



CALL BOOK FOR MATCH RACING

2013 - 2016

INTERNATIONAL SAILING FEDERATION
SAILING.ORG

The
CALL BOOK
for MATCH RACING
for 2013 – 2016

International Sailing Federation
November 2012

As the leading authority for the sport, the International Sailing Federation promotes and supports the protection of the environment in all sailing competition and related activities throughout the world.

Contact details for the ISAF Secretariat:

Ariadne House
Town Quay
Southampton
Hampshire SO14 2AQ
UK

Tel +44 (0) 2380 635111

Fax +44 (0) 2380 635789

Email secretariat@isaf.com

sailing.org | isaf.com

First edition: January 1992

Second edition: May 1993

Third edition: November 1995

Fourth edition: April 1998

Fifth edition: March 2001

Sixth edition: November 2004

Seventh edition: November 2008

Eighth edition: November 2012

Published by ISAF (UK) Ltd., Southampton, UK

© International Sailing Federation, Ltd.

All rights reserved

Foreword

Match Racing has continued to develop as an important part of our sport. It is conducted extensively from the Club level through to the highest levels of competition, including the America's Cup.

The Call Book has been developed and refined since 1992 and is now in its Eight Edition. The calls have been developed with the input from sailors and umpires alike due to the need for as much consistency as possible in responding to on-the-water protests and other situations that may arise. The aim of the Call Book is to help resolve any doubt amongst sailors and umpires about situations referred to in the Call Book.

This latest edition of the Call Book has been re-structured with the calls now categorized into easy to follow sections. This should make the Call Book a lot easier to use for people involved in match racing.

The Call Book incorporates changes made in the 2013-2016 Racing Rules of Sailing.

In drafting the calls, care has been exercised to minimise the difference between Fleet Racing and Match Racing in terms of the Right of Way Rules of Part 2, however it is recognized that Match Racing is a separate discipline and that there are some differences from Fleet Racing.

It is important to note that this Call Book, like previous editions, is therefore only authoritative for umpired Match Racing.

I would particularly like to thank the Chairman of the Match & Team Racing Working Party, Marianne Middelthon, for the substantial work that she has undertaken in producing this edition of the Call Book.

The ISAF Racing Rules Committee trusts that competitors and umpires will continue to provide input to the Racing Rules Committee for further development of the Call Book.

Readers with comments and suggestions are invited to send them to the ISAF Secretariat.

David Tillett
Chairman
ISAF Racing Rules Committee
November 2012

Preface

I would like to thank those who have helped getting this updated version of the Umpires' Call Book for Match Racing ready in time for the implementation of the 2013 - 2016 Racing Rules of Sailing. A special thank to Ricardo Lobato for his commitment when contributing throughout the process of restructuring and updating the Call Book. I am also grateful to Matt Knowles and Dave Dellenbaugh who put a lot of work into the initial preparations for restructuring the book. And thanks to the many sailors and umpires who have commented and made suggestions for improvement to the book.

The structure of this book is now similar to that of the Call Book for Team Racing; Calls have been entered into different sections based on where they are most likely to happen. For example a typical prestart situation will be entered in Section B - The Prestart, although it may happen anywhere else on the course as well. The book now starts with an Introduction Section: General Principles for Umpire Decisions. This section contains what used to be the GEN Calls, in addition to a description of how the umpires will define 'in a seamanlike way' - previously described in Call UMP 20 Question 1. The book continues with sections as they occur in a race: Prestart, Start, Windward Leg, Windward Mark, The Run, The Leeward Mark and The Finish. Finally there are three special sections: Other Rules, The Umpiring Process and Protests and Penalties. At the end of the book there is a list with cross-references of call names from the 2009-2012 version to this version. And for this edition, the old call names will also be retained in brackets for easy reference.

The section names are generally the same as those in the Call Book for Team Racing, except there are no Section F (Reaching) or H (The Gybe Mark).

This book has also been revised to reflect the changes to the Racing Rules of Sailing and Appendix C. Most of the changes are simply changes to the rules references, but some of the calls have changed significantly as a result of the changes to the rules about marks and obstructions. You will find the biggest changes from the 2009 - 2012 version of the Call Book in calls UMP 17, UMP 18, UMP 22, MR 40 and MR 41. Calls UMP 2, UMP 43, MR 43 and MR 47 have been deleted. Some calls with multiple questions have been split into different sections of the book as they have dealt with different topics in the same call.

This book will be updated each year after the ISAF Annual Conference to include any new calls, submitted as Rapid Response Calls, and subsequently

approved by the ISAF Racing Rules Committee. These calls will be added at the end of the relevant sections.

Diagrams are limited to 2-dimensional snapshots of each incident. They cannot show the wind strength, the waves, the heel and speed of boats and all the many other things that contribute to a real-life scenario. They should therefore not be used too literally, but rather as a tool to help recognise quickly and clearly the situation being addressed.

At the back of the book there is an index, which enables calls to be found by key words and rule numbers. and there is also a list of rules in Call Titles.

The publishing of the Call Book is governed by ISAF regulation 28. This means that it is authoritative for umpired match racing only. It also means that changes can only be made through the same submission procedures as changes to the rules themselves.

However, ISAF regulation 28 also provides for the system with Rapid Response Match Racing Calls. Calls proposed under this system should be presented in a format similar to existing calls, and sent to the ISAF office in Southampton. Any diagrams should preferably be in TSS or Boats. (Both special boat drawing programs.) A call approved as a Rapid Response Call will be immediately communicated to all IU's and MNA's. It will also be posted on ISAF's website sailing.org.

The Match & Team Racing Rules Working Party will make recommendations on submitted calls and approved Rapid Response Calls to the Racing Rules Committee November meeting each year.

I welcome any comments for improvement of the Call Book.

Marianne Middelthon, Chairman
Match & Team Racing Rules Working Party

INDEX TO CALL BOOK

Section	Topic
Introduction	General Principles for Umpire Decisions
A	Definitions and Fundamentals
B	Prestart
C	The Start
D	The Windward Leg
E	The Windward Mark
G	The Run
J	The Leeward Mark
K	The Finish
L	Other Rules
M	The Umpiring Process
N	Protests and Penalties

Index by Key Words

Index of Rules (in Call Titles)

List of Old Call Names vs New Call Names

Notes on the text

1. Unless otherwise indicated, the wind is blowing from the top of the diagram.
2. Although the phrase ‘a downwind course’ has been replaced by ‘a course that is more than ninety degrees from the true wind’ in the rulebook, the Call Book still uses the phrase ‘a downwind course’
3. Any call involving contact will also involve rule 14. However, as explained in the General Principles for Umpire Decisions, rule 14 has no impact on the immediate umpire decision and is therefore not addressed in each separate call.

GENERAL PRINCIPLES FOR UMPIRE DECISIONS

Four general principles apply to umpire decisions:

1. 'Last Point of Certainty' (GEN 1 Q1)

There are many occasions when umpires are required to judge the exact moment when the state of a boat, or her relationship with another boat, changes. Examples are: passing head to wind, establishing an overlap, approaching the line to start, etc.

In such cases the umpires will assume that the state of a boat or the relationship with another has not changed until they are certain that it has changed. For example, a boat is not judged 'beyond head to wind' until the umpires are certain that she is so.

2. Disagreement between Umpires (GEN 1 Q2)

Disagreement or doubt about the facts in a situation may be resolved by using the principle 'Last Point of Certainty'.

In many situations the 'Yellow' umpire has the responsibility to observe 'Yellow', while the 'Blue' umpire is observing 'Blue'. In these circumstances additional weight will be given to the observations of the appropriate umpire. When disagreement or doubt remains, and there has been no contact between the boats, the umpires will display the green and white flag. However, if there has been contact, the umpires will penalize both boats (twin penalty).

3. Rule 14: Avoiding Contact (GEN 2)

When there has been contact there is a possibility that rule 14 has been broken. However, a breach of rule 14 will not affect any decision made by the umpires in response to a Y-flag.

When the umpires decide that a boat required to keep clear or give room or mark-room is to be penalized for breaking another rule of Part 2, a breach of rule 14 does not result in an additional penalty under C6.5. When a right-of-way boat or a boat entitled to room or mark-room breaks rule 14 she will be exonerated if there is no damage or injury. If there is damage or injury, this is subject to protest under C 6.1.

However, the umpires will initiate a check for damage to be carried out immediately after finishing. If damage is found, the umpires may impose a penalty under rule C8.6 or, if a penalty of more than one point is appropriate, act under rule C8.4 to inform the protest committee.

4. Definition: Room, and meaning of 'in a seamanlike way' (UMP 20)

ISAF Case 21 states that 'extraordinary' and 'abnormal' manoeuvres are unseamanlike.

However, actions that are not seamanlike in a fleet of many boats may be considered seamanlike in a situation with only two boats. Thus, in match racing some manoeuvres might be considered normal that would be considered abnormal in other racing, and therefore 'seamanlike way' will be interpreted somewhat more broadly in match racing.

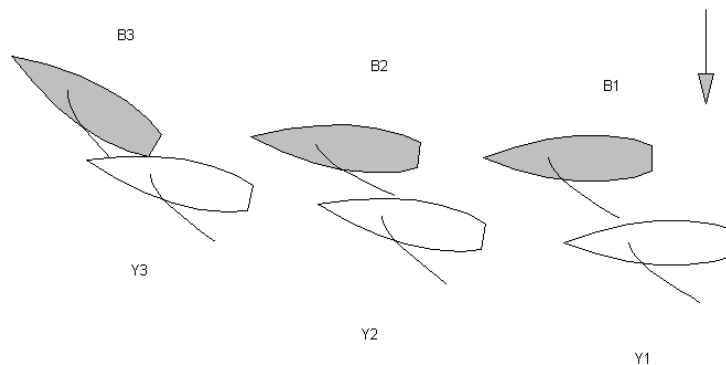
Any manoeuvre, however, that puts a boat or her crew at unreasonable risk of damage or injury is unseamanlike. The umpires will judge each incident on the basis of the boat's actions in relation to the conditions of wind and water that she is experiencing.

MR CALL A1 (UMP 9 - Q 1 & 2)

Rule 11	On the Same Tack, Overlapped
Rule 16.1	Changing Course
Rule 17	On the Same Tack; Proper Course
Definitions	Keep Clear and Proper Course

Question 1

Yellow and Blue are sailing parallel courses. Rule 17 does not apply. Blue has adequate room to move away but nevertheless maintains a parallel course. After about 10 seconds Yellow luffs slowly and from the moment the luff starts, there is no longer any means of Blue avoiding Yellow. Blue luffs and there is contact. There is a Y-flag. What should the call be?



Answer 1

Penalize Blue. When Blue has had an opportunity to keep clear but then sails so close to Yellow that any luff by Yellow will result in contact, Blue fails to keep clear and breaks rule 11.

Question 2

Would the answer be different if Blue came down, or Yellow sailed a slightly higher course thereby causing the separation between the boats to decrease?

Answer 2

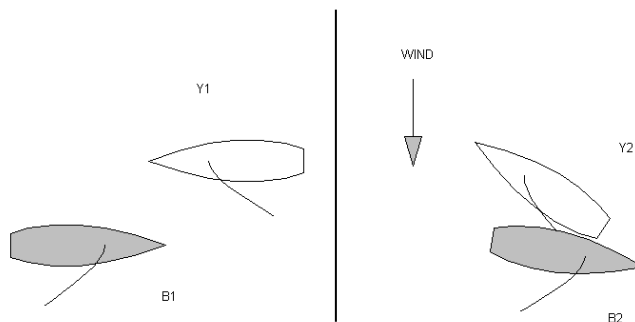
No.

MR CALL A2 (UMP 12)

Rules 10 On Opposite Tacks Rules 16.1 Changing Course

Question 1

Yellow and Blue approach each other. As they pass, Blue is keeping clear to leeward. Yellow luffs and as a result Blue is unable to respond to keep clear. The stern of Yellow makes contact with the port side of Blue. There is a Y-flag. What should the call be?

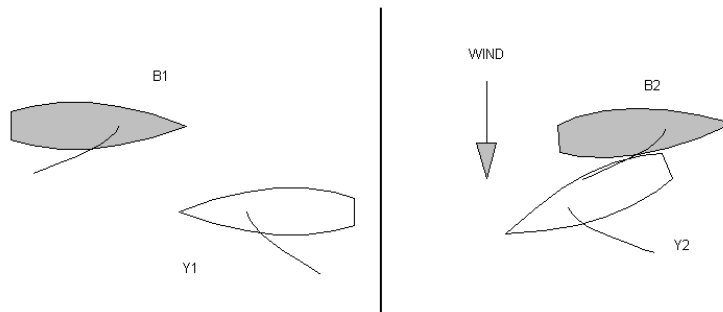


Answer 1

Penalize Yellow. Yellow breaks rule 16.1 by changing course without giving Blue room to keep clear.

Question 2

Yellow and Blue approach each other. As they pass, Blue is keeping clear to windward. Yellow bears away. Blue is unable to respond and there is contact. There is a Y-flag. What should the call be?



Answer 2

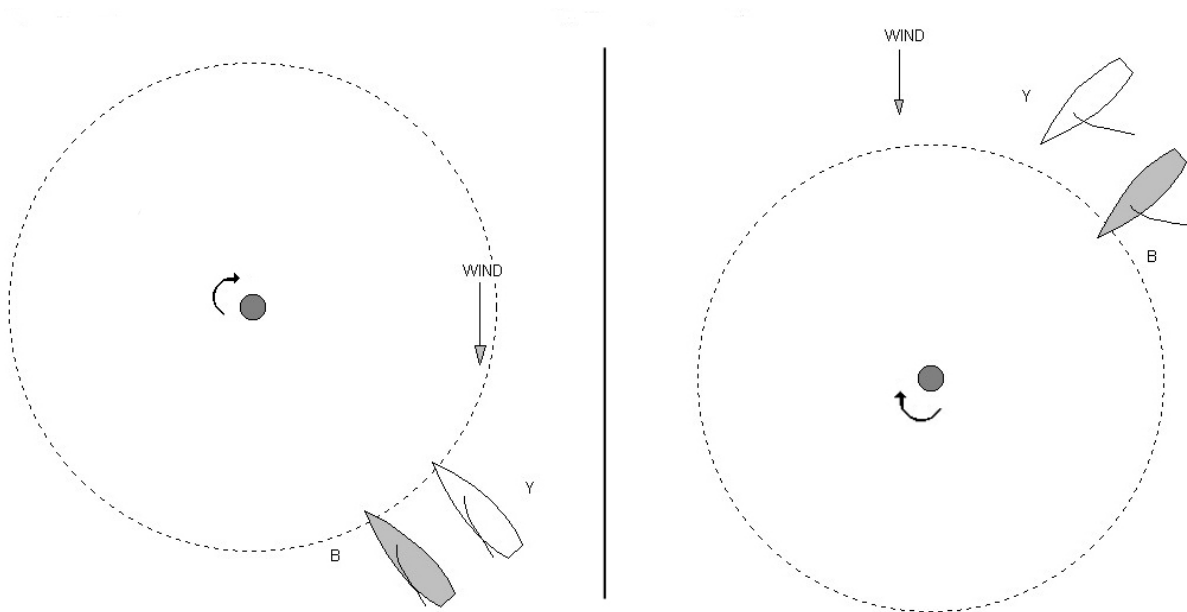
Penalize Yellow. Yellow breaks rule 16.1 by changing course without giving Blue room to keep clear.

MR CALL A3 (UMP 24)

Rule 11 **On the Same Tack, Overlapped**
Rule 18.2 **Giving Mark-Room**
Rule 21 **Exoneration**

Question 1

Blue and Yellow are approaching a mark to be left to starboard. Rule 17 does not apply to Blue. What is the latest time Blue may luff?



Answer 1

Rule 18 begins to apply when any part of the hull of either boat is in the zone. From this moment, if Blue luffs and thereafter has to bear away in order to give Yellow mark-room, then Blue breaks rule 18.2. Blue does not break rule 18.2 if she is able to luff while giving mark-room. Yellow is required to keep clear under rule 11. However, she will be exonerated under rule 21 if she breaks rule 11 because Blue fails to give her mark-room.

Question 2

If Blue has to bear away to give mark-room, when is she required to do so?

Answer 2

Blue is required to bear away promptly from the moment the first of the boats is in the zone.

MR CALL A4 (UMP 21)

Definitions Overlap
Definitions Keep Clear

Questions

Is a spinnaker pole in 'normal position' when the spinnaker is not set but

- (i) one end is attached to the mast and the other end is projecting beyond the bow, or
- (ii) in the case of an extendable bowsprit-type pole, it is not retracted as fully as it can be
- (a) when the spinnaker is, or is being, set up approaching or passing a mark?
- (b) when hoisting or lowering the spinnaker?
- (c) when beating to windward?
- (d) during pre-start manoeuvres?

Answers

The general test when addressing these questions is 'Is this how the boat would normally be sailed, in the absence of other boats?' This leads to the following more specific answers:

- (a) and (b), for both (i) and (ii):

Yes, if it is the regular practice for the pole to be in that position in the circumstances and the umpires are not of the opinion that the pole had been set up prematurely, or left in position too long, for the purpose of obtaining a tactical advantage (such as the establishment of an artificial overlap).

- (c) and (d), for (i);

Yes, if it is the regular practice for that boat to carry her spinnaker pole in that position. It would not be regular practice if, for example, a boat had her spinnaker pole projecting during pre-start manoeuvres but then removed it for starting, or started without the pole projecting then later changed its position so that it was then projecting.

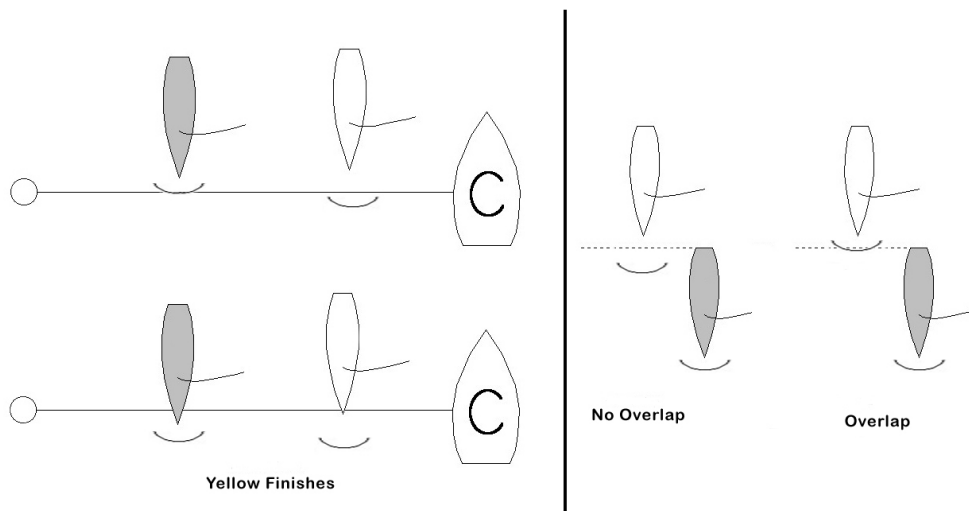
- (c) and (d), for (ii): No.

MR CALL A5 (UMP 18)

Rule C2.1 Changes to the Definitions - definition Finish Definitions Clear Astern and Clear Ahead; Overlap

Question 1

At a close downwind finish, Yellow eases her spinnaker halyard, sheet and guy so that the sail is further ahead of her bow than normal. When does she finish? What action should the umpires take?



Answer 1

The definition Finish makes it clear that a boat finishes when her hull crosses the finishing line, and the umpires should therefore take no action.

Question 2

Would the situation be different when two boats approach a leeward mark and there is a question about whether they are overlapped?

Answer 2

For the purpose of overlap, a spinnaker in normal position would be taken into account. However, if the umpires see the halyard eased they may judge that it is no longer in normal position and use the hull (or equipment in normal position) to determine whether there is an overlap.

Question 3

Would the answer be different if Yellow was in the process of taking down the spinnaker?

Answer 3

No. A spinnaker in the process of being set or taken down is not 'equipment in normal position' in the context of the definition where this term is used.

(The diagram in this call has been modified by the deletion of the words 'Blue finishes'. January 15 2013.)

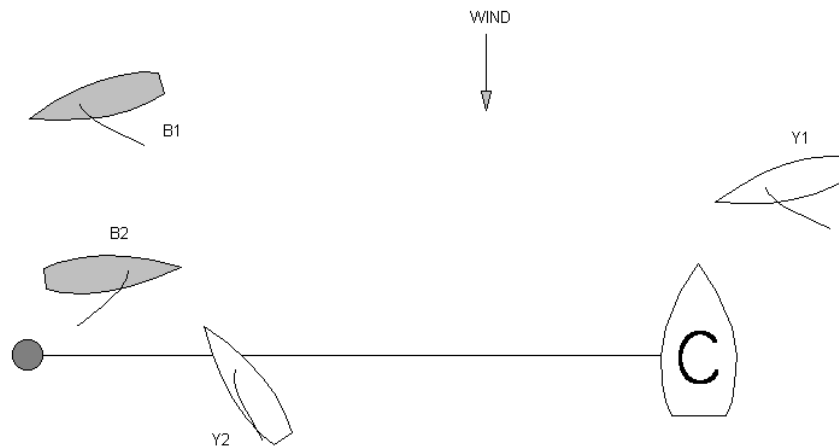
MR CALL B1 (MR 1)

Rule C4.1 **Requirements Before the Start**

Rule C4.2 **Requirements Before the Start**

Question 1

Blue is not outside her assigned end of the starting line at the preparatory signal. As a result Yellow is able to prevent her from crossing the line within the two-minute period. Blue did not cross the line from the course side before starting. What should the umpires do?



Answer 1

Impose two penalties on Blue. One is for breaking rule C4.1, because she was not outside her assigned end; the other is for breaking rule C4.2, because she did not cross the line from the course side within the two-minute period. These rules were broken in two separate incidents, and therefore each requires a penalty.

Question 2

If a boat has not crossed within the two-minute period, is she still obligated to cross before starting?

Answer 2

No. Although she has broken rule C4.2, there is no requirement that she cross the line after the two-minute period has ended.

MR CALL B2 (MR 2)

Rule C8.1(a) Penalties Initiated by Umpires: Rule Changes
Rule C9.3 Other Proceedings

Question

The preparatory signal for a match is made before the umpires have arrived in the course area. It is evident to the race committee on the starting line that Yellow has failed to meet a pre-start requirement (rule C4). May the race committee initiate a post-race hearing?

Answer

No. Such a matter is included under rule C9.3 and only the umpires may take action.

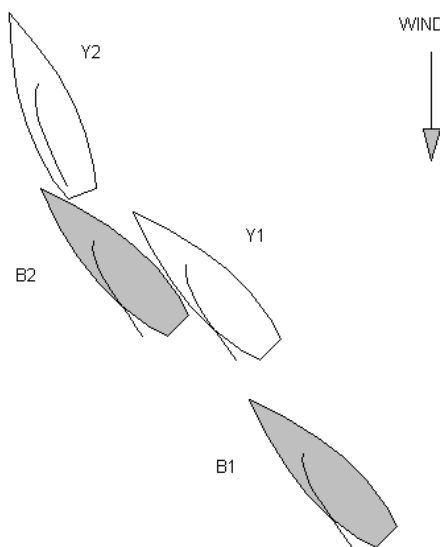
Similarly, if the umpires had been present and they had not signalled a penalty, again no further action could be taken.

MR CALL B3 (UMP 1)

Rule 11 **On the Same Tack, Overlapped**
Rule 15 **Acquiring Right of Way**

Question

Blue establishes an overlap from clear astern. Yellow luffs immediately, and her stern hits Blue. There is a Y-flag. What should the call be?



Answer

Rule 11 required Yellow to keep clear and rule 15 required Blue to initially give Yellow room to keep clear.

If Yellow luffed so that she did not take unnecessary room (see ISAF Case 24), then Blue broke rule 15. Penalize Blue.

