

## Rules at marks

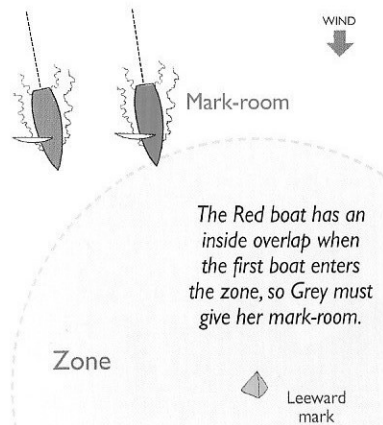
### Who gets mark-room?

When two boats round a mark, one is entitled to mark-room and the other must provide mark-room. This is determined by the relative position of the two boats at the moment when the first one enters the zone (see below).

Rule 18.2(b) Giving Mark-Room

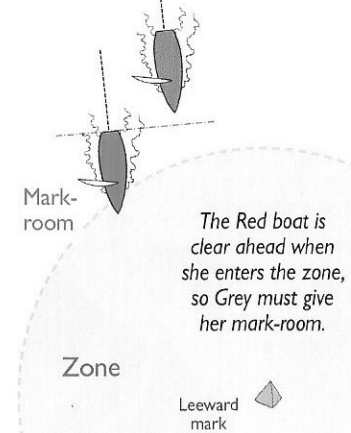


### Overlapped at the Zone



If boats are overlapped when the first one reaches the zone, the outside boat at that moment must give the inside boat mark-room during the rounding.

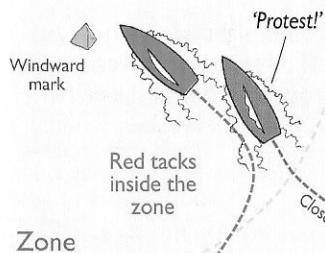
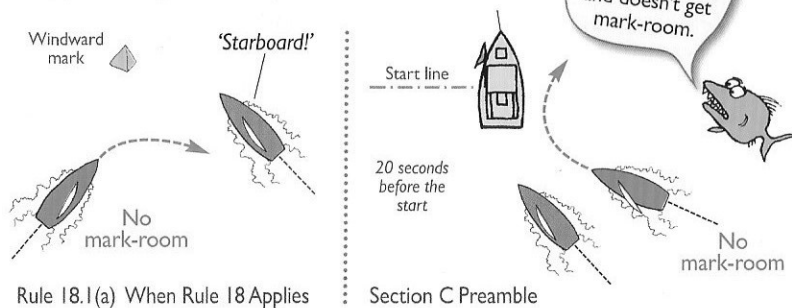
### Not Overlapped at the Zone



If a boat is clear ahead when she reaches the zone, the boat clear astern at that moment must give her mark-room during the rounding.

### Mark-room does not apply when boats are:

- On opposite tacks near a windward mark
- Approaching a starting mark to start



### Tacking near a mark

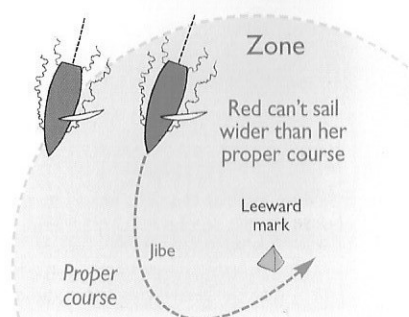
When a boat tacks inside the zone at a windward mark, she must not force a starboard-tack boat to sail above a closehauled course to avoid her.

Rule 18.3 Tacking in the Zone

### Jibing at a mark

When a right-of-way boat has an inside overlap and needs to jibe to sail her proper course around a mark, until she jibes she must sail no farther from the mark than needed to sail that course.

Rule 18.4 Gybing



## Rules at obstructions

### Obstruction

An obstruction is an object that's big enough so a racing boat would have to change course 'substantially' if she were one hull length from it and sailing directly toward it.

