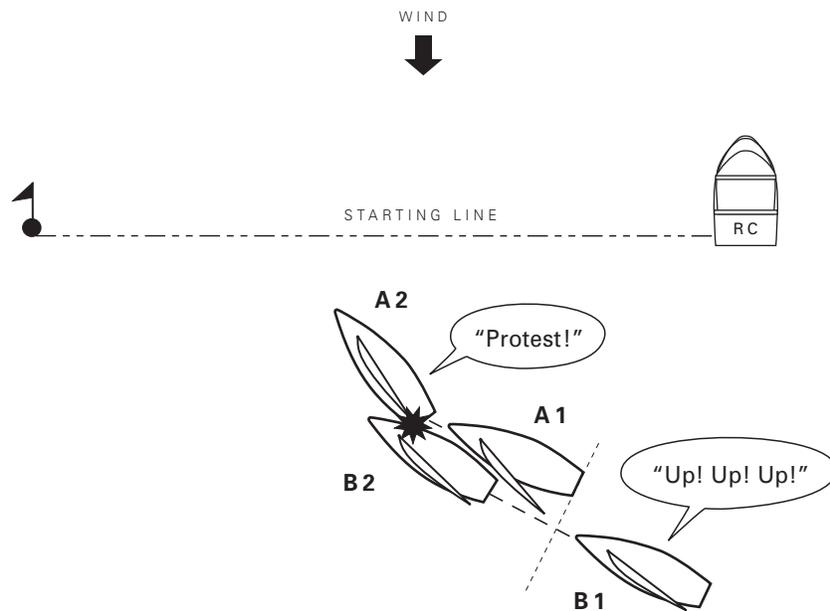


Quiz 12

Boats A and B are approaching the starting line to start. B is a few feet clear astern of A and yelling “Up! Up! Up!” A holds her course. B then becomes overlapped to leeward of A and A immediately luffs (heads up) approximately 15 degrees and there is contact between the starboard bow of B and the port corner of A’s transom. There is no damage or injury. Both boats protest. You are on the protest committee; how would you decide this?



Answer to Quiz 12

B is penalized under rule 15, Acquiring Right of Way. Before the boats were overlapped, B was required to keep clear under rule 12, On the Same Tack, Not Overlapped; and despite B’s hails, A, as the right-of-way boat, was under no obligation to take any action relative to B. When B became overlapped with A, she instantly became the right-of-way boat under rule 11, On the Same Tack, Overlapped; however she was also initially required to give A room to keep clear under rule 15. A immediately responded to her obligation to keep clear of B under rule 11, but did not have the room (space) she needed to keep clear as evidenced by the contact. B broke rule 15; and A broke rule 11 but is exonerated under rule 21, Exoneration.

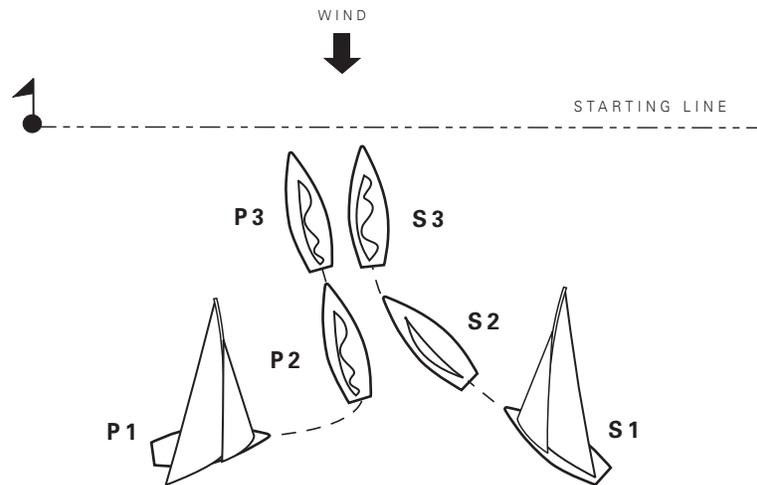
Both boats are required by rule 14, Avoiding Contact, to avoid contact if reasonably possible. A responds immediately to B’s overlap but is unable to avoid contact; therefore she does not

break rule 14. B clearly breaks rule 14; but as she is the right-of-way boat at the time, she cannot be penalized under rule 14 because the contact does not cause damage or injury (see rule 14(b)).

