

Rules Tutorial 4: Part 2, When Boats Meet;

Section C—At Marks and Obstructions

Section C rules are the Racing Rules of Sailing (RRS) that govern when boats approach, round and pass marks of the course, as well as rules that keep things running smoothly when boats encounter obstructions that must be sailed around. The three rules in Section C are RRS 18—Mark-Room, RRS 19—Room to Pass an Obstruction and RRS 20—Room to Tack at an Obstruction.

Section C—At Marks and Obstructions

Before getting to the Section C rules we need to look at the Section C preamble. It states two situations under which Section C rules do not apply. It reads: *Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them. When rule 20 applies, rules 18 and 19 do not.*

The first situation described in the preamble, when boats are approaching a starting mark or its anchor line to start, turns Section C rules off. However, there are conditions that must be met for this to happen. Boats must be on their “final” approach to start, at a starting mark, and the mark must be surrounded by navigable water. When Section C rules are turned off in this situation, they remained turned off until the boats pass the mark and its anchor line; however, while Section C rules do not apply, other applicable Part 2 rules do.

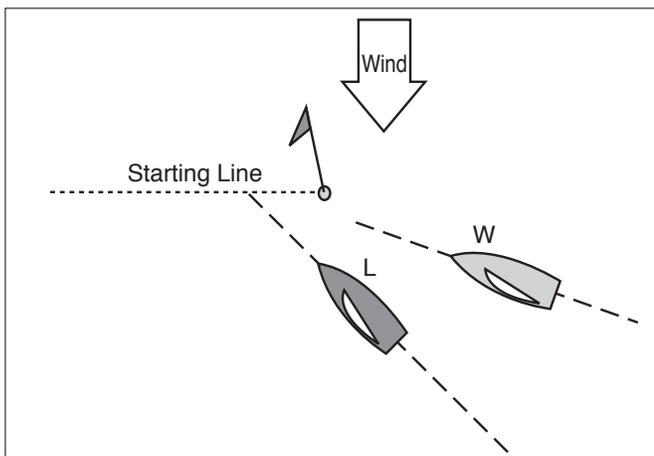


Figure 18-1.

The most common occurrence of this situation is when an overlapped, windward boat attempts to sail between a leeward boat and the starting mark. The term *barging* is used to describe this situation, although it is a term that does not appear in the RRS. In Figure 18-1, boat L is approaching the mark at the windward end of the starting line on her final approach to start. Boat W is steering a course that will put her between L and the mark at the starting signal. This is a case, as described in the Section C preamble, where Section C rules do not apply (turned off). Boat W cannot claim room to pass between L and the mark, nor is L obligated to give her room under RRS 18. Since the boats are overlapped, RRS 11 applies, and windward, keep-clear boat W is required to keep clear of leeward, right of way (r-o-w) boat L, even if W must pass the mark on the wrong side to do so. If W pushes in and contacts the mark and/or L, or L alters course to avoid contact, W has broken RRS 11 and/or RRS 31 and should be protested.

The second situation described in the preamble simply states that

when RRS 20 applies, RRS 18 and 19 do not. RRS 20 covers the situation when a boat hails for room to tack.

RRS 18 Mark-Room

RRS 18 addresses when and how mark-room must be given. In order to fully understand RRS 18 we must first understand what mark-room is. The best way to do this is to look at the RRS definition for Mark-Room, a new definition in the 2009–2012 edition of the RRS. It reads: *Mark-Room—Room for a boat to sail to the mark, and then room to sail her proper course while at the mark. However, 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.* Take notice of the fact that mark-room is normally only room for a boat to sail to the mark, and then room to sail her proper course while at the mark, nothing more. When a boat is entitled to mark-room under RRS 18, other r-o-w rules that apply are not turned off, and even though she is entitled to mark-room, she may not be the r-o-w boat. An example of this situation is shown in Figure 18-2. We see port-tack boat P enter the zone clear