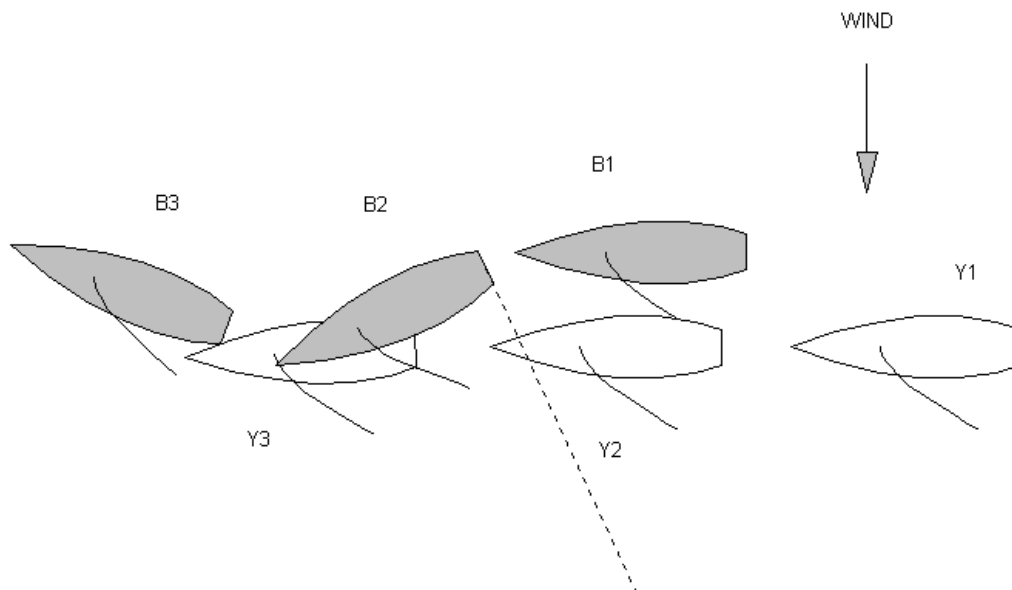
If Yellow clearly took more room than was necessary, then Yellow broke rule 11. Penalize Yellow.

MR CALL B4 (UMP 3)

Rule 11 **On the Same Tack, Overlapped**
Rule 15 **Acquiring Right of Way**

Question

Blue and Yellow are on the same tack, with Blue clear ahead. Yellow is moving faster than Blue. Blue bears away and the boats become overlapped. Blue then turns the other way and there is a collision. There is a Y-flag. What should the call be?



Answer

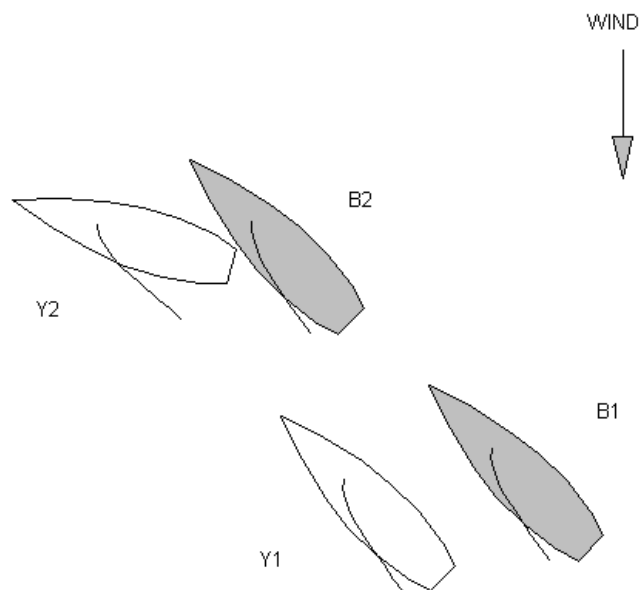
Penalize Blue. When Blue bears away, Yellow acquires right of way, at least in part, through Blue's actions. Therefore the second part of rule 15 applies, so she does not have to give Blue room to keep clear.

MR CALL B5 (UMP 4)

Rule 11 **On the Same Tack, Overlapped**
Rule 16.1 **Changing Course**

Question

Yellow and Blue are sailing parallel courses. Yellow bears away hard and Blue is unable to keep clear. Contact occurs. There is a Y-flag. What should the call be?



Answer

Penalize Yellow. Yellow is a right-of-way boat changing course. She did not give Blue room to keep clear and therefore broke rule 16.1.

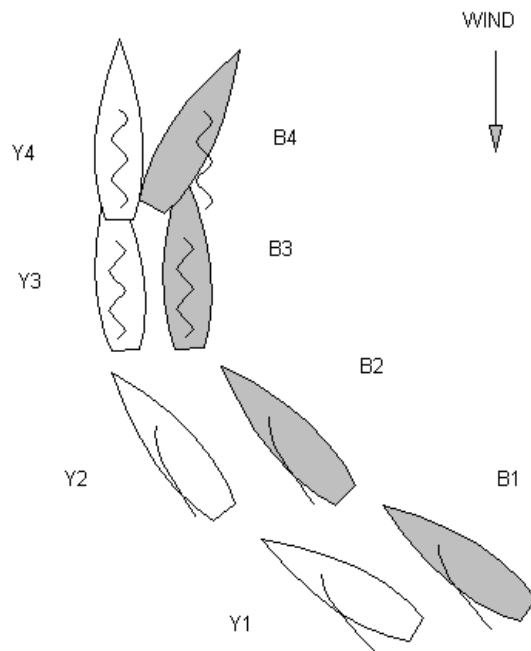
If Yellow had borne away slightly and immediately made contact with Blue, then Blue was not keeping clear under rule 11. Penalize Blue.

MR CALL B6 (UMP 5)

Rule 11 **On the Same Tack, Overlapped**
Rule 16.1 **Changing Course**
Rule C2.4 **While Tacking or Gybing**

Question 1

Yellow, a leeward boat, luffs head to wind, and Blue luffs in response, so that both reach positions side by side, head to wind. Blue continues to change course and passes head to wind. In so doing she makes contact with Yellow. There is a Y-flag. What should the call be?



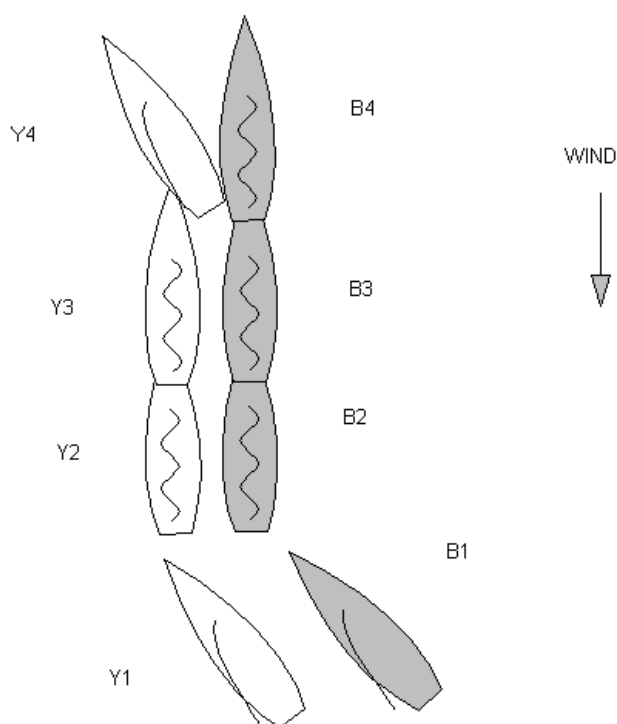
Answer 1

If, when Yellow begins her luff, Blue immediately responds and continues to do what she is able to do to keep clear throughout the incident but there is contact anyway, then Yellow is not giving Blue room to keep clear and she breaks rule 16.1. Penalize Yellow.

If Blue could have kept clear, but either responded too slowly, not enough, or over rotated, then Blue has broken rule 11 or 13.1. Penalize Blue.

Question 2

In similar circumstances, Blue responds and when head to wind, she remains so for a time. Then Yellow bears away and their sterns make contact. There is a Y-flag. What should the call be?



Answer 2

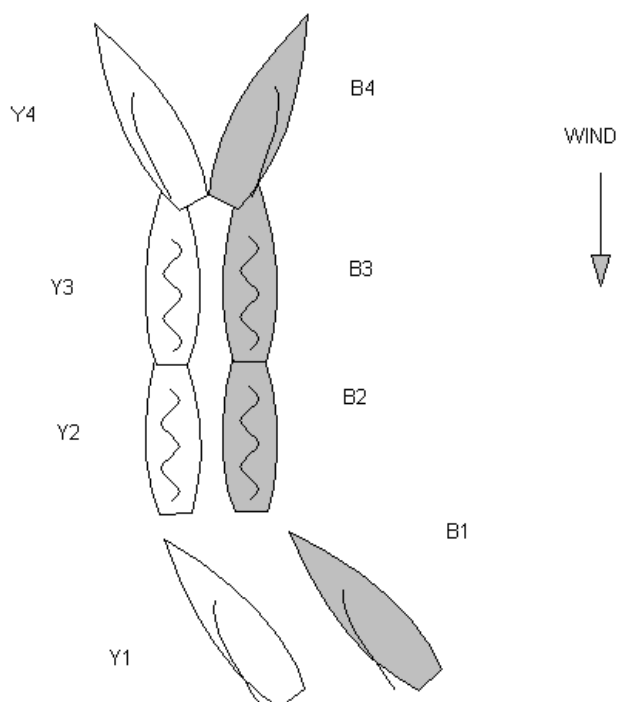
If Yellow's change of course immediately results in contact with Blue, Blue was not keeping clear and broke rule 11. Penalize Blue.

If there was more distance between them, and Yellow bears away hard giving Blue no room to keep clear, then Yellow breaks rule 16.1. Penalize Yellow.

The umpires' decision is based on the distance between the boats, the nature of Yellow's bear-away and the efforts of Blue to keep clear.

Question 3

In similar circumstances, Blue keeps clear, but when head to wind, she maintains it for a time. Blue then passes head to wind, and slightly later Yellow bears away and their sterns make contact. There is a Y-flag. What should the call be?



Answer 3

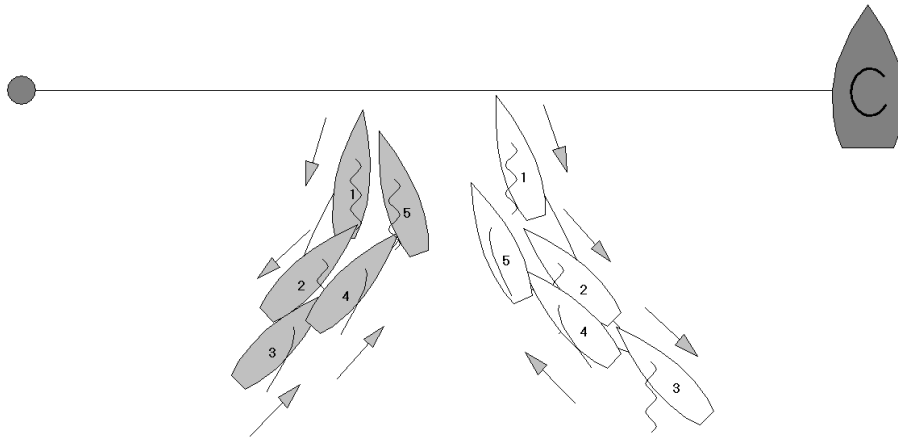
When Blue passes head to wind, the boats are no longer overlapped on the same tack and the second part of the definition of Keep Clear no longer applies.

If the contact would have occurred without Yellow bearing away, Blue broke rule 13.1. Penalize Blue.

If the contact would not have occurred without Yellow's bearing away, Yellow broke rule 16.1. Penalize Yellow.

MR CALL B7 (UMP 35)

Rule 10 On Opposite Tacks Rule 16.1 Changing Course



Position 1

Before the start Yellow and Blue are on opposite tacks with both boats head to wind. After some time both begin moving astern.

Position 2

Both reach a close-hauled course, but continue moving astern.

Position 3

Blue begins to move forward on a course to pass in front of Yellow. Yellow continues to move astern.

Position 4

Yellow begins to move forward, and from this moment Blue can no longer pass in front of Yellow. Blue immediately luffs to tack.

Position 5

Blue tacks, but before she reaches close hauled Yellow luffs to avoid contact. There is a Y-flag. What should the call be?

Answer

Display the green and white flag. Although Yellow did not appear to change compass course between positions 2 and 4, she did change course by reversing the direction in which she was travelling (astern to ahead). Rule 16.1 required Yellow to give room to Blue, which she did by luffing at position 5.

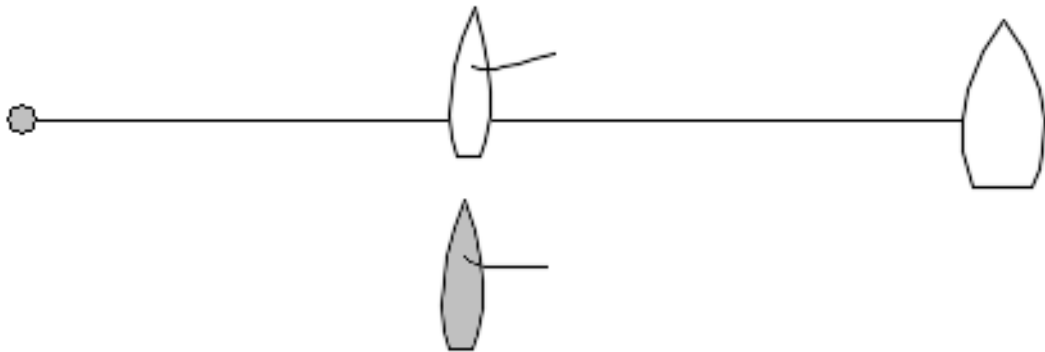
MR CALL B8 (UMP 38)

Rule 12 **On the Same Tack, Not Overlapped**
Rule C2.9 **Moving Astern**
Definitions **Clear Astern and Clear Ahead; Overlap**

Question

In the pre-start, Blue and Yellow are both on the same tack with Yellow clear ahead. Both boats start moving astern and are still not overlapped.

Which boat has the right-of-way?



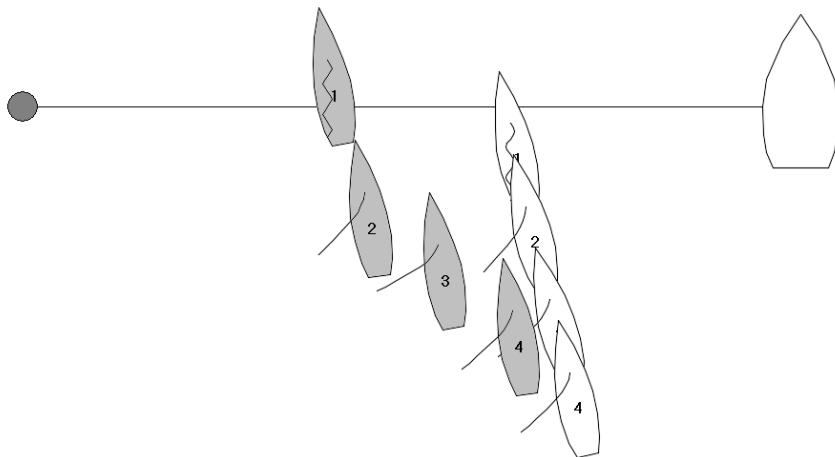
Answer

Rule C2.9 does not apply, because both boats are moving astern. According to the definition Blue is clear astern and therefore required by rule 12 to keep clear.

Whether one boat is clear astern of another or overlapped with her does not depend on the direction of motion of either boat.

MR CALL B9 (MR 42)

Rule 11 On the same Tack, Overlapped Rule 16.1 Changing Course



Question 1

Initially both boats are stationary on starboard tack, but then start moving astern by backing their mainsails.

From position 2, Blue pushes harder on her mainsail and at the same time sculls forcefully on the windward side to make the boat move rapidly sideways (crabbing). There is a Y-flag. What should the call be?

Answer 1

When Blue begins travelling to windward between position 2 and 3, she is changing course and must give Yellow room to keep clear under rule 16.1.

If, when Blue begins crabbing, Yellow immediately responds and continues to do all she can to keep clear (including crabbing to windward herself) but is unable to keep clear, then Blue is not giving Yellow room to keep clear and breaks rule 16.1. Penalize Blue.

If Yellow could have kept clear, but either responded too slowly or not enough, then Yellow has broken rule 11. Penalize Yellow.

Question 2

Would the answer be different if Blue began crabbing from her stationary position 1?

Answer 2

No

MR CALL B10 (UMP 49)

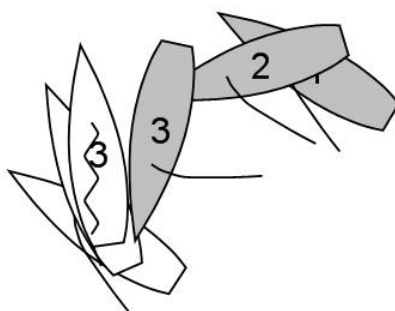
Rule 11 **On The Same Tack Overlapped**
Rule 14 **Avoiding Contact**
Rule 16.1 **Changing Course**

Question

Blue the windward boat bears away hard to pass behind Yellow. Yellow luffs shortly after Blue begins to bear away. Blue keeps clear in position 2.

In Position 3 both boats are passing each other's windward side. There is contact between the boats. Both boats Y-flag.

What should the call be?



Answer

Penalize Blue as the keep-clear boat unless Yellow breaks rule 16.1 by changing course without giving Blue room to keep clear.

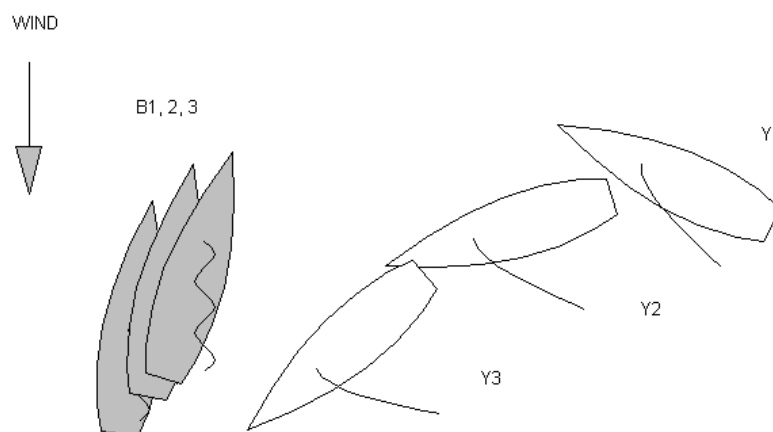
As stated in the General Principles for Umpire Decisions the umpires will assume that the state of a boat or its relationship with another has not changed until they are certain that it has changed. The umpires cannot be certain which is the right-of-way boat in position 3. Their last point of certainty was that Yellow was the right-of-way boat.

MR CALL B11 (UMP 11)

Rule 16.1 Changing Course Rule C2.4 While Tacking or Gybing

Question 1

Before the start Yellow and Blue are separated and not on a collision course. Blue intends to tack but after passing head to wind she loses way. Before Blue gets to a close-hauled course, Yellow bears away towards Blue. Blue is unable to take any avoiding action that would prevent a collision if Yellow were to stop bearing away. However, Yellow continues to bear away and passes astern of Blue. There is a Y-flag. What should the call be?



Answer 1

Display the green and white flag. Yellow's change of course required her to give Blue room to keep clear (rule 16.1). Yellow complies with rule 16.1 by bearing away continuously. The same answer would apply if Blue had succeeded in completing her tack and lost way.

Question 2

Would the answer change if Blue's helmsman had intentionally handled his boat so as to lose steerage and to place it in a situation where it would not be possible to keep clear if Yellow should change to a collision course?

Answer 2

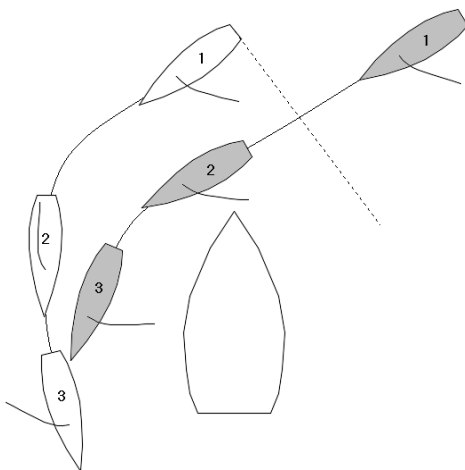
No. No rule prohibits Blue from being in the position she was in here, whether or not she does so deliberately.

MR CALL B12 (UMP 6)

Rule 10 **On Opposite Tacks**
Rule 16.1 **Changing Course**
Rule 19.2 **Giving room at an Obstruction**

Question

Before the start Yellow and Blue, reaching on starboard tack, approach an anchored boat. When Yellow is at the obstruction, she is clear ahead of Blue. Yellow passes to windward of it, bears away alongside it, then gybes in order to sail around its stern. Very soon after Yellow gybes, Blue is still on starboard and gains a small inside overlap. Blue changes course trying to avoid contact with Yellow but there is contact. There is a protest. What should the call be?



Answer

Blue becomes right-of-way boat the moment the boats become overlapped, or when the foot of the mainsail of Yellow crosses the centreline when she gybes, whichever happens first, Yellow gives up her right-of-way, so rule 15 does not apply. It was possible for Yellow to give room to Blue from the time the overlap was established. Yellow must give room to Blue under rule 19.2(b), and keep clear of Blue under rule 10.

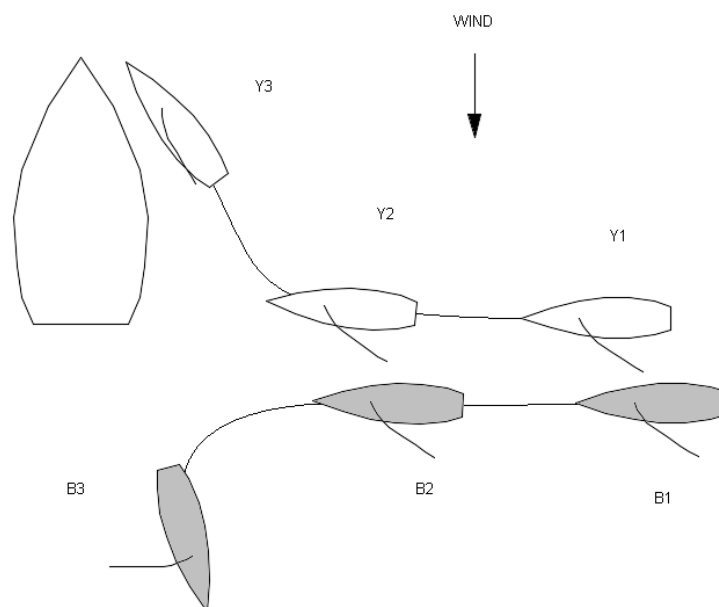
Yellow fails to keep clear of Blue. Penalize Yellow.

MR CALL B13 (UMP 10)

Rule 19.2 Giving room at an Obstruction

Question

Before the start, and before approaching any starting mark to start, Yellow and Blue approach a large moored boat with Yellow half a length ahead. It appears that Blue intends to pass across the stern of the large boat, and that Yellow requires room to pass on the same side on the inside of Blue. Blue does not bear away to give room, and at the last moment Yellow avoids the large boat by luffing sharply and going to windward of it. Before the bow of Blue reaches the stern of the large boat, she gybes away so that she does not pass its stern. There is a Y-flag. What should the call be?



Answer

Penalize Blue. The large boat was an obstruction. Unless Blue elects to pass to windward of it from sufficiently far away, Yellow may assume that they are both going to bear away below the obstruction. It follows that Blue must give room. By not doing so, she broke rule 19.2(b).

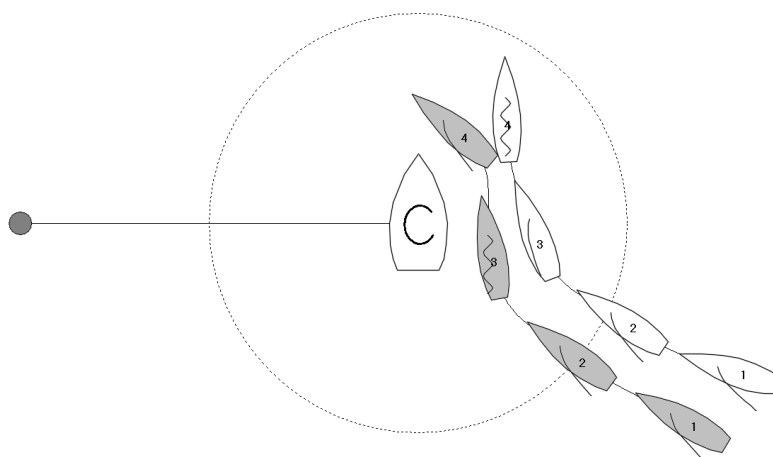
MR CALL B14 (UMP 27)

Rule 16.1	Changing Course
Rule 19	Room to Pass an Obstruction
Definitions	Mark and Obstruction

Question

The situation occurs in the pre-start, with approx. 2 minutes to the starting signal. The committee boat is also a starting mark.

