



Case 1



9. **Spirit of Spam** (starboard) is reaching along a not very crowded line in 10 knots of breeze. If he holds his course, he will cross behind **Meat Cleaver** who is starting on port. When the boats are one length apart, the gun goes. **Spirit of Spam** heads up to close-hauled and crunches **Meat Cleaver**, putting a big dent into her rub rail. Both boats immediately protest.

Fact Found

Decision



Decision Case 1



9. **Facts found:** Spirit of Spam was reaching along the start line on starboard tack at about hull speed (5 knots) in 10 knots of breeze. If he had held his course, he would have crossed behind Meat Cleaver who was starting on port. At the start signal, the boats were one length apart as shown in the diagram. Spirit of Spam headed up to close-hauled and collided with Meat Cleaver. The latter's rub rail was damaged. Both boats protested in accordance with rule 61.

**Decision:** Spirit of Spam was the right-of-way boat and therefore bound by rule 16.1 to "give the other boat room to keep clear". When Spirit of Spam altered course, she was moving at 5 knots and only one boatlength (16') from Meat Cleaver. This allowed Meat Cleaver no room to keep clear or to avoid the collision. Meat Cleaver is therefore absolved of responsibility for the incident and, as provided in rule 64.1(b), she shall not be penalized under rule 10 (port/starboard) or under rule 14 (avoiding contact). Spirit of Spam infringed rules 14 and 16 and is DSQ.



Case 2

WIND



● Mark



Four-Way Stop



Phyrkle Fantasy

31. In 15 knots of breeze, **Four-Way Stop** is approaching the windward mark of a buoys to starboard course on starboard tack with **Phyrkle Fantasy** half a length off the windward corner of his transom. Both have underlaid the mark the mark by about half a boatlength and will need to tack around the mark. **Phyrkle** informs **Four-Way** that **Four-Way** will not have the right to tack in this situation.

WIND



Four-Way Stop



● Mark



Phyrkle Fantasy

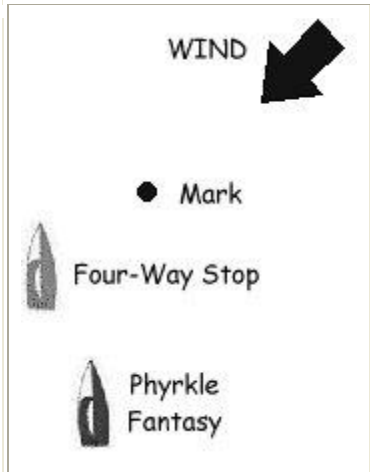
**Four-Way**, however, ignores this and puts the helm hard a-lee right at the mark. **Phyrkle** is forced to bear away violently to avoid putting a hole into **4-Way** while **4-Way Stop** is tacking. **Phyrkle** lodges a valid protest

Facts Found

Decision



Decision case 2



31. **Facts Found:** In 15 knots of breeze, **Four-Way Stop** was approaching the windward mark of a buoys to starboard course on starboard tack with **Phyrkle Fantasy** half a length off the windward corner of his transom as shown in the diagram on the left. **Phyrkle** informed **Four-Way** that **Four-Way** would not have the right to tack in this situation.



At the mark, **Four-Way** tacked. **Phyrkle** was forced to bear away violently to avoid contact with **4-Way** while **4-Way Stop** was tacking. **Phyrkle** lodged a valid protest.




**Ruling:** Even though the boats were on a beat, rule [18](#) applied since they were not on opposite tacks. Since **Four-Way Stop** was clear ahead when she reached the zone, she was entitled to mark-room under rule [18.2\(b\)](#). Rule [18.2\(c\)](#) does however state: "if either boat passes head to wind ... rule 18.2(b) ceases to apply " At this point, **Four-Way Stop** became subject to rule [13](#) which she broke. The protest is upheld and **Four-Way Stop** is disqualified.

**NOTE:** What the boat clear ahead should do in this situation if she is close enough to the mark, is to luff up **but not tack** alongside the mark. This forces a boat close astern to bear off and pass to leeward (or pass on the wrong side of the mark!!!!). Once **FWS** becomes overlapped inside of **PF**, the mark-room definition says "mark-room does not include room to tack unless the boat is overlapped to windward and on the inside of the boat required to give mark-room." and it becomes safe and legal for the inside boat to complete the tack.