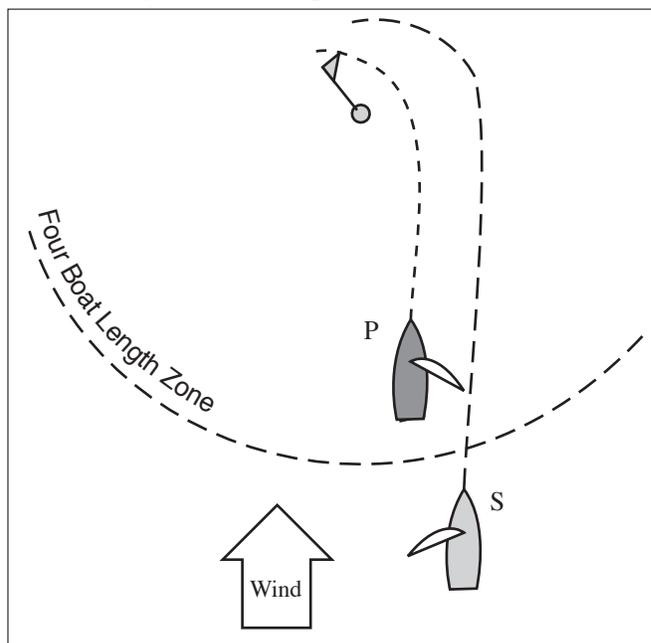


Figure 18-2.

ahead of starboard-tack boat S. Under RRS 18.2(b) P is entitled to mark-room, but she is not the r-o-w boat; under RRS 10, S remains the r-o-w, starboard-tack boat. S must give P mark-room, but P is required to keep clear of S. However, when a boat is taking mark-room to which she is entitled, she may be exonerated if she breaks specified rules in certain conditions. Exoneration will be discussed when we look at RRS 18.5.

The second part of mark-room states that a boat entitled to mark-room cannot claim room to tack unless she is overlapped to windward and on the inside of the boat required to give mark-room. An example of this is shown in Figure 18-3a, where boat IW is overlapped, on the inside and to windward of boat OL, which is required to give her mark-room; in this situation IW can claim room over OL to tack at the mark, although OL is only required to give IW mark-room and room enough

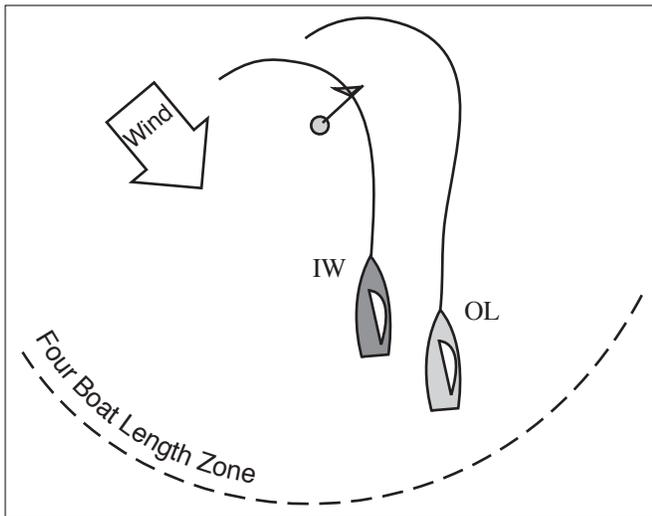


Figure 18-3a.

to tack. It may not seem to make sense for *mark-room* to specifically give IW room to tack at the mark; after all, if she tacks she will be tacking away from OL. However, RRS 11 also applies in this situation and IW is the windward, keep-clear boat, and without this specific tacking provision, OL would be obligated only to give IW room enough to sail to the mark and then sail her proper course at the mark, but not give her room to tack. If IW tacks, her stern could swing into OL, and without the tacking provision IW would break RRS 11 if contact is made, or if OL must alter course to avoid contact. In Figure 18-3b, the boat positions