Between situations 3 and 4 Blue makes a big and rapid change of course, backing her jib to bear away, and does not give Yellow room to keep clear. There is contact between Blue and Yellow. Both boats Y-flag. What should the call be?



Answer

Penalize Blue. Rule 19, together with the relevant rules of Section A and B applies when the boats are passing the committee boat in the pre-start, so when Blue changes course she must comply with rule 16.1. Blue is a right-of-way boat changing course. She did not give Yellow room to keep clear and broke rule 16.1.

MR CALL B15 (UMP 37)

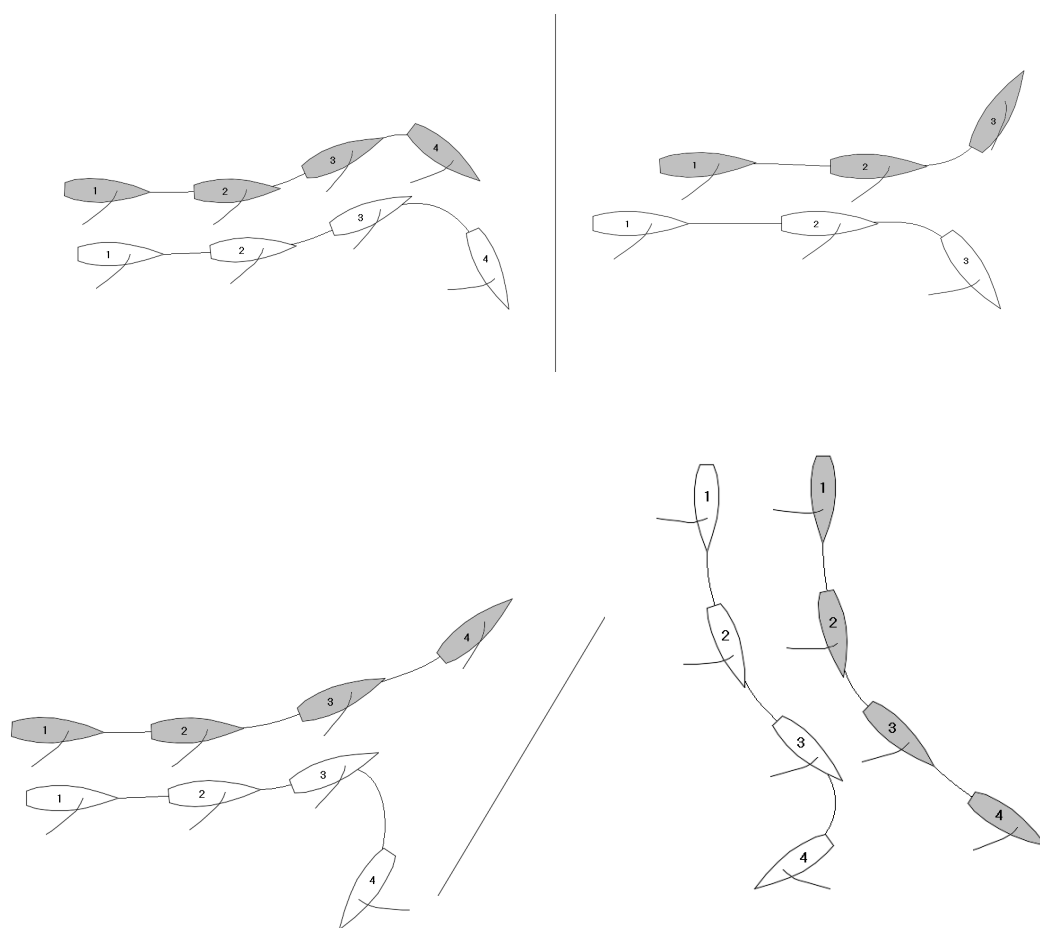
Rule 11 On the Same Tack, Overlapped

Rule 16.1 Changing Course

Rule 19 Room to Pass an Obstruction

Question 1

Blue and Yellow are overlapped on port tack, with Yellow as the leeward, right-of-way boat. They approach a continuing obstruction on courses that make it clear that Yellow is the inside boat, or at an angle of approximately 90 degrees to the shoreline so that it is unclear which boat will be the inside boat when they reach the obstruction. Yellow begins to luff or maintains her course and Blue keeps clear. When Yellow is approximately one and a half lengths from the obstruction she suddenly bears away and passes the obstruction to port leaving Blue clear astern. There is a Y-flag. What should the call be?



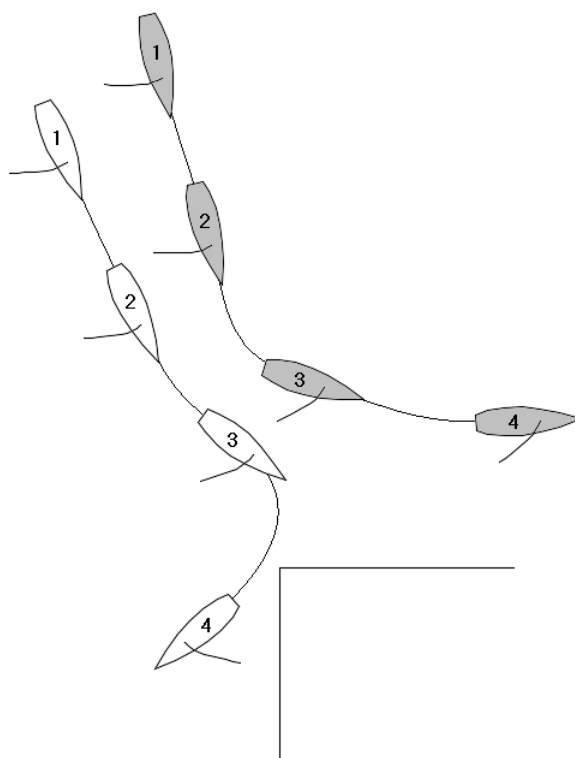
Answer 1

Display the green and white flag. Rule 11 applies, and rule 19 also applies when it becomes clear that the boats are at the obstruction. Yellow has right of way and can choose to luff or bear away as she pleases provided she complies with

rule 16.1. If Yellow and Blue bear away to pass the obstruction to port, Yellow must give room to Blue while the boats are overlapped. If Blue becomes clear astern, she must comply with rule 19.2(c). In the situations shown, no rules are broken.

Question 2

In the pre-start, Blue and Yellow overlapped on port tack approach the outer end of a dock. Before the boats are at the obstruction, Yellow, to leeward, luffs slightly and Blue keeps clear. Yellow suddenly bears away, leaving the obstruction to port. Blue leaves the obstruction to starboard. There is a Y-flag. What should the call be?



Answer 2

Yellow has right of way and may choose to luff or bear away as she pleases provided she complies with rule 16.1. Display the green and white flag.

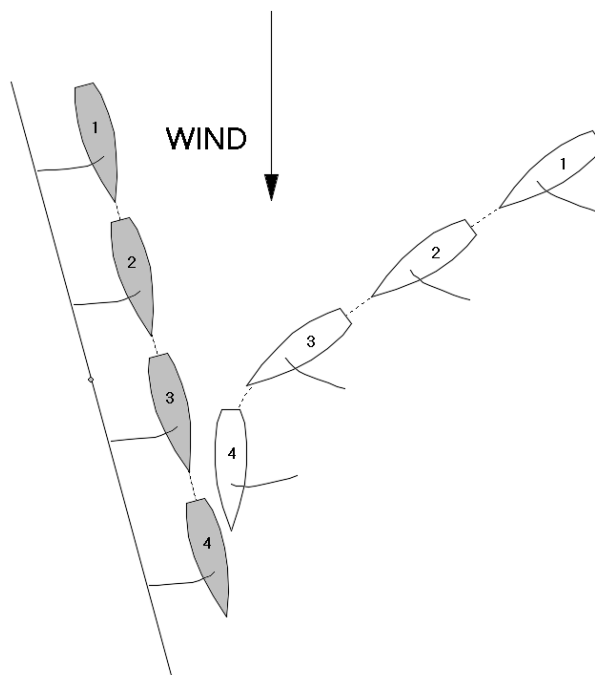
MR CALL B16 (UMP 46)

Rule 10	On Opposite Tacks
Rule 19	Room to Pass an Obstruction
Rule 21	Exoneration
Definitions	Overlap

Question 1

Yellow and Blue are both sailing more than ninety degrees from the true wind. Blue, on port tack is sailing along a continuing obstruction. Yellow, on starboard tack is approaching the obstruction on a collision course with Blue. Yellow bears away and avoids Blue.

There is a Y-flag. What should the call be?



Answer 1

Display the green and white flag. Both boats are sailing more than ninety degrees from the true wind and are overlapped. Yellow is the outside boat and is required by rule 19.2(b) to give Blue room between her and the obstruction. By bearing away to give room between positions 3 and 4 Yellow fulfilled her obligation under rule 19.2(b).

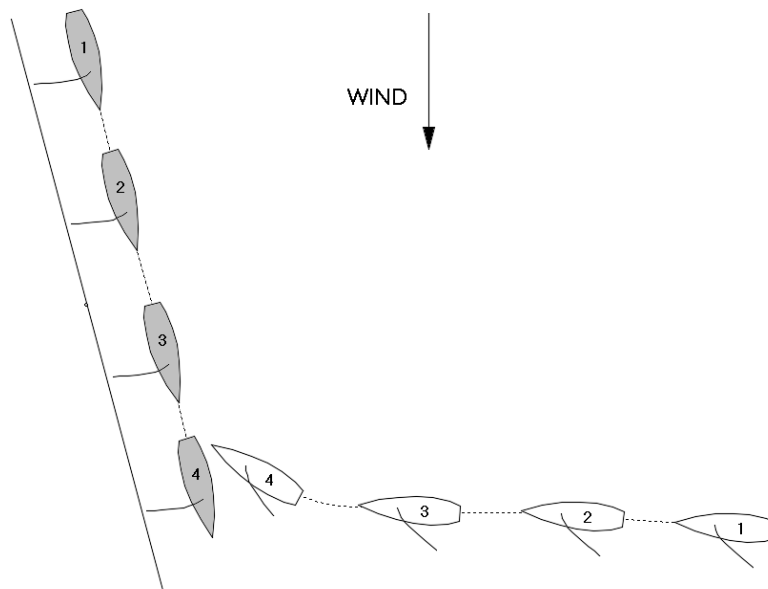
Yellow did not need to take avoiding action until the moment when she needed to change course to fulfil her obligation under rule 19.2(b). Had Yellow failed to

then give room, she would have forced Blue to break rule 10 and Blue would have been exonerated under rule 21.

Question 2

Blue is sailing downwind on port tack along a continuing obstruction. Yellow is sailing an upwind course on starboard tack and is approaching the obstruction on a collision course with Blue. When it is obvious that Blue is not going to change course, Yellow luffs and avoids Blue.

There is a Y-flag. What should the call be?



Answer 2

Penalize Blue.

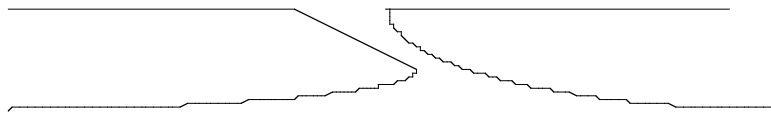
The definition Overlap only applies between boats on opposite tacks when both are sailing more than ninety degrees from the true wind. Since Yellow is not sailing at more than ninety degrees from the wind, the boats are not overlapped and rule 19.2(b) does not apply. Yellow does not have to give room to Blue. When Yellow has to luff, Blue does not keep clear and breaks rule 10.

MR CALL B17 (UMP 7)

Definitions Keep Clear

Question

When Blue, a keep-clear boat, passes her bow over Yellow's transom, is Blue keeping clear?



Answer

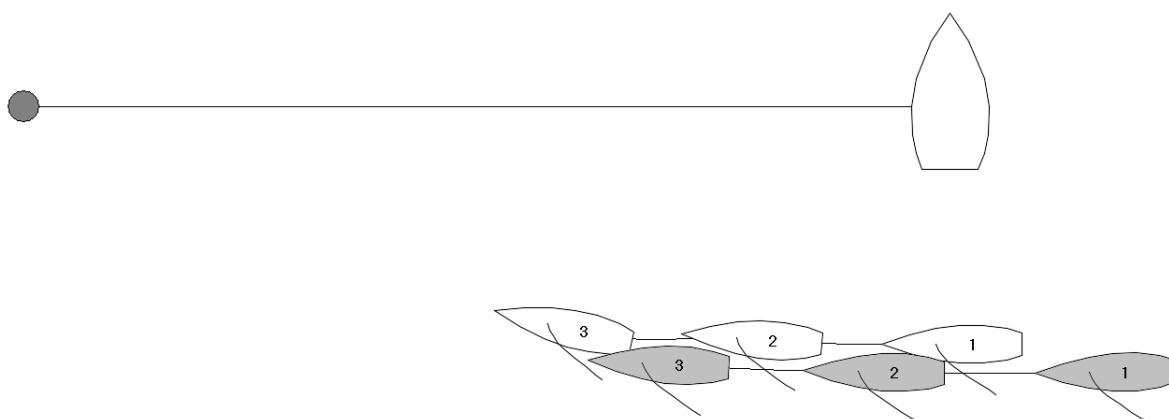
Yes.

MR CALL B18 (UMP 44)

Rule 11	On the Same Tack, Overlapped
Rule 12	On the Same Tack, Not Overlapped
Rule 15	Acquiring Right of Way

Question

Yellow and Blue are beam reaching on starboard tack in the pre-start with Yellow clear ahead and slightly to windward of Blue's course line. Yellow releases her sail, and Blue creates an overlap to leeward, without either boat changing course. The separation between the boats is only a few centimetres. Yellow luffs to keep clear and there is immediately contact. Both boats Y-flag. What should the call be?



Answer

Penalize Blue. Blue obtains right of way as a result of Yellow reducing speed. While the change in speed is a consequence of an action by Yellow, an increase or decrease in speed is not in itself an 'action' within the meaning of the second part of rule 15.

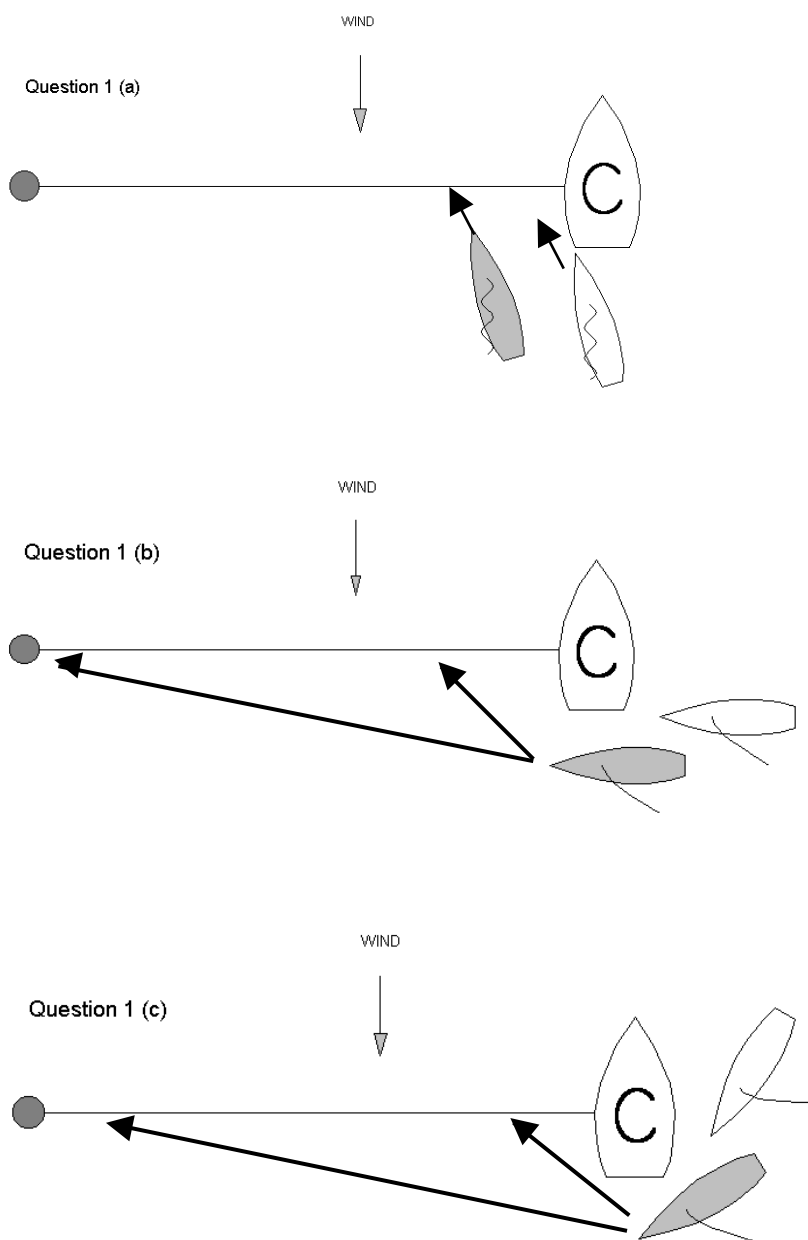
Therefore, rule 15 applies when Blue acquires right of way. As Blue creates the overlap so close that Yellow has no possibility of keeping clear, Blue does not give Yellow room to keep clear and breaks rule 15.

MR CALL C1 (UMP 13)

Rule 11 **On the Same Tack, Overlapped**
Section C **At Marks and Obstructions: Preamble**
Rule 19.2(b) **Giving room at an Obstruction**

Question 1

Blue and Yellow are approaching the committee boat end of the starting line.
How do the umpires decide if they are approaching a starting mark to start?

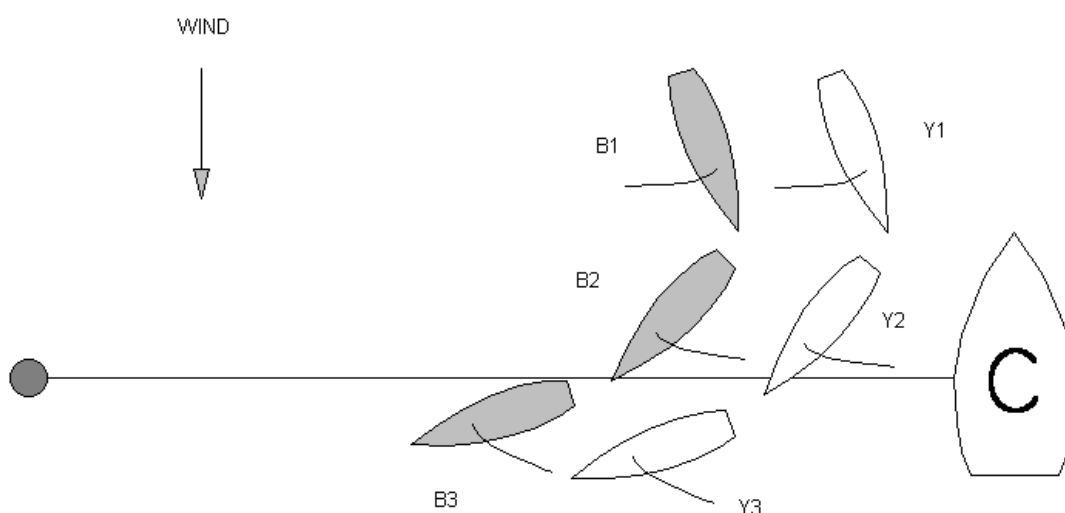


Answer 1

In each of Diagrams a, b, and c the boats may be approaching a starting mark to start. The umpires will use the speed and course of the boats in the prevailing conditions and the time remaining before the starting signal to decide if they are approaching a starting mark to start. Since match race starting lines are short, the boats may even be approaching the far end (Diagram b). However, until both umpires agree that the boats are approaching to start, they will decide that they are not (see General Principles for Umpire Decisions).

Question 2

Before starting Blue and Yellow are on the course side of the starting line sailing downwind on port tack. Blue gives room for Yellow to pass the committee boat. There is a Y-flag. What should the call be?



Answer 2

Display the green and white flag.

A boat cannot be approaching a mark to start until approaching to pass the mark on the required side. At position 1, Yellow was entitled to room under rule 19.2(b), which was given. This also applies when both boats have been recalled.

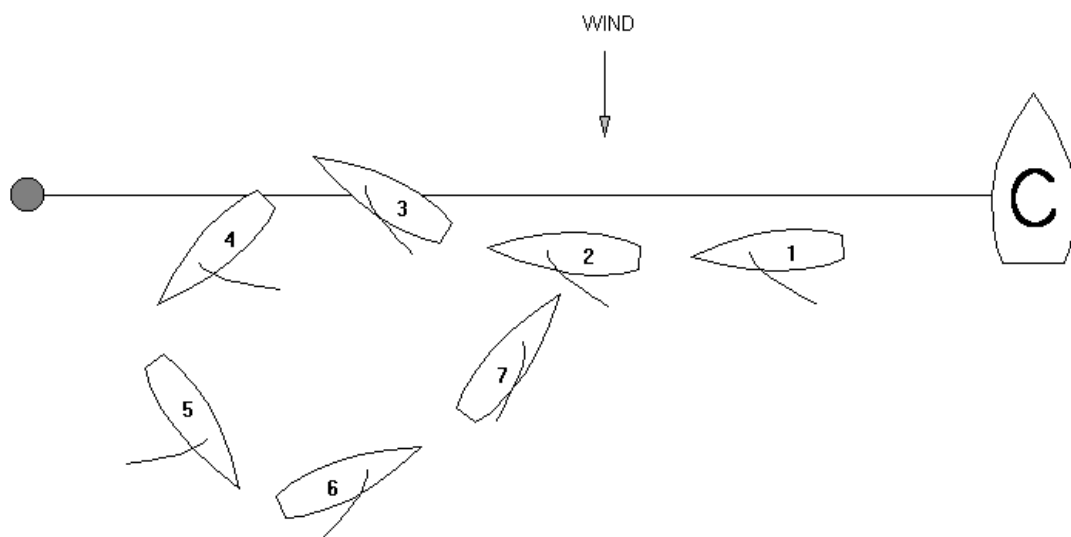
MR CALL C2 (MR 3)

Rule C7.2 **Penalty System: All Penalties**

Rule C7.3 **Penalty System: Penalty Limitations**

Question

A boat that has been penalized during the pre-start is reaching down the line just before starting. At the starting signal she luffs just enough to cross the starting line and before becoming close-hauled, she bears away, gybes, and sails off on a close-hauled course on the other tack. Has she taken the penalty as required by rule C7?



Answer

Yes. The boat was required to start before taking her penalty, but she did not have to begin taking it from a close-hauled course.

MR CALL D1 (UMP 29)

Rule 11	On the Same tack
Rule 16.1	Changing Course
Definitions	Keep Clear and Room

Question 1

Shortly after the start Yellow and Blue are close-hauled on port tack. The boats are overlapped and Yellow is keeping clear to windward. Rule 17 does not apply. As the boats pass to leeward of mark L, an inflatable buoy that is not a mark on this leg, Blue luffs and Yellow responds. Yellow stops luffing when she hits the mark amidships, which causes Blue to curtail her luff. Both boats display flag Y. What should the call be?

Answer 1

Penalize Blue. When Blue, the right of way boat, changes course she has to give room according to rule 16.1. It is not seamanlike to hit a mark.

Because mark L is not a mark on this leg, rules 18 and 31 do not apply.

Question 2

Would the answer be the same if the boats were passing to leeward of an object that was not big enough to rank as an obstruction, but nevertheless limited her ability to respond and/or could cause damage to the hull or foils?

Answer 2

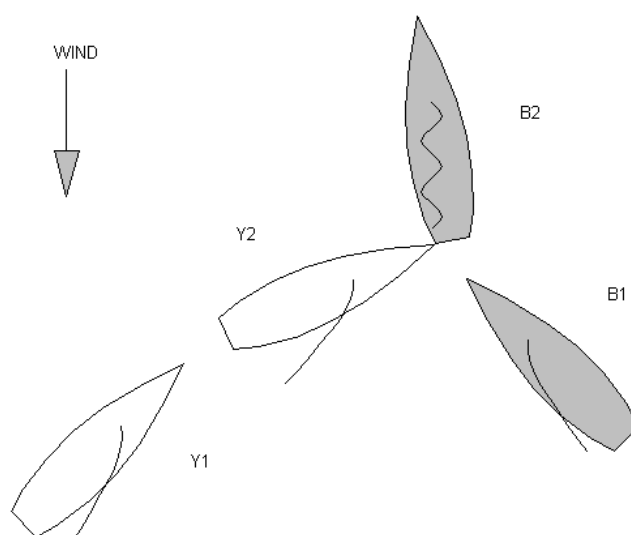
Yes. Provided Yellow was initially keeping clear, Blue must give her room to respond in a seamanlike way when she changes course.

