



US Sailing Presents ...

RRS Part 2:
Around the Race
Course with the
Racing Rules of
Sailing



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Around the Course

What This Covers

- **Key Definitions for Judging**
- **How do the RRS fit together around the race course?**
- **How do the rules that apply change as the situation changes?**

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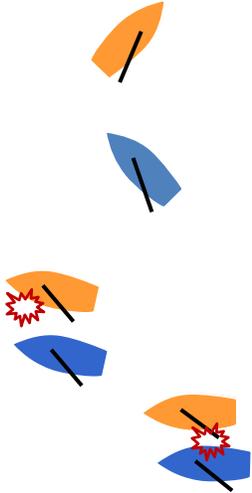


Key Definitions

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

a) if the right-of-way boat can sail her course with no need to take avoiding action and,

b) when the boats are ***overlapped***, if the right-of-way boat can also change course in both directions without immediately making contact.



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Key Definitions

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

- ***space a boat needs*** – bigger faster boats need more room
- ***existing conditions*** – big waves, strong winds, current...or really light air
- ***promptly*** – with little or no delay; immediately
- ***seamanlike*** –befitting a competent seaman

Includes ability to comply with Part 2 and rule 31

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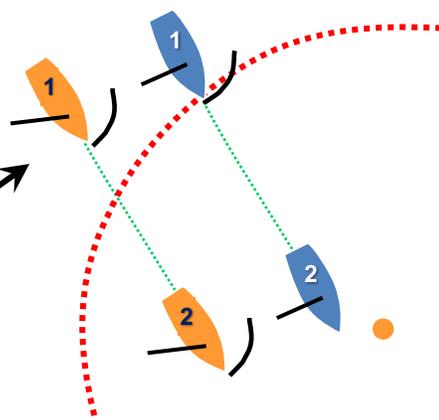
Key Definitions

Mark-Room

Room for a boat to leave a **mark** on the required side.

...

Orange must give **mark-room** from this point



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Key Definitions

Mark-Room

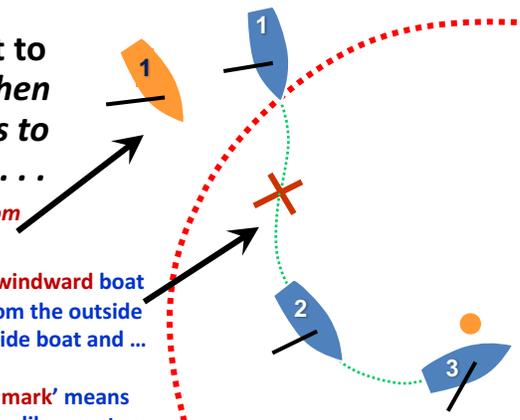
...

(a) Room for a boat to sail **TO** the **mark** when her **proper course** is to sail close to it, and ...

Orange must give **mark-room** from this point

CASE 70 - An inside overlapped windward boat that is entitled to **mark-room** from the outside boat must **keep clear** of the outside boat and ...

CASE 118 - 'room to sail to the mark' means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the **mark**.



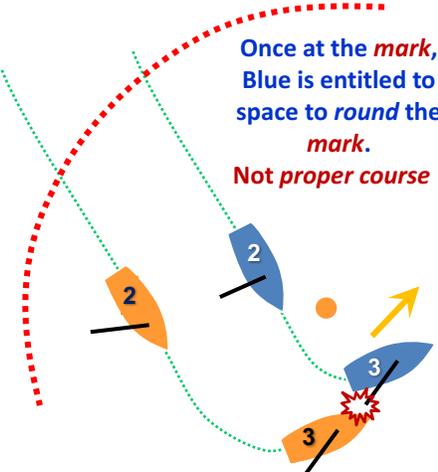
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Key Definitions

Mark-Room

...
(b) room to round the **mark** as necessary to sail the course.



Once at the **mark**, Blue is entitled to space to **round** the **mark**.
Not proper course !

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Tip: Rule Deconstruction

Rule 10: On Opposite Tacks

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

- **Tack** – A boat is on the **tack**, **starboard** or **port**, corresponding to her **windward** side.
- **Leeward and Windward** – A boat’s **leeward** side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her **leeward** side is the side on which her mainsail lies. The other side is her **windward** side. ...
- **Keep Clear** – A boat **keeps clear** of a right-of-way boat: (a) if the right-of-way boat can sail her course with no need to take avoiding action ...

When boats are on opposite **tacks**, a **port-tack** boat shall allow a **starboard-tack** boat to sail her course with no need to take avoiding action.

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Key Definitions

Obstruction

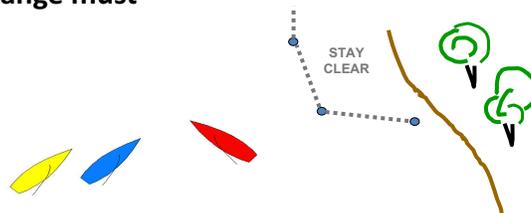
An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also **obstructions**. However, a boat **racing** is not an **obstruction** to other boats unless they are required to **keep clear** of her or, if rule 23 applies, avoid her. A vessel underway, including a boat **racing**, is never a continuing **obstruction**.

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Key Points About Obstructions

1. The object must be large enough to require a substantial course change if you were aiming right at it.
2. The amount of course change required is determined from a point one-boat length from the object.
3. The size of course change must be substantial.