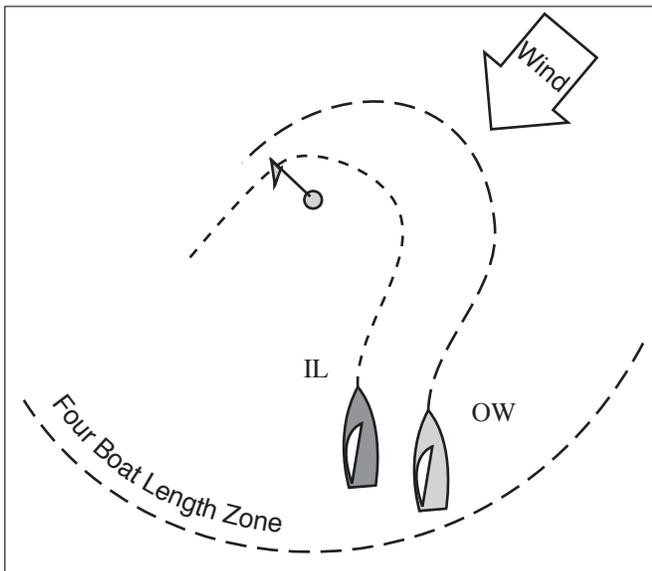


Figure 18-3b.

are the same, but the wind is now coming from the right side. Boat IL is the leeward, r-o-w boat but under mark-room cannot claim room to tack at the mark. However, under RRS 11, windward, keep-clear boat OW is required to keep clear of leeward, r-o-w boat IL. IL should have room to tack, since in an overlap situation, keeping clear is defined as, *when the boats are overlapped on the same tack, the leeward boat can change course in both directions without immediately making contact with the windward boat*. We see that IL has elected to make a tactical rounding (swing wide, pass close). Under RRS 11, OW is required to keep clear and has also swung wide to do so. In Figure 18-3c, the situation is identical to Figure 18-3a, except boat B is shown clear astern of IW. RRS 18.2(b) states in this situation B is required to give IW mark-room. However, under mark-room, IW cannot claim room over B to tack at the

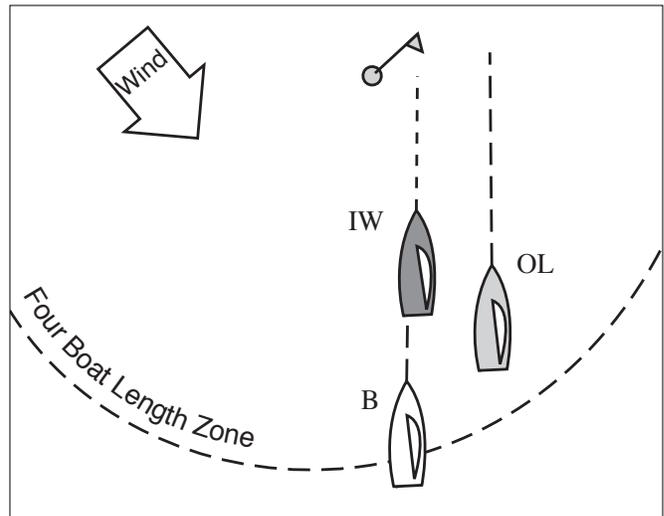


Figure 18-3c.

mark, even though IW can claim room over OL to tack in this situation. If IW tacks she will be required under RRS 13 to keep clear of B.

Now that we have an understanding of what mark-room is, let's start our actual discussion of RRS 18 with RRS 18.1

RRS 18.1 When Rule 18 Applies.

Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the zone. However, it does not apply, (a) between boats on opposite tacks on a beat to windward, (b) between boats on opposite tacks when the proper course at the mark for one but not both of them is to tack, (c) between a boat approaching a mark and one leaving it, or, (d) if the mark is a continuing obstruction, in which case rule 19 applies.

