



RYA Racing Rules Webinars

Session 4 – Marks Part 1

20th May 2020

Presenter: Chris Atkins

Q&As

The questions below were received during the webinar session, and an answer is provided below. These reflect the opinion of the presenter and are not an official RYA or World Sailing interpretation.

Question Asked	Answer Given
<p>Jonathan: In your corridor for slide 2 if yellow tries to sail her proper course (wide in close out) she will sail outside of the corridor. Is she entitled to this room? The definitions for mark room does not mention seaman like way</p>	<p>No, she is not <u>entitled</u> to this room. Mark-room is “room to sail <u>to</u> the mark”; it is <u>not</u> “room to sail a proper course to the mark”.</p> <p>Looking at the slide with the 4 reaching approaches to the leeward mark: #1 shows inside Yellow trying to sail a proper course, and thereby causing outside Blue to have to avoid her. Yellow breaks rule 11. And as she is not in the mark-room to which she is entitled, she is NOT exonerated for this breach. (Whereas In #2, Yellow breaks rule 11 when she <u>is</u> in the corridor, so she is exonerated.)</p> <p>#3 shows the situation where outside Blue chooses to bear away. There is nothing to stop Yellow sailing in the space that (nice) Blue has left. She keeps clear of Blue so does not break rule 11.</p> <p>Your final sentence talks to seamanlike. Because ‘mark-room’ is defined as the “Room”, it follows that mark-room includes the space “when responding promptly and in a seamanlike way” [see definition of ‘room’]. But the definition of mark-room is still “room to sail <u>to</u> the mark”. A course straight to the mark is not unseamanlike, and it is all that Blue is obliged to give, as shown in #4.</p>
<p>Cameron re mark room at a leeward mark. Rule 18.2 does not apply to boats entering the zone of a windward marks on opposite tacks... but it does apply to boats on opposite tacks entering the zone of a leeward mark, correct? I believe I was erroneously taught that mark-room (inside overlap) rules only applied to boats on the same tack upon reaching the</p>	<p>This overlaps a bit with the next Mark-room webinar, which will talk about when rule 18 does and doesn’t apply. 18.1(a) says that rule 18 does not apply between boats on opposite tacks on a beat to windward.</p> <p>Some years ago (maybe 2009) the definition of “overlap” and “clear ahead /</p>



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<p>zone. However, unlike most right-of-way situations in which the language of 'overlap' is only germane to boats on the same tack, rule 18 does not require this, and your presentation confirms that overlap is determined independent tack at a leeward mark (whereas the obligation to keep clear remains). So if I enter the leeward zone on port tack, inside-overlapped with a boat on starboard tack (sailing by the lee), I must keep clear, but she must give me a corridor for mark-room, correct? Once she gybes to port I must still keep clear (for different reasons), but I am still entitled to a corridor/mark room. Is that right?</p>	<p>astern” were changed to say that they apply to boats on opposite tacks when both are sailing more than 90° from the true wind.</p> <p>Hence you are correct; these terms, and therefore rule 18.2(b), apply to boats on opposite tacks at the end of a run. And you are also correct on your last two questions (I am assuming mark to port).</p>
<p>Cameron: Suppose boat A enters the zone clear ahead of boat B, hot on her heels, or else boat B is already outside-overlapped of A at the zone. B considers a diving inside for a tight button-hook at the mark, but recognizes that she must anticipate A sailing as tight to the mark and as high as possible, and that, were she to safely pass A to windward at the mark, A could luff her. So instead, B stays outside and tight to A's starboard quarter. However, A stuffs the rounding as she exits the mark--fouling her sheets, losing power, and side-slipping... accidentally at first, and then bearing away while she tries to regain power. During this process B, who was already overlapped to leeward (or else quickly became so with A's loss of speed), is unable to sail her course, bearing away significantly lower than close-hauled to avoid contact. B protests, claiming that A had completed mark-rounding (i.e., had been given room), and that A's unseamanlike rounding resulted in her not keeping clear of B, the leeward boat. Does B have a case?</p>	<p>To clarify: the situation is that B must give A mark-room at a leeward mark. B is either just astern, or just overlapped to leeward, of A. A messes up her rounding, causing B to bear away to avoid her.</p> <p>Answer: yes, B <u>may</u> have a case. It depends on the actual facts:</p> <p>Situation 1: A and B overlapped. A breaks rule 11. If she remains in the corridor, and just loses speed because of the mess up, she is exonerated under rule 21. Whereas if A slips to leeward of the corridor, or if mark room (to round the mark as necessary to sail the course) has already been fully given, then A is not exonerated.</p> <p>Situation 2: B clear astern throughout. B must keep clear and does so!</p> <p>Situation 3: B becomes overlapped as a result of A's mess up. Rule 15 therefore doesn't apply to B, so the logic in situation 1 applies. Note: by bearing away, wise B ensures she complies with rule 18.2(b) and cannot be penalised</p>
<p>Sailorlad: If two boats are heading downwind on starboard jibe toward s a port rounding mark, they have been overlapped for some time, just before entering the zone the outside (just) overlapped boat turns up a bit to break the overlap (transom line) and calls no overlap - no room, and when in the zone turns back down toward the mark, the</p>	<p>Good question! I think you understand correctly, but it gives me the opportunity to highlight 2 more rules that occasionally apply.</p> <p>First, check out rule 18.2(e). The zone is difficult to judge accurately, and if it is agreed that boats were overlapped before</p>