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Quiz 14

With 30 seconds to go before the starting signal, Boat P (on port tack) on a beam reach, is approaching Boat S (on starboard tack) who is on a close-hauled course. P proceeds to luff and then cross head to wind all in one motion, ending up to leeward of S. Just after P passes head to wind she holds her course, telling S to keep clear because she is on starboard tack and a leeward boat. S luffs to avoid contact with P and protests. You are on the protest committee; how would you decide this?

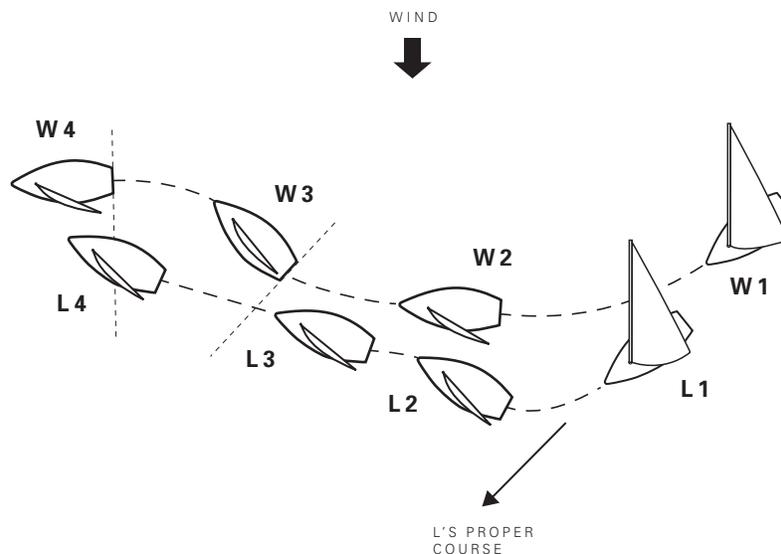


Answer to Quiz 14

Boat P is penalized under rule 13, While Tacking. When P passes head to wind, she changes tack from port tack to starboard tack. However, rule 13 states that after a boat passes head to wind, she must keep clear of other boats until she is on a close-hauled course; and before she gets to close-hauled, rules 10, 11 and 12 do not apply. Rule 11, On the Same Tack, Overlapped, is the windward/leeward rule. P has not borne away to a close-hauled course when S has to change course to avoid contact; therefore P breaks rule 13.

Quiz 24

Two overlapped boats, W and L, are broad reaching on starboard tack within two lengths of each other. W has caught up with L from clear astern and is attempting to pass her to windward. L begins to slowly luff above her proper course and W keeps clear. When W is within a couple feet of pulling clear ahead, W luffs sharply, clearly breaks the overlap and bears away, causing the boats to become overlapped once again. L continues to sail above her proper course in an effort to delay W from passing her. W keeps clear and protests L. You are on the protest committee; how would you decide this?