MR CALL D2 (UMP 16)

Rule 10 **On Opposite Tacks**
Rule 16.1 **Changing Course**

Question

Blue and Yellow approach one another on a windward leg. As Yellow bears away to pass Blue's stern, Blue luffs. Yellow attempts to bear away more but there is contact between the port quarter of Blue and the bow of Yellow. There is a Y-flag. What should the call be?



Answer

Provided the umpires are satisfied that Yellow was keeping clear before Blue luffed, Blue broke rule 16.1 by changing course without giving Yellow room. Penalize Blue.

MR CALL D3 (MR 38)

Rule 20 Room to Tack at an Obstruction

Question

Approaching an obstruction, Yellow and Blue are sailing upwind on the same tack. Blue hails and signals Yellow for room to tack. Yellow believes that Blue is sailing below a close-hauled course and she ignores the hail. Both boats protest. What should the call be?

Answer

Penalize Yellow. When the hailing boat is sailing upwind, the hailed boat must always respond to the hail in accordance with rule 20.2(b).

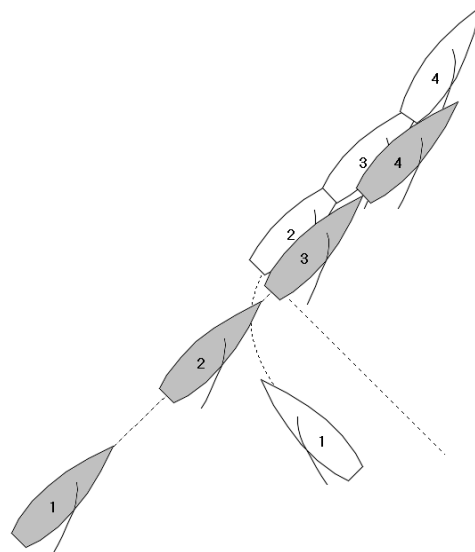
In addition, if Blue hailed for room to tack when it was clear that she was sailing below a close-hauled course, then Blue broke rule 20.1(b). Penalize Blue.

MR CALL D4 (UMP 47)

- Rule 10** **On Opposite Tacks**
- Rule 11** **On the Same Tack, Overlapped**
- Rule 12** **On the Same Tack, not Overlapped**
- Rule 15** **Acquiring Right of Way**
- Rule 64.1(a)** **Exoneration**

Question 1

Yellow and Blue are on a beat to windward with Yellow on starboard tack and Blue on port tack. Yellow passes head to wind and completes a tack clear ahead and slightly to windward of Blue's course line. Her tack slows Yellow down, and Blue creates an overlap to leeward, without either boat changing course. The separation between the boats is only a few centimetres. Yellow luffs to keep clear and there is immediately contact. Both boats Y-flag. What should the call be?



Answer 1

Blue has no need to alter course before Yellow completes her tack. After Yellow completes her tack Blue has room to keep clear by bearing away if needed, so Yellow fulfils her obligation under rule 15 to initially give Blue room to keep clear. When Blue shortly thereafter acquires right of way by establishing a leeward overlap, Blue must give Yellow room to keep clear under rule 15.

If, when the overlap is established, Yellow makes every effort to keep clear but is unable to do so, then Blue breaks rule 15. Yellow breaks rule 11 but will be exonerated under rule 64.1(a). Penalize Blue.

However, if Yellow does not make every effort to keep clear and Blue, after initially giving room, is then required to take avoiding action or there is contact, then Yellow breaks rule 11. Penalize Yellow.

Question 2

Would the answer be different if Yellow completed the tack clear ahead and further to windward, but was moving forward at slower speed than Blue and slipping sideways reducing the separation between Blue and Yellow.

Answer 2

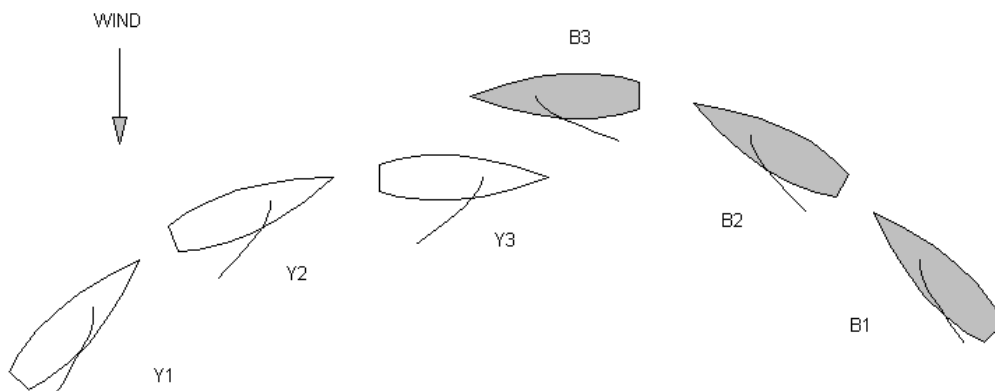
No.

MR CALL D5 (UMP 14)

Rule 10 On Opposite Tacks Rule 16.1 Changing Course

Question 1

On a windward leg, Blue and Yellow approach one another. At approximately four hull lengths from Blue, Yellow bears away to avoid Blue. Blue then bears away, so that the boats remain on a collision course. Yellow and Blue continue to bear away in the same way, until they finally pass one another with the wind approximately abeam. At no time does Blue sail a downwind course. There is a Y-flag. What should the call be?



Answer 1

Display the green and white flag. The relevant rule is 16.1, but Blue has not broken it, because throughout the incident she has given Yellow room to keep clear.

Question 2

In similar circumstances, Yellow's course would allow her to cross ahead of Blue, but Blue luffs to a collision course and Yellow tacks away in a seamanlike way. There is a Y-flag. What should the call be?

Answer 2

Display the green and white flag. As in Question 1, the relevant rule is 16.1, and although Blue has forced Yellow to change course, she has not done so without giving her room to keep clear.

MR CALL D6 (UMP 20 - Q2)

Rule 16.1 **Changing Course**
Definitions **Room**

Question

Blue is close-hauled on port tack and Yellow is close-hauled on starboard tack on a leg to the windward mark. Yellow bears away to a downwind course that is below her proper course and as a result Blue has to change course to keep clear. There is a Y-flag. What should the call be?

Answer

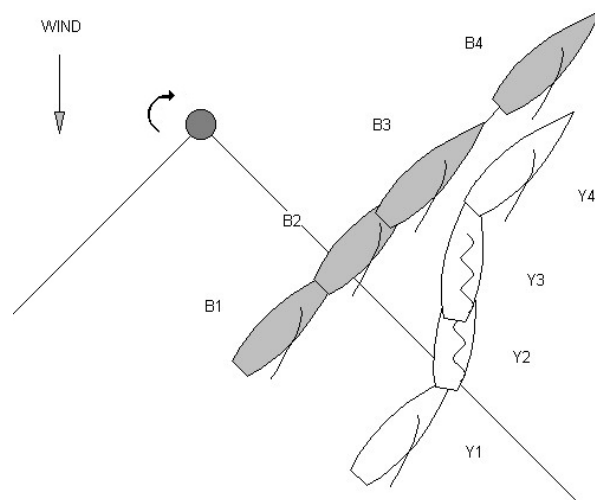
Penalize Yellow. Yellow breaks rule 16.1 by not giving Blue room, namely the space to manoeuvre in a seamanlike way.

MR CALL D7 (UMP 17)

Rule 11	On the Same Tack, Overlapped
Rule 16.1	Changing Course
Rule 17	On the Same Tack; Proper Course

Question 1

Yellow and Blue, close-hauled on port tack, approach the layline near the windward mark. Yellow established her overlap from clear astern. Both sail beyond the layline and are clearly overstanding the mark. Yellow luffs, and is then forced to bear away to avoid contact. There is a Y-flag. What should the call be?



Answer 1

Penalize Blue. When Yellow luffs it is clear that her only proper course is to luff in order to tack toward the mark. Yellow gives Blue room as required by rule 16.1. Yellow is then unable to sail her course without the need to take avoiding action. Blue does not keep clear and breaks rule 11.

Question 2

What would the call be if due to shifty winds and/or rough seas it is not clear whether the boats are overstanding the mark?

Answer 2

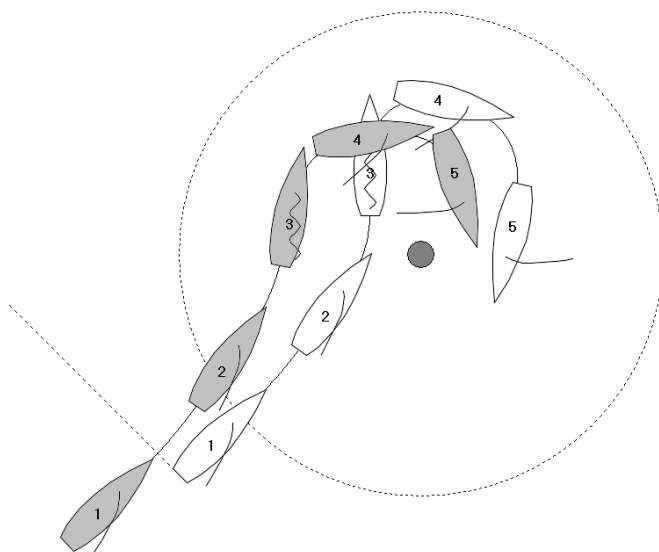
It is not yet clear that Yellow's only proper course is on the other tack. Yellow breaks rule 17 by sailing above her proper course (close-hauled). Penalize Yellow, unless as a result she promptly sails astern of Blue. Nevertheless, Blue is windward boat and must keep clear. By not responding, Blue breaks rule 11. Penalize Blue. See also MR Call G8. (UMP 19).

MR CALL E1 (MR 41)

Rule 10	On Opposite Tacks
Rule 11	On the Same Tack, Overlapped
Rule 16.1	Changing Course
Rule 18.2	Giving Mark-Room
Rule 21	Exoneration
Rule C2.4	While Tacking or Gybing
Definitions	Mark-Room and Proper Course

Question

Yellow and Blue are approaching the windward mark on port tack. Yellow enters the zone clear ahead of Blue. Yellow then luffs above her proper course before rounding the mark. Blue bears away to a course between Yellow and the mark. Yellow gybes onto starboard. When next to the mark and while sailing her proper course, Yellow was forced to bear away to avoid Blue. There is Y-flag. What should the call be?



Answer

When Yellow enters the zone clear ahead, rule 18.2(b) applies and requires Blue to thereafter give Yellow mark-room. When Yellow luffs after position 2, she is not sailing within the mark-room to which she is entitled. Rule 16.1 requires her to give Blue room to keep clear and she does so. From position 3 to position 5, Yellow's proper course is to sail close to the mark, and therefore throughout this time Blue is required under rule 18.2(c)(1) to give Yellow room to sail to the mark.

When Blue establishes an inside overlap on Yellow after position 3, she is also required by rule 18.2(c)(2) to give Yellow room to sail her proper course while the boats remain overlapped. Gybing at position 5 is a proper course for Yellow. If, while sailing within the room she is entitled to, Yellow breaks a rule of Part 2 Section A or rule 15 or 16, she will be exonerated under rule 21.

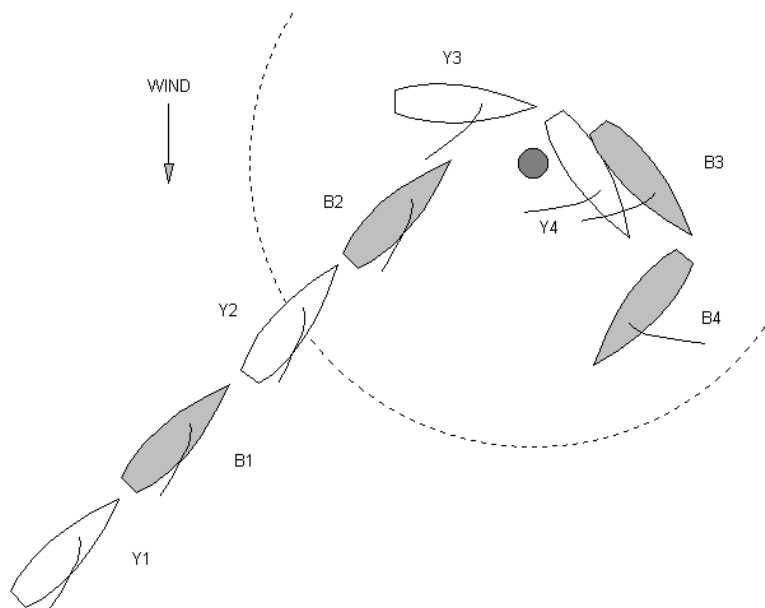
Blue has neither given Yellow mark-room, nor allowed her to sail her proper course. Penalize Blue and exonerate Yellow.

MR CALL E2 (UMP 22)

Rule 18.1 When Rule 18 Applies Rule 18.2(c) Giving Mark-Room

Question

Blue and Yellow approach the windward mark on port tack with Blue clear ahead at the zone. The mark is to be rounded to starboard. After passing the mark, Blue immediately gybes onto starboard tack. How far beyond the mark may Blue sail before gybing and still be entitled to mark-room?



Answer

Yellow's obligation to give mark-room includes giving Blue

- a) room to leave the mark on the required side,
- b) room to round the mark as necessary to sail the course, and
- c) room to sail to the mark when her proper course is to sail close to it.

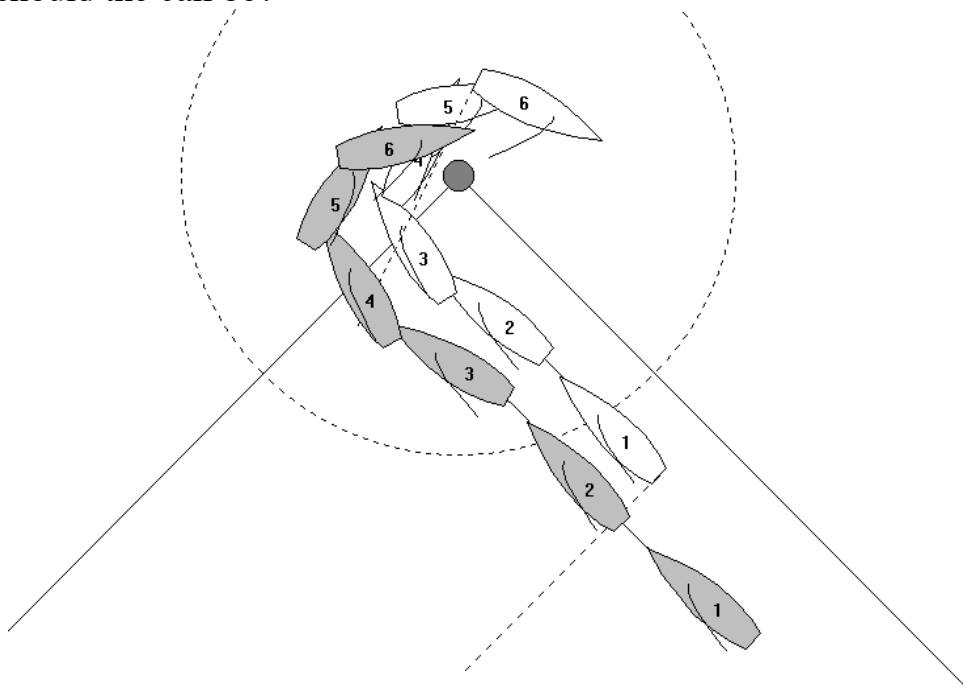
At position 3 Yellow has given Blue mark-room as required by rule 18.2(b), and rule 21 no longer applies. If Blue gybes after this point, she will be subject to rule 13.2 and then rules 15 and 16.1.

MR CALL E3 (UMP 30)

Rule 15	Acquiring Right of Way
Rule 17	On the Same Tack; Proper Course
Rule 18.2	Giving Mark-Room
Definitions	Mark-Room

Question 1

Yellow enters the zone clear ahead of Blue. Both boats tack and continue to round the mark. Blue becomes overlapped inside Yellow. Both boats Y-flag, what should the call be?



Answer 1

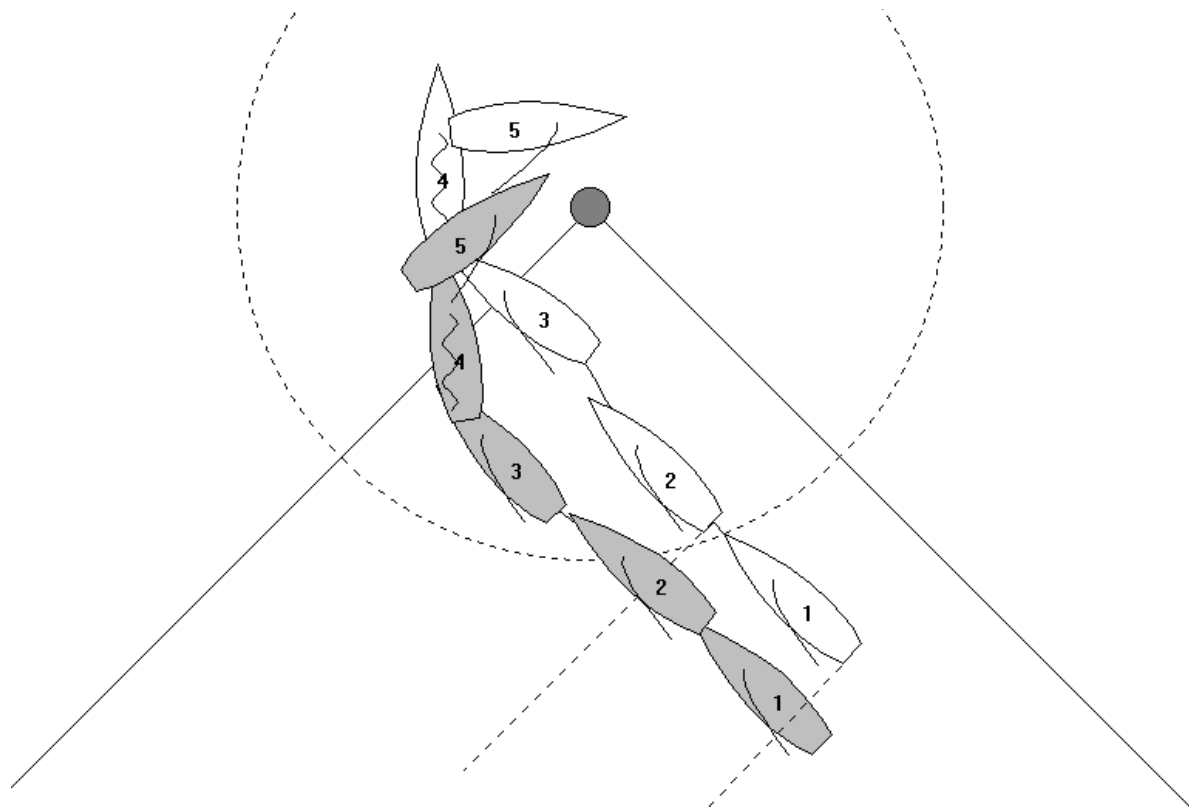
When Yellow enters the zone, rule 18.2(b) applies until Yellow passes head to wind. When Yellow becomes overlapped to windward and on the inside of Blue in position 3, mark-room includes room for Yellow to tack. After she has been given room to tack, 18.2(b) ceases to apply. From the moment Blue becomes overlapped inside Yellow, rule 18.2(a) applies.

Rule 18.2(e) applies and Yellow is only required to give mark-room provided she has been able to do so from the time the overlap began. Since Yellow is unable to give mark-room, she is not required to give it.

If the overlap was created by Blue bearing away, then rule 15 applies and Blue must initially give Yellow room to keep clear. If Yellow is unable to keep clear, penalize Blue.

Because the overlap is established from clear astern, rule 17 applies.

Yellow and Blue enter the zone overlapped. Both boats tack and continue to round the mark. Blue becomes overlapped inside Yellow. Yellow's boom touches Blue's hull. Both boats Y-flag, what should the call be?



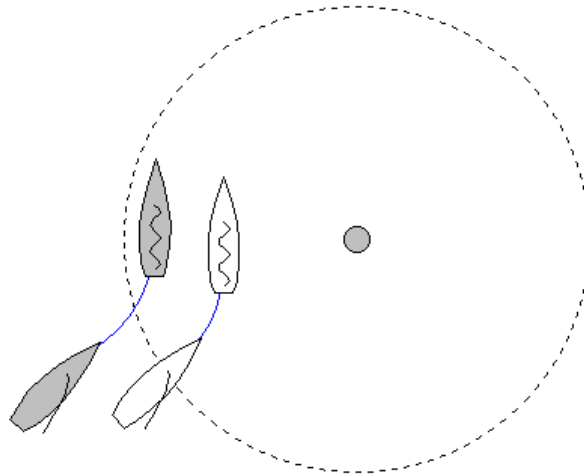
See answer 1.

MR CALL E4 (UMP 32)

Rule 11	On the Same Tack, Overlapped
Rule 16.1	Changing Course
Rule 18.2(b)	Giving Mark-Room
Definitions	Room and Mark-Room

Question

Blue and Yellow approach the windward mark overlapped on port tack with Yellow to leeward and on the layline at the zone. Rule 17 does not apply to Yellow. Before Yellow passes the mark she luffs Blue head to wind. Blue responds to the luff and keeps clear. There is a Y-flag. What should the call be?



Answer

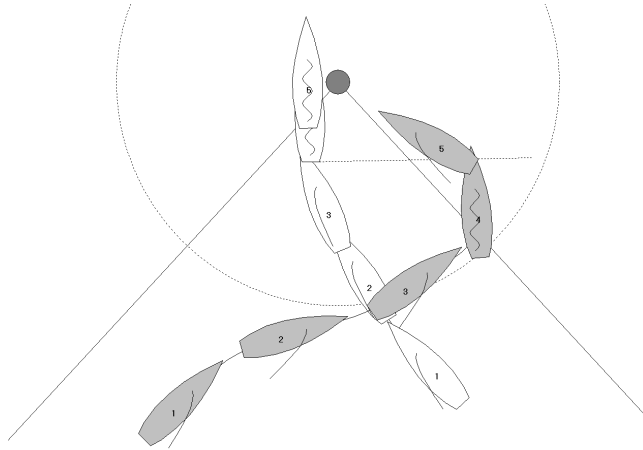
Display the green and white flag.

Blue is required by rule 11 to keep clear and by rule 18 to give mark-room - and she does so. When Yellow luffs, rule 16.1 requires her to give Blue room to keep clear. However, rule 17 does not apply, and nothing in the rules prevents Yellow from sailing above her proper course while the boats are passing the mark.

MR CALL E5 (UMP 34)

Rule 18.1
Rule 18.2

When Rule 18 Applies
Giving Mark-room



Question 1

Yellow on starboard tack and Blue on port tack, both close-hauled, are approaching the windward mark. Blue bears away and passes astern of Yellow. Yellow luffs slowly and nearly stops head to wind with the mark abeam. While Yellow is luffing Blue tacks to starboard and bears away towards the mark. Yellow does not give room at the mark, and Blue luffs to avoid a collision. There is a Y-flag from Blue. What should the call be?

Answer 1

When Yellow enters the zone the boats are on opposite tacks on a beat to windward. Therefore, rule 18 does not apply. When Blue has passed head to wind, the boats are overlapped on the same tack and are both in the zone. Therefore, rule 18 applies. There was neither an overlap nor were they clear ahead/clear astern when the first of the two boats entered the zone. Rule 18.2(a) and 18.2(e) apply and this requires Yellow to give Blue as an inside boat mark-room, provided she has been able to do so from the time the overlap began.

If Yellow is unable to give Blue mark-room, rule 18.2(e) applies. Display the green and white flag.

If Yellow is able to give mark-room to Blue, but fails to give mark-room, she breaks rule 18.2(a). Penalize Yellow.