Since the term *zone* is used in RRS 18.1 and throughout RRS 18, it needs to be defined. The RRS defines *Zone* as: *The area around a mark within a distance of three hull lengths of the boat nearer to it. A boat is in the zone when any part of her hull is in the zone. However, for model boats RRS E1.3(b) modifies the zone definition and states: In the definition Zone the distance is changed to four hull lengths.* Henceforth, any reference to zone in this discussion will be referring to four hull lengths.

The first part of RRS 18.1 tells us RRS 18 applies between boats (pairs of boats) when two requirements are met. The first one, both boats being required to leave (pass or round) the mark on the same side; is normally met just by sailing the course as determined by the race committee and the sailing instructions. "Leaving the mark on the same side" refers to passing the mark on the same side of the boat, either starboard or port side of the boat. The other requirement is, at least one of the boats is in the zone. It is at the point when the first of a pair of boats reaches the zone that RRS 18 begins to apply between them. Although RRS 18.1 does not actually state when RRS 18 ceases to apply, when the conditions in RRS 18.1 are met, RRS 18 applies from the time the first of a pair of boats reaches the zone and continues to apply as long as one of them is in the zone. However, under RRS 18.2(c), when one of them passes head to wind or the boat entitled to mark-room leaves the zone, RRS 18.2(b) ceases to apply (RRS 18.2(b) contains the "lock in" provisions). When RRS 18.2(c) turns off RRS 18.2(b), all other applicable parts of RRS 18 still apply.

The second part of RRS 18.1 states four exceptions when RRS 18 does not apply. The first one, RRS 18.1(a) states, RRS 18 does not apply if the boats are on opposite tacks and both beating to windward. Normally RRS 10 will be the rule that applies in this situation.

RRS 18.1(b) states RRS 18 does not apply if the boats are on opposite tacks, and one of them, but not both, must tack in order to sail her proper course at the mark. In part this may sound like a repeat of RRS 18.1(a), but notice in RRS 18.1(a) the boats must be on opposite tacks and beating to windward. RRS 18.1(b) also requires the boats to be on opposite tacks, but they are not required to be beating to windward. They can be on any point of sailing, from a beat to a run. The requirement in RRS 18.1(b), to turn RRS 18 off, is that one of the boats, but not both, must tack at the mark in order to sail her proper course. Figure 18-4 is an example of this situation. Boat S has over-

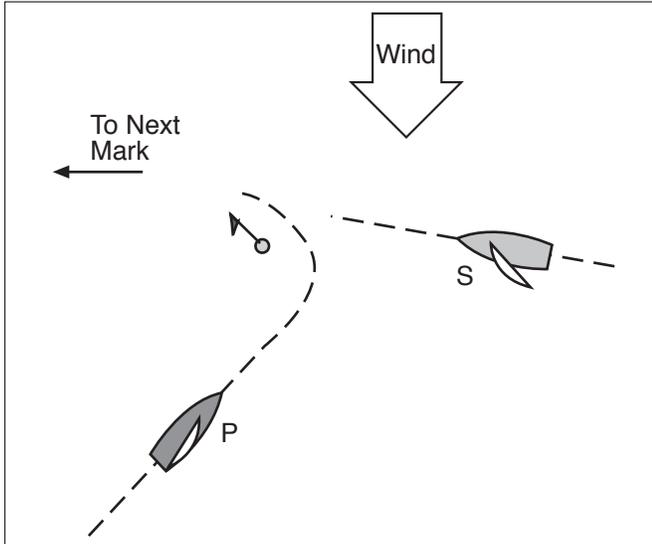


Figure 18-4.

stood the mark and is approaching the mark on a reach. Boat P will have to tack at the mark to sail her proper course. RRS 18 does not apply. In this situation RRS 10 applies, requiring port-tack, boat P to keep clear of starboard-tack, r-o-w boat S. In this case, P has three options, cross ahead of S, pass astern of S or tack. If P elects to tack ahead of S, under RRS 13, she continues to be the keep-clear boat until she is close-hauled on her new tack. Additionally, if P completes her tack while keeping clear, and in doing so acquires the r-o-w, RRS 15 requires her to initially allow S room to keep clear.