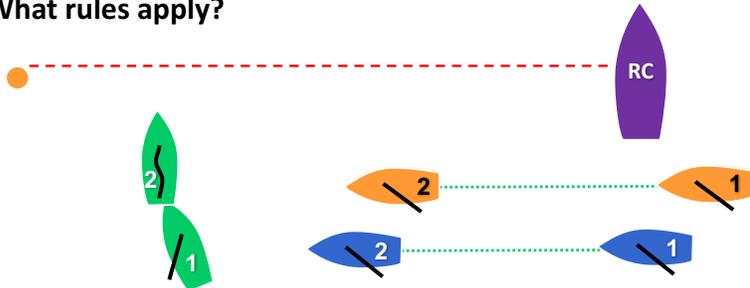


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 **Starting Area**

Questions

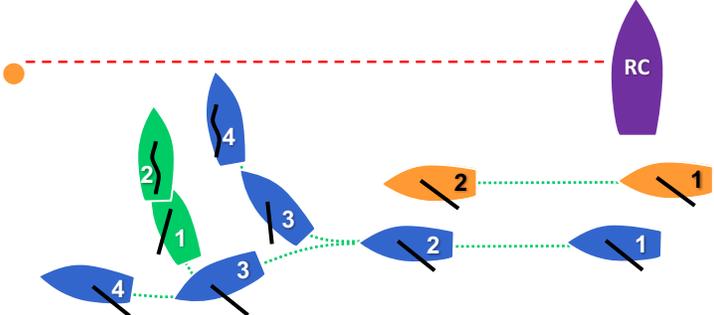
- Is Green an **obstruction**?
- Who has rights?
- What rules apply?



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 **Starting Area**

As **leeward** right-of-way (RoW) boat Blue gets to decide on which side of Green she wants to sail.

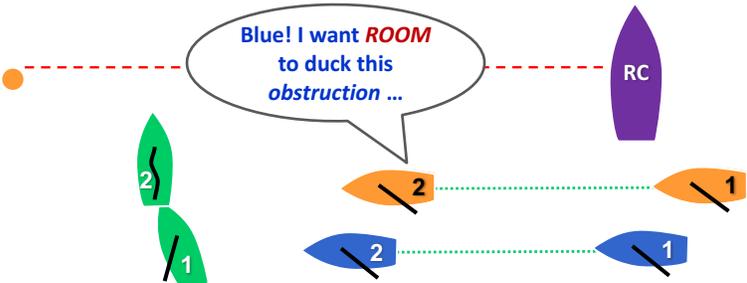


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Starting Area

Does Orange have rights to ask for *room*?



No

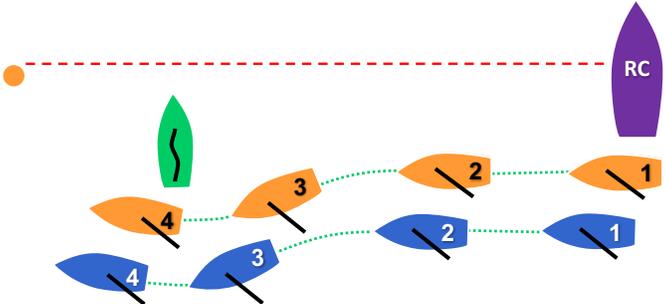
- Green is an *obstruction*, so RRS 19.2 (a) applies
- Blue (RoW) may chose the side on which to pass the *obstruction*

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Starting Area

What happens once Blue decides to go to *leeward* of Green?



Rule 19 applies ...

- Green is not a *mark* of the course (rule 19.1)

Rule 19.2(b) – *Overlapped*

- Blue (outside) shall give Orange (inside) *room*

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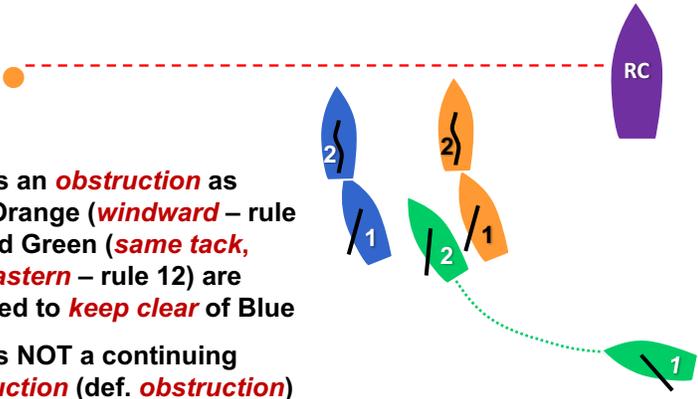


Starting Area

Is Green entitled to *room* to pass between Blue & Orange?

Yes

- Blue is an **obstruction** as both Orange (**windward** – rule 11) and Green (**same tack, clear astern** – rule 12) are required to **keep clear** of Blue
- Blue is NOT a continuing **obstruction** (def. **obstruction**)



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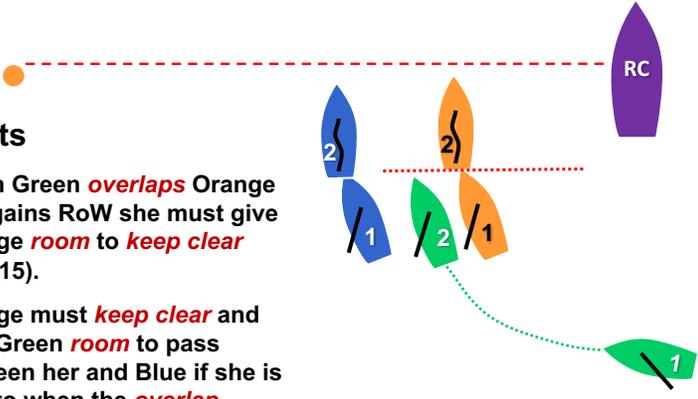


Starting Area

Is Green entitled to *room* to pass between Blue & Orange?

Caveats

- When Green **overlaps** Orange and gains RoW she must give Orange **room** to **keep clear** (rule 15).
- Orange must **keep clear** and give Green **room** to pass between her and Blue if she is able to when the **overlap** begins (rules 11 and 19.2(b)).