This whole situation arises only if the boat clear astern is very close. Therefore only a very brief luff will be required - you might think of it as an extremely slow tack - remembering that the official tack does not start until you've passed head to wind (rule [13](#))!



Case 3

<p>Mark to be left to port</p> <p>●</p> <p>WIND</p>  <p>Warped Foils</p>  <p>Masked Muffin</p> 	<p>29. Sailing buoys to port, <b>Warped Foils</b> (windward) and <b>Masked Muffin</b> (leeward) are bow to bow (see diagram) as they approach the mark. As the two boats pass the mark <b>Masked Muffin</b> demands room to tack, but <b>Warped Foils</b> refuses. <b>Masked</b></p>
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Facts Found

Decision



Decision case 3



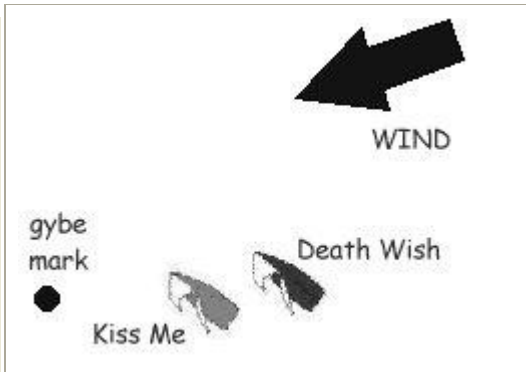
29. **Facts found:** Sailing buoys to port, **Warped Foils** (windward) and **Masked Muffin** (leeward) were overlapped (see diagram) as they passed the mark. After the two boats passed the mark, **Masked Muffin** requested room to tack, but **Warped Foils** refused. **Masked Muffin** protested.

**Decision:** Rule [20](#) (Room to Tack...) did not apply since **Masked Muffin** was not sailing towards an obstruction. Rule [18](#) applies but provides no help to the outside boat here. Only rule [11](#) (same tack, overlapped) can be used here, but rule [11](#) does not give the leeward boat the right to tack and break rule [13](#) (while tacking). **Masked Muffin** was not entitled to room to tack and her protest is denied.

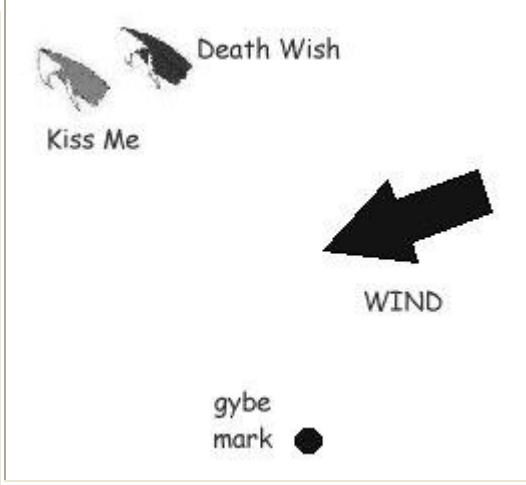
[Case #30](#)



Case 4



40. On a windy day, **Kiss Me** has an inside overlap to leeward of **Death Wish** as the two come up to the gybe mark.



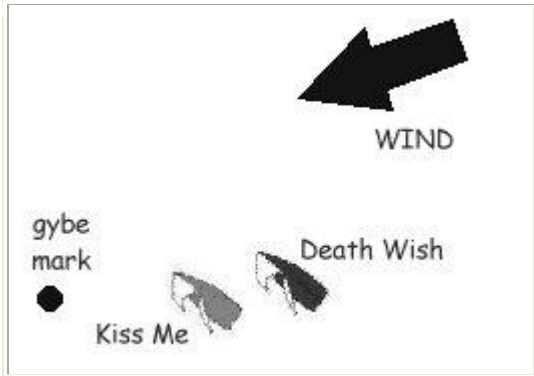
**Kiss Me** waits for a helping wave before timing his gybe to coincide with a surf, thus reducing the danger of a capsize. **Death Wish** protests under rule [18.4](#) because **Kiss Me** went five lengths past the mark before gybing which **Death Wish** felt