RRS 18.1(c) states RRS 18 does not apply between a boat that has passed or rounded a mark and is leaving it (left it astern) and another that is approaching it, even if one or both of them are still in the zone. In this situation, when RRS 18 does not apply, the applicable Section A rule does.

RRS 18.1(d) states RRS 18 does not apply when the mark is also a continuing obstruction. It goes on to say that in this situation RRS 19 always applies. RRS 19 reinforces this by stating: *However at a continuing obstruction, rule 19 always applies and rule 18 does not.* A continuing obstruction is normally an object that cannot be sailed past in a few seconds. A small island or perhaps a large anchored boat, are objects that could be used as a mark, and are a continuing obstruction as well. Note however, the RRS definition for obstruction states: *A vessel under way, including a boat racing is never a continuing obstruction.*

Now that we know when RRS 18 applies let's see what it means to give mark-room.

18.2 Giving Mark-Room

(a) *When boats are overlapped the outside boat shall give the inside boat mark-room, unless rule 18.2(b) applies.*

(b) *If boats are overlapped when the first of them reaches the zone, the outside boat at that moment shall thereafter give the inside boat mark-*

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

(c) *When a boat is required to give mark-room by rule 18.2(b), she shall continue to do so even if an overlap is broken or a new overlap begins. However, if either boat passes head to wind or if the boat entitled to mark-room leaves the zone, rule 18.2(b) ceases to apply.*

(d) *If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not.*

(e) *If a boat obtained an inside overlap from clear astern and, from the time the overlap began, the outside boat has been unable to give mark-room, she is not required to give it.*

RRS 18.2(a) is the basic rule, which states simply that an outside boat is to give mark-room to an inside overlapped boat. However it also contains the exception, *unless rule 18.2(b) applies.* This does not mean in all cases when RRS 18.2(b) applies, RRS 18.2(a) does not. The first part of RRS 18.2(b) says, when the first of a pair of boats reaches the zone and an overlap exists, the outside boat *shall thereafter* give the inside boat mark-room. In this case RRS 18.2(b) applies while 18.2(a) continues to apply.

The first part of RRS 18.2(b) reinforces RRS 18.1(a) by saying the outside boat is to give the inside boat mark-room, but by using the word *thereafter* it says the outside overlapped boat is to continue to give mark-room, even if the overlap is broken.

The second part of RRS 18.2(b) again uses the word *thereafter*. It is telling us that when a boat clear ahead reaches the zone, the boat clear astern is to give her mark-room, and continue to do so even if the boat clear astern subsequently establishes an inside overlap. In this case RRS 18.2(a) does not apply and the boat that was clear astern does not gain mark-room.

Remember, an outside overlapped or clear-astern boat in the zone is required only to give *mark-room*; any other r-o-w existing between boats does not change. We looked at an example of this with Figure 18-2 while discussing the definition of mark-room.

The first part of RRS 18.2(c) almost seems to be a continuation of RRS 18.2(b) and reinforces it by very plainly saying, when a boat is required by RRS 18.2(b) to give mark-room, she shall continue to do so, even if an overlap is broken or a new one is established.

The second part of RRS 18.2(c) gives us two conditions when RRS 18.2(b) ceases to apply. Notice that it says *rule 18.2(b) ceases to apply*, note that it ceases, not that it turns off and then back on later. The first condition is simply when either boat passes head to wind. Any mark-room either boat can claim under RRS 18.2(b), ends. The other condition when RRS 18.2(b) ceases to apply is when a boat entitled to mark-room, leaves the zone. Notice, only when the boat entitled to mark-room leaves the zone, RRS 18.2(b) ceases. If only the boat required to give mark-room leaves the zone and re-enters, she is required to continue to give mark-room to the other boat. Notice that RRS 18.2(c) only causes RRS 18.2(b) to cease, other parts of RRS 18 can still apply.