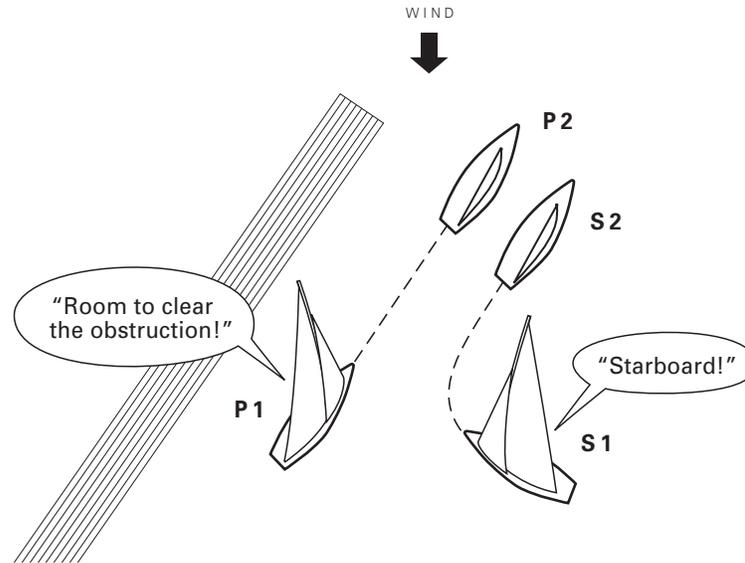
Answer to Quiz 24

L is penalized under rule 17, On the Same Tack; Proper Course. At positions 1 and 2, W is keeping clear under rules 12, On the Same Tack, Not Overlapped, and 11, On the Same Tack, Overlapped, respectively. When L luffs from position 1 to 2, rule 16.1, Changing Course, requires her to give W room to keep clear, which she does. At position 3, when W luffs and breaks the overlap, L becomes clear astern of W (see the definition Clear Astern and Clear Ahead; Overlap). When W bears away, L becomes overlapped to leeward of W. Rule 17 states, "If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course..." The fact that it is W's actions that cause the overlap to be broken and then re-established is immaterial. By sailing above her proper course after she becomes overlapped to leeward of W, L breaks rule 17.

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Quiz 27

Boat P (on port tack) is sailing close-hauled within one length of a dock. Boat S (on starboard tack), also close-hauled, is on a collision course with P and hails, “Starboard!” P replies with a hail of “Room to clear the obstruction!” S tacks to avoid the collision and protests. You are on the protest committee; how would you decide this?



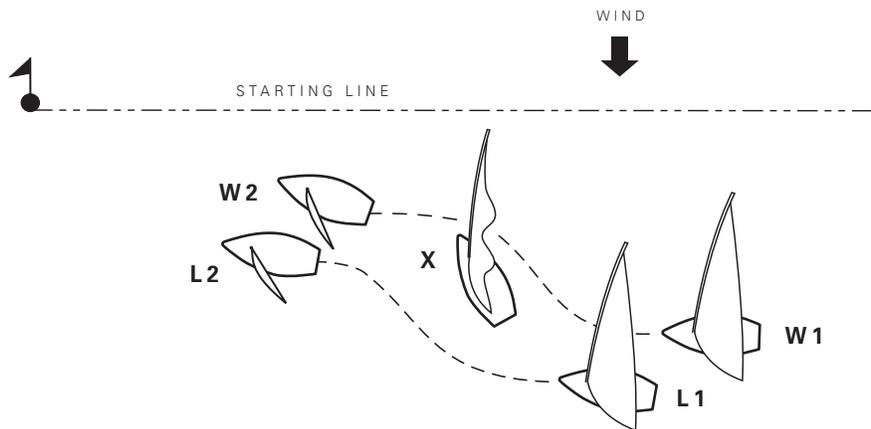
Answer to Quiz 27

Boat P is penalized under rule 10, On Opposite Tacks. Rule 19.2(b), Room to Pass an Obstruction; Giving Room at an Obstruction, applies between boats at an obstruction, but only when the boats are overlapped. Because the boats are on opposite tacks and not sailing below 90 degrees from the true wind, they are not “overlapped” (see the definition Clear Astern and Clear Ahead; Overlap); therefore rule 19.2(b) does not apply. And rule 20, Room to Tack at an Obstruction, does not apply because P and S are not on the same tack (see rules 20.1, Hailing and 20.2, Responding).