Facts Found

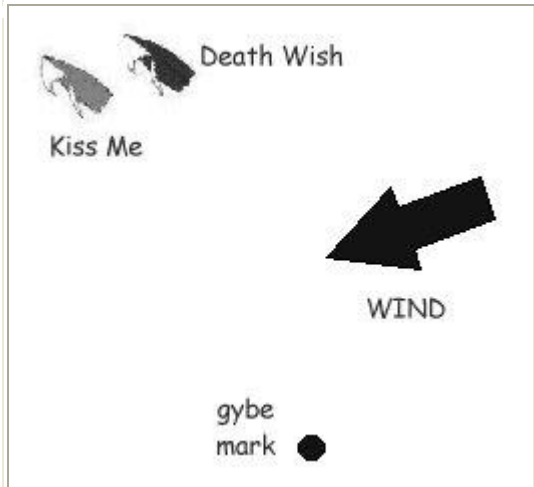
Decision



Decision Case 4



40. **Facts found:** Kiss Me had an inside overlap to leeward of Death Wish as the two come up to the gybe mark in 20 knots of breeze and waves 2 metres high.



Kiss Me waited so that he could time his gybe to coincide with a surf. The actual gybe took place when Kiss Me was about 5 lengths past the mark. The Kiss Me helm stated that he had done this in order to reduce wind pressure on his sails and thus reduce the danger of a capsize. Death Wish protested under rule [18.4](#) because Kiss Me went five lengths past the mark before gybing which Death Wish felt was not a [proper course](#) for Kiss Me.

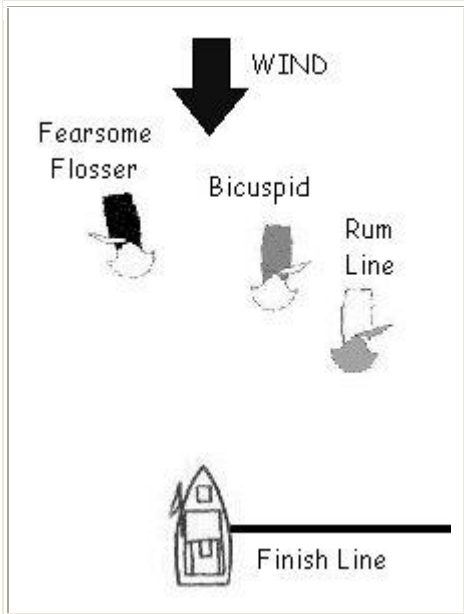
**Ruling:** As Death Wish correctly pointed out, rule [18.4](#) required Kiss Me to "sail no farther from the mark" than needed to sail her [proper course](#). Therefore the question is: "Did Kiss Me sail her [proper course](#)?" The definition characterizes [proper course](#) as "A course a boat would sail to [finish](#) as soon as possible in the absence of the other boats referred to in the rule using the term". The key criterion is not what another boat thinks the proper course should be but rather any course of action that the boat in question can defend as being a reasonable course for her in that situation if the other boat had not been there. Kiss Me gave a very valid reason for sailing the course that she did, a course which was not influenced by a desire to make a tactical move against Death Wish. Kiss Me sailed her [proper course](#) and the protest by Death Wish is disallowed.

[18.4](#) does however suggest that KM is expected to gybe. If she is so afraid of the conditions that she wants to tack, she should probably luff her sails and let an outside boat go by before she goes off to do the proverbial "chicken gybe".

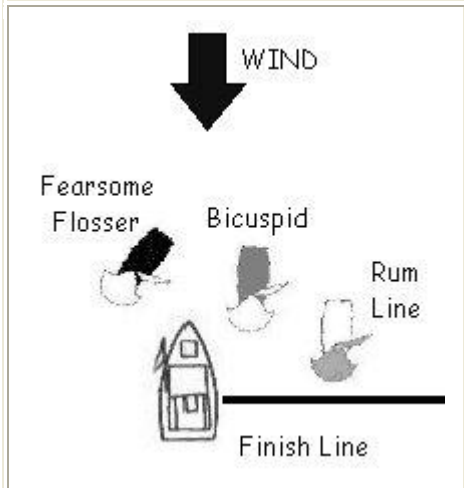
**NOTE:** If the two boats are still [overlapped](#) after the gybe, Rule [18.2\(a\)](#) is in effect - i.e. Kiss Me would only be entitled to [mark-room](#) (a seamanlike rounding) if Death Wish is overlapped to leeward of her.