Question 2

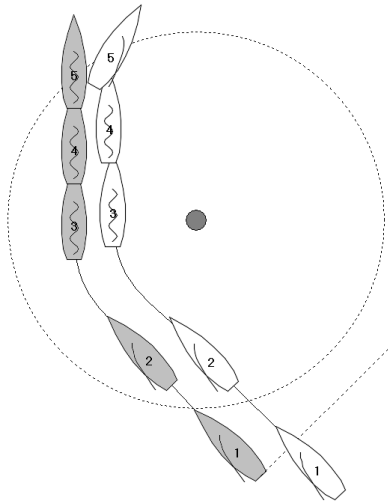
Would the answer be different if Blue completes her tack outside the zone?

Answer 2

No.

MR CALL E6 (UMP 42)

Rule 11	On the Same Tack, Overlapped
Rule 18.2	Giving Mark-Room
Rule 21	Exoneration
Rule C2.4	While Tacking or Gybing
Definitions	Mark-Room



Question

Blue and Yellow approach the windward mark on starboard tack with Yellow overlapped on the inside of Blue at the zone. After passing the port tack lay-line both boats luff head to wind, at position 3 Blue has given Yellow enough room to tack. Both boats continue forward with the gauge between the boats reducing until, before leaving the zone, Yellow passes head to wind. There is contact as Yellow's stern swings. Both boats Y-flag. What should the call be?

Answer

Penalize Yellow.

Blue is right-of-way outside boat when she reaches the zone and must give Yellow mark-room. Mark-room includes room to leave the mark on the required side and room to round as necessary to sail the course. Mark-room also includes room to tack as Yellow is overlapped to windward and on the inside of Blue.

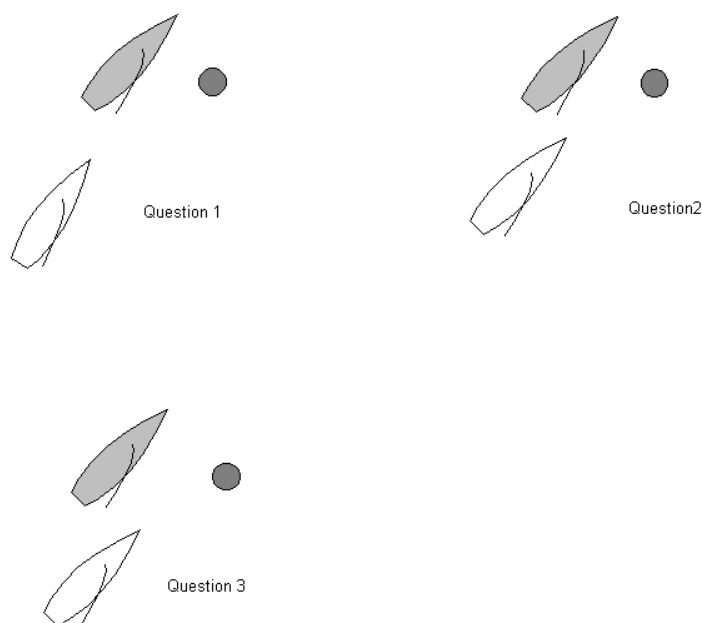
Blue complied with rule 18.2(b) by giving Yellow room to tack at position 3. When Yellow chose not to tack and continued past the mark; she had been given the mark-room to which she was entitled. Thereafter rule 21 no longer applied and Yellow was required to keep clear as windward boat. When Yellow later passed head to wind, she was required by rule 13 to keep clear of Blue.

At position 5 while Yellow was subject to rule 13 she did not keep clear of Blue, Yellow cannot be exonerated under rule 21 for breaking rule 13.

However if, at position 3, Blue did not give Yellow room to tack and there was a Y-flag, penalize Blue for breaking rule 18.2(b) and exonerate Yellow under rule 21 for breaking rule 13.

MR CALL E7 (MR 34)

Rule 17 On the Same Tack: Proper Course Rule C2.7 Tacking When Approaching a Mark



Question 1

Blue completes her tack in the position shown as Question 1. Yellow is clear astern and can avoid an inside overlap by luffing. May Yellow create an inside overlap? What rules apply?

Answer 1

Yes. Yellow may create an inside overlap but rule C2.7(b) applies and she must give Blue mark-room. As Yellow established an overlap from clear astern she is also subject to rule 17 and shall not sail above her proper course unless in doing so she promptly sails astern of Blue.

Question 2

Blue completes her tack in the position shown as Question 2. Yellow is clear astern but cannot avoid an inside overlap by luffing. May Yellow create an inside overlap? What rules apply?

Answer 2

Rule C2.7 applies. Yellow is entitled to mark-room and Blue must keep clear of

Yellow. In addition, although Yellow is required to initially give Blue room to keep clear she will be exonerated under rule 21 if she breaks rule 15 while sailing within the mark-room to which she is entitled. As Yellow established an overlap from astern she is subject to rule 17 and shall not sail above her proper course unless in doing so she promptly sails astern of Blue.

Question 3

Blue completes her tack in the position shown as Question 3. Yellow is overlapped inside. What rules apply?

Answer 3

Rule C2.7 applies. Yellow is entitled to mark-room and Blue must keep clear of Yellow. As the overlap was established before Blue completed her tack rule 17 does not apply and Yellow may sail above her proper course.

MR CALL E8 (MR 35)

Rule C2.7 Tacking at a Mark

Question

Yellow tacks within the zone and Blue becomes overlapped on the inside. The umpires are not certain Blue could avoid becoming overlapped by luffing.

Yellow displays a Y-flag. What should the call be?

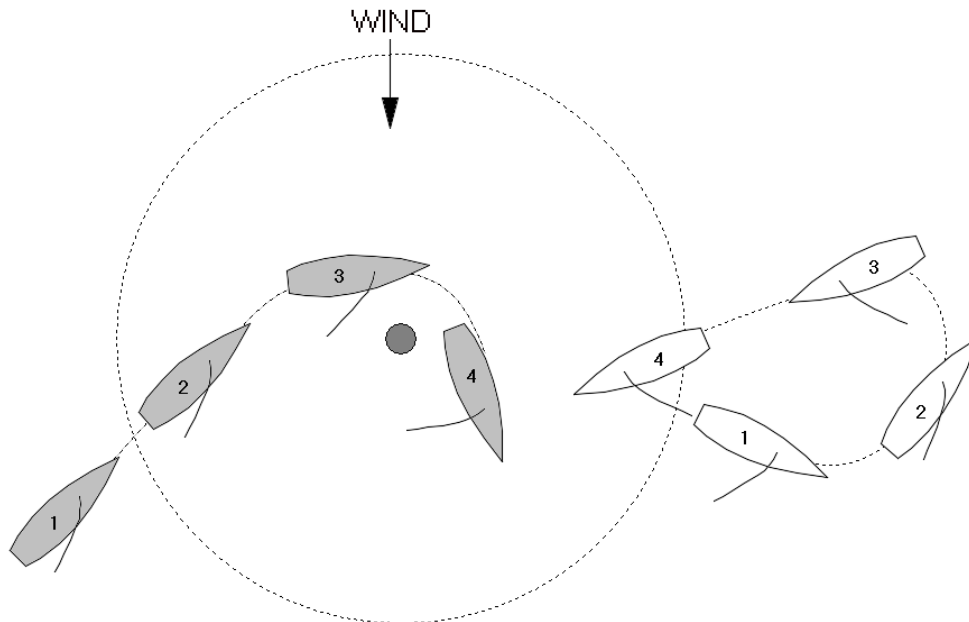
Answer

Green and white flag. When the umpires are not certain that Blue could avoid becoming overlapped by luffing, they shall presume that she could not.

MR CALL E9 (UMP 48)

Rule 18.1 When Rule 18 applies

Rule 18.2(a) Giving Mark-Room



Question

Yellow on starboard completes a penalty just before position 3 and is on a downwind course. Blue on port is bearing away to round the windward mark.

Does rule 18 apply between Yellow and Blue?

Answer

Yes.

Rule 18.2(a) applies from position 3 when the boats are overlapped and sailing courses that will leave the mark on the same side. From that position, Yellow is required to give Blue mark-room.

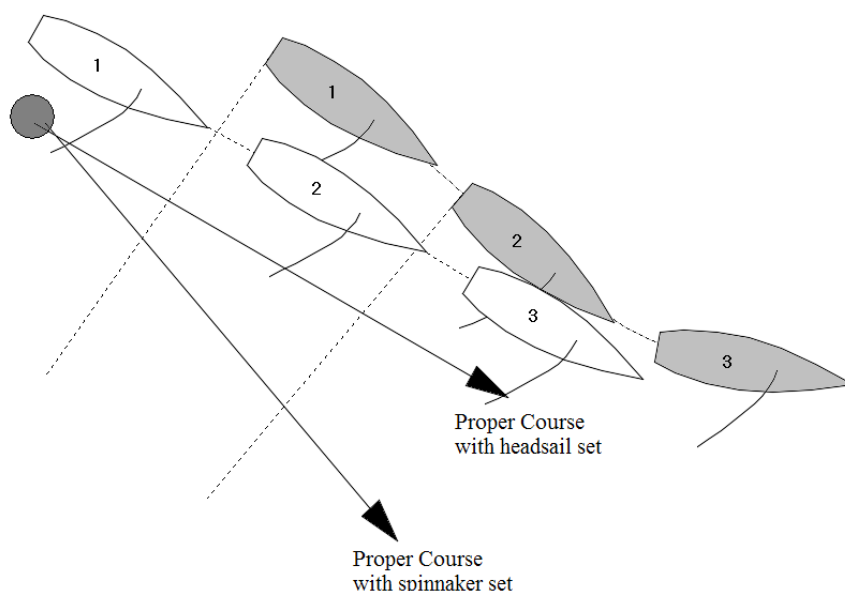
MR CALL G1 (UMP 45)

Rule 17 On the Same tack; Proper Course

Definitions Proper Course

Question 1

Shortly after rounding the windward mark, Yellow establishes a leeward overlap on Blue from clear astern. The conditions are such that the boats would normally set a spinnaker to finish as soon as possible. Yellow does not set a spinnaker and sails a course that is a proper course for a boat with a headsail, but above a proper course for a boat with a spinnaker. Blue luffs and keeps clear. There is a Y-flag. What should the call be?



Answer 1

Display the green and white flag. When Yellow establishes a leeward overlap at position 2 she is subject to rule 17 and shall not sail above her proper course. However, there is no requirement for her to sail with a spinnaker. Her proper course is determined by the course she would sail, in the absence of Blue, to finish as soon as possible with the sails she is using at that time. Yellow is not sailing above her proper course and does not break rule 17.

Question 2

Would the answer be different if Yellow had an outstanding penalty?

Answer 2

No.

MR CALL G2 (UMP 33)

Rule 16.1 Changing Course Definitions Room

Question 1

Blue is sailing to leeward of Yellow. Rule 17 does not apply. Both boats have spinnakers set. Blue luffs Yellow. What are the obligations on Blue and Yellow?

Answer 1

Yellow is required to keep clear and Blue is required to give Yellow room to respond to her luff. While Yellow is able to keep the majority of her spinnaker filled and drawing she is not entitled to additional room to drop her spinnaker.

If Blue continues her luff so that Yellow, in order to keep clear, has to luff beyond the point where she can keep her spinnaker filled and drawing, then Blue must give Yellow room to drop her spinnaker.

Whether or not Yellow drops her spinnaker at that time, she is still required to keep clear. If she does not drop her spinnaker at that time, then Blue is not required to give her additional room to drop the spinnaker later in that luff.

Question 2

If Yellow does not drop her spinnaker and passes head to wind to keep clear, is Blue giving Yellow room to keep clear in a seamanlike way?

Answer 2

Yes. Blue may continue to luff as long as she has previously given Yellow room to drop her spinnaker.

Question 3

Does either answer change if Blue does not have a spinnaker set, or if Blue has a different type of spinnaker set?

Answer 3

No.

MR CALL G3 (UMP 9 Q3)

Rule 11	On the Same Tack, Overlapped
Rule 16.1	Changing Course
Rule 17	On the Same Tack; Proper Course
Definitions	Keep Clear and Proper Course

Question

Yellow and Blue are sailing downwind on starboard tack. Yellow establishes an overlap one and a half hull length to leeward of Blue. Yellow luffs slowly clearly above a proper course. Blue keeps her course and there is contact. There is a Y-flag. What should the call be?

Answer

Penalize Blue and Yellow. Blue breaks rule 11 and Yellow breaks rule 17.

MR CALL G4 (UMP 28)

Rule 15 Acquiring Right of Way
Rule 17 On the Same Tack; Proper Course

Question

On a downwind course Yellow establishes an overlap to windward of Blue with her spinnaker. Yellow bears away, without breaking the overlap, and overlaps to leeward.

Do rules 15 and 17 apply?

Answer

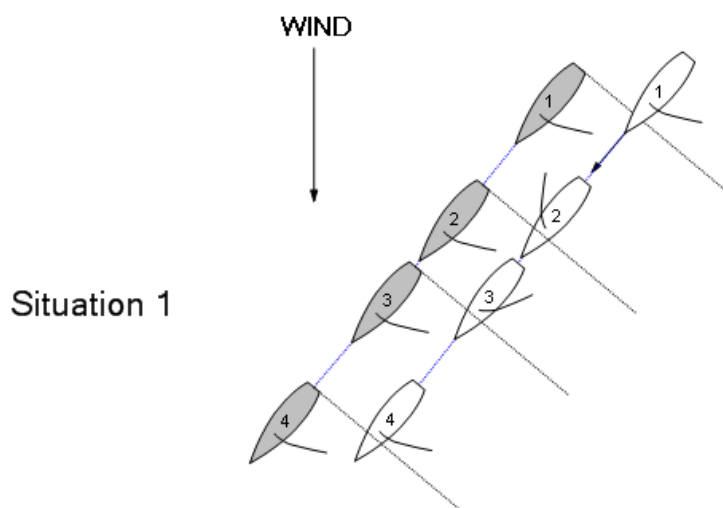
Yes. At the moment Yellow becomes right of way as the leeward boat, rules 15 and 17 begin to apply.

MR CALL G5 (UMP 50)

Rule 10	On Opposite Tacks
Rule 11	On the Same Tack, Overlapped
Rule 17	On the Same Tack; Proper Course
Definitions	Tack, Starboard or Port

Situation 1

Yellow is a leeward boat subject to rule 17. She is sailing her proper course, which is nearly 140° from the true wind angle. Blue is keeping clear. From position 1 to position 3, Yellow pulls the boom across the centreline to the starboard side of the boat, and almost immediately pulls the boom back across the centreline to the port side of the boat. The force of the pulling action back to the port side causes the mainsail to completely fill in position 2.



Question 1a

Does Yellow change tack in position 2?

Answer 1a

No. Yellow's windward side does not change. She never sails by the lee and at no time would her mainsail lie on her starboard side if unrestrained.

Question 1b

Does Yellow gybe between positions 2 and 3?

Answer 1b

Yes. Yellow gybes twice as the foot of her mainsail crosses her centreline twice.

Question 1c

Does rule 17 still apply in position 4?

Answer 1c

Yes. Yellow does not change tack.

Question 1d

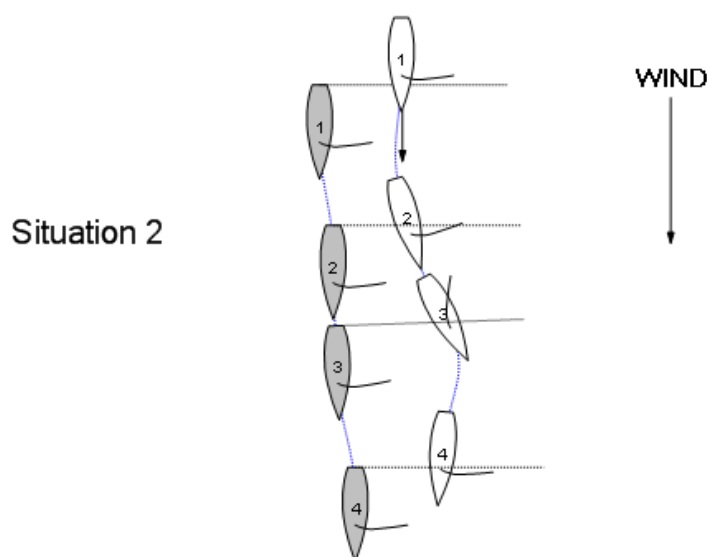
Would the answer be different if the mainsail had never filled in position 2?

Answer 1d

No.

Situation 2

Yellow is a leeward boat subject to rule 17. She is sailing her proper course, which is nearly 180° from the true wind angle. Blue is keeping clear. Yellow bears away and begins to sail by the lee. At position 3, Yellow's crew pulls in the mainsail and it fills on the opposite side without crossing the centreline of the boat. At position 4, Yellow returns to sailing directly downwind and the mainsail continues to lie on her port side.



Question 2a

Does Yellow change tack in position 3?

Answer 2a

Yes. In position 3, Yellow is no longer sailing by the lee and she is not sailing directly downwind. She is therefore on a tack corresponding to her windward side, i.e. port. See the definitions Tack, Starboard or Port; and Leeward and Windward.

Question 2b

Does she gybe between position 2 and 3?

Answer 2b

No. The foot of Yellow's mainsail never crosses the centreline so she never gybes.

Question 2c

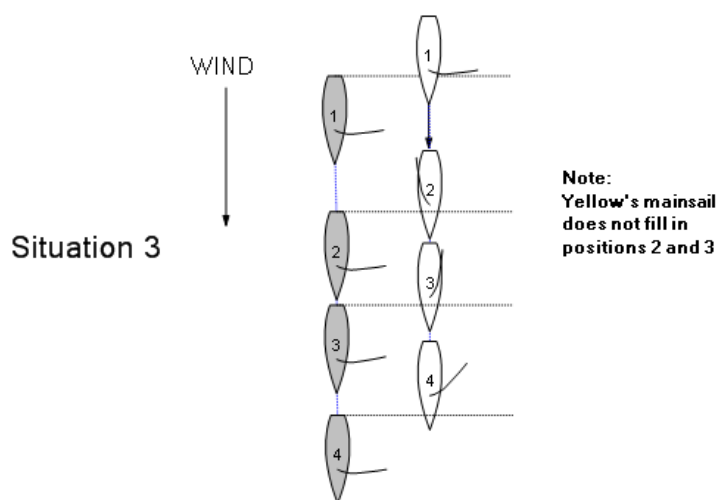
Does rule 17 still apply in position 4?

Answer 2c

No. Although Yellow never gybes, she changes tack twice. Rule 17 ceases to apply if the boats do not remain on the same tack.

Situation 3

Yellow is a leeward boat subject to rule 17. She is sailing directly downwind on starboard tack. Blue is keeping clear. Yellow then pulls her boom across the centreline to the starboard side of the boat and almost immediately pulls the boom back across the centreline to the port side of the boat. The mainsail does not fill until it is back on the port side of the boat.



Question 3a

Does Yellow change tack?

Answer 3a

If the umpires are satisfied the entire sail has crossed the centreline and would lie on the starboard side without the force of the crew keeping it there, then the boat has changed tacks.

The umpires will use the principle of 'Last Point of Certainty' when applying the rules about 'on a tack'. See General Principles for Umpire Decisions.

Question 3b

Does the sail need to fill in order for the boat to change tack?

Answer 3b

No. To decide if the boat has changed tack is not dependent on whether the sail has filled. However, when the sail fills it is more likely that the umpires will be certain that the boat is on the other tack.

Question 3c

Does Yellow gybe?

Answer 3c

Yes. Yellow gybes twice.

MR CALL G6 (UMP 40)

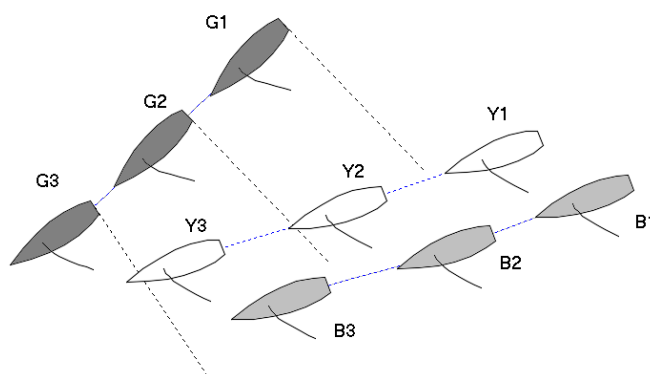
Rule 11	On the Same Tack; Overlapped
Rule 17	On the Same Tack; Proper Course
Definitions	Clear Astern and Clear Ahead; Overlap

Question 1

Yellow and Blue are sailing downwind with Yellow overlapped to windward of Blue. Rule 17 does not apply. Both boats are sailing well above what the umpires consider a proper course. Yellow is keeping clear. Green, a boat in another match, is sailing lower and slower than Blue and Yellow.

Yellow establishes an overlap on Green from clear astern. Because Yellow is between Green and Blue, all three boats now become overlapped. Blue continues to sail what the umpires consider to be above her proper course.

Green luffs to avoid Yellow and displays a Y-flag. What should the call be?



Answer 1

Display the green and white flag. When the overlap is established (by Yellow) Blue is more than two of her hull lengths from Green and therefore has no proper course restriction. Yellow is sailing a proper course to keep clear of Blue. No rule is broken.

Question 2

Would the answer be any different if only Yellow displayed a Y-flag?

Answer 2

No

MR CALL G7 (MR 39)

Rule 11 **On the Same Tack, Overlapped**

Rule 16.1 **Changing Course**

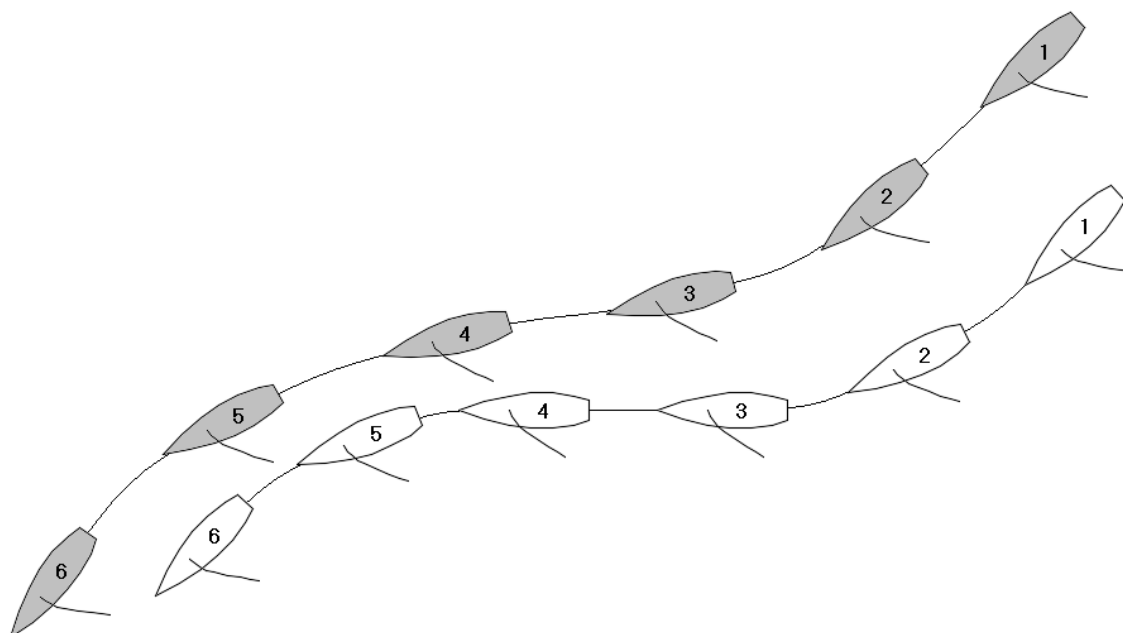
Rule C7.2 **All Penalties**

Rule C7.3(d) **Penalty Limitations**

Rule C8.3 **Penalties Initiated By Umpires**

Question 1

Yellow and Blue are sailing downwind with Blue overlapped to windward of Yellow. Rule 17 does not apply. Yellow luffs slowly and Blue responds, but Blue's response is not enough for her to keep clear. There is contact between Blue's spinnaker and Yellow's rigging. Blue is blocking Yellow's wind and she overtakes Yellow. There is a Y-flag. What should the call be?



Answer 1

If Blue could have kept clear but either responded too slowly or not enough, then Blue has broken rule 11. Penalize Blue.

If in addition the umpires are satisfied that Blue has broken a rule deliberately or has gained an advantage by breaking the rule after allowing for a penalty, they would give Blue a second penalty under rule C8.3. If the umpires were not satisfied that either of these conditions existed, but are satisfied that Blue gained a controlling position because of the breach, the umpires would give Blue a red flag penalty under rule C8.3. See MR CALL M2. (MR 31)

Question 2

Would the answer be different if the Yellow had an outstanding penalty?