RRS 18.2(d) addresses the problem of determining when an overlap is obtained or broken. We often find ourselves in the position of judging if we are overlapped with another boat. Since we sail from shore, the distance from the boats, along with the fact that we often are looking at the boats at an angle, not from abeam, can make this a difficult call. RRS 18.2(d) gives us some help, but certainly not an absolute solution to the problem. It tells us that if there is reasonable doubt that an overlap was established in time, we are to presume it wasn't. If you feel you have established an overlap with another boat in time, and hail to that effect, and the other skipper responds with "no overlap," then it becomes a case of your word against his. As the boat establishing the overlap, the burden of proof is yours, both at the time and later if it

goes to a hearing with the protest committee. When an overlap is existing or established well before reaching the zone, it is a good idea to hail a few boat lengths before reaching the zone to alert the other skipper that you are claiming an overlap. Normally, if an overlap is questionable, you're probably better off to treat it as no overlap.

RRS 18.2(d) also covers the situation of when an overlap is broken, by saying, if there is reasonable doubt that an overlap is broken in time, it shall be presumed that it wasn't. However, in this situation the burden of proof falls to the boat breaking the overlap. Remember, however, in both establishing and breaking an overlap, it's the overlap status at the time the first boat of a pair enters the zone that will determine which part of RRS 18.2(b) applies.

The last part of RRS 18.2 is 18.2(e). This rule deals with excusing an outside boat from giving mark-room to an inside overlapped boat when she is unable to do so at the time the overlap is established. When the outside boat is unable to give mark-room and thus RRS 18.2(e) applies, the applicable Section A rule applies. Normally the situation that comes to mind is when a boat establishes a last-second, inside overlap, and the outside boat cannot give mark-room due to several boats overlapped on her outside, hence preventing her from giving mark-room to the boat on her inside.

RRS 18.2(e) specifically states that for it to apply, the overlap must be established from clear astern. Additionally, it implies that not only must the outside boat not be able to give mark-room at the time the overlap begins, but the condition that prevented her from giving room at the time the overlap began must continue in order for her to continue to be excused from giving the inside boat mark-room. This part of the rule may require an appeal before we are sure what the writers intended.

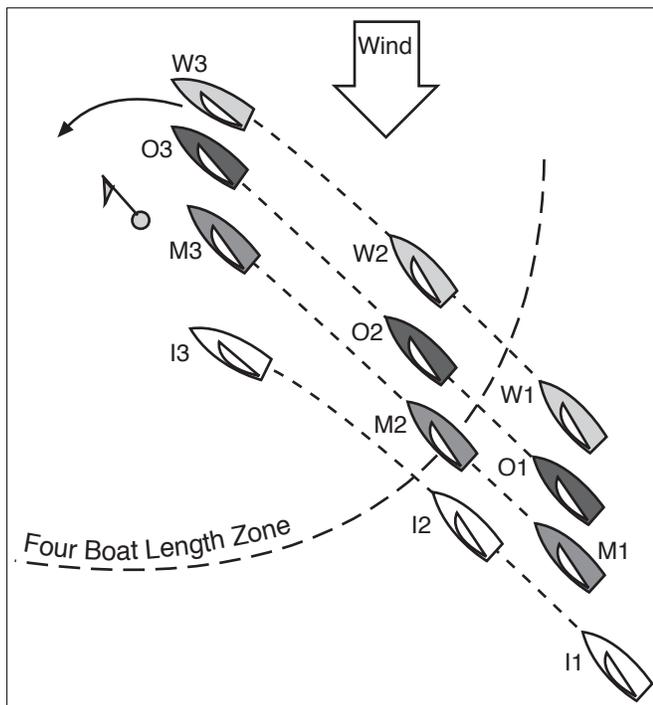


Figure 18-5.