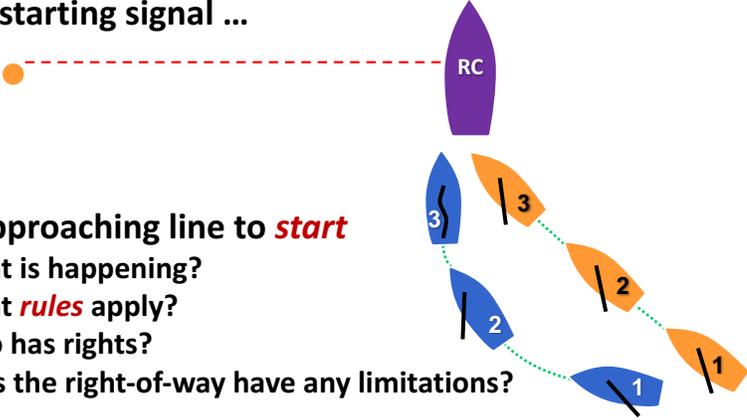


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The Start

Prior to starting signal ...



Boats approaching line to *start*

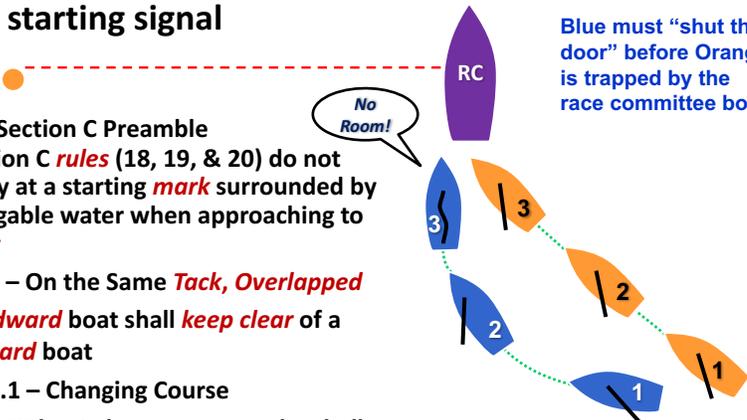
- What is happening?
- What *rules* apply?
- Who has rights?
- Does the right-of-way have any limitations?

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The Start – “Barging”

Prior to starting signal



Blue must “shut the door” before Orange is trapped by the race committee boat

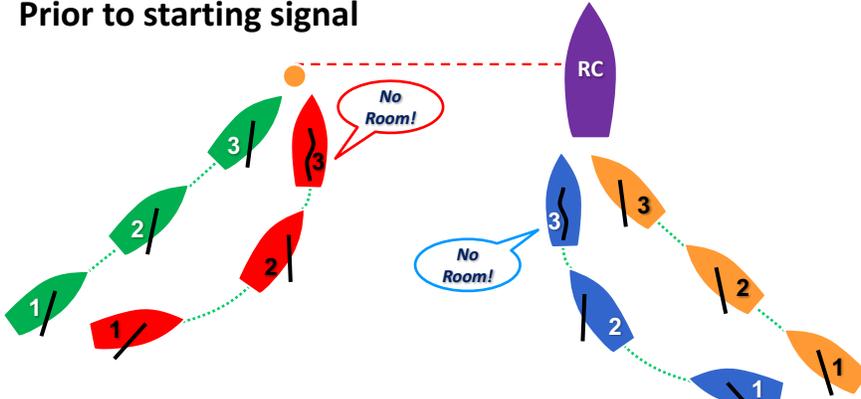
- Part 2, Section C Preamble
 - Section C *rules* (18, 19, & 20) do not apply at a starting *mark* surrounded by navigable water when approaching to *start*
- Rule 11 – On the Same *Tack, Overlapped*
 - *Windward* boat shall *keep clear* of a *leeward* boat
- Rule 16.1 – Changing Course
 - As RoW boat changes course she shall give burdened boat *room* to *keep clear*

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The Start – “Barging”

Prior to starting signal



“Barging” can also apply at the pin-end of the starting line

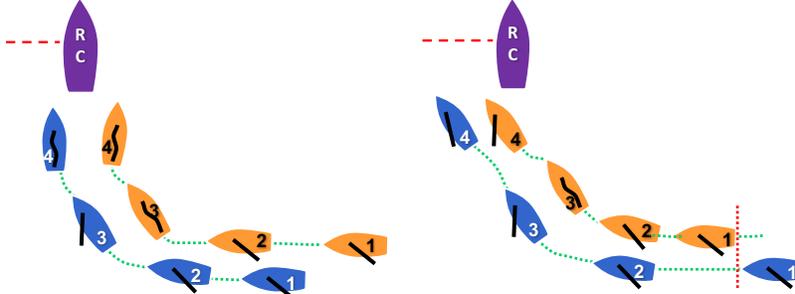
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Rule 17 at Starting Line

What about AFTER the starting signal?

- How was an *overlap* established?
- Is there a Rule 17 *proper course* limitation on the *leeward* boat?
- Before the starting signal Blue has no *proper course* limitation, but after the starting signal Blue may be required by rule 17 to sail her *proper course*, depending on how the *overlap* was established.



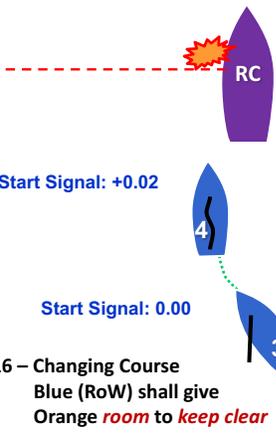
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Rule 17 at Starting Line

The *rules* that apply change as the situation changes ...

Start Signal: +0.02



Rule 17 – On the Same Tack; Proper Course
Blue (*leeward*) did not establish the *overlap* from *clear astern* of Orange. Blue is not bound by Rule 17 and may sail above her *proper course*.