Answer 2

No. However, if Blue was given a red flag penalty under rule C8.3, this would not offset Yellow's outstanding penalty (C7.2(e)). Blue would have to take her penalty as soon as reasonably possible and Yellow would still have an outstanding penalty.

Question 3

Would the answer be different if the boats are getting closer to the finishing line and Yellow has an outstanding penalty?

Answer 3

No. However, in this situation it is more likely that the conditions for a double penalty are met.

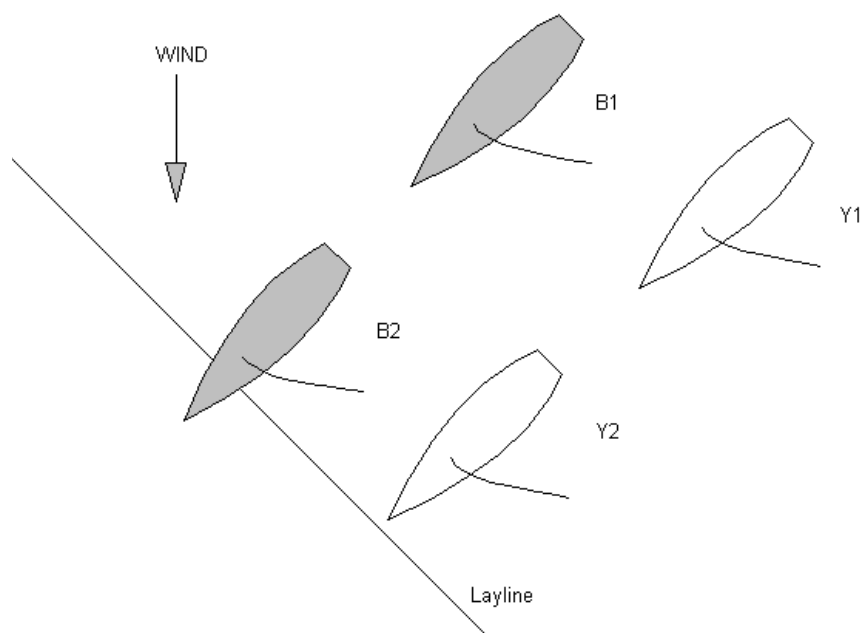
If a double penalty has been signalled to Blue, the first penalty will offset Yellow's penalty (C.7.2(e)). Blue will not be recorded as finishing until she completes her second penalty and then finishes (C7.2(d)).

MR CALL G8 (UMP 19)

Rule 17 On the Same Tack; Proper Course **Definitions Proper Course**

Question

Nearing the end of the downwind leg, the boats are overlapped on starboard tack. Yellow has established an overlap to leeward from clear astern, is governed by rule 17, and is sailing her proper course. Soon her proper course will be to gybe for the mark. When must Yellow begin to bear away to gybe?



Answer

Yellow must begin to gybe at the time she would have borne away to gybe if she had been sailing with no other boat nearby. If she clearly delays beyond that time, she will break rule 17 by sailing above her proper course.

MR CALL J1 (UMP 36)

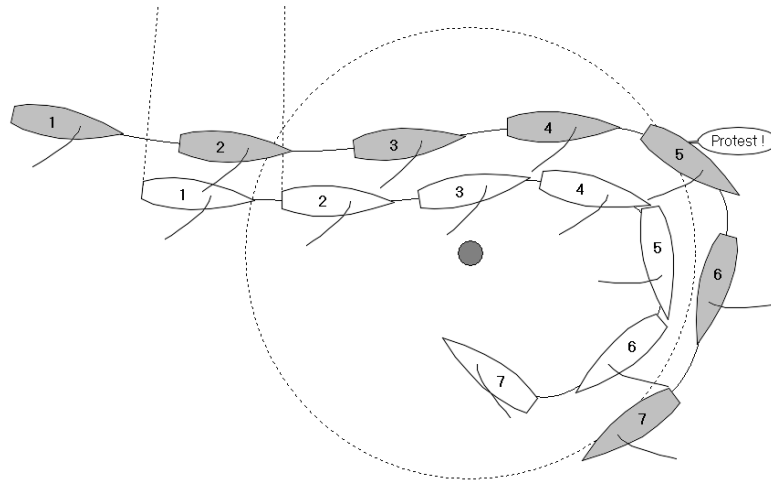
18.2 (b) Giving Mark-Room

18.4 Gybing

Definitions Proper Course

Question 1

Yellow is approaching the leeward mark below the layline and is clear ahead of Blue at the zone. Very shortly thereafter Blue becomes overlapped outside and to windward of Yellow. At position 5 Blue displays her Y-flag. What should the call be?



Answer 1

Yellow is clear ahead when she enters the zone. Rule 18.2(b) applies and Blue must give her mark-room. When Blue becomes overlapped on the outside, she is required by rule 11 to keep clear of Yellow. Blue gives room and keeps clear.

From the moment the boats overlap until Yellow gybes, rule 18.4 also applies and Yellow shall sail no farther from the mark than her proper course. The umpires must consider factors such as the type of boat, current, wind strength and waves to decide whether Yellow complies with this rule. If the umpires decide that Yellow sails farther from the mark than she would in the absence of Blue while rule 18.4 applies, then Yellow breaks rule 18.4. Penalize Yellow. If not, display the green and white flag.

Question 2

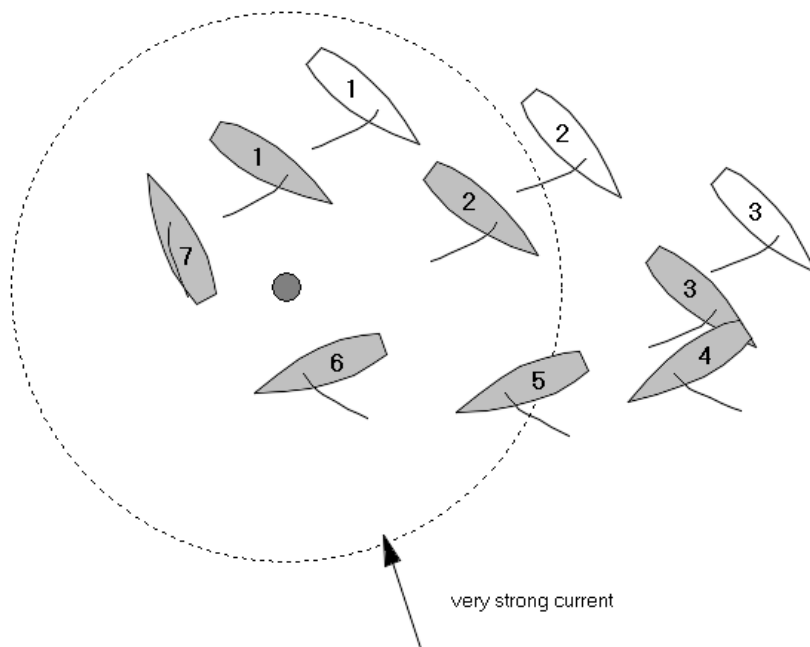
Would the call be different if Yellow was having a problem lowering her spinnaker?

Answer 2

No. Neither the room that has to be given by Blue nor the course that must be sailed by Yellow is changed by unseamanlike boat handling.

MR CALL J2 (UMP 41)

Rule 17	On the same Tack; Proper Course
Rule 18.1	When Rule 18 Applies
Rule 18.4	Gybing
Definitions	Proper Course



Question 1

Yellow and Blue enter the zone of the leeward mark overlapped with Blue as the inside right-of-way boat. Rule 17 does not apply, however, as proper course at the mark includes a gybe, rule 18.4 applies to Blue.

Because of strong current and light wind, Blue's proper course would take her outside the zone before she gybes and heads back to the mark. When Blue reaches the point where her proper course is to gybe, both boats are outside the zone.

Is Blue still required by rule 18.4 to gybe at that moment? (Position 3)

Answer 1

No. When both boats have left the zone rule 18, including rule 18.4, no longer applies and therefore Blue is no longer required by rule 18.4 to gybe.

Question 2

Would the answer be the same if rule 17 applied to Blue?

Answer 2

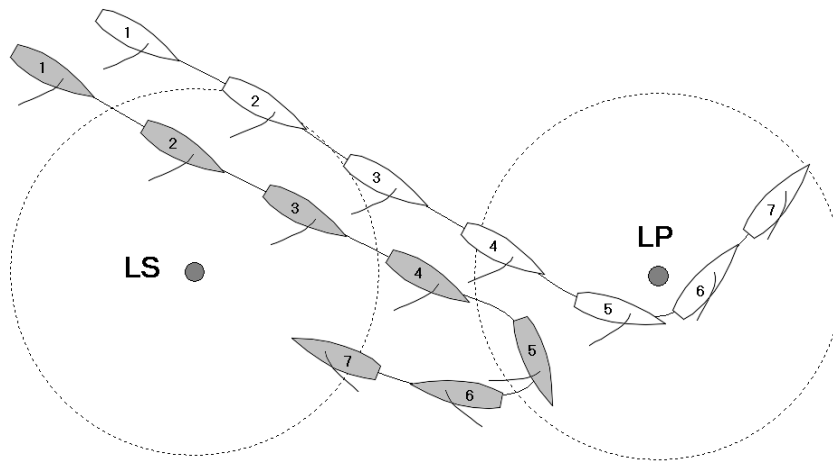
No, rule 17 is not dependant on whether or not rule 18 applies. When rule 17 applies it requires Blue to not sail above her proper course, so in this situation she must gybe when her proper course is to gybe even though both boats are outside the zone.

MR CALL J3 (UMP 39)

Rule 17 On the Same Tack; Proper Course

Question

Does rule 17 apply at a leeward gate?



Answer

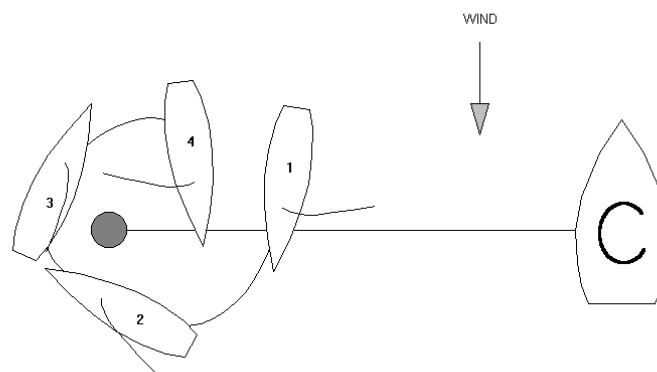
Yes. However, when approaching the gate as shown in the diagram above, Blue's proper course may be to round either mark.

MR CALL K1 (MR 6)

Rule 28 Sailing the Course Rule C2.1 Changes to the Definitions—Definition Finish

Question 1

When a boat delays taking her penalty until the finish, is she allowed to take it around the finishing mark?



Answer 1

Yes. Although she sails through the finishing line, she does not finish because she has not yet taken her penalty; see Definition Finish (rule C2.1). Her penalty is to tack and, as soon as reasonably possible, bear away to a downwind course in accordance with rule C7.2(a)(2). See also rule C7.2(d).

Question 2

Did she comply with rule 28, Sailing the course?

Answer 2

Yes. Rule 28 requires that 'a string representing her track' would 'pass each mark on the required side', which it did. The rule does not prohibit a boat from rounding a finishing mark (or any other mark) even though as a result her track would pass it on the required side twice.

MR CALL K2 (MR 37)

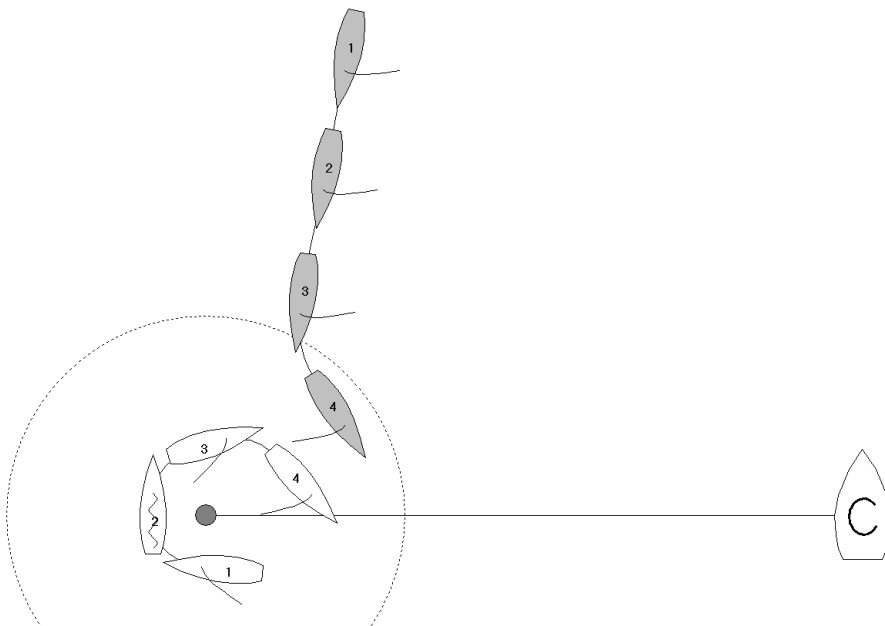
Rule 11 **On the same tack, Overlapped**

Rule 18.2(a) **Giving Mark-Room**

Rule 22.2 **Taking Penalties**

Question

Yellow, ahead of Blue, is taking a penalty around the finishing mark. As Yellow tacks and bears away on port, Blue, approaching the mark on starboard, bears away and gybes to port. There is a Y-flag. What should the call be?



Answer

When Yellow passes head to wind, she begins taking a penalty and must keep clear under rule 22.2 until she completes her penalty by bearing away to a downwind course. In addition, rule 18.2(a) applies, since the boats are overlapped and in the zone. An alteration of course by Blue may be either to keep clear of Yellow, or to give Yellow mark-room, or both.

If Blue is required to alter course before Yellow completes her penalty, Yellow is not keeping clear under rule 22.2 even if Blue is altering course to give mark-room. Signal that Yellow has completed her penalty and penalize Yellow again for breaking rule 22.2. See MR Call N7. (MR 28)

If Blue's alteration of course is not required until after Yellow completes her penalty, display the green and white flag.

MR CALL K3 (MR 29)

Rule C2.1 Changes to the Definitions - Definition Finish

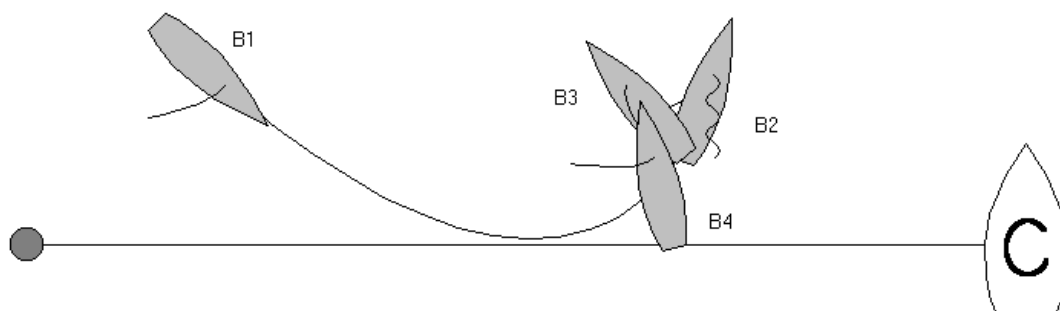
Rule C5.6 Signals by Umpires

Rule C7.2(a)(2) All Penalties

Rule C7.4(b) Penalty System: Taking and Completing Penalties

Question

Blue has a penalty outstanding as she approaches the finishing line. She lowers her spinnaker, luffs, passes head to wind, returns to a close-hauled course on the other tack, reverses her mainsail and sails backwards across the finishing line, now above close-hauled. Has she finished?

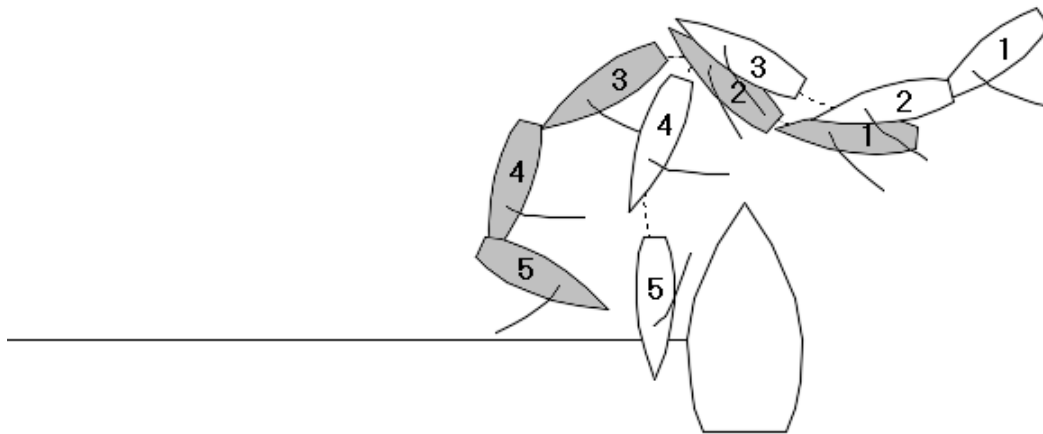


Answer

No. Blue cannot finish until she has taken her penalty. She has not borne away to a downwind course as required by rule C7.2(a)(2). The umpires will signal as required in rule C5.6 that the boat is no longer taking a penalty and that the penalty remains.

MR CALL K4 (MR 40)

Rule 10	On Opposite Tacks
Rule 11	On the Same Tack, Overlapped
Rule 18.2	Giving Mark-Room
Rule 21	Exoneration
Rule C2.2	Definition Proper Course
Definitions	Mark-Room



Question

Blue has an outstanding penalty. Blue enters the zone of the finishing mark clear ahead of Yellow, and never thereafter leaves the zone. Shortly after position 3 Yellow establishes an inside overlap on Blue. Blue gybes to port and then closes the gap between the boats by heading up and aiming directly at the finishing flag on the race committee boat.

There is contact between Blue and Yellow, with no damage. There is a Y-flag. What should the call be?

Answer

Penalize Blue.

Blue was clear ahead when she reached the zone and rule 18.2(b) began to apply. From position 1 and throughout the incident, Blue is at the mark. Rule 18.2(b) requires that Yellow thereafter give Blue mark-room. Because the finishing mark is not a rounding mark, mark-room for Blue in this situation is

room to leave the mark on the required side. When Blue luffs at the mark, this is not the course she needs to sail to leave the mark on the required side. Initially, while Blue has right of way, Yellow keeps clear and gives Blue mark-room.

After Yellow becomes overlapped and gains right of way, she continues to give Blue room to leave the mark on the required side.

Gybing in this situation may have been necessary for Blue to finish as soon as possible at the time, however, Blue is not entitled to room to round the mark and therefore, her luff at position 5 means rule 21 would not apply and Blue would not be exonerated for her breach of rule 10.

MR CALL L1 (MR 27)

Rule 32.1(e)	Abandoning After the Start
Rule 62	Redress
Rule C9.2	Requests for Redress—Official boat interfering with competing boat
Rule C9.3	Other Proceedings—following action or non-action by umpires

Question

Under what circumstances should a match in progress be abandoned?

Answer

After the preparatory signal a match should be abandoned only when the umpires and race committee are sure that a claim for redress would be upheld were the adversely affected boat to lose the match or for reasons of safety. It is then preferable to abandon the match immediately. The following are examples:

- a) a late or incorrect recall signal.
- b) serious interference with a competing boat by an umpire or other official boat.

During the preparatory period the match may also be postponed.

A match should not be postponed or abandoned due to an incorrect umpire signal. In this case rule C9.3 applies.

MR CALL L2 (MR 44)

Rule 70.1	Appeals to a National Authority
Rule C6.6	Protest Committee Decisions
Rule C9.1	Requests for Redress or Reopening; Appeals; Other Proceedings

Question 1

When there is no international jury appointed and the right to appeal has not been denied under rule 70.5, will umpires assembled to hear a protest or request for redress be a 'protest committee' as that term is used in *The Racing Rules of Sailing*?

Answer 1

Yes.

Question 2

Is the right to appeal a decision by this protest committee under rule 70.1 open for a party to a hearing conducted under rule C6.6?

Answer 2

No. Rule C9.1 denies the right for a party to appeal any decision made under rule C6.6, and further denies the parties the right to request a reopening.

Question 3

Are there any occasions at a match racing event when the protest committee should not conduct the hearing under rule C6.6?

Answer 3

Yes. Rule C6.6 is an abbreviated hearing process designed to allow a match racing event to reach a timely conclusion.

The procedures of rule C6.6 would not be appropriate for protest hearings or requests for redress that are not directly related to the competition, such as protest committee hearings involving entry or eligibility under rule 75 or sailor classification under rule 79. Rule 69 applies to hearings involving allegations of gross misconduct.

The protest committee's decision or its procedures in any hearing not conducted under rule C6.6 is appealable under rule 70.1.

MR CALL L3 (UMP 26)

Rule 49.1 Crew Positioning

Question 1

One crew member on Yellow holds on to the leeward jibsheet and another one holds on to the main sail sheet when hiking out. Does Yellow break rule 49.1?

Answer 1

No. A working sheet is not a device designed to position the body outboard.

Question 2

Does Yellow (a boat without lifelines) break rule 49.1 when the crew use any of the following to help extend their bodies outboard?

The windward, non working, jib sheet; the barber hauler; the vang control line; the mainsheet traveller line; the backstay control line; the shrouds or other elements of standing rigging

Answer 2

Rule 49.1 does not prohibit competitors from using working sheets or control lines to position their bodies outboard.

Unless specifically prohibited by the event's sailing instructions (Rules for handling the boats) it is also permissible for competitors to use the shrouds or hand rails to position their bodies outboard.

The use of lazy (non-working) sheets and control lines for hiking breaks rule 49.1.

Question 3

The skipper on Yellow holds a foot under the traveller bridge. Does Yellow break rule 49.1?

Answer 3

No. A traveller bridge is not a device designed to position the body outboard. Using the traveller bridge (or other fixed features of the boat) without modifications that aid projecting the body outboard is permitted.

MR CALL L4 (MR 21)

Definitions Keep Clear
Definitions Overlap

Question 1

If a person extra to the crew is carried onboard a boat, such as an 'observer' (umpires' assistant) or a cameraman, should the person or the equipment carried be considered as a part of the boat's 'hull or equipment in normal position' for the determination of overlaps or contact between two boats?

Answer 1

No. Such a person is not a part of the boat.

Question 2

Fixed cameras and/or their fixed brackets, placed by or under the direction of the race committee, may project beyond the stern of the boat. Should a camera or its bracket be considered as part of the boat's 'equipment in normal position' for the determination of overlaps or contact between two boats?

Answer 2

Yes, when fixed to the boat, cameras or brackets become part of the boat's equipment. Another example would be antennas for radio transmission.

Question 3

Flags carried by boats often project beyond the hull line astern or to leeward of the boats. Should they be considered as part of the boat's 'equipment in normal position' for the determination of overlaps or contact between two boats?

Answer 3

No. In match racing flags are not considered to be part of a boat's equipment; the flag staffs are.

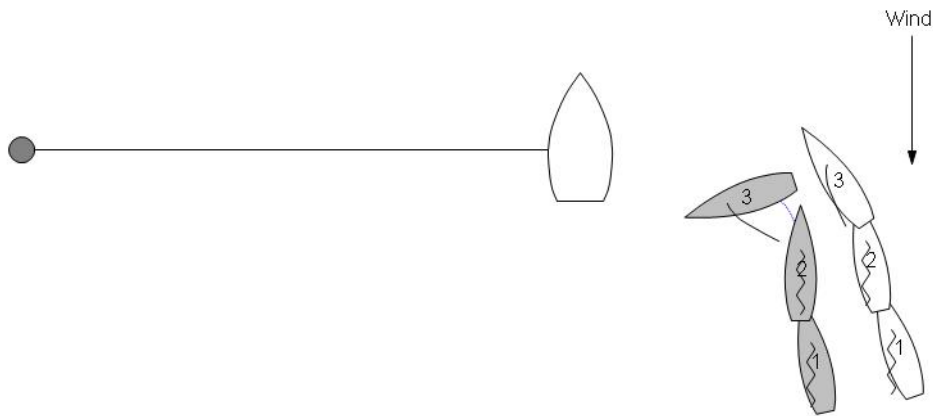
MR CALL L5 (MR 46)

Rule C2.13 Sculling

Question

The boats are approaching the starting line to start.