Case 5



55. On a dead run to the finish, **Fearsome Flosser**, **Bicuspid** and **Rum Line** are approaching the finish line in about 3 knots of breeze and flat water. All three are going to finish at the RC boat end. As shown at left, **Bicuspid** and **Rum Line** are overlapped on starboard tack. **Fearsome Flosser** is on port tack and calls for room at the RC boat about 5 lengths from the line because she is overlapped with **Bicuspid**.



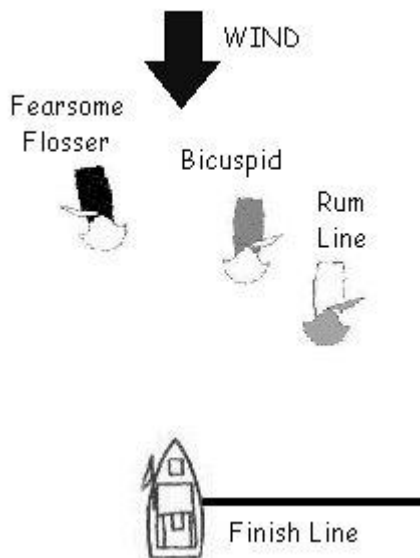
**Bicuspid** denies room to **Fearsome Flosser** on the grounds that the RC boat is not a mark. "In any case," says **Bicuspid**, "to give room to **Fearsome Flosser**, I would have to make **Rum Line** move, and you're not entitled to make **Rum Line** do that since you are not overlapped with **Rum Line**!" **Fearsome Flosser** nearly hits both **Bicuspid** and the RC boat before gybing away and doing a full circle to try again. **Fearsome Flosser** immediately lodges a valid protest. When **Fearsome Flosser** finally limps across the line, she has fallen from 3rd place to 24th in a closely packed fleet off Toronto. **Fearsome Flosser** also files a protest asking for redress.

Facts Found

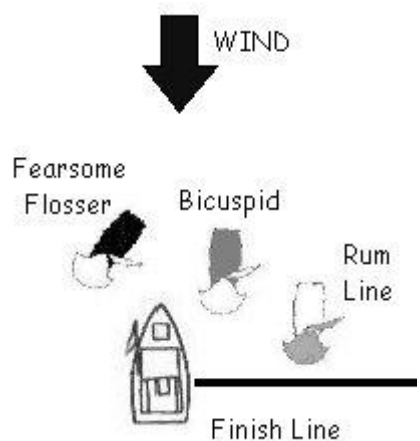
Decision



Decision case 5



55. **Facts found:** As shown at left, **Fearsome Flosser**, **Bicuspid** and **Rum Line** were approaching the finish line on a dead run in about 3 knots of breeze and flat water. All three were aiming to finish at the RC boat end. **Bicuspid** and **Rum Line** were overlapped on starboard tack. **Fearsome Flosser** was on port tack and overlapped with **Bicuspid**. **Fearsome Flosser** and **Rum Line** were also overlapped since the boat between them (**Bicuspid**) overlapped both **Fearsome Flosser** and **Rum Line**. **Fearsome Flosser** called for mark-room at the RC boat about 5 lengths from the line.



**Bicuspid** denied mark-room to **Fearsome Flosser** on the grounds that the RC boat was not a mark, and that **FF** was not entitled to make **Rum Line** give more mark-room. **Fearsome Flosser** nearly hit both **Bicuspid** and the RC boat before gybing away and passing on the wrong side of the RC boat. **Fearsome Flosser** immediately lodged a valid protest and also requested redress.

**Decision:** The definition defines a mark as "An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends." Nothing in rule 18 excludes finish marks from its protections. Thus, these boats were subject to rule 18 which required both **Bicuspid** and **Rum Line** to give mark-room so that **Fearsome Flosser** would be able pass on the right side of the RC boat. Since **Bicuspid** made no attempt to use what room there was between her and **Rum Line**, and no attempt to get **Rum Line** to give more room, **Bicuspid** has infringed rule 18 and is DSQ. **Fearsome Flosser**'s protest is upheld.