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Quiz 29

Boats W and L are beam reaching along the starting line on starboard tack. Ahead of them, Boat X is nearly motionless on a close-hauled course. To avoid hitting X, W asks L for room to pass to leeward of X. L refuses, claiming that W can pass to windward of X. L passes to leeward of X and W passes to windward of X. W protests L. You are on the protest committee; how would you decide this?



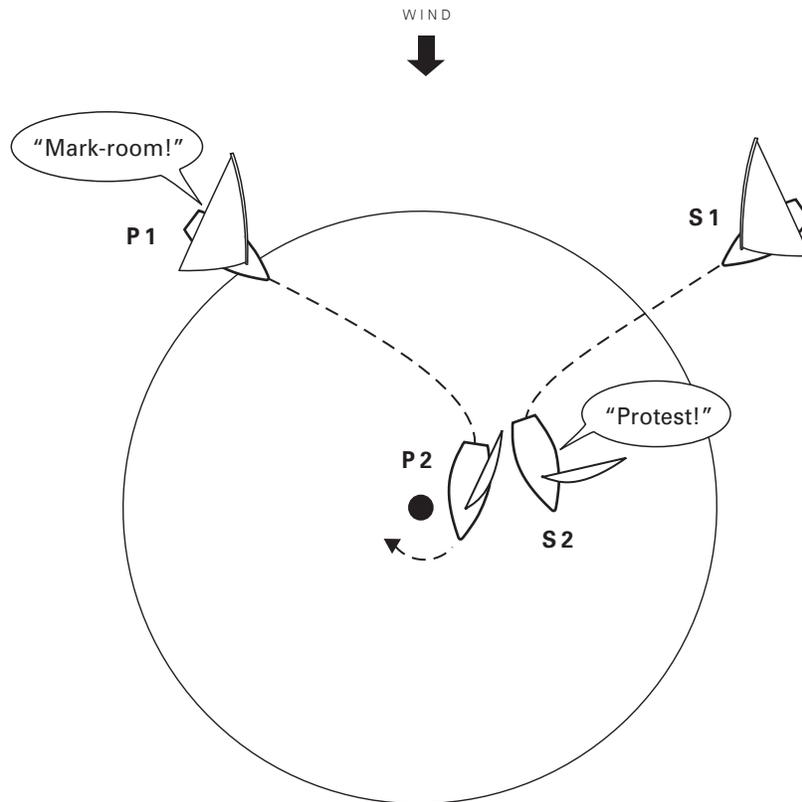
Answer to Quiz 29

Boat L is penalized for breaking rule 19.2(b), Giving Room at an Obstruction. With respect to X, both L and W are clear astern and therefore required to keep clear of her under rule 12, On the Same Tack, Not Overlapped; X therefore ranks as an obstruction to both (see the definition Obstruction). As L and W approach X, L, as the right-of-way boat, has the option of luffing and passing X to windward, or of steering a course to pass X to leeward (see rule 19.2(a)). When L elects to pass X to leeward, and is overlapped with W, rule 19.2(b) requires her to give room to W, as the inside boat, to do the same. Note that had L elected to luff and pass X to windward, W would be required to keep clear under rule 11, On the Same Tack, Overlapped; and as the outside boat, to give room under rule 19.2(b).

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Quiz 31

Boat S (on starboard tack) is approaching the leeward mark to be rounded to starboard. Boat P (on port tack) is similarly approaching the leeward mark on a collision course with S. When three lengths from the mark, P hails, “Mark-room!” to S. S remains silent. When right at the mark, P begins to gybe inside of S and S is forced to bear away to avoid hitting P. S protests P. You are on the protest committee; how would you decide this?