Start Signal: 0.00



Rule 11 – On the Same Tack, Overlapped
Orange (*windward*) shall *keep clear* of Blue

Rule 16 – Changing Course
Blue (RoW) shall give Orange *room* to *keep clear*

Rule 12 – On the Same Tack, Not Overlapped –
Orange (*clear astern*) shall *keep clear* of Blue

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Rule 17 at Starting Line

The *rules* that apply change as the situation changes ...

Start Signal: +0.02



Rule 17 – On the Same Tack; Proper Course
Blue (*leeward*) established the *overlap* on Orange from *clear astern*. Blue is required by rule 17 to sail down to her *proper course* after the starting signal.

Start Signal: 0.00



Rule 11 – On the Same Tack, Overlapped
Orange (*windward*) shall *keep clear* of Blue

Rule 16 – Changing Course
Blue (RoW) shall give Orange *room* to *keep clear*

Rule 12 – On the Same Tack, Not Overlapped –
Blue (*clear astern* of Orange) shall *keep clear* of her

Rule 15 – Acquiring Right of Way
Blue (RoW) shall initially give Orange *room* to *keep clear*

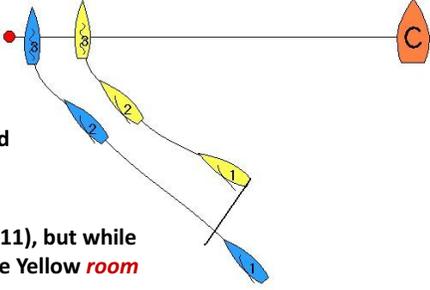
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The Start

What is Blue's *Proper Course*?

- After the starting signal, Blue (*leeward*) may not sail above her *proper course* (rule 17) which, when sailing to *windward*, is usually close-hauled.
- However, in order to pass on the correct side of the starting *mark*, Blue's *proper course* may be to momentarily luff up to head-to- wind (def. *Proper Course*).
- Yellow must *keep clear* of Blue (rule 11), but while Blue is changing course she must give Yellow *room* to do so (rule 16).



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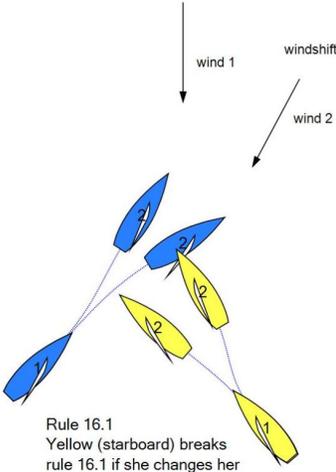
Windward Legs

Rule 10: *Port* must *keep clear*

Rule 16.1 protects the *keep clear* boat from the *right-of-way* boat's unpredictable or last-second changes of course, which would prevent *port* from *keeping clear*.

Possible conclusions:

- *Port kept clear*
- *Port did not keep clear*
- *Starboard did not give room while altering course*



Rule 16.1
Yellow (starboard) breaks rule 16.1 if she changes her course with the windshift.

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Windward Legs

So how close is too close?

- On a two lane road when wanting to pass, *it depends...*
 - Are you driving a race car or a tractor?
 - What are you passing?
 - What's coming in the opposite direction?



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Windward Legs

So how close is too close?

- In sailboat racing it also depends on...
 - Distance between boats
 - Speed of boats
 - Size, maneuverability of boats
 - Visibility between boats
 - Angle of convergence
- These are the key facts needed to reach a conclusion



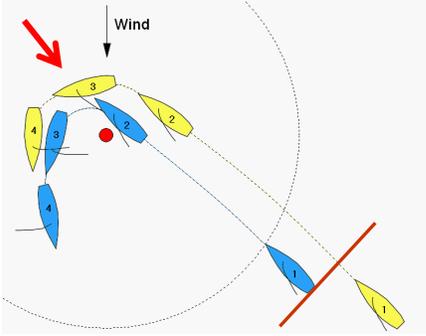
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Windward Mark

Not *overlapped* at the *zone* (3 hull lengths)

- Yellow must give Blue *mark-room*, which includes *room* to gybe at the *mark* if that is Blue's *proper course* (def. *mark-room*)
- Rule 18 applies until Blue either has been given *mark-room*, passes head to wind, or leaves the *zone*.



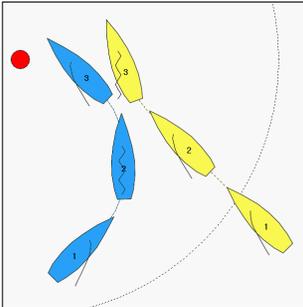
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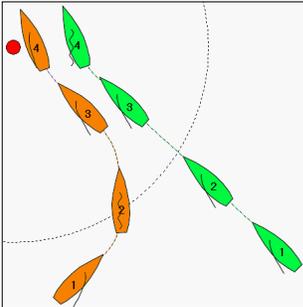


Windward Mark

Rule 18.3 – Tacking When Approaching a *Mark* to be left to *Port*

- Blue and Orange (*port*) pass head to wind from *port* to *starboard* in the *zone* and are then *fetching* the *mark*.
- Yellow and Green (*starboard*) have been sailing on *starboard* since entering the *zone*.
- Blue and Orange break rule 18.3 by causing Yellow and Green to sail above close-hauled to avoid contact.





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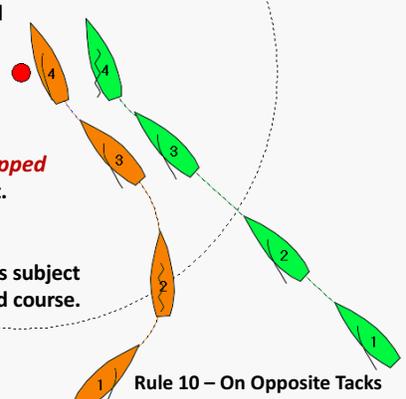
Windward Mark

Rule 18.3 – Tacking When Approaching a *Mark* to be Left to *Port*.