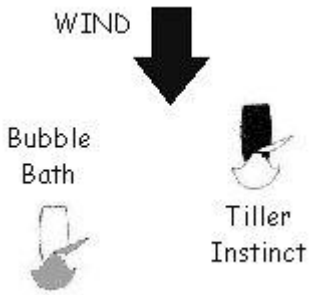
**Fearsome Flosser** also requested redress under rule 62.1. This request is denied since rule 62.1 only provides for redress if

"a boat's finishing place in a race or series has, through no fault of her own, been made significantly worse by

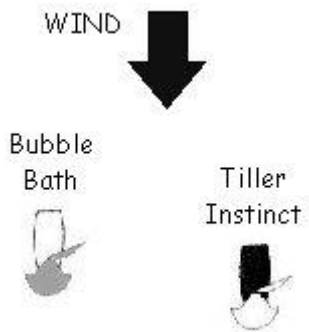
- (a) an improper action or omission of the race committee or protest committee,
- (b) physical damage because of the action of a boat that was breaking a rule of Part 2 or of a vessel not racing that was required to keep clear,
- (c) giving help (except to herself or her crew) in compliance with rule 1.1, or
- (d) a boat against which a penalty has been imposed under rule 2 or disciplinary action has been taken under rule 69.1(b)(Gross Misconduct)."



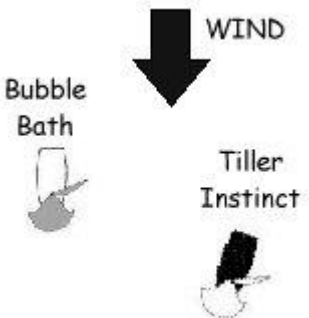
Case 6



47. On a light-air dead run, **Tiller Instinct** comes up from clear astern to establish an overlap about a boatlength and a half to leeward of **Bubble Bath**. Both boats are on starboard tack. (My apologies for the diagrams where my Publisher original shows the boats 1.5 lengths apart by things have changed on the copy-over to Paint Shop Pro. Pretend the diagram shows the boats consistently 1.5 lengths apart, s.v.p.)



**Tiller Instinct** continues to go slightly faster than **Bubble Bath** but can't quite pull clear ahead. He thinks it's because he's finally getting some disturbed air from **Bubble Bath**.



So **Tiller Instinct** cuts up across **Bubble Bath**'s bow and makes it fairly easily. **Bubble Bath** does not even have to alter course, and **Tiller Instinct** is surprised to hear **Bubble Bath**'s yell of "Protest!" Since **TI** feels that he has in no way interfered with **BB** or made him change course, **Tiller Instinct** refuses to do penalty turns and the protest is heard.

Facts Found

Decision



Decision case 6

	<p>47. <b>Facts found:</b> On a light-air dead run, <b>Tiller Instinct</b> came up from clear astern to establish an overlap about a boatlength and a half to leeward of <b>Bubble Bath</b>. Both boats were on starboard tack.</p>
	<p><b>Tiller Instinct</b> continued to go slightly faster than <b>Bubble Bath</b> but did not pull clear ahead - possibly because he was getting some disturbed air from <b>Bubble Bath</b>.</p>
	<p>While the boats were still overlapped and a length and a half apart, <b>Tiller Instinct</b> cut up across <b>Bubble Bath's</b> bow, clearing <b>BB</b> by about half a boatlength. <b>Bubble Bath</b> did not alter course. <b>Bubble Bath</b> lodged a valid protest. <b>Tiller Instinct</b> did not do penalty turns.</p>

**Decision:** **Tiller Instinct** became overlapped on **Bubble Bath** from clear astern within two of her hull lengths from **Bubble Bath**. **Tiller Instinct** was therefore bound by rule 17 to not sail above her proper course while the boats remained overlapped and less than 2 lengths apart. At the time that **TI** luffed up to cross **BB's** bow, **TI** was still overlapped with and less than 2 lengths from **BB**. She was thus bound not to sail above her proper course. By luffing up above her proper course, **TI** has broken rule 17 and is DSQ.

**Note** that **TI** is allowed to sail above her proper course under rule 17 - but only if by doing so, she herself **promptly** falls astern of the windward boat. **TI** could have avoided this problem by briefly bearing away and thus breaking the overlap. Thereafter, she would be permitted to sail above her proper course.



