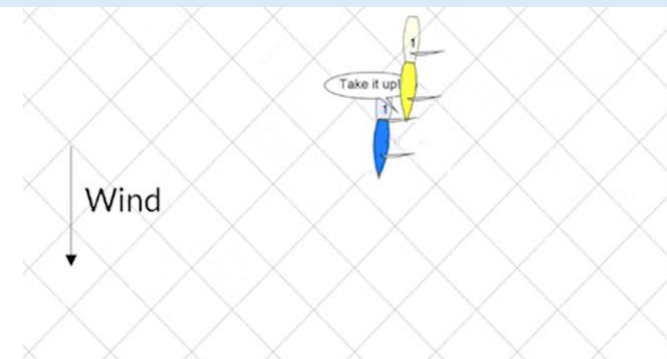
This is known as upwind hunting.



Yes. Rule 16.1 applies. Green changed course after Red headed up to keep clear. At location 3, when Green headed up, Red did not have room to keep clear.

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* unless in doing so she promptly sails astern of the other boat.



Yes. Yellow obtained the overlap from clear astern, on the same tack and within two hull lengths to leeward. She cannot deliberately head Blue up to slow her down.



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Rule 15 & 16 do not just serve their specific purposes but also stop boats pushing boats into the Race Committee boat.

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.

A “seamanlike way” is dependent on conditions

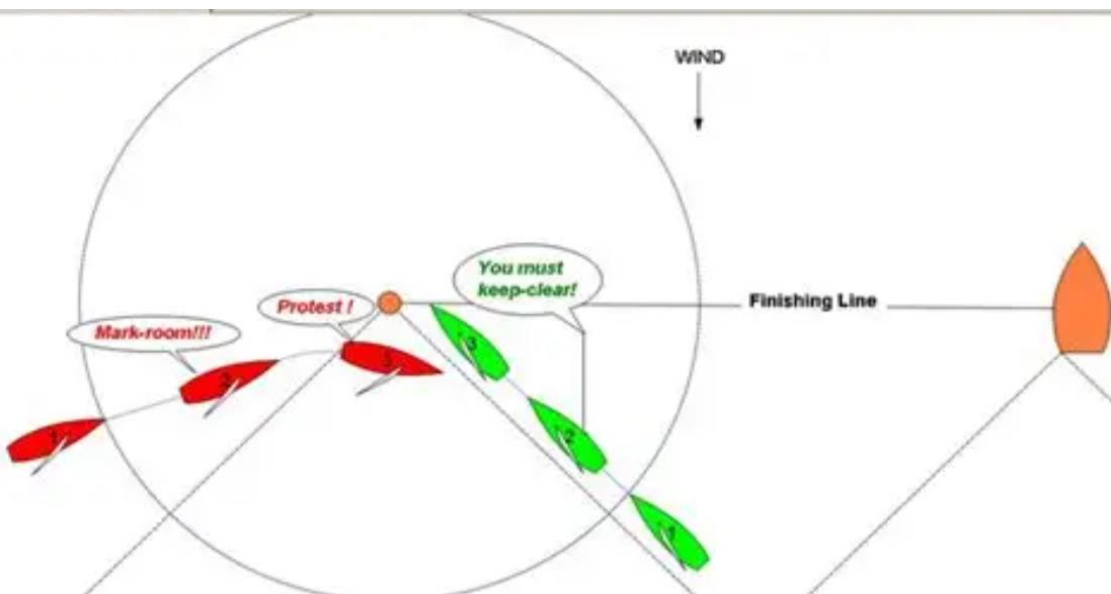


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Rule 18.1 – When Rule 18 applies

Mark room applies when **boats** are required to leave a *mark* on the same side and at least one of them is in the *zone*



Doesn't apply when:

- *Boats are on opposite tacks on a beat*
- *Between a boat approaching a mark and one leaving it*
- *If the mark is a continuing obstruction*



