

ISAF Racing Rules Question and Answer Service



Q&A 2009-033

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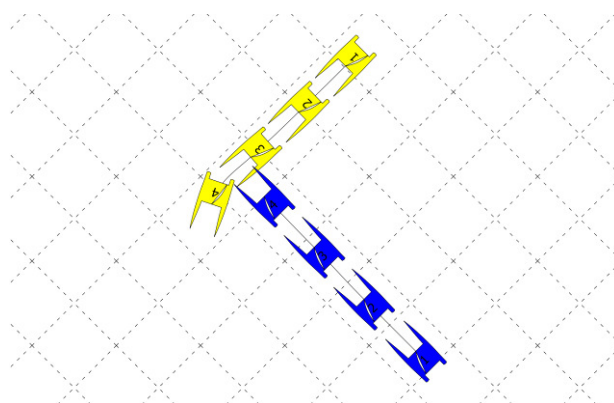
Situation:

The boats are Extreme 40 catamarans.

Yellow is sailing downwind on starboard; Blue is sailing upwind on a different leg on starboard, overlapped to leeward of Yellow.

Yellow sails over the top of Blue. Blue holds her course throughout. There is contact between the bow of Blue and the aft port quarter of Yellow (last 15cm or so). Yellow tries to avoid the contact 'at the last minute' by bearing away.

The diagram refers.



Question

Under rule 14, Yellow must avoid contact if it is reasonably possible to do so.

Does the fact that Yellow had the option to bear away or luff before reaching Blue mean she has had reasonable possibilities to avoid contact?

Or need Yellow only take action to avoid contact when it is clear to her that a collision course has been established between her and Blue and she must do something to avoid contact (i.e. here when she is crossing and realises she is not going to keep clear without further action?).

Answer

Rule 14 requires all boats to avoid contact if reasonably possible. When a keep-clear boat approaches a right-of-way boat on a converging course it is in all but the most extraordinary cases reasonably possible to avoid contact. In addition, when a keep-clear boat sails a course to pass directly in front of a right-of-way boat, it is always reasonably possible to avoid contact if appropriate action to keep clear is taken early enough.

In addition, in a situation as described, when the right-of-way boat realises that the keep-clear boat is not going to keep clear, she too has an obligation under rule 14 to try and avoid contact.

In this case, it was reasonably possible for Yellow, as the keep-clear boat, to have avoided contact by luffing or bearing away before she reached Blue. It was also reasonably possible for Blue to have avoided contact when it became clear to her that Yellow was not keeping clear. This she failed to do. 'However, Blue, as the right-of-way boat, could only be penalised under this rule if the contact caused injury or damage to either boat.'

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Q&A 2009-034

Published: 17 August 2009

Situation:

The following sailing instructions apply:

SI 8.1

The diagram in attachment A shows the courses, including the approximate angles between legs, the order in which marks are going to be passed, and the side on which each mark is going to be left. (Start at leeward between the RC and the pin end mark, windward to be left to port, gate mark as leeward mark and finish at windward between the RC and windward mark).

SI 9

Mark 1 (windward) and Mark 2 (pin end mark) will be yellow pyramidal buoys; gate marks (leeward gate) 3p & 3s will be small red pyramidal marks.

Incident:

On the first downwind leg with several boats approaching the gate, one of the marks blows up and sinks because of the intense heat. The race committee did not replace the mark or substitute it with an object flying flag M as provided for in rule 34.

Question 1

On which side of the only remaining mark should the boats pass? (Rule 28.1 (c))

Answer 1

In the absence of any relevant sailing instruction, the remaining buoy is no longer a mark. When the sailing instructions describe a gate, the boats are required to pass between the gate marks in order to comply with rule 28.1(c). When one of two gate marks disappears, the other no longer has a required side. Boats may leave the buoy on either side and may even touch it.

To avoid this problem, race committees are recommended to specify a required side when only one buoy of a gate is present, so that there will still be a mark with a required side. Boats would then round the remaining mark as any other single rounding mark, and they would also not be allowed to touch it.