Case 7



Cripple Creek Ferry



Hot-Ruddered Bum

course to gybe mark



38. Rocket Roy Riddell is back at the helm of **Cripple Creek Ferry**, making a come-back after 20 years of cruising Georgian Bay in big boats. After a slow start, he is getting the feel of things again and begins to pass **Hot-Ruddered Bum** to windward on the first reach. The latter luffs but seconds later, **CCF**'s helm calls "Mast Abeam" because he is abeam of **HRB**'s mast. The latter refuses to stop luffing and the Rocket says he would protest if it didn't cut into his beer time so seriously. Would he have won such a

Facts Found

Decision



Decision case 7

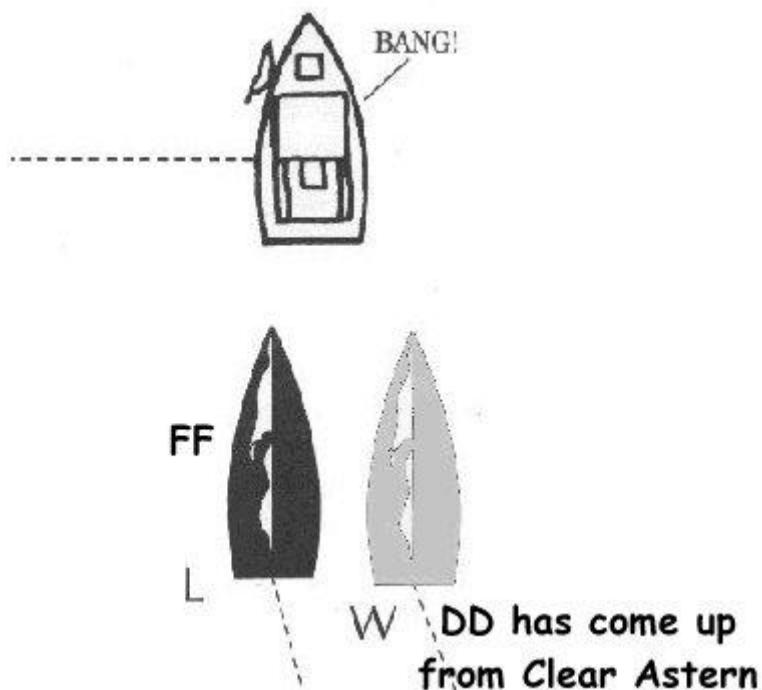


38. **Facts found:** Cripple Creek Ferry was passing Hot-Ruddered Bum to windward on the first reach. HRB luffed, but seconds later, CCF's helm called "Mast Abeam" because he was now forward of HRB's mast. The latter did not stop sailing above his proper course until the Ferry finally took Bum's wind and passed him.

**Ruling:** Under more recent rules the situation is that, since Hot-Ruddered Bum, the leeward boat, had not established her overlap from clear astern and within two boatlengths, both boats were simply subject to rule 11 which states: "a windward boat shall keep clear of a leeward boat". The "Mast Abeam" rule that used to limit luffing rights is no longer with us. Since HRB complied with rule 16.1 by giving CCF "room to keep clear", HRB has broken no rule.



Case 8



6. **Dead Duck** (windward) and **Flying Freebie** (leeward) are sitting virtually head to wind just aft of the RC boat on starboard tack. The start signal is made, and **Dead Duck**, who established an overlap from clear astern three boatlengths from the RC boat, demands that **Flying Freebie** sail normal course since the start signal has been made. **Flying Freebie** refuses to move. **Dead Duck** protests.

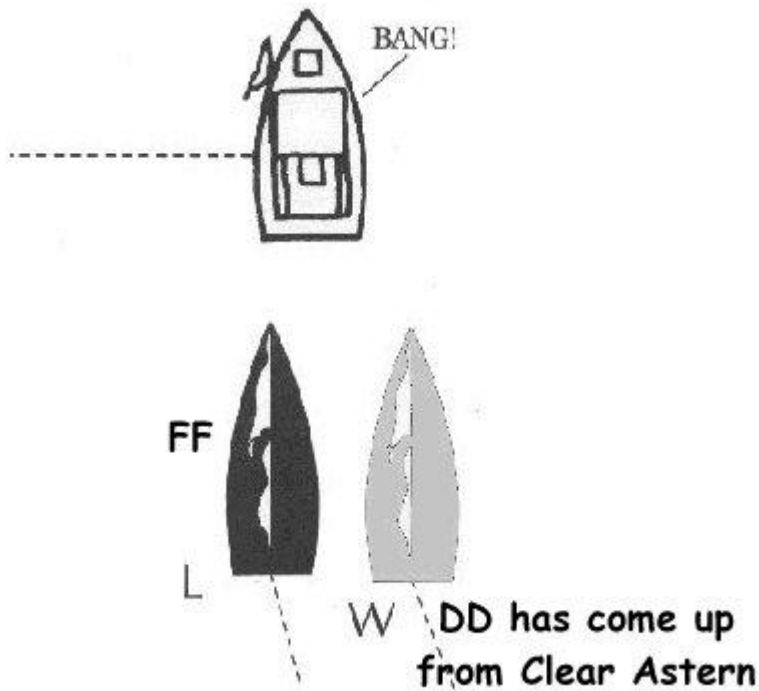
[decision](#)  
[return to Quiz](#)