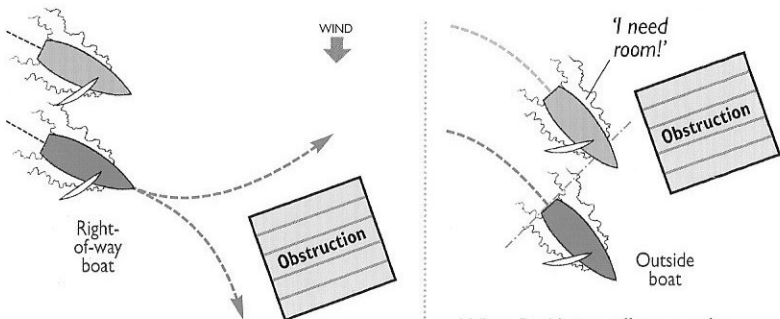
Definition: *Obstruction*

### Typical obstructions

The race committee boat  
 A ship, tugboat, fishing trawler  
 A shoreline or shoal  
 A right-of-way racing boat  
 An anchored boat  
 A dock, pier, lighthouse, breakwater  
 An area designated as an obstruction by the sailing instructions  
 A boat that is capsized or aground

### Passing obstructions

When boats are approaching an obstruction, the right-of-way boat can choose to pass it on either side (*below left*). If the boats are overlapped, the outside boat must give the inside boat room to pass between her and the obstruction (*right*). Rule 19 Room to Pass an Obstruction



The boat that has the right of way may choose to pass an obstruction on either side. Red is a leeward boat, so she can head up to pass the obstruction on her starboard side or bear off to pass it on her port side.

When Red bears off to pass the obstruction on her port side, the Yellow boat has an inside overlap. Therefore, Red must give Yellow room to pass between her and the obstruction. Hail not required.

### Tacking at obstructions

When a closehauled boat is heading for an obstruction, she can hail another boat for room to tack. This allows boats to avoid the obstruction safely while maintaining their relative positions in the race. Here is how it works:

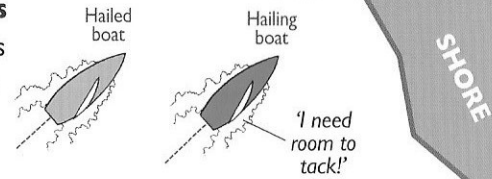
**Step 1:** The boat that needs room to tack (hailing boat) hails something like "Room to tack!"

**Step 2:** The other boat (hailed boat) has only two choices of how to respond. She can:

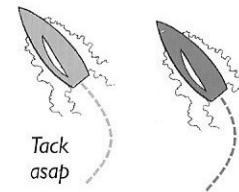
A) Tack as soon as possible; or  
 B) Hail the words "You tack" immediately and then give the hailing boat room to tack.

**Step 3:** After the hailed boat responds, the hailing boat must tack as soon as possible.

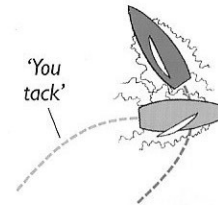
Rule 20 Room to Tack at an Obstruction



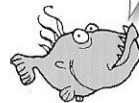
**Option A:** After hearing a hail for room to tack, the hailed boat tacks as soon as possible.



**Option B:** After a hail for room to tack, the hailed boat immediately replies 'You tack' and then gives the hailing boat room to tack.



The most common obstructions are other racing boats with the right of way, like these boats on starboard tack.



## Other rules

### Propelling the boat

While sailors are racing, they are allowed to use only the wind and water to increase, maintain or decrease their speed. They may adjust the trim of their sails and hull, but they can't paddle, use the engine, rock the boat or pump the sails. Rule 42 Propulsion

Two exceptions to this rule are:

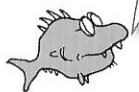
**Pumping** – Sailors can pump (pull in) each sail to initiate planing or surfing downwind, but only once for each wave or puff. Rule 42.3(c) Exceptions

**Roll tacking** – The crew can move their bodies to exaggerate the rolling that helps steering through a tack or jibe, but they can't make the boat go faster than it would have gone without a tack or jibe.

Rule 42.3(b)



You are always allowed to get any help needed for crew members who are ill, injured or in danger. Safety first!