When there is no such sailing instruction, then it is proper for the race committee to consider abandonment under rule 32.1(d). However, if it does not do so, and if all boats choose to leave the remaining buoy either to port or to starboard (or a mixture thereof) without incident and they then sail the rest of the course, post race redress could be considered at the instigation of the race committee, the protest committee, or by a request by a boat.

If one or more boats decided to sail a shorter course than others, such as not rounding the remaining buoy, or were otherwise disadvantaged by, for example, searching for the missing buoy, that would constitute grounds for abandonment. Otherwise, if the protest committee is satisfied after taking appropriate evidence that all boats have had a fair race, and no boat was prejudiced by the race committee's actions, it would be appropriate to decide that the fairest arrangement as possible was to let the results stand.

The requirement that at least one boat must sail the course in order for a race to be scored, assumes that it is possible for at least one boat to do so. That is not the case here, and a protest committee is entitled to ignore that in these circumstances.

Question 2

If the answer is any side, is it correct that rule 18 does not apply any more and the rules of Part 2 Section A apply if there are boats leaving the mark to port and to starboard at the same time?

Answer 2

If boats choose to round the remaining buoy, the rules of Part 2 Section A will apply between them, both when boats leave it on the same side and when it is left on different sides. The rules of Part 2 Section B will equally apply.

It should be noted that the rules of Part 2, Section A and B also apply when the rules of Section C (including rule 18) apply. When rule 18 applies, a boat entitled to mark-room will in some circumstances be exonerated for breaking some of those rules. Since the remaining buoy is no longer a mark, rule 18 (including rule 18.5) does not apply.

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Q&A 2009-032

Published: 23 June 2009

Question

When is a boat 'sailing on another leg' with relation to rule 23.2? Some guidance would be helpful for fleet, match and team racing.

Answer

For the purpose of a boat taking a penalty in match racing, rule C7.2(c) states when a leg has been completed. That rule only applies to match racing.

Rule 23.2 deals with two-boat situations under match, team and fleet racing rules, and applies on any type of course. Given that, to break rule 23.2, a boat must be sailing a course that is not her proper course, the exact moment when one leg ends and another begins at a mark is rarely likely to be an issue. ISAF Team Racing Rapid Response Call 2009/007 offers useful guidance, including the statement that will usually apply when the breach is clear, namely that, after the starting signal, a boat that passes the wrong side of a mark is not on the same leg of the course as a boat that is passing the mark on the required side.

When a keep-clear boat may have broken rule 23.2, she will usually also have broken a rule of Section A, rule 14 or a rule of Section C. Therefore, the question as to whether a boat has broken rule 23.2 alone is likely to arise only with respect to a right-of-way boat.

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Q&A 2009-031

Published: 23 June 2009

Situation:

At the end of a regatta, after the prize giving, the RO discover that the tie breaking system he used was the wrong one and some tie breaks were wrong, including the silver and bronze which should have been reversed.

Question 1:

Is the RO allowed to correct the results?

Answer 1

Rule 90.3 (a) places the responsibility for scoring on the race committee as a whole. If the race officer becomes aware of a mistake, he must refer the matter to the race committee. The race committee may correct any mistake for which it was responsible. In doing so, it is scoring the boats as they should have been scored had the race committee not made an error so that action is not one that would worsen a boat's score as provided in A5.

Question 2:

If the answer to question 1 is affirmative, then how long after the end of the regatta?

Answer 2

There is no time limit but it will depend. The time elapsed since the end of the regatta is only one factor. If the event was being used as selection for another event that has not yet happened, correction is necessary. The importance of the event and the value of prizes are other factors.

Question 3:

If the answer to question 1 is affirmative does the RO need the permission of the PC/jury?

Answer 3

No permission is needed, but, if the race committee becomes aware of a scoring mistake after the end of an event, it might wish to consult the protest committee or the international jury before deciding whether to issue corrected results.

Question 4:

If the answer to question 1 is affirmative, does it apply to other scoring mistakes, such as those brought in by competitors?

Answer 4:

Yes