Blue is head to wind and then bears away hard by repeatedly moving her helm until she reaches a downwind course just before position 3. Should the umpires take any action?



Answer

If the umpires are certain the repeated movement of the helm is to propel Blue forward, they should penalize Blue under rule 42.2(d) as amended by C2.13, otherwise they should take no action.

Note that because Appendix C changes rule 42.2(d), ISAF Rule 42 interpretations with regard to sculling do not apply for match racing.

MR CALL L6 (MR 23)

Rule C2.11 **Changes to the Rules of Part 2—when boats in different matches meet**

Rule C6 **Protests and Requests for Redress by Boats**

Question

Yellow and Blue are in one match with Yellow ahead of Blue. Blue sees an incident between Yellow and Green (a boat in the match ahead) in which Yellow seems to be breaking a rule of Part 2. Green does not Y-flag. What action can Blue take?

Answer

None. Rule C6.1(a) and 6.2(b) prevent Blue from Y-flagging Yellow because she was not involved in the incident.

Rule C6.1(b) prevents Blue from red-flagging Yellow.

MR CALL L7 (MR 4 - Q 2 & 3)

Rule 24.2 Interfering with another boat

Rule C2.11 Changes to the Rules of Part 2—when boats in different matches meet

Question 1

Within the meaning of rule C2.11, if Blue is sailing her proper course, is she permitted to disadvantage Green in a different match?

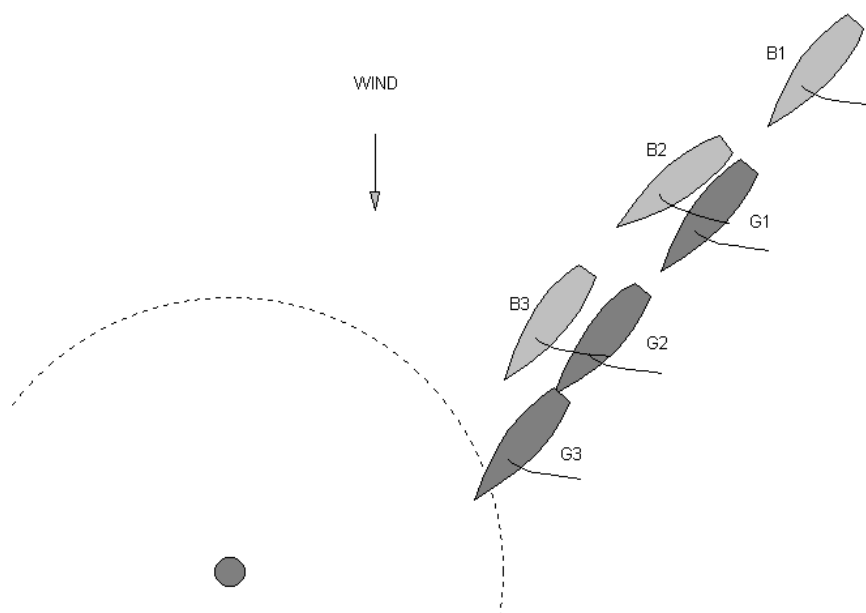
Answer 1

Yes. When the umpires are satisfied that Blue sailed her proper course, this is consistent with trying to win her own match, by definition, and breaks no rule.

If the umpires are satisfied that the boat's actions were not intended to help her in her own match, but were intended to affect the results of the other match, then Blue breaks rule C2.11. Green may Y-flag under rule C6.1(a).

Question 2

Approaching a leeward mark, Blue is close astern of Green, but they are racing in different matches. Blue luffs to blanket Green, slows her down, and gains an inside overlap. Green must therefore give mark-room to Blue and does so. Has Blue broken rule C2.11?



Answer 2

No. Although Green is definitely disadvantaged by Blue's actions, Blue's actions helped her to round the mark in the shortest possible time, and were therefore 'consistent with ... trying to win her own match'. See Answer 1.

MR CALL L8 (MR 22)

Rule C2.11 Changes to the Rules of Part 2—when boats in different matches meet

Question

Yellow and Blue are sailing in one match and Red and Green in another. Green meets Yellow on the course and Green is the right-of-way boat. Is it permissible for Green to change her course so that Yellow has no need to change course to keep clear?

Answer

Yes, provided that the change of course by Green is ‘consistent with complying with a rule or trying to win her own match.’

If Green clearly disadvantaged herself by her course change, then she would have broken rule C2.11.

MR CALL M1 (MR 19)

- Rule C6.5** **Protests and Requests for Redress by Boats: Umpire Decisions**
Rule C8.4 **Penalties Initiated by Umpires—informing the protest committee**
Rule C9.3 **Other Proceedings**

Question 1

The umpires penalize a boat for breaking a right-of-way rule and signal accordingly. Shortly thereafter the umpires decide they have made an error. May they cancel their signal, by displaying a green and white flag, or by displaying the other boat's signal, or by hailing or some other means of communication?

Answer 1

No. There is no provision in Appendix C to change or amend decisions or signals. When a penalty signal is displayed, the boat is bound by rule C5 to take the appropriate penalty.

Question 2

Would the answer be the same if the umpires displayed a green and white flag when they intended to display a boat's signal?

Answer 2

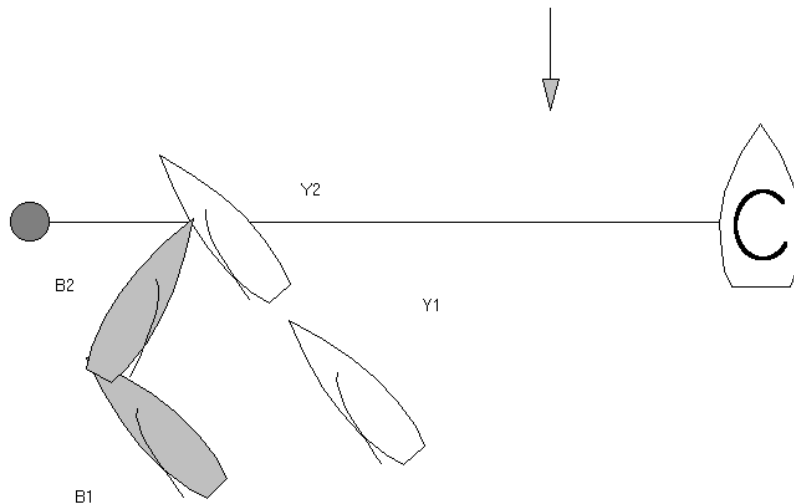
Yes.

MR CALL M2 (MR 31)

Rule C8.3(b) Penalties Initiated by Umpires—deliberately breaking a rule

Question

How will the umpires decide if a rule was broken deliberately?



Answer

There is no complete clear-cut answer, but rather a sliding scale of likelihood. The umpires are likely to conclude that a rule was broken deliberately when:

- the situation has built up for some time rather than occurred instantaneously;
- there is a potentially match-winning tactical gain from breaking the rule;
- the breach does not seem to be a simple misjudgement.

Examples could be:

- breaking a rule to avoid being OCS (windward boat bears down on leeward boat);
- Blue cannot lay the pin and tacks onto port (see Diagram above);
- barging at a starting mark;
- denying an inside boat room at the mark.

MR CALL M3 (MR 24)

Rule 2	Fair sailing
Rule C2.8	Changes to the Rules of Part 2 — room to tack
Rule C8.4	Penalties Initiated by Umpires — informing the protest committee

Question 1

Rule C2.8 requires clear and repeated arm signals, in addition to hails. If there is an arm signal but no hail from Yellow, what action should the umpires take

- a) if Blue Y-flags?
- b) on their own initiative?

Answer 1

- a) When the umpires are certain that no hail was made, then the signal for room to tack has not been made. (The umpires may be certain there was no hail if they have had no difficulty hearing other calls from a similar position.) For the purpose of the rules of Part 2 they should act as if there has been no signal.
- b) The umpires may decide that Yellow has broken rule C8.3(b) or (c) and penalize her. They could also, in an extreme or repeated case, initiate a hearing under rule 2, Fair Sailing.

Question 2

If there is a hail but no arm signal, is the answer the same?

Answer 2

Yes.

MR CALL M4 (MR 13)

Rule C8.3(c) Penalties Initiated by Umpires—breach of sportsmanship

Question

After the umpires signal their decision in response to a boat's Y-flag, persons on one of the boats make it clear that they are unhappy with the decision. Should the umpires impose a penalty under rule C8.3(c) for a 'breach of sportsmanship'?

Answer

This depends on the words, the manner in which they are spoken, and any other related actions of the crew of the boat. If they merely express unhappiness or disappointment, or that in their opinion the decision was wrong, then a penalty is not appropriate. However, if the total effect is to convey that the umpires are incompetent, or are prejudiced against the penalized boat, a penalty may be justified, whether the meaning is directed only at the umpires or also to others nearby. If the meaning is clearly insulting to the umpires, a penalty should be imposed.

MR CALL M5 (MR 14)

Rule C6.5 Protests and Requests for Redress by Boats: Umpire Decisions

Question

Immediately following an incident Yellow Y-flags. Before the umpires signal their decision, there is a second incident and Blue Y-flags. How should the umpires signal their decision?

Answer

The umpires should make two separate decision signals, in the order they were signalled by the boats, even when a green and white flag signals the decision for each protest.

MR CALL M6 (MR 15)

- Rule 60.3(b) Right to Protest (actions by the protest committee)**
- Rule 62.1(a) Redress**
- Rule C6.5 Protests and Requests for Redress by Boats: Umpire Decisions**
- Rule C9 Requests for Redress: Other Proceedings**

Question 1

Blue Y-flags, but the umpires make no signal. Both boats finish the race, Blue losing it. May she seek redress under rule 62.1(a) because of the umpires' failure to signal a decision?

Answer 1

No. Rule C9.3 prohibits any 'proceedings' because of non-action by umpires. 'Proceedings' includes a request for redress.

Question 2

Blue Y-flags, but due to engine failure the umpires do not see the incident. What should they do?

Answer 2

Green and white flag. As the umpires were not in position, their only option is to signal 'no penalty'. Further, rule C9.1 prohibits the boat from seeking redress, and rule C9.3 prohibits the umpires from initiating redress under rule 60.3.

MR CALL M7 (MR 36)

Rule C5.3	Signals by Umpires - red flag penalty
Rule C6.5(b)	Umpire Decisions - red flag penalty
Rule C7.3(d)	Penalty limitations - red flag penalty
Rule C8.2	Penalties Initiated by Umpires

Question

After starting, Yellow is penalized, and the penalty is signalled with a yellow and a red flag in accordance with rule C5.3 and C6.5(b). After a period of time, the umpires decide that Yellow has not taken the penalty as soon as reasonably possible. What should the umpires do?

Answer

The umpires should penalize Yellow under rule C8.2.

MR CALL M8 (MR 30)

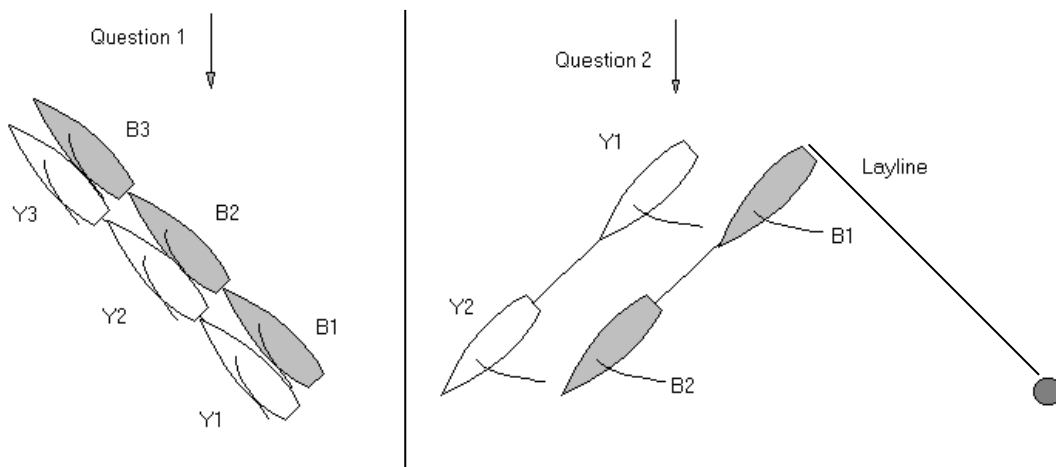
- Rule 11** **On the Same Tack, Overlapped**
Rule 17 **On the Same Tack: Proper Course**
Rule C7 **Penalty System**
Rule C8.3(b) **Penalties Initiated by Umpires—deliberately breaking a rule**

Question 1

Blue, to windward, fails to keep clear of Yellow to leeward. Yellow protests and Blue is penalized. Some time later Yellow protests again. When should the umpires consider that a rule is broken a second time?

Question 2

Blue has been penalized for sailing above a proper course, continues to do so and there is another protest from Yellow. When should the umpires consider that a rule is broken a second time?



Answer 1 and 2

When the umpires are satisfied that Blue could have taken action to stop breaking the rule after the first penalty is signalled, but fails to do so, then they consider that the rule is broken a second time. The umpires may also decide that the second breach is deliberate and initiate a penalty without any Y-flag being flown.

MR CALL M9 (MR 25)

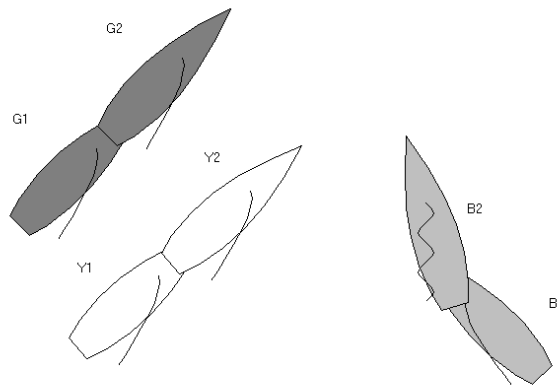
Rule 10 On Opposite Tacks

Rule 20 Room to Tack at an Obstruction

Rule C8.1(b) Penalties Initiated by Umpires—exoneration

Question 1

Blue is matched against Yellow and Red against Green. On a windward leg Blue is close-hauled on starboard tack, Yellow and Green are overlapped, both close-hauled on port. Yellow, to leeward of Green, cannot tack and clear Green. Blue and Yellow are on a collision course. Yellow hails and signals for room to tack. Green does not respond, Yellow is unable to tack, Blue is forced to change course to keep clear. Blue and Yellow Y-flag. What should the umpires do?



Answer 1

If the umpires of the match between Blue and Yellow are certain that Green broke rule 20.1(b) they should display a green and white flag indicating that no penalty is imposed on Yellow or Blue. They should advise the umpires for Green's match that Green should be penalized. Rule C8.1(b) permits the umpires to exonerate Yellow without a hearing.

Question 2

If Yellow does not Y-flag, would the answer be different?

Answer 2

No. The umpires response would be the same. The umpires may also consider penalizing Green under rule C8.3(b) or (c).

MR CALL M10 (MR 7)

- Rule 14 Avoiding Contact**
- Rule 60.3(b) Right to Protest (by protest committee)**
- Rule 62.1(b) Redress (physical damage)**
- Rule C6.1(b) Protest Limitations**
- Rule C8.3(a) Penalties Initiated by Umpires**
- Rule C8.4 Penalties Initiated by Umpires**

Question

While sailing under spinnakers, there is contact between Yellow and Blue, and Blue receives a small hole in her spinnaker. Yellow is at fault, and is penalized. On a later downwind leg the hole in Blue's spinnaker becomes a major tear. The spinnaker loses all pressure and Yellow is able to pass Blue. What action is available?

Answer

- (a) The umpires could further penalize Yellow as a penalized boat that has 'gained an advantage by breaking a rule after allowing for a penalty'. Although there has been a delay between the taking of the penalty and the gaining of the advantage, the umpires may still act under rule C8.3(a), if they are satisfied that the spinnaker tear is the result of the original rule breach.
- (b) The umpires could initiate a post-race hearing under rule C8.4 to investigate whether rule 14 was broken.
- (c) In accordance with rule C6.1(b), Blue can red-flag under rule 14, because of damage resulting from contact. The protest committee would need to consider whether the flag was displayed at the first reasonable opportunity after the tear developed.
- (d) Blue could request redress under rule 62.1(b) or redress could be considered under rule 60.3(b).

MR CALL M11 (MR 17)

Rule C5 Signals by Umpires

Rule C6.5 Protests and Requests for Redress by Boats: Umpire Decisions

Rule C7.2(b) Penalty System: All Penalties

Question 1

Yellow Y-flags. Blue takes a penalty as soon as she sees Yellow's Y-flag and before the umpires signal a decision. What should the call be?

Answer 1

Green and white flag. Rule C7.2(b) allows a boat to take a penalty before being signalled to do so. Rule C5.1 says the green and white flag means 'No penalty'. Here no penalty is imposed because it was already taken.

Question 2

Would the answer be different if Yellow had an outstanding penalty?

Answer 2

No. The umpires would green and white flag and Yellow's penalty would remain.

Question 3

Near the end of a windward leg the umpires decide to penalize Blue but delay signalling her until she has rounded the mark. However, she takes the penalty before rounding the mark. Is this allowed?

Answer 3

Yes — see Answer 1. However, under rule C7.3(b) she is not allowed to take any part of a penalty within the zone of a rounding mark.

Question 4

Yellow, with a penalty, breaks a right-of-way rule, is protested by Blue, sees Blue's Y-flag and takes her penalty before being signalled by the umpires. At the time she sees the Y-flag, she is rounding a mark. Should she take the penalty appropriate to the leg she is on or the one appropriate for the time of the umpire's signal?

Answer 4

A boat taking a penalty before it is signalled shall take the penalty appropriate to the leg she is on.

MR CALL M12 (MR 18)

Rule C2.10 **Changes to the Rules of Part 2—interference by a boat not racing**

Rule C8.4 **Penalties Initiated by Umpires - informing the protest committee**

Question

After a race the umpires receive a report from a reliable observer that a boat broke rule C2.10 before her race by interfering with a boat that was racing. May the umpires initiate a hearing to consider penalizing her?

Answer

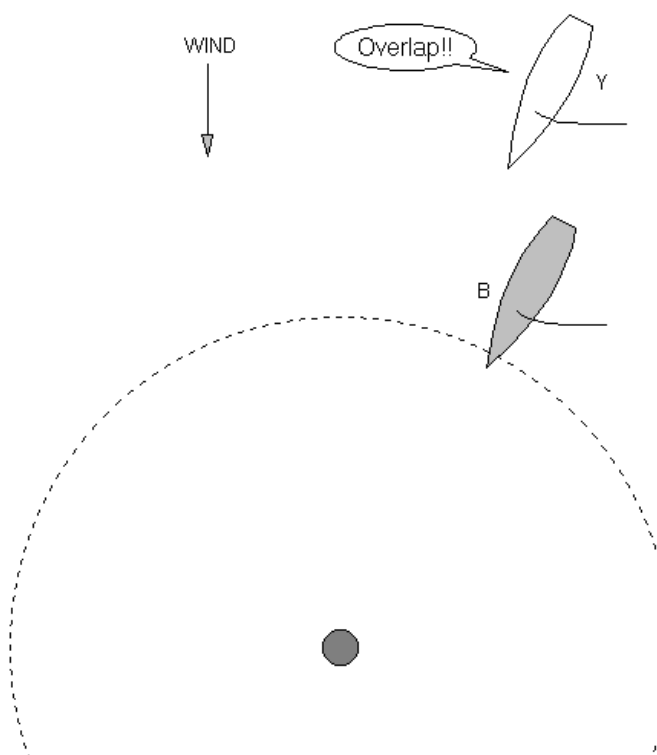
No. As this concerns a rule of Part 2, the umpires cannot initiate a hearing. Only the boat that was interfered with can take action by displaying a Y-flag at the time of the incident.

MR CALL M13 (MR 11)

Rule C9.3 Other proceedings

Question

At the end of a downwind leg, just as Blue reaches the zone, Yellow hails 'Overlap', but Blue has just seen the wing boat signal the umpires that there was no overlap. May Blue rely on the wing boat's signal and thereby decide to deny room to Yellow?



Answer

No. Competitors who use such signals take a considerable risk. Decisions are made by the umpires, not the wing boats, and an umpires' decision may not be based on the wing boat's signals.

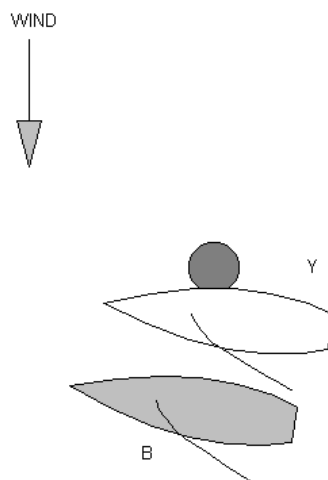
The same principle applies to signals made by onboard observers.

MR CALL M14 (MR 10)

- Rule 18.2** Giving Mark-Room
- Rule 31** Touching a Mark
- Rule 64.1(a)** Penalties and Exoneration
- Rule C6.1(a)** Protests and Requests for Redress by Boats
- Rule C8.1(b)** Penalties Initiated by Umpires, Rule Changes
- Rule C8.2** Penalties Initiated by Umpires

Question

Blue and Yellow are rounding a mark and Yellow touches it. Neither boat Y-flags. The umpires see Yellow hit the mark, but in their judgement Blue did not give Yellow sufficient room to pass the mark. Should they take any action?



Answer

The umpires should give no signal. Although Blue broke rule 18.2(a) or (b), she cannot be penalized because no boat protested, and rule C8.2 does not permit umpires to initiate a penalty when a boat breaks a rule of Part 2.

Yellow broke rule 31 by touching the mark. However, rule C8.1(b) makes it clear that she is exonerated under rule 64.1(a).

MR CALL N1 (MR 32)

Rule C7.2(a)(1) Penalty System: All Penalties - penalties to a windward mark

Rule C7.2(a)(2) Penalty System: All Penalties - penalties to a leeward mark or the finishing line

Question

The required penalties vary depending upon whether a boat is sailing 'to a windward mark' or 'to a leeward mark'. Because a boat has sailed beyond a mark, or because of a new wind direction, a boat could be sailing free to a mark that was intended to be a windward mark, or sailing close-hauled to a mark that was intended to be a leeward mark. What penalties are then required?

Answer

A boat is to be considered to be sailing to a windward mark or to a leeward mark at all times when sailing to a mark that has been described in the sailing instructions as a windward or leeward mark. The description could be expressed in words, or shown by a diagram indicating wind direction, or by designating marks as either 'Mark W' or 'Mark L'.

In the usual match racing course configuration with two upwind and two downwind legs, a boat sailing the first and third legs is considered to be sailing 'to a windward mark', and when sailing the second leg is considered to be sailing 'to a leeward mark', irrespective of the boat's heading or the wind direction.

Because a boat may have sailed beyond a mark, or because of a new wind direction, it would be possible for the boat to be sailing close-hauled yet be on 'a leg of the course to a leeward mark', or be sailing free on 'a leg to a windward mark'.

MR CALL N2 (MR 12)

Rule 10	On Opposite Tacks
Rule 15	Acquiring Right of Way
Rule 22.2	Taking Penalties
Rule C7	Penalty System

Question

Yellow on starboard and Blue on port are sailing towards each other. When they are about to meet, Yellow is penalized and required to take an immediate penalty (the penalty was either a red flag penalty or her second penalty). When does the right of way change?

Answer

The right of way does not change until it is clear that Yellow is taking her penalty.

This is when she passes head to wind or the foot of her mainsail crosses the centreline, as appropriate.

Blue will acquire right of way by the action of Yellow and so Blue will not need to give room to Yellow under rule 15.

MR CALL N3 (MR 16)

Rule C7 Penalty System

Question 1

Rule C7.3(c) requires a boat with two penalties to take one of them 'as soon as reasonably possible'. Rule C7.3(d) requires a boat with a red flag penalty to take her penalty 'as soon as reasonably possible'. How must she comply with this requirement when the proximity of another boat or an obstruction, or both, prevent her from luffing or bearing away to begin her penalty tack or penalty gybe?

Answer 1

She may delay bearing away (luffing, when the penalty is to tack) until there is no likelihood of her making contact with the other boat or the obstruction, but when the obstruction is continuing or when the other boat obstructs her and by sailing a parallel course continues to obstruct her, she must tack (or gybe) to get clear or she may reduce speed until she is no longer obstructed by the other boat. Should the other boat then tack to prevent her from taking the penalty, she must again tack to further attempt to get clear.