In position 4, Orange luffs above close-hauled to clear the *mark*. As a result of her luff, Green sails above close-hauled to avoid Orange. Orange breaks rule 18.3.

Rule 11 – Same Tack, *Overlapped*
Orange is *leeward*/inside boat.

Rule 13 - While Tacking
Orange passes head to wind and becomes subject to rule 13 until she reaches a close-hauled course.



Rule 10 – On Opposite Tacks

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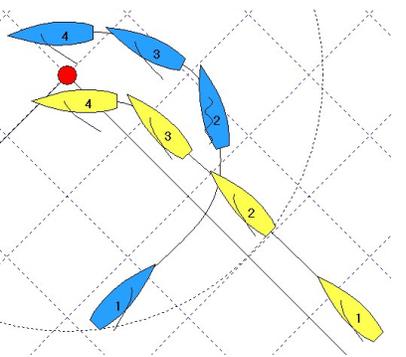
Windward Mark

Rule 18.3 – Tacking When Approaching a *Mark* to be Left to *Port*

- Blue passes head to wind from *port* to *starboard* in the *zone* and is then fetching the *mark*
- Yellow entered the *zone* on *starboard* and has remained on *starboard*

Rule 18.3 applies; therefore rule 18.2 does not:

- Yellow becomes *overlapped* inside of Blue between positions 2 and 3
- Blue must give *mark-room* to Yellow



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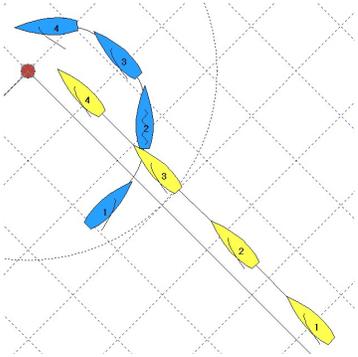
Windward Mark

Rule 18.3 – Tacking When Approaching a *Mark* to be Left to *Port*

- Blue passes head to wind from *port* to *starboard* in the *zone* and is then *fetching* the *mark*
- Yellow entered the *zone* on *starboard* and has remained on *starboard*

Rule 18.3 applies; therefore rule 18.2 does not:

- Yellow becomes *overlapped* inside of Blue just prior to position 4
- Blue must give *mark-room* to Yellow



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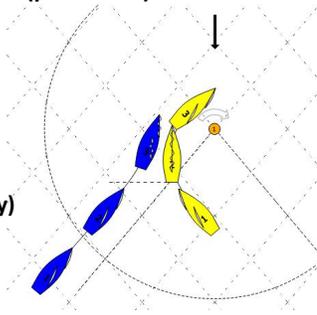
Windward Mark

Starboard Rounding

Blue and Yellow are approaching the windward *mark* to be rounded to *starboard*. Blue, on *port*, is *fetching* the *mark*. Yellow, on *starboard*, tacks from *starboard* to *port* *clear ahead* of Blue (position 4) and gets down to close-hauled just prior to position 5. Blue luffs to avoid hitting Yellow's stern (position 5).

Who has right-of-way and what rules apply?

- At position 1?
 - Yellow (rule 10 – *starboard*)
- At position 2?
 - Blue (rule 13 – tacking)
 - (rule 15 - acquiring RoW does not apply)
- At position 3?
 - Yellow (rule 12 – *clear ahead*)
 - (rule 15 - acquiring RoW)
 - (rule 18.2(a) – *mark-room*)
 - (rule 18.3 –tacking in the *zone* - does not apply to *starboard* roundings)



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Windward Mark

Starboard Rounding

Blue and Yellow are approaching the windward *mark* to be rounded to *starboard*. Blue, on *port*, is *fetching* the *mark*. Yellow, on *starboard*, tacks from *starboard* to *port clear ahead* of Blue (between positions 3 & 4) and gets down to close-hauled just after position 4. Blue starts to duck at position 3 and obtains an inside overlap at just before position 5.

Who has right-of-way and what rules apply?

At position 3?

- Yellow (rule 10 – *starboard*)
(rule 16 – changing course)

At position 4?

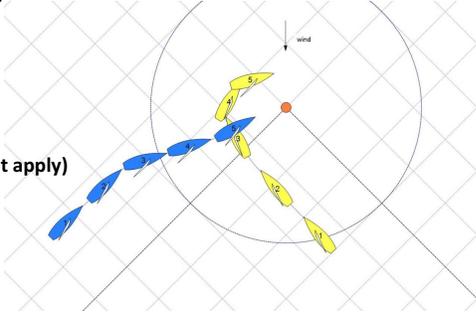
- Blue (rule 13 – tacking)
(rule 15 - acquiring RoW does not apply)

Just after position 4?

- Blue (rule 11 – *leeward*)

At position 5?

- Blue (rule 11 – *leeward*)
(rule 18.2(a) – *mark-room*)
(rule 18.3 – tacking in the *zone* - does not apply to *starboard* roundings)



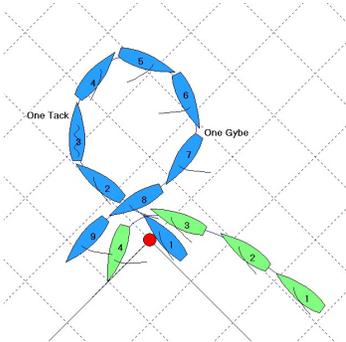
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Windward Mark

Rule 31 – Touching a *Mark*

- Rule 31 – “While *racing*, a boat shall not touch . . . a *mark* that begins, bounds, or ends the leg of the course on which she is sailing . . . “
- Rule 44.1 – Blue may take a One-Turn
Penalty for breaking rule 31
- Rule 44.2 – After getting well clear of the other boats as soon after the incident as possible Blue may take a one-turn penalty by completing one tack and one gybe in the same direction
- Rule 22.2 - Blue must *keep clear* of other boats while doing her penalty turn.