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<p>overlap is now re-established again two boat lengths from the mark, is the inside boat required to keep clear, or is he still entitled to room ?</p>	<p>the luff, and at a protest there is doubt over whether the overlap was broken in time, it shall be presumed that it was NOT. So in this case, if there is doubt, it will be presumed that outside's luff did NOT break the overlap at the critical moment.</p> <p>However if there is no doubt about the facts, then "outside" was clear ahead at the zone. So "inside" must THEREAFTER give her mark-room (rule 18.2(b)).</p> <p>When at 2 lengths "inside" does (once again) become overlapped to leeward, rule 18.2(c)(2) requires her (in addition to give "outside" room) to sail her proper course while they remain overlapped ... i.e. a close rounding of the mark.</p> <p>So now, although "inside" is once again right-of-way (slightly contrary to what you say), she must give "outside" room to sail both in the corridor (rule 18.2(b)) AND her proper course (rule 18.2(c)(2)).</p> <p>Net net: "inside" is in a bad place! She either has to slow down to become astern of "outside", or she is going to have to pass the mark on the wrong side.</p>
<p>Freddie: Re "Anticipation" Slide</p> <p>Number 3: Yellow enters the zone (rule 18.2(b) is on) on port tack inside overlap, is in the corridor and has mark-room, Blue on starboard tack has to give mark-room.</p> <p>Blue outside overlapped must anticipate having to give room. OK I understand.</p> <p>Number 4: Yellow enters the zone (rule 18.2(b) is on), on port tack overlapped inside with Blue on starboard tack, Yellow is not in the corridor, he has to gybe earlier to avoid Blue for rule 10 and he is not protected by rule 21</p> <p>Text in slide 4: Blue outside overlapped must anticipate having to give room?? Yellow (inside) is entitled to mark-room from Blue but Yellow is outside the</p>	<p>You understand the rule correctly - and thank you, I shall edit the slide and change "room" to "mark-room".</p> <p>In slide 4 Blue IS giving mark-room, so IS complying fully with rule 18.2(b). Yellow needs to keep clear of Blue by gybing or luffing. Rule 18.2(f) is not relevant as the conditions within it have not been met.</p> <p>One further comment: you also mention rule 18.2(d). At position 2 rule 18.2(d) does not yet apply. "Mark-room" is "Room to leave a mark on the required side". So a boat has only "been given that mark-room" (the words in rule 18.2(d)) when she has left the mark on the required side. Therefore at position 2 18.2(b) still applies, and Blue is complying with it. Especially with slower boats, Yellow might gybe at position 2 (rather than sail astern of Blue), and 18.2(b) would still apply.</p>



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corridor took to much room, Rule 18.2(b) turns off by rule 18.2(d)

Rule 10 is on and Yellow has to keep clear of Blue (or broke rule 10).

What about rule 18.2(f) ?

I discussed rule 18.2(f) only briefly - too briefly to cover it fully. I also introduced the word "anticipation", which is not used in the rule. So it might help to add some further explanation.

What do I mean by "anticipation"?

1. Rule 18.2(b) places an obligation on an outside boat to give mark-room to boats inside her. Whether a boat has such an obligation is determined by the position of the boats when the first of them reaches the zone.

2. However when there is a bunch of boats, or with very fast boats, it may not be possible for the outside boat to give mark-room to all boats inside her if she only starts to give that mark-room when the first boat reaches the zone. In such a case the outside boat will break rule 18.2(b).

3. So the general principle is that a boat overlapped on the outside needs to be prepared to give mark-room, and act in time to be able to comply with her obligation to give mark-room to all boats inside her.

But what if boats approaching a mark are not overlapped? **Rule 18.2(f)** states that if (i) a boat obtains an inside overlap from clear astern or by tacking to windward, and (ii) from the time that the overlap began the outside boat has been unable to give that mark-room, then the outside boat is not required to give mark-room.

So for instance a boat clear ahead when 6 lengths from a mark does not have to prepare for the possibility that boats astern might become overlapped inside her. She only needs to prepare to give mark room when the boats do become overlapped inside her.

Useful Links

The RYA's Racing Rules Pages – www.rya.org.uk/racingrules

The Racing Rules of Sailing - <https://www.sailing.org/documents/racingrules/index.php>

The World Sailing Racing Rules App - <https://www.rya.org.uk/go/wsapp>

The World Sailing Case Book - <https://www.sailing.org/documents/caseandcall/case-book.php>