Question 2

A boat with a penalty is penalized again. Part of the penalty would be within two of her hull lengths of a rounding mark were she to take the penalty immediately. What is she required to do before taking a penalty?

Answer 2

She may sail the course she would have sailed without the second penalty until she can take the second penalty without any of the penalty being taken within the zone. She must then take the penalty.

Question 3

A boat with a penalty is penalized again while her spinnaker is set. What is she required to do?

Answer 3

A boat is required to take the penalty as soon as reasonably possible, even though her spinnaker is set. She must lower the spinnaker head below the main boom gooseneck and take her penalty without delay.

MR CALL N4 (MR 45)

Rule 47.2	Limitations on Equipment and Crew
Rule C7.2	All Penalties
Rule C7.4	Taking and Completing Penalties
Rule C8.4	Penalties Initiated by Umpires
Definitions	Racing

Question 1

A boat with an outstanding penalty is on a windward leg. A crewmember falls overboard. The boat bears away, gybes, luffs head to wind and retrieves the crewmember. Has the boat taken her penalty?

Answer 1

Yes - provided the penalty turn meets the requirements of C7.2 (a).

Question 2

Has the boat broken rule 47.2?

Answer 2

No, provided the return on board is at the approximate place where the crew fell overboard.

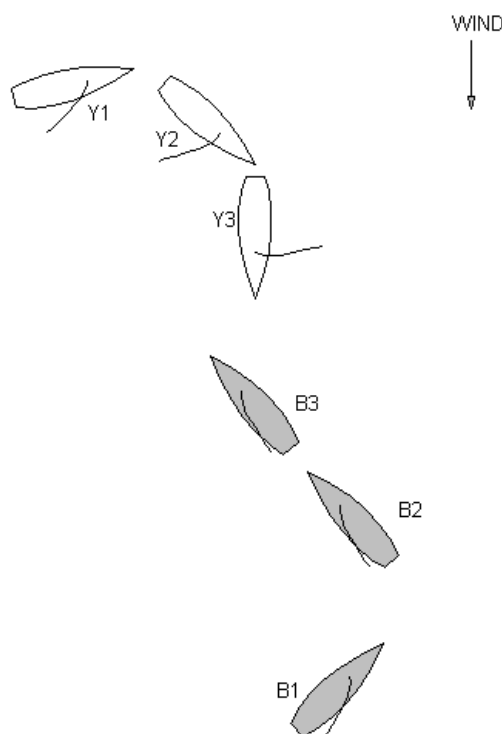
MR CALL N5 (MR 4 Q1)

Rule 24.2 **Interfering with another boat**

Rule C2.11 **Changes to the Rules of Part 2—when boats in different matches meet**

Question

Just after starting, Yellow, on port, bears away and gybes to take a penalty. Blue, also on port, but on a track to leeward of Yellow, tacks to starboard, and as a result is on a collision course with Yellow. Yellow is forced to change course to pass behind Blue before completing her penalty and Y-flags. What should the call be?



Answer

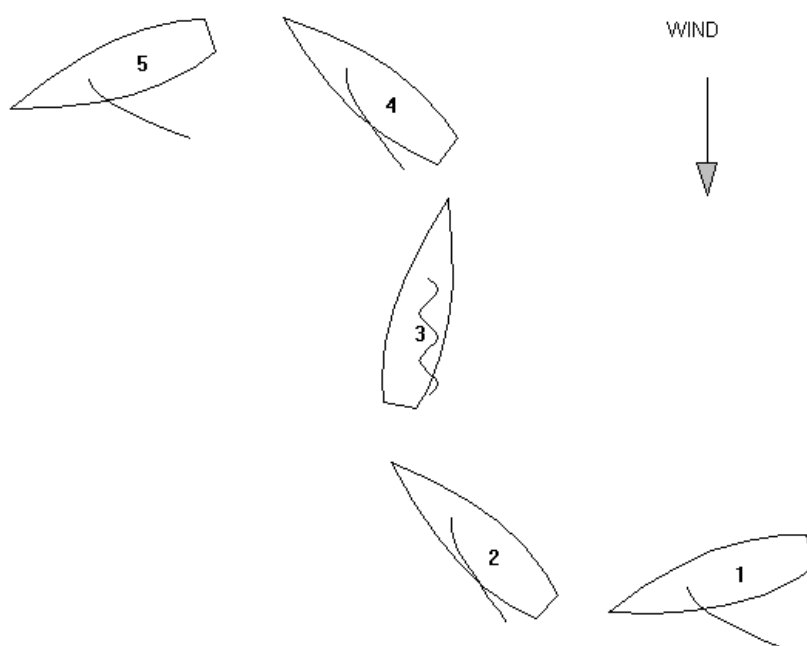
Green and white flag. The 'except when sailing her proper course' phrase in rule 24.2 permits Blue to interfere with Yellow, provided Blue does not break rule 16.1. She has a choice of proper courses and may therefore choose one that will maximise her interference with Yellow. Sailing on either tack can be a proper course.

MR CALL N6 (MR 8)

Rule C5.6 **Signals by Umpires - incorrect penalty**
Rule C7 **Penalty System**

Question

Yellow is required to take a tack penalty. May she take it by luffing until she passes head to wind, then turn back to a close-hauled course on her initial tack?



Answer

No, for the purpose of taking a penalty, tacking is to change course from close-hauled on one tack, through head to wind, to close-hauled on the other.

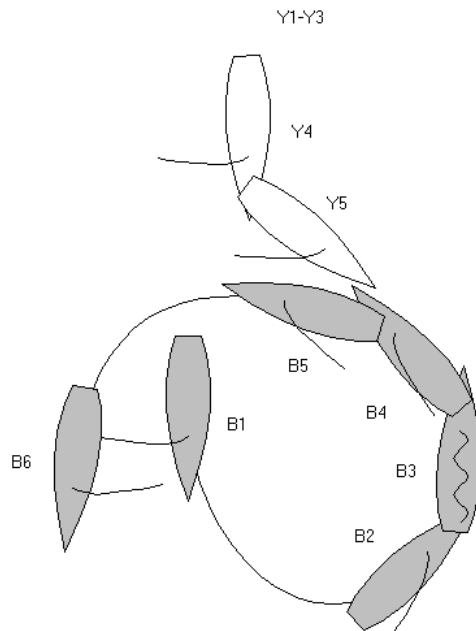
As soon as Yellow passes head to wind rule 13.1 applies and she must keep clear. Although rule C7.4(a) states that 'a boat with an outstanding penalty that is on a leg to a leeward mark or the finishing line and passes head to wind, is taking a penalty', a boat attempting a penalty in the manner described does not comply with rule C7.2(a)(2) and the umpires shall signal that the boat is no longer taking a penalty and that the penalty remains.

MR CALL N7 (MR 28)

Rule 22.2 Taking Penalties Rule C7 Penalty System

Question

Blue and Yellow are sailing downwind on port tack. Blue has an outstanding penalty. She luffs, passes head to wind, and bears away to a close-hauled course on starboard tack. Yellow changes course to avoid a collision before Blue achieves a downwind course. Blue continues to bear away and achieves a downwind course. Both boats Y-flag. What should the call be?



Answer

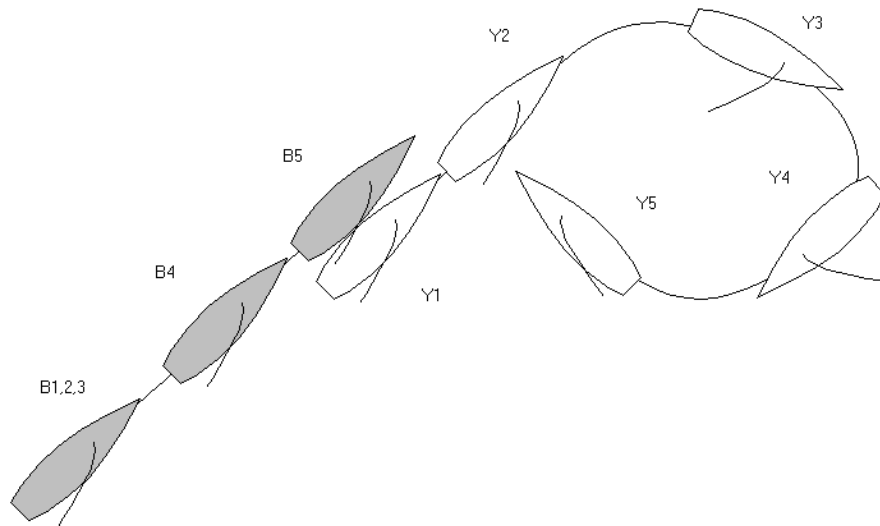
Signal that Blue has completed a penalty and then penalize Blue again. Blue did comply with rule C7.2(a)(2) and so completed a penalty. However, before returning to a downwind course she broke rule 22.2.

MR CALL N8 (MR 33)

Rule C7 **Penalty System**
Rule C8.3 **Penalties Initiated by Umpires - gaining an advantage**

Question 1

Yellow is penalized before she starts. Later she and Blue both start on port tack, with Yellow to leeward but approximately four hull lengths ahead of Blue. Yellow bears away, gybes, then luffs to close-hauled on starboard tack. Soon afterward rule 10 requires Blue to change course to avoid Yellow. Has Yellow ‘gained an advantage over the other boat’ in the context of rule C8.3(a)?



Answer 1

No. Rule C8.3(a) refers to situations in which the advantage that a boat gains from breaking a rule is greater than the disadvantage she suffers by taking the penalty. Here the advantage that the penalized boat gained as a starboard tack boat after taking her penalty is unrelated to the advantage referred to in rule C8.3(a).

Question 2

The boats are close together on a windward leg and one is penalized. After gybing she sails away on the opposite tack and immediately gains from a major wind-shift. Has she ‘gained an advantage’ from the penalty?

Answer 2

No. See Answer 1.

INDEX by key words

Abandonment: L1
advantage gained from penalty: G7, M10, N8
anchored boat: B12
appeals: L2
approaching a starting mark to start: GenP1, C1
arm signal: D3, M3, 9
avoiding action: B11, B16, D4, D7

Backing a sail: B9, B14
bear away: A3, B6, B10, B13, B14, B15, D2, D5, D7, E1, G8, N7
continuously: B11
beat, beating to windward: A4, D4, E5
before the start: B1, 7, 11, 12, 13, C1
beyond layline: D7
boat:
interference: L1, M12, N5
proper course: A1, D6, 7, E1, 2, 3, 4, 7, G1, 3, 4, 5, 6, 8, J1, 2, 3, K4, L7, M8, N5
nearby: G8
bow: A4, 5, B13, 17, D2
bowsprit-type pole: A4
breach of a rule:
continuing: M8
deliberate: M2
by the lee: G5

Cameras: L4
change course: A2, B5, 6, 7, 9, 10, 11, 12, 14, 15, 16, 18, D1, 2, 4, 5, 6, 7, E1, 4, G2, 3, L8, M9, N5, 6, 8
change tack: G 5
clear ahead: A5, B4, 8, 12, 18, D4, E1, 2, 3, 5, 7, G6, J1, K4
clear astern: B3, 8, 12, 15, D7, E3, E5, E7, G1, G6, G8

close-hauled: B7, 11, C2, D3, 6, 7, 9, E5, K3, M9, N1, 6, 7, 8
committee boat: B14, C1, K4
conditions, wind and water: GenP4, C1, G1
contact (hit, collision): GenP2, 3, A1, A2, B5, 6, 7, 10, 12, 14, 18, D2, 4, 7, E6, G3, 7, K4, L4, M10, N3
controlling position: G7
course:
change: A2, B5, 6, 7, 9, 10, 11, 12, 14, 15, 16, 18, D1, 2, 4, 5, 6, 7, E1, 4, G2, 3, L8, M9, N5, 6, 8
collision: B11, B16, D5, M9, N5
downwind: notes, D5, 6, E9, G4, K1, 2, 3, L5, N7
parallel: A1, B5, N3
side: B1, C1
crabbing: B9
cross ahead: D5

Disadvantage: L 7, 8, N8
downwind:
leg: G8, M10, 13, N1
course: Index notes, D5, 6, E9, G4, K1, 2, 3, L5, N7

Entry:
timeliness: B1
umpire-initiated penalty: B2
equipment: A5, L4, N4
exoneration: A3, B16, D4, E1, E6, K4, M9, 14

Finish: downwind: A5
close to: G7, K1, 2, 3, 4
finishing line: A5, G7, K1, 3
flags: L4

Gaining an advantage: G7, M10, N8

Gate: J3

gybe, gybing: B12, 13, C2, E1, 2,
G5, 8, J1, 2, K2, 4, N4, 5, 8

Hail required: D3, M3, 9

head to wind: B6, 7, E4, 5, 6, L5

passing: GenP1, B11, D4, E3, 5,
6, G2, K2, 3, N2, 6, 7

hoisting: A4

hull lengths: D5, G6, N3, 8

ISAF: Case 21: GenP4

Case 24: B3

Keep clear: GenP3, A1, 2, 3, 4, B3,
4, 5, 6, 8, 9, 10, 11, 12, 14, 17,
18, D1, 4, 5, 6, 7, E1, 3, 4, 6, 7,
G2, 6, 7, J1, K2, L4, 8, M8, 9,
N6

last point of certainty: GenP1, 2,
B10, G5

layline: E4, G8, J1, 19, M8
beyond: D7

leeward leg: see downwind leg

loses way: B11, D4

lowering: A4, J1

luff, luffing: A1, 2, 3, B3, 6, 7, 10,
13, 15, 18, C2, D1, 2, 4, 5, 7,
E1, 4, 5, 6, 7, 8, G1, 2, 3, 6, 7,
K3, 4, L7, N3, 4, 6, 7, 8

Manoeuvres: GenP1

pre-start: A4, 27

mark: preface, A3, 4, 5, B14, C1,
D1, 6, 7, E1, 2, 3, 4, 5, 6, 7, 8,
9, G1, 8, J1, 2, 3, K1, 2, 4, L7,
M2, 11, 14, N1, 3, 8

Mark-Room: GenP2, A3, E1, 2, 3, 4,
5, 6, 7, 9, J1, 2, K2, 4, M14

mast: A4

moored, anchored boat: B12, 13

moving astern: B7, B8, B9

Normal position: A4, 5, L4

Observers: M12, 13

obstruction: Preface, B12, 13, 14,
15, 16, C1, D1, 3, M9, N3
continuing: B15, 16

opposite tack: A2, B6, 7, 11, 12, 16,
D2, 4, 5, 6, E1, 5, G5, K2, 4,
M9, N2, 8

overlap: GenP1, A1, 3, 4, 5, B3, 4, 5,
6, 9, 10, 12, 13, 15, 16, 18, C1,
D1, 4, 7, E1, 3, 4, 5, 6, 7, 8, 9,
G1, 3, 4, 5, 6, 7, 8, J1, 2, K2, 4,
L4, 7, M8, 9, 13

and cameras etc.: L4

over rotate: B6

over standing: D7

Pass:

astern: B11

head to wind: GenP1, B11, D4,
E3, 5, 6, G2, K2, 3, N2, 6, 7

on same side: B13

to windward: B12, 13

parallel course: A1, B5, N3

penalties:

appropriate leg of course: M11

appropriate penalty: M1

around finishing marks: K1, 2

as soon as reasonably possible:
G7, K1, M7, N3

breach of sportsmanship: M4

downwind course: E9, K1, 2, 3,
L5, N7

completion of penalty: K3, N7

crew in water: N4

gaining advantage: G7, M10, N8

interference with another boat:
M12, N5, 7

incorrect penalty: K3, M1, N6

keeping clear while taking a
penalty: K2, N7

leeward leg / mark: N1
 on windward leg: C2, N1, 2, 4, 5, 6, 8
 proper course: K4, N5
 red flag penalty: G7, M7, N2, 3
 right of way change: N2
 spinnaker down: K3, N3
 starting: C2
 starting on the: N2
 tacking defined: N6
 zone: K2, 4, M11, N3
 windward leg / mark: N1
 pole: bowsprit-type: A4
 spinnaker: A4
 postponement: L1
 prevailing conditions: GenP4, C1
 proper course: A1, D6, 7, E1, 2, 3, 4, 7, G1, 3, 4, 5, 6, 8, J1, 2, 3, K4, L7, M8, N5
 Race committee: A5, B2, L4, L1
 recall: C1, L1
 red-flag protest: L6, M10
 redress: L1, M6, 10
 required side: C1, E6, K1, 4
 responding: B6, D7, 14
 right of way: B4, 8, 12
 right-of-way boat: GenP3, B5, 6, 10, 12, 14, E6, J2, L8
 right-of-way rule: M1, 11
 risk of damage: GenP4
 room: GenP3, GenP4, A1, 2, B3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 18, C1, D1, 2, 3, 4, 5, 6, 7, E1, 2, 3, 4, 5, 6, 7, G2, J1, K4, M2, 3, 9, 13, 14, N2

 Sailing downwind: B16, C1, G3, 6, 7, N7
 same tack: A1, 3, B3, 4, 5, 6, 8, 9, 10, 15, 18, C1, D1, 3, 4, 7, E1, 2, 3, 4, 6, 7, G1, 3, 4, 5, 6, 7, 8, J2, 3, K2, 4, M8
 Sculling: B9, L5

seamanlike: Preface, GenP4, D1, 5, 6, G3, J1
 side by side: B6
 speed: Preface, B18, C1, D4, N3
 spinnaker: A4, 5, G1, 2, 4, 7, J1, K3, M10, N3
 guy: A5
 halyard: A5
 pole: A4
 sheet: A5, L3
 sportsmanship: M4
 start:
 after: L1, M7, N5
 before: B1, 12, C1, 2, 13, N8
 pre- : A4, B1, 2
 starting line: B1, 2, C1, 2, L5
 mark: B13, 14, C1, M2
 signal: C1, 2, B14
 stern: A2, B3, 6, B12, 13, D2, E6, L4

 Tack, same: A1, 3, B3, 4, 5, 6, 8, 9, 10, 15, 18, C1, D1, 3, 4, 7, E1, 2, 3, 4, 6, 7, G1, 3, 4, 5, 6, 7, 8, J2, 3, K2, 4, M8
 tack, opposite: A2, B6, 7, 11, 12, 16, D2, 4, 5, 6, E1, 5, G5, K2, 4, M9, N2, 8
 tacking at a mark: E8
 time: A3, B6, 7, 9, 12, C1, E3, 5, G1, 2, 8, L7, M2
 touching a mark: M14
 transom: B17
 twin penalties: GenP2

 Umpire initiated penalties:
 deliberate breach: D3, G7, M2, 3, 8, 9
 entry requirements: B1, 2
 exoneration: A3, B16, D4, E1, 6, K4, M9, 14
 gaining an advantage: A4, G7, M10, N8

informing the protest committee:

GenP3, B2, M1, 3, 10, 12

interference, boat not racing: M12

sportsmanship: M3, 4, 9, 12

Umpires

cancelling signals: M1

sequence of signals: M5, N7

wind:

abeam: D5

shifting: D7

wind shift: N8

windward:

leg: D2, 5, M9, 11, N4, 8

mark: D6, 7, E1, 2, 4, 5, 6, 9, G1,
N1

windward: A2, 4, B9, 10, 12, 13,
B18, D1, 4, 7, E3, G4, 5, 6, 7,
J1, L3

windward boat: B10, E6, M2, 8

wing boat calls: M13

Y flags:

answering sequence: N7, M5, 9

umpire failure to respond: M6

penalty taken before umpire

signal: M11

Rules (in call titles)

2: M3,
10: A2, B7, 12, 16, D2, 4, 5, E1, G5, K4, M9, N2
11: A1, 3, B3, 4, 5, 6, 9, 10, 12, 15, 18, C1, D1, 4, 7, E1, 4, 6, G3, 5, 6, 7, K2, 4, M8
12: B8, 18, D4
13: See Rule C2.4
14: B10, M10
15: B3, 4, 18, D4, E3, G4, N2
16.1: A1, 2, B5, 6, 7, 9, 10, 11, 14, 15, D1, 2, 5, 6, 7, E1, G2, 3, 7
17: A1, D7, E3, 4, 7, G1, 3, 4, 5, 6, 8, J2, 3, M8
Preamble
Section C: C1,
18.1: E2, 5, J2,
18.2: A3, E1, 2, 3, 4, 5, 6, 9, J1 K2, 4, M14
18.3: See Rule C2.7
18.4: J1, 2
19: B14, 15, 16
19.2: B12, 13, C1
20: D3, M9
21: A3, B16, E1, 6, K4
22.2: K2, N2, 7
22.3: See rule C2.9
24.2 L7
28: K1
31: M14
32.1(e): L1
47.2: N4
49.1: L3
60.3(b): M6, 10
62: L1
62.1(a): M6
62.1(b): M10
64.1(a): D4, M14

70.1: L2
C2.1: A5, K1, 3
C2.2: See Def Proper Course
C2.4: B6, 11, E1, 6
C2.7: E7, 8
C2.8: M3
C2.9: B8
C2.10: M12
C2.11: L6, 7, 8
C2.13: L5
C4: B1
C5: K3, M7, 11, N6
C6: L6
C6.1(a): M14
C6.1(b): M10
C6.5: M1, 5, 6, 7, 11
C6.6: L2
C7: M8, N2, 3, 6, 7, 8
C7.2: C2, G7, K3, M11 N1, 4
C7.3: C2, G7, M7
C7.4: K3, N4
C8.1(a): B2
C8.1(b): M9, 14
C8.2: M7, 14
C8.3: B2, G7, M2, 4, 8, 10, N8
C8.4: M1, 3, 10, 12, N4
C9: M6
C9.1: L2
C9.2: L1
C9.3: L1, M1, 13

Definitions

Clear Ahead/

Clear Astern/

Overlap; A4, 5, B16, G6, L4

Finish: See rule C2.1

Keep Clear: A1, 4, B17, D1, G3, L4

Mark: B14

Mark-Room: E1, 3, 4, 6, K4

Obstructions: B14

Proper Course: A1, E1, G1, 3, 8, J1,2, K4

Racing: N4

Room: D1, 6, E4, G2

Tack: G5

Old Call Names vs New Call Names

GEN 1 General Principles for Umpire Decisions (GenP)

GEN 2 General Principles for Umpire Decisions (GenP)

UMP 1 - B3	UMP 40 - G6	MR 25 - M9
UMP 2 - Deleted	UMP 41 - J2	MR 27 - L1
UMP 3 - B4,	UMP 42 - E6	MR 28 - N7
UMP 4 - B5	UMP 43 - Deleted	MR 29 - K3
UMP 5 - B6	UMP 44 - B18	MR 30 - M8
UMP 6 - B12	UMP 45 - G1	MR 31 - M2
UMP 7 - B17	UMP 46 - B16	MR 32 - N1
UMP 9	UMP 47 - D4	MR 33 - N8
Q1&2 - A1	UMP 48 - E9	MR 34 - E7
Q3 - G3	UMP 49 - B10	MR 35 - E8
UMP 10 - B13	UMP 50 - G5	MR 36 - M7
UMP 11 - B11		MR 37 - K2
UMP 12 - A2		MR 38 - D3
UMP 13 - C1		MR 39 - G7
UMP 14 - D5		MR 40 - K4
UMP 16 - D2	MR 1 - B1	MR 41 - E1
UMP 17 - D7	MR 2 - B2	MR 42 - B9
UMP 18 - A5	MR 3 - C2	MR 43 - Deleted
UMP 19 - G8	MR 4	MR 44 - L1
UMP 20	Q1 - N5	MR 45 - N4
Q1 - GenP	Q2&3 - L7	MR 46 - L5
Q2 - D6	MR 6 - K1	MR 47 - Deleted
UMP 21 - A4	MR 7 - M10	
UMP 22 - E2	MR 8 - N6	
UMP 24 - A3	MR 10 - M14	
UMP 26 - L3	MR 11 - M13	
UMP 27 - B14	MR 12 - N2	
UMP 28 - G4	MR 13 - M4	
UMP 29 - D1	MR 14 - M5	
UMP 30 - E3	MR 15 - M6	
UMP 32 - E4	MR 16 - N3	
UMP 33 - G2	MR 17 - M11	
UMP 34 - E5	MR 18 - M12	
UMP 35 - B7	MR 19 - M1	
UMP 36 - J1	MR 21 - L4	
UMP 37 - B15	MR 22 - L8	
UMP 38 - B8	MR 23 - L6	
UMP 39 - J3	MR 24 - M3	