Figure 18-5 is an example of a boat establishing an inside overlap at the last second, and the outside boat not being able to give room. At position 1, several boats are approaching the mark and multiple overlaps exist. Since they are all outside the zone, the overlapped boats are subject to RRS 11, and the windward boats are required to keep clear of the leeward boats. When determining the applicable rule and r-o-w, we *must* look at boats in pairs. In the case of boats M and I, RRS 12

applies; M is the clear-ahead, r-o-w boat, and I is the clear-astern, keep-clear boat. Between overlapped boats M and O, and O and W, RRS 11 applies, which requires the windward, keep-clear boat to keep clear of the leeward, r-o-w boat. Although O must keep clear of M, if M were to change course toward O, RRS 16.1 requires M to do it in a manner that allows O to keep clear. With W to windward of O, there's not much chance that O can get W to move up in time to allow M to change course to windward. In this situation, unless the most windward boat moves up, the boat to her leeward cannot change course to windward, and so on down the line. At position 2, boats M, O, and W have entered the zone, and M is overlapped with boat O. Now, under RRS 18.2(a) and 18.2(b), O is obligated to give M mark-room, and it appears O will be able to give M mark-room. Also at position 2, boat I has established an inside overlap with M just before M entered the zone, I is entitled to mark-room. However, unless M can change course to windward, she cannot give I mark-room. Since there's not much chance M will be able to change course to windward to give I mark-room, this is a case when an outside boat is unable to give mark-room when an overlap begins. In this situation, when an outside overlapped boat cannot give room, RRS 18.2(e) says *she is not required to give it*. In this situation, the applicable Section A rule (RRS 11) applies between boats M and I. This makes boat I the leeward, r-o-w boat and requires M to keep clear, which at position 2 she is already doing. Also, since boat I established the overlap from clear astern, RRS 17 applies and limits I to not sailing above her proper course, which in this case would be a course to round or pass the mark. To sail that course, boat I has to change course toward M, which RRS 16.1 requires her to do in a manner that allows M to keep clear. Obviously M cannot respond further to I, or she would have done so when required by RRS 18.2(a) and 18.2(b). Boat I has sailed into a situation that leaves her a choice of passing the mark on the wrong side or fouling M. At position 3, we see boat I sailing a course toward the wrong side of the mark to avoid fouling. Another option for boat I in this situation would have been to head up and pass astern of M. Remember however, if I heads up to make that move while they are overlapped and finds she cannot clear M, and heads back down, under RRS 17, she fouls M if she headed above her proper course.

We see the situation in Figure 18-5 occur far too often in model sailing. Frequently, at the last moment, a skipper will establish an inside overlap at a crowded mark. He will then claim room, knowing full well in the crowded conditions the boat to his outside isn't able to give room. Under RRS 18.2(e), the boat that established the late overlap and claimed room should be, and often is, protested. However by taking room when not entitled to it, he has caused complete bedlam at the mark.

18.3 Tacking When Approaching a Mark

If two boats were approaching a mark on opposite tacks and one of them changes tack, and as a result is subject to rule 13 in the zone when the other is fetching the mark, rule 18.2 does not thereafter apply. The boat that changed tack, (a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the mark on the required side, and (b) shall give mark-room if the other boat becomes overlapped inside her.

Some sailors have the idea that if a boat tacks inside the zone, she loses all rights. Actually, when a boat in the zone tacks, she gains any rights she is entitled to under the rules that apply in that situation. However, RRS 18.3(a) may impose some restrictions in this situation.

RRS 18.3 covers when a boat changes tack inside the zone. For this rule to apply, three conditions must be met. First, the boats must be approaching a mark on opposite tacks. Next, one of them must change

tack inside the zone and become subject to RRS 13. Under RRS 18.3, when the boat changing tacks becomes subject to rule 13, she is also subject to rule 18.3. Finally, the other boat must be fetching the mark. Fetching is defined in the RRS as: *A boat is fetching a mark when she is in a position to pass to windward of it and leave it on the required side without changing tack.* If these three conditions are met, RRS 18.3 states RRS 18.2 does not thereafter apply. Notice that RRS 18.3 does not give the tacking boat any additional rights while tacking; so as the