Facts Found

Decision



Decision case 8



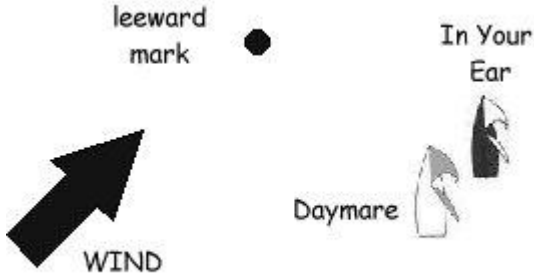
6. **Facts found:** About 10 seconds before the Start Signal, **Dead Duck** came up from a position Clear Astern of **Flying Freebie**, to the position shown in the diagram at left. **Dead Duck** and **Flying Freebie** were lying virtually head to wind when the Start Signal was made. Despite hails made by **DD**, **FF** made no effort to bear away until about 30 seconds later. There was no collision and **DD** lodged a [valid](#) protest.

.....

**Decision:** Rule [17](#) requires [proper course](#) after the Start Signal is made, only from a boat which established a [leeward overlap](#) from [clear astern](#). Thus, **Flying Freebie** was not required to bear away to her [proper](#) (close-hauled) [course](#), even after the Start Signal was made. This would be true, even if the first leg were not a beat. **There was no foul and the protest is disallowed.**



Case 9



42. **Daymare** and **In Your Ear** round the leeward mark of a buoys-to-port course side by side. **Daymare** (windward) is clearly entitled to room at the mark. He remembers his Smooth Sailing Academy instructor's words and approaches the mark about a length and a half to leeward of it on this glorious sunny day with an 8-knot breeze.



As he smoothly rounds up onto a close-hauled course, he passes within a foot of the mark. Only then does his concentration allow him to note that **In Your Ear** has been sailing along to leeward with the hulls almost touching and telling him that he is taking too much room. **IYE** is now uttering words to the effect that **Daymare** should do penalty turns. Who is in the right? What will happen if **In Your Ear's** request is ignored and **In Your Ear** simply hoists a protest flag but says nothing more?

Facts Found

Decision



Decision case 9

<p>The diagram shows a leeward mark (black dot) at the top left. A large black arrow labeled 'WIND' points towards the bottom left. Two boats, Daymare and In Your Ear, are positioned to the right of the mark. Daymare is closer to the mark than In Your Ear. Both boats are shown with their sails up, indicating they are approaching the mark.</p>	<p>42. <b>Facts found:</b> Daymare and In Your Ear were about to round the leeward mark of a buoys-to-port course side by side. Daymare (<i>windward</i>) was clearly entitled to <u>mark-room</u>. As the boats approached the <u>zone</u>, In Your Ear warned Daymare that Daymare was entitled to no more than <u>mark-room</u>. Daymare apparently did not hear IYE's hail and made a tactical rounding, approaching the mark about a length and a half to leeward of it in an 8-knot breeze and flat water.</p>
<p>The diagram shows the leeward mark (black dot) at the top left. The wind arrow points towards the bottom left. The two boats, Daymare and In Your Ear, are now positioned very close to each other and to the mark, having rounded it. They are shown on a close-hauled course, with their sails reefed.</p>	<p>As both boats rounded up onto a close-hauled course, the hulls were almost touching. IYE informed Daymare that he had taken too much room and that Daymare should do penalty turns. Daymare refused to do so and In Your Ear immediately hoisted a protest flag but did not say: "Protest".</p>

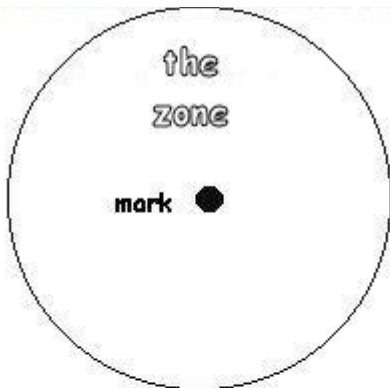
**Ruling:** In Your Ear has failed to comply with Rule [61.1\(a\)](#) which clearly requires a yacht that intends to protest to hail 'Protest'. As of 2001, it is no longer necessary for boats less than six metres long to "display a red flag at the first reasonable opportunity". Since In Your Ear failed to yell "Protest", the hearing cannot continue.