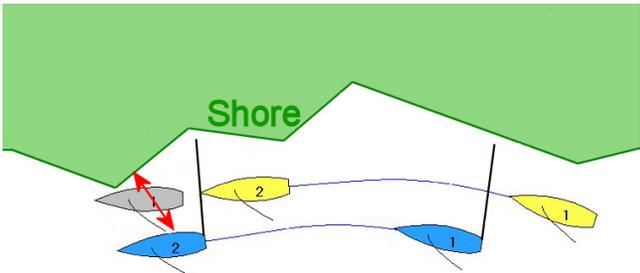
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Offwind Leg

Position 1: Blue is *clear ahead* of Yellow

Position 2: If Yellow obtains an inside *overlap* between Blue and the shore, is she entitled to *room* to pass between them?

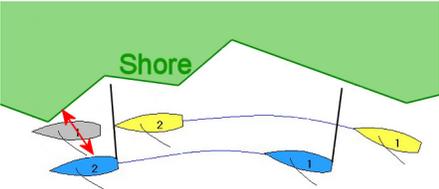


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Offwind Leg

- At the moment Yellow obtains the *overlap*, if there is enough *room* for Yellow to pass between Blue and the shore without any risk of touching either, Blue must give Yellow *room* to pass between her and shore (rule 19.2(c))
- Blue’s obligation continues as long as Yellow has an inside *overlap* and they are passing the continuing *obstruction*
- If, while they remain overlapped, Yellow needs more *room* to miss a point of land, Blue must bear off to provide that *room*



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Downwind Leg

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

How was the *overlap* established?

- Did the *leeward* boat become *overlapped* from *clear astern* within two of her hull lengths of the *windward* boat?

What is *proper course*?

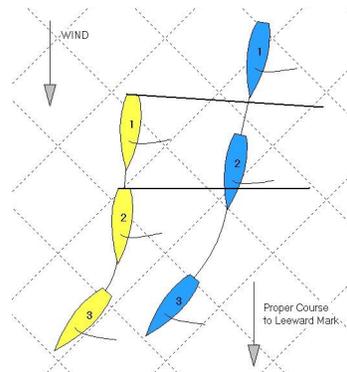
- A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term.
- A boat has no *proper course* before her starting signal.
- Different boats may have different *proper courses* at the same time.

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Downwind Leg

- Blue became *overlapped* from *clear astern* and then luffed above her *proper course*. The intent was to make it difficult for Yellow to stay ahead.
- In the absence of Yellow, Blue would not luff.
- Blue broke rule 17.

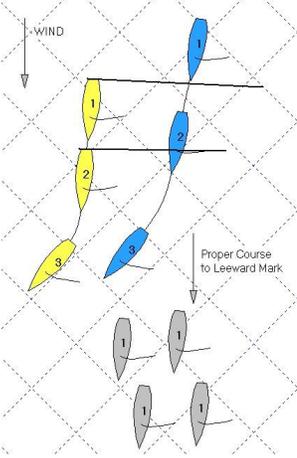


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Downwind Leg

- Blue became **overlapped** from **clear astern** and then sailed high to go above the slower gray boats in front of her.
- In the absence of Yellow, Blue would still sail high of the gray boats.
- Because she would do this even in the absence of Yellow, it is a legitimate **proper course**.

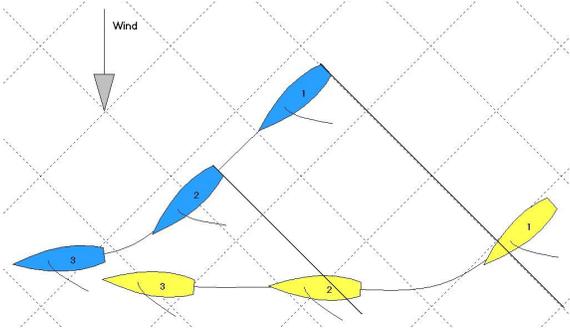


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Downwind Leg

- Yellow established an **overlap to leeward** while more than two boat lengths away from Blue.
- Yellow is not restricted by rule 17 and may sail up to head to wind.



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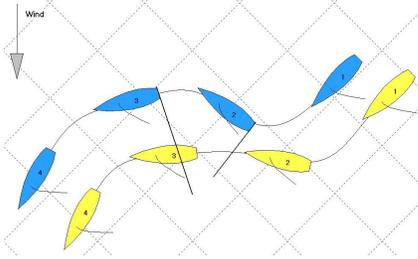
Downwind Leg

Position 1: Before reaching position 1 Yellow had established an *overlap* while more than two boat lengths to *leeward* of Blue (no rule 17 restriction)

Position 2: Blue luffs hard breaking the *overlap*.

Position 3: Blue bears away causing the *overlap* to begin again. Yellow does not have to give Blue *room* to *keep clear* under rule 15 since she gained *leeward* right-of-way as a result of Blue's actions.

Position 4: Yellow must promptly bear away to her *proper course* because she obtained her *overlap* from *clear astern* of Blue.



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Downwind Leg

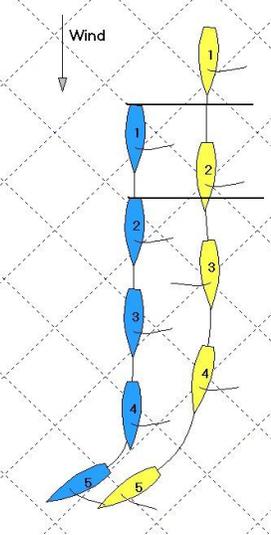
Position 1: No *overlap*

Position 2: Yellow becomes *overlapped* to *leeward* of Blue from *clear astern* and within two boat lengths to *leeward* of Blue.

Position 3: Yellow gybes to *port*. Blue and Yellow are still *overlapped* because both are $>90^\circ$ off the wind; however, rule 17 applies only while they remain on the same *tack*.