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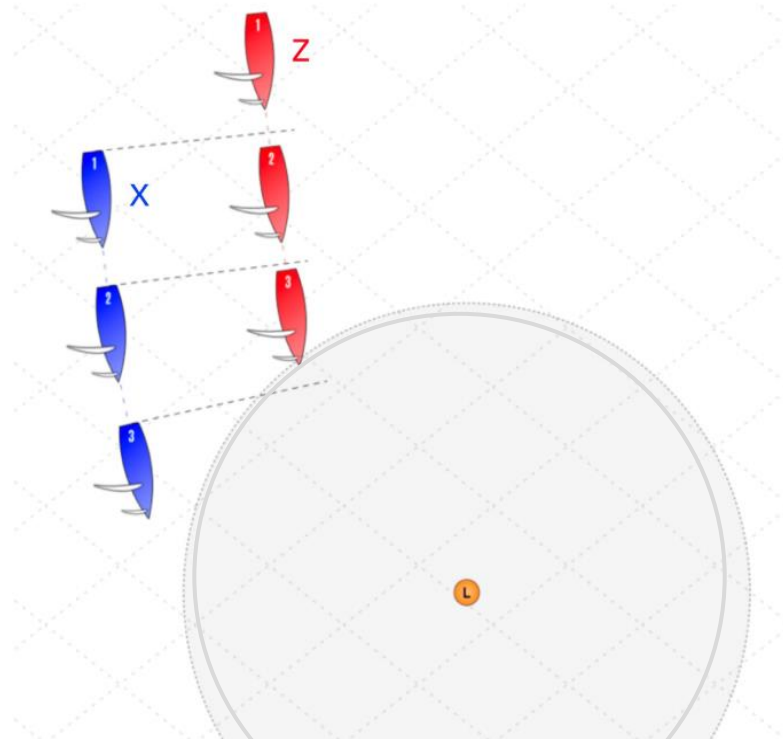
Rule 18.2 – giving mark room

If the boats are overlapped at that moment, the inside boat gets mark-room.

If the boats are not overlapped, the boat that reached the zone first gets mark-room.

If new overlaps are formed or broken during the zone, you go back to when the boats FIRST entered the zone, that determines who is entitled for room.

However, this rule no longer applies if the boat entitled to mark-room passes head to wind or leaves the zone.



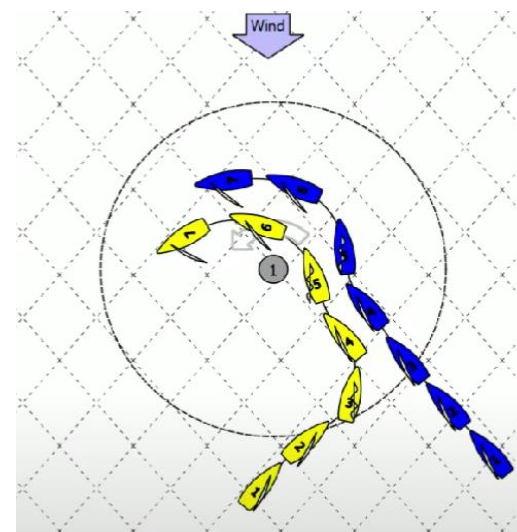
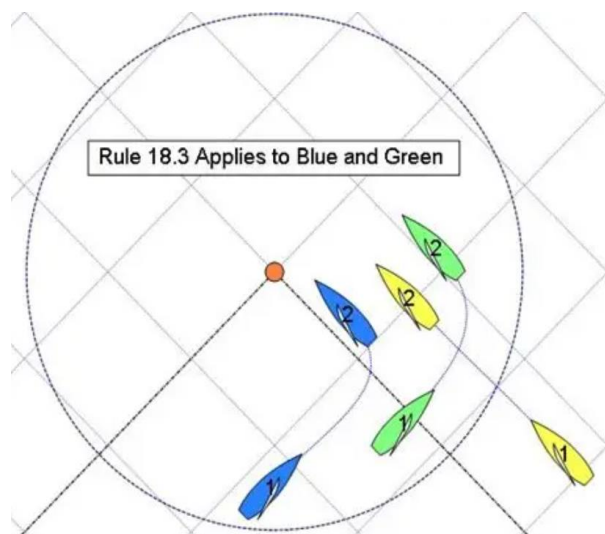


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Rule 18.3 – Tacking

If a boat has been on starboard tack since entering the zone, the boat that passed head to wind cannot luff the boat above close hauled.



Yellow enters the zone at 2, she is on opposite tacks
18.1a - no mark room (beat to windward)

Yellow passes head to wind within the zone, fetching the mark – 18.3 switches on!