If the protest had been lodged in a valid manner, it would have been heard, and the ruling would have been as follows:

Rule [18.2\(a\)](#) applied since the boats were in the zone around a mark. Since the outside boat (In Your Ear) had right of way, Daymare was entitled only to "Room ... to sail to the mark, and then room to sail her proper course while at the mark", i.e. only enough space to round in a seamanlike manner without fear of hitting the mark. Since In Your Ear was required by Rule [14](#) to avoid a collision with Daymare and came as close as he could to Daymare without actually colliding, Daymare was not taking room freely given by In Your Ear. If that had been the case, Daymare would have been entitled to use such room (ISAF Case 63), but in this instance, Daymare broke Rule [18.2\(a\)](#) and would have been disqualified, if the protest had been lodged in a valid manner.



Case 10



WIND



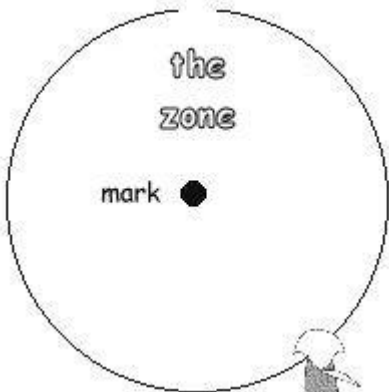
BEER DELIVERY:  
"No overlap!!!"



DEMENTED  
DUMPLING



43. In a 15-knot breeze, **Demented Dumpling** has been slowly catching **Beer Delivery** all down the run of a buoys-to-port course. Both are now approaching the leeward mark on port tack. Four lengths from the mark (left), **Demented Dumpling** is still half a length clear astern of **Beer Delivery** who informs **Demented Dumpling** that there is no overlap.



DEMENTED  
DUMPLING:  
"Room!"



BEER  
DELIVERY



WIND

But then, **Demented Dumpling** catches a wave and surfs into an inside overlap (left). **Demented Dumpling** yells for room, claiming he got the overlap just over 3 lengths from the mark. **Beer Delivery** says "No way!" because he is sure his bow had already reached the Zone when the overlap was established. There is slight side-to-side contact as **Demented Dumpling** squeezes inside **Beer Delivery** at the mark. Both protest.

Who should win this protest



## Tenby Sailing Club Rules Night Quiz

Facts Found

Decision



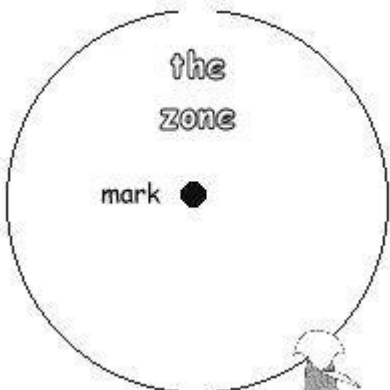
Decision case 10



43. **Facts found:** In a 15-knot breeze, **Demented Dumpling** was slowly catching **Beer Delivery** down the latter part of the run. When **Beer Delivery** was four lengths from the mark, **Demented Dumpling** was still half a length clear astern of **Beer Delivery** as shown at left.



**Demented Dumpling** caught a late wave and surfed into an inside overlap when **Beer Delivery** was about two and a half to three lengths from the mark. **Demented Dumpling** called for mark-room. **Beer Delivery** replied that his bow had already reached the Zone when the overlap was established. There was slight side-to-side contact but no damage as **Demented Dumpling** squeezed inside **Beer Delivery** at the mark. Both protested.



**Ruling:** The stories told by the parties involved left this committee in considerable doubt as to whether **Demented Dumpling** established an overlap in time. Therefore, Rule 18.2(d) applies and the decision goes against **Demented Dumpling** which claimed the late change in the status quo. **Demented Dumpling** is disqualified.

Both boats also broke Rule 14 but are not penalized under this Rule since the collision caused no damage.