Answer to Quiz 31

Boat S’s protest is disallowed; neither boat is penalized. Rule 18.2(b), Giving Mark-Room, begins to apply when P enters the zone (is within three lengths of the mark; see the definition Zone). Though on opposite tacks, S and P are considered “overlapped” because rule 18, Mark-Room, applies to them (see the definition Clear Astern and Clear Ahead; Overlap). S, as the outside boat, is required to give P (the inside boat) mark-room, which includes space to gybe when gybing is necessary to sail the course (see the definition Mark-Room). S complies with rule 18.2(b) and P does not take more room than she is entitled to. Though P breaks rule 10, On

Opposite Tacks, she is exonerated under rule 21, Exoneration, because she is sailing within the mark-room to which she is entitled.

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Quiz 16

Two 25-foot boats, L (a leeward boat) and W (a windward boat), are approaching the right-hand end of the starting line, a 30-foot powerboat, to start an upwind leg. Both boats are beam reaching, with L on a course to pass one length to leeward of the race committee boat. Twenty seconds before the starting signal and when two lengths from the race committee boat, L hails “No room! Don’t go in there!” to W. Both boats hold their courses until W is overlapped to leeward of the race committee boat. At that point L luffs and W makes contact nearly simultaneously with both L and the committee boat. There is damage to the race committee boat but not serious damage. Both boats protest each other. You are on the protest committee; how would you decide this?

Answer (16)

Boat L is penalized under rules 14, Avoiding Contact, and 16.1, Changing Course. The preamble to Section C, At Marks and Obstructions, states that rules 18 (mark-room) and 19 (room to pass an obstruction) do not apply “at a starting mark surrounded by navigable water or at its anchor line from the time the boats are approaching them to start...” Therefore the situation is governed by the rules in Sections A and B. At the time W becomes overlapped to leeward of the race committee boat, she is keeping clear of L in compliance with rule 11, On the Same Tack, Overlapped. Rule 16.1 requires L, as a right-of-way boat, to give W room to keep clear of her when she changes her course. When L luffs, there is not room (space) for W to comply with the Part 2 rules and rule 31, Touching a Mark, due to the physical presence of the race committee boat (see the definition Room). Therefore L breaks rule 16.1. W breaks rules 11 and 31 but is exonerated under rule 21, Exoneration.

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Quiz 50

Boat Q is beating towards the finishing line in very light winds and adverse current. Just after her bow crosses the finishing line, she bears away and sails off the course. Boat P protests Q for failing to completely cross the finishing line. You are on the protest committee; how would you decide this?

Answer (50)

Boat P's protest is disallowed; Boat Q is scored in her finishing position. Boat Q "finished" when her bow crossed the finishing line (see the definition Finish). Rule 28.1, Sailing the Course, states, "After finishing she need not cross the finishing line completely."

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Quiz 57

Given that you are sailing a dinghy and that there are no modifications to rule 42, Propulsion, in effect, how would you answer the following questions:

- 1) How many “pumps” per wave are allowed to initiate surfing downwind?
- 2) How much “ooching” per wave is allowed to initiate surfing downwind?
- 3) Is roll-tacking and/or roll-gybing permitted?

Answer (57)

The answers to all three questions are contained in rules 42.2, Propulsion: Prohibited Actions, and 42.3, Propulsion: Exceptions.

- 1) “Pumping” is defined by rule 42.2(a) as “repeated fanning of any sail...”. However rule 42.3(c) permits one “pull” of each sail when surfing is possible; i.e., the mainsheet and/or the spinnaker sheet and/or the spinnaker guy can each be pulled once per wave. Note that there is no restriction on which part(s) of the mainsheet can be held while pumping.
- 2) None. “Ooching” is prohibited at all times (rule 42.2(c)).
- 3) Yes, both are allowed, provided the “roll” doesn’t make the boat go faster after the tack or gybe than it was going immediately prior to the tack or gybe (rules 42.3(a) and (b)). However, repeated tacks or gybes unrelated to changes in the wind or to tactical considerations break rule 42.2(e) even if they do not make the boat go faster.