### Outside help

Unlike many sports, sailing does not usually permit its competitors to receive outside assistance while they are racing. Coaching is allowed only before and after races. Rule 41 Outside Help

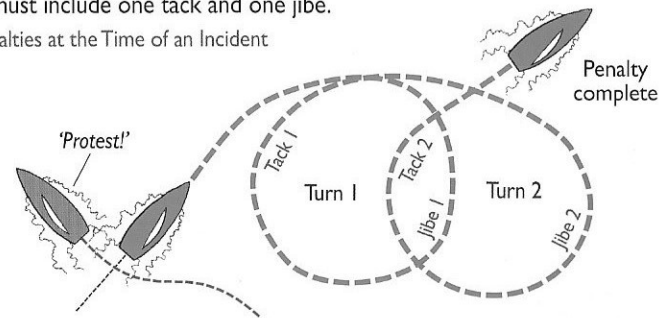
## Penalties

### Penalties for breaking a rule

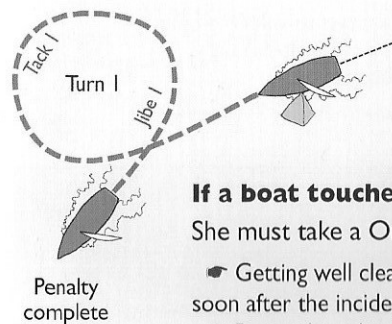
When a boat breaks a right-of-way rule while she is racing, she can either retire or take a Two-Turns Penalty by:

- Getting well clear of other boats as soon after the incident as possible; and
- Promptly making two turns in the same direction. Each turn must include one tack and one jibe.

Rule 44 Penalties at the Time of an Incident



*When a boat breaks a rule she must take a penalty, even if no one saw her or protested.*



### If a boat touches a mark ...

She must take a One-Turn Penalty by:

- Getting well clear of other boats as soon after the incident as possible; and
- Promptly making one turn, including one tack and one jibe.

Rule 44 Penalties at the Time of an Incident

It's OK to touch the mark's anchor line because that doesn't count as part of the mark.



## Protests

A basic principle in sailboat racing is that sailors are expected to follow and enforce the rules. This includes protesting when other boats break a rule.

### Filing a protest

Any boat may file a protest when she believes another boat has broken a rule. In order for a protest to be valid, a sailor must do four things:

#### Protest!

1. Hail the word 'Protest' at the first reasonable opportunity after the incident.



2. Display a red flag at the first reasonable opportunity after the incident and keep it displayed until the finish. (This does not apply to boats shorter than 6 meters).



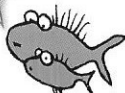
3. Create a written protest that identifies the protestor, the protestee and the incident.



4. Deliver your written protest to the race office within the protest time limit (which is usually stated in the sailing instructions).

Rule 60 Right to Protest, Rule 61 Protest Requirements

The sailing instructions can add to this list. For example, they might say you must report your protest to the committee boat right after you finish.



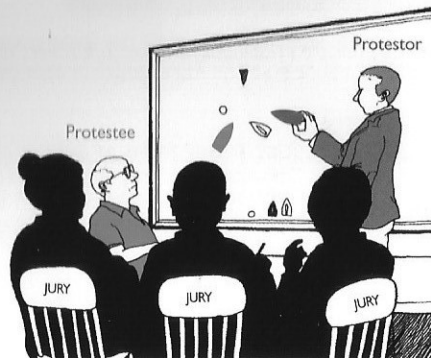
### The protest hearing

When the protest committee receives a written protest, they schedule a hearing and post the time and place on the official notice board.

At the beginning of the hearing, the protest committee (PC) takes evidence to see if the protest is valid. If the protestor met all four conditions (see page 18) then:

- First the protestor and then the protestee ('parties' to the hearing) tell their stories and can question each other.
- The PC questions the parties.
- The parties call their witnesses (one at a time) to tell what they saw and to answer questions.
- Each party gives a final statement to summarize their case.
- The PC excuses the parties and discusses the testimony.
- The PC calls the parties back to explain its decision and what penalties are given, if any.

Rule 63 Hearings; Definition: Party



### After the hearing

If a boat is penalized at a hearing and feels the decision is incorrect she may:

- Request to reopen the hearing –

This is normally done when the sailor finds 'significant new evidence' within a reasonable time after the hearing.

- File an appeal – Sailors can appeal the protest committee's procedures or its interpretation of a rule, but not the facts it found about the incident.

Rule 66 Reopening a Hearing, Rule 70 Appeals

### Requesting Redress

There are certain limited occasions when a boat can request redress if her score in a race is made significantly worse through no fault of her own. If the protest committee agrees, they may adjust the boat's score to provide compensation. Rule 62 Redress

For more info about alternative procedures to improve compliance with the rules, see the rulebook's Appendix V.

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