Position 4: Yellow gybes back to *starboard*.

Position 5: Yellow may luff because she is not restricted by rule 17 since she did not establish the *overlap* on Blue from *clear astern*. However, rule 15 requires Yellow to *initially* give Blue *room* to *keep clear*. Then, as she changes course Yellow, under rule 16.1, must give Blue additional *room* to *keep clear*.



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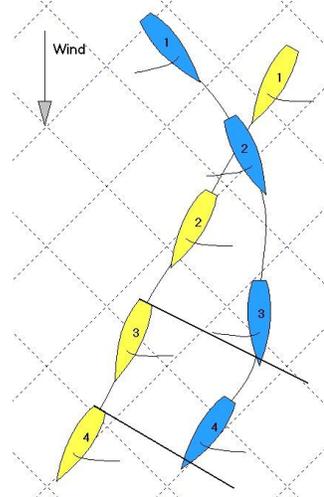
Downwind Leg

Between positions 1 and 2 Blue (*port*) passes *clear astern* of Yellow (*starboard*).

In position 3, Blue bears away creating an *overlap*. Because Blue & Yellow are both sailing $> 90^\circ$ off the wind, even though they are on opposite tacks they are *overlapped*.

In position 4, Blue gybes. As soon as her boom crosses centerline Blue & Yellow are immediately *overlapped* on the same tack.

Because Blue did not establish her *overlap* from *clear astern* of Yellow she can luff to head to wind, but must give Yellow *room* to *keep clear*, under rules 15 and 16.1.

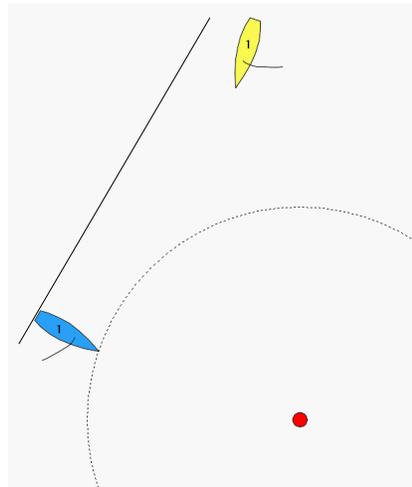


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Leeward Mark

Yellow (*starboard*) is on the opposite *tack* and well behind Blue (*port*), but Yellow has an inside *overlap* when Blue enters the *zone*.



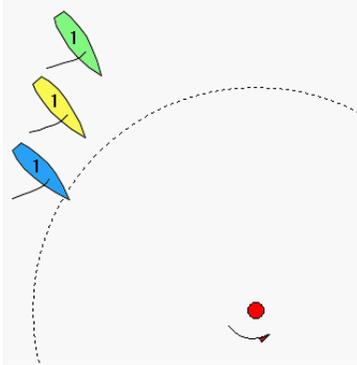
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Leeward Mark

Giving *Room* and *Keeping Clear*

- Green is the inside *windward* boat.
- She does not have right-of-way (rule 11).
- Blue and Yellow must give Green space to sail to the *mark* when her *proper course* is to sail close to it, and then space to round the *mark* as necessary to sail the course. (rule 18.2(b) & def. "*mark-room*")



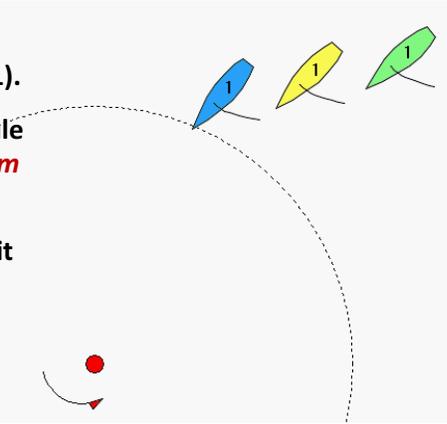
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Leeward Mark

Giving *Room* and *Keeping Clear*

- Green is the inside *leeward* boat.
- She is the right-of-way boat (rule 11).
- Blue and Yellow must *keep clear* (rule 11) of Green and give her *mark-room* (rule 18.2(b) & def. "*mark-room*").
- Green and Yellow must gybe when it is their *proper course* to so do (rule 18.4).



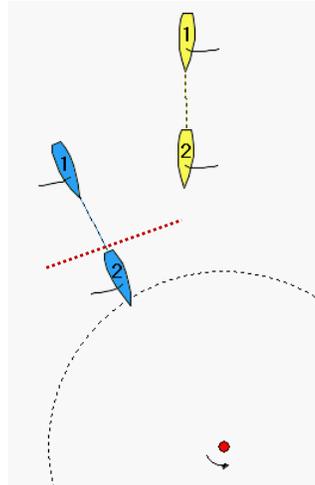
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Leeward Mark

Position 1: Yellow (*starboard*) is the right-of-way boat. (rule 10)

Position 2: When Blue enters the *zone*, she is *clear ahead* of Yellow. Rule 18.2 (b) requires Yellow to give Blue *mark-room*.



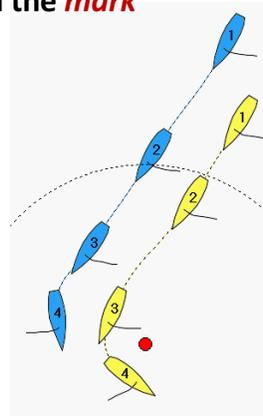
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Leeward Mark

Under rule 18.4 “when an inside *overlapped* right-of-way boat must gybe at a *mark* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* than needed to sail that course. . . .”

- Yellow must gybe at the *mark*
- Yellow may not luff away from the *mark* prior to gybing if that takes her farther from the *mark* than her *proper course* (rule 18.4).
- If this is a wing *mark* then gybing right at the *mark* might be Yellow’s *proper course*.
- If this is a leeward *mark* then making a tactical rounding (swing wide-cut close) might be Yellow’s *proper course*.
- If this was a gate *mark* rule 18.4 would not apply.