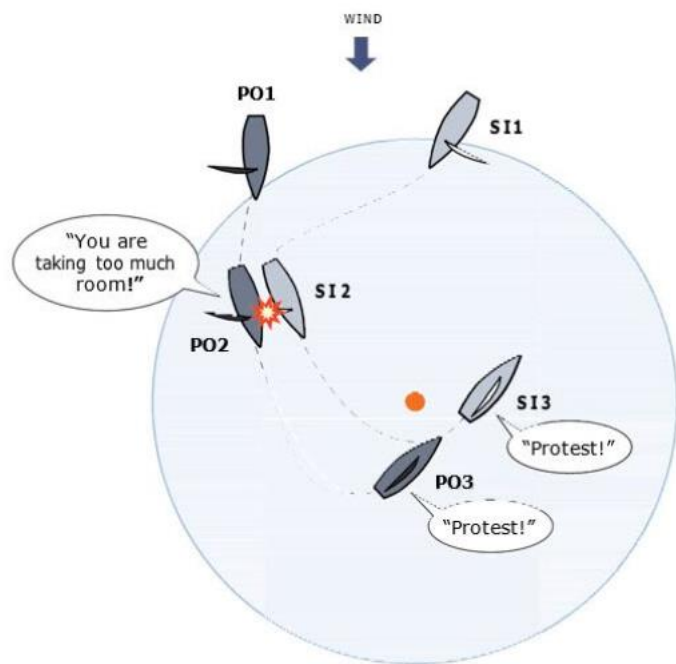
Restricts yellow boat from luffing blue boat beyond close hauled



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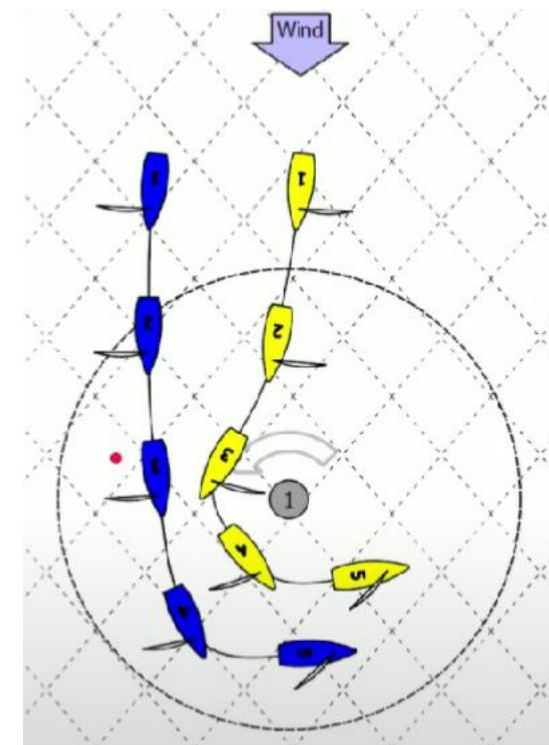


Rule 18.4 – Gybing



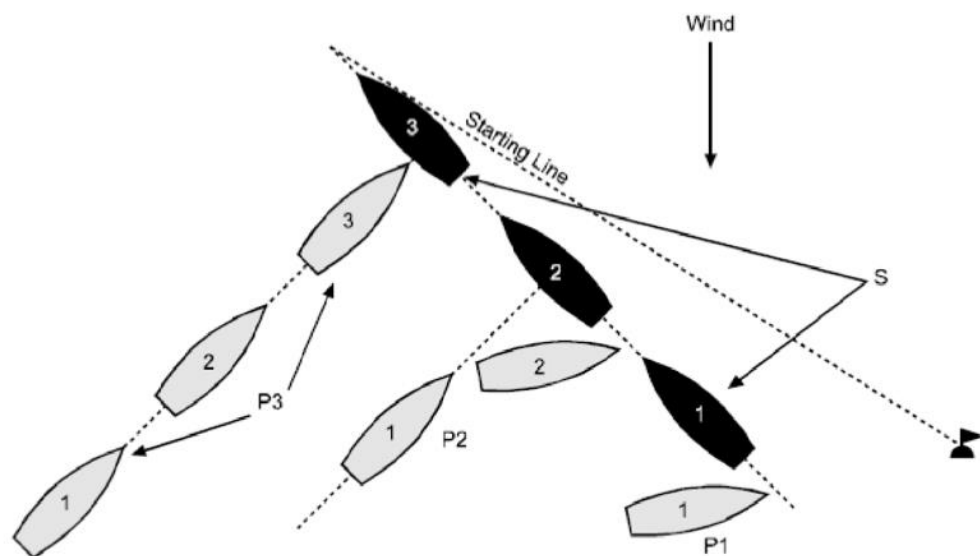
An inside, overlapped, right-of-way boat which needs to gybe in order to sail her proper course around the mark requires her to sail no farther from the mark than needed to sail her proper course

Doesn't apply at gate marks





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What rules are broken?
What is the decision of
the protest committee?