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Quiz 61

Two close-hauled boats on a beat (S and P) are on a collision course. When a couple of lengths away from S, P begins bearing away to pass astern of S. S holds her course. Just as it appears to S that P is about to pass astern, P misjudges her course and collides with S, putting a hole in the aft port corner of S's hull and doing considerable damage to the stern pulpit. S protests P and P immediately takes a Two-Turns Penalty. S, after stopping to make some repairs, manages to finish the race though she is unable to proceed at full speed due to the damage. She loses several places as a result. Ashore, S files her protest against P and also requests redress. You are on the protest committee; how would you decide this?

Answer (61)

Boat P is disqualified under rules 10, On Opposite Tacks, and 14, Avoiding Contact. S is granted redress under rule 64.2, Decisions on Redress. By colliding with S, P fails to keep clear of S thereby breaking rule 10; and fails to avoid a collision thereby breaking rule 14. Furthermore, the collision causes serious damage to S. Therefore her penalty is to retire (see rule 44.1(b), Taking a Penalty); i.e., the Two-Turns Penalty is not available when the rules breach causes serious damage. Because P does not retire, she has not taken her penalty; therefore she is disqualified.

Clearly, S could not have reasonably avoided this collision; therefore she does not break rule 14. And because S's finishing place in the race is made significantly worse by the physical damage caused by P, a boat that was breaking a rule of Part 2, and because the collision occurs through no fault of her own, S is entitled to redress under rule 62.1(b), Redress, and rule 64.2.

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Quiz 63

With one minute to go before the starting signal, Boat P (on port tack) tries to tack in to leeward of Boat S (on starboard tack). During the tack, S luffs to avoid contact and protests P. P immediately gets clear of S and takes a Two-Turns Penalty before the starting signal has sounded. P gets a good start and crosses S shortly thereafter. S protests P for not doing her Two-Turns Penalty after the starting signal. You are on the protest committee; how would you decide this?

Answer (63)

Boat S's protest is disallowed. Boat P has complied with rule 44.2, One-Turn and Two-Turns Penalties. There is no requirement that a boat breaking a rule before the start take her penalty after the starting signal, nor that she take her penalty behind the starting line. On the contrary, rule 44.2 requires that the boat gets well clear of other boats as soon after the incident as possible and promptly takes her penalty.

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Quiz 68

Between races, the crew on Boat X is eating lunch. One of the crew throws his sandwich bag overboard and makes no effort to retrieve it. The race committee observes this and protests the boat. You are on the protest committee; how would you decide this?

Answer (68)

Boat X breaks rule 55, Trash Disposal, and is penalized. Rule 55 applies at all times while a boat intending to race is afloat. By intending to race under *The Racing Rules of Sailing* (RRS), a boat agrees to accept and be governed by the RRS (see rule 3, Acceptance of the Rules). The RRS define “boat” as meaning the sailboat and the crew on board (see Introduction to the RRS). Rule 55 permits the protest committee to give the boat a penalty less than disqualification if it so chooses. Rule 64.1, Penalties and Exoneration, states that when a boat has broken a rule when not racing, her penalty shall apply to the race sailed nearest in time to that of the incident.

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Quiz 100

The sailing instructions for a race simply state: “Six races are scheduled of which three shall be completed to constitute a series.” Boat P’s scores are (in race order): 3-2-3-4-1-6. Boat Q’s scores are (also in race order): 4-8-2-1-3-3. You are the scorer; which boat beats the other?

Answer (100)

Boat Q beats Boat P. Rule 90.3(a), Scoring, says that the race committee shall score a series as provided in Appendix A, Scoring, using the Low Point System unless the notice of race or sailing instructions specify some other system. Rule A2, Series Scores, says that each boat’s score shall be the total of her race scores excluding her worst race unless the sailing instructions specify some other arrangement. Rule A8, Series Ties, says that first you see who has the greater number of firsts, then seconds, etc. excluding the worst race. Boats P and Q each have a 1-2-3-3-4. Then you see who beats whom in the last race, using all the race scores including the excluded one. Q beats P in race 6 and is therefore the winner.

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