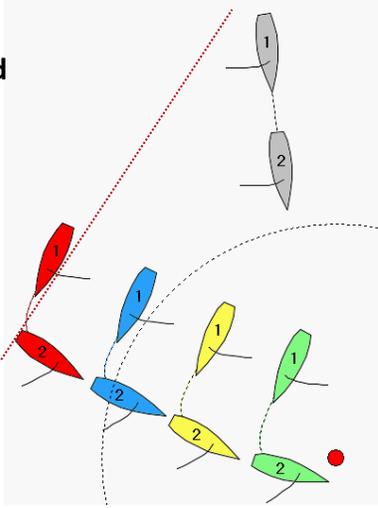


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Leeward Mark

- The positions of Green, Yellow and Blue make it obvious that Red is outside the *zone*.
- At position 2 Gray is *overlapped* with Red. (def. "*overlap*")
- Gray and Red continue to be *overlapped* when the first of them enters the *zone*
- Red must give Gray *mark-room*. (rule 18.2(b) & def. "*mark-room*")

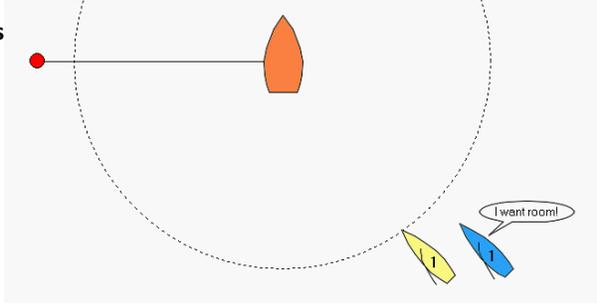


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The Finish

- The preamble to Section C of Part 2 turns Rule 18 off at a starting *mark*, but it does not turn it off at a finishing *mark*.
- Rule 18.1(a) turns rule 18 off at a windward *mark* (including a windward finishing *mark*) when the two boats are coming into the *mark* on opposite *tacks*.
- Rule 18.2(b) requires Yellow (outside) to give Blue (inside) *mark-room*.



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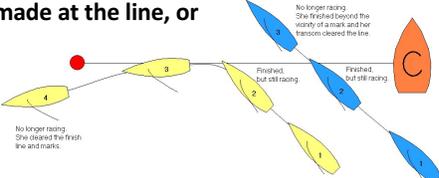


The Finish

“A boat **finishes** when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side. However, she has not **finished** if after crossing the finishing line she

- (a) takes a penalty under rule 44.2
- (b) corrects an error under rule 28.2 made at the line, or
- (c) continues to sail the course”

- A boat **finishes** when she breaks the plane of the finishing line. (Position 2 for both boats.)
- After **finishing** a boat must clear the finishing line and **marks**. She is still **racing** until she does so (def. **racing**).
- She may clear the line in either direction (rule 28.1).
- A boat **clears the finishing line and marks** when no part of her hull, crew or equipment is on the line, and no **mark** is influencing her choice of course. (Case 127) (Position 3 for Blue/Position 4 for Yellow)

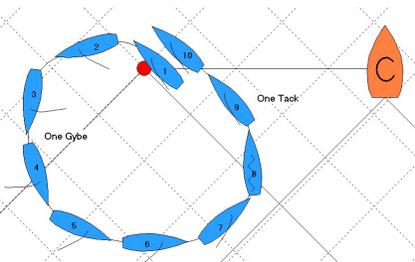


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The Finish

- If a boat touches a finishing **mark** before clearing the finishing line, she must complete a One-Turn Penalty and then sail completely to the course side of the line before **finishing**.
- In this example, Blue completed her gybe (position 4) and completed her tack (position 9) then re-crossed the finishing line to **finish**.
- A boat can complete her One-Turn Penalty anywhere, but after completing it she must sail completely to the course side of the line and **finish**.



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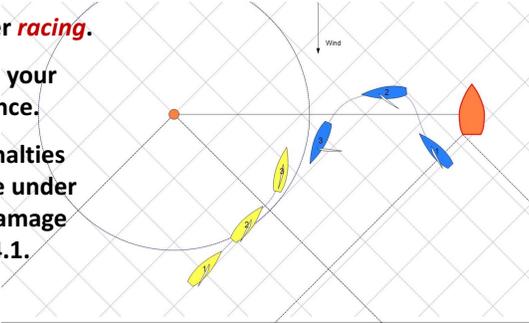


The Finish

Rule 24.1 – “If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*. “

At position 2 Blue has *finished* and is no longer *racing*. At position 3 she interferes with Yellow.

- Interference is adversely affecting a boat’s forward motion or maneuverability.
- This applies both before and after *racing*.
- Be careful where you sail; watch your wind shadow and physical presence.
- The Preamble to Part 2 limits penalties against boats not *racing* to those under rule 14 when injury or serious damage occurs, or to those under rule 24.1.



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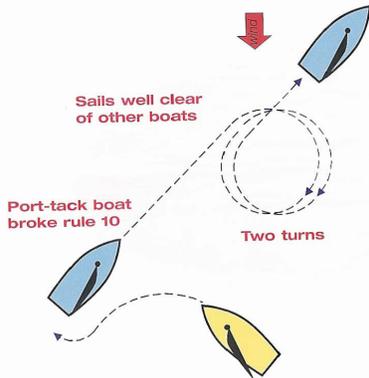
Penalties

Rule 44 Penalties at the Time of an Incident

“A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. . . . However, . . .

(b) if the boat caused injury or serious damage, or despite taking a penalty, she gained a significant advantage in the race or series her penalty is to retire.” (rule 44.1)

“After getting well clear of other boats as soon after the incident as possible, . . . “ (rule 44.2)



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