

The Racing Rules of Sailing

The Call Book for Team Racing, New TR Call D9

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To comply with ISAF Regulations 28.3.1, 28.3.2, 28.3.4 and 28.3.7.

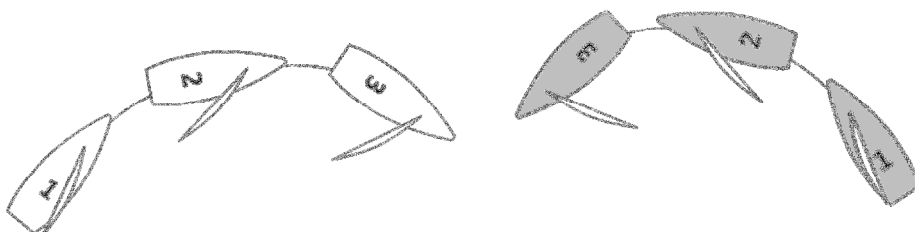
Proposal

TR CALL D9

Rule 16 Changing Course

Question

Y on port tack and B on starboard tack are on a beat to windward. Y bears away to pass behind B. While Y's course is still above B's stern, B starts bearing away too. Y does not need to respond immediately to B's course change. The boats bear away until both are sailing downwind courses. B continues to bear away and now Y must respond immediately. Y protests. What should the call be?



Answer

When Y starts bearing away she begins sailing to pass astern of B, even though her course is still above B's stern. B is subject to rule 16.2 and must not change course if as a result Y would immediately need to change course to continue keeping clear. However, when B does bears away, Y has no need to change course immediately to continue keeping clear of B; B does not break rule 16.2.

Later, when Y does need to change course immediately to continue keeping clear of B, Y is no longer sailing a course to pass astern of B and therefore rule 16.2 no longer applies.

If Y is unable to continue keeping clear in a seamanlike way, B breaks rule 16.1. Penalise B.

If Y is able to continue keeping clear in a seamanlike way, no penalty.

The expression 'sailing to pass astern' in rule 16.2 refers to the overall actions of the port-tack boat clearly attempting to pass astern of the starboard-tack boat, and not necessarily to the course or heading she is sailing at any moment.

Current Position

TR Rapid Response Call 2013.03 as above.

Reason

To clarify that the words 'sailing to pass astern' refers to the overall actions of the port-tack boat clearly attempting to pass astern of the starboard-tack boat, and not necessarily the course or heading she is sailing at any moment.