The angle of the starting line made it only just possible for a close-hauled boat on starboard tack to cross the line, and most boats approached on port tack. However, S approached on starboard tack from the right-hand end, continually hailing 'Starboard' to port-tack boats as they approached.

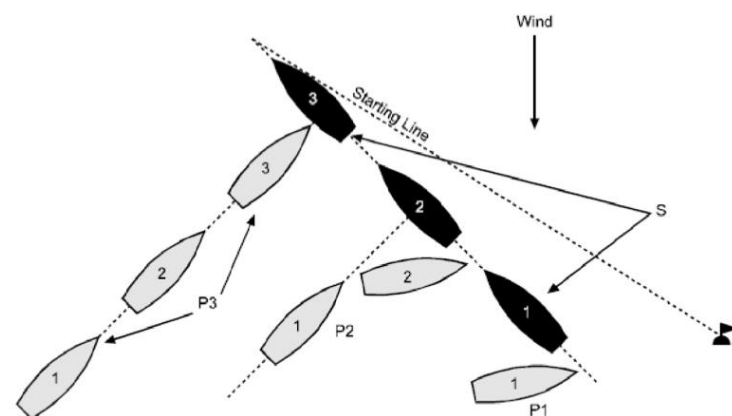
P1 and P2 bore off below S. P3, however, made no attempt to avoid S and struck her amidships at right angles, causing considerable damage.



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A right-of-way boat need not act to avoid contact until it is clear that the other boat is not keeping clear.



Rule 10 required P3 to keep clear of S. Rule 14 required each boat to avoid contact with the other boat if reasonably possible. In P3's case, rule 14's requirement to avoid contact with S was consistent with the broader requirement of rule 10 that she allow S to 'sail her course with no need to take avoiding action' (see the definition Keep Clear). P3 broke both rule 10 and rule 14.

In S's case, while rule 10 required P3 to keep clear of her, at the same time S was required by rule 14 to avoid contact if it was 'reasonably possible' to do so.

However, rule 14 allowed S to sail her course in the expectation that P3 would keep clear as required, until such time as it became clear that P3 would not do so. In this case, the diagram shows that P3 could readily have borne off and avoided S from a position very close to S. For that reason, the time between the moment it became clear that P3 would not keep clear and the time of the collision was a very brief interval, so brief that it was impossible for S to avoid contact. Therefore, S did not break rule 14.

**P3 disqualified under rule 10
& 14. S broke no rules.**



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Facts

Two boats, A and B, are on a broad reach on starboard tack in a light breeze on their proper courses for the next mark some distance away. Initially, B is clear astern of and directly behind A but is travelling slightly faster and becomes overlapped close to leeward of A's stern.

Questions

1. When are B's obligations under rule 12 replaced by her rights as leeward boat under rule 11?
2. What are B's obligations under rule 15?
3. What are A's obligations under rule 11?



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Questions

1. When are B's obligations under rule 12 replaced by her rights as leeward boat under rule 11?
2. What are B's obligations under rule 15?
3. What are A's obligations under rule 11?

When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

Answers

1. B's obligations under rule 12 are replaced by her rights as leeward boat under rule 11 at the moment that B and A become overlapped.

Rule 15 embodies the principle in the rules that when the right of way changes from one boat to another, the boat with the newly acquired right of way must give the other boat space and time for response, and thus a fair opportunity to manoeuvre to keep clear. B's obligation under rule 15 is not a continuing one; it protects A only temporarily, and only if A responds promptly after the overlap begins (see the definition Room).

Rule 11 requires A to keep clear and, if this requires her to luff, she must do so promptly. If A does so but some part of her hull, crew or equipment touches any part of B's hull, crew or equipment, A breaks rule 11. If contact occurs despite A having luffed in a seamanlike way, B breaks rule 15 by not giving A room to keep clear and A is exonerated by rule 43.1(b) for her breach of rule 11. However, if A luffs higher than is necessary to keep clear of B and, as a result, causes contact with B, A has been given the room required by rule 15 and is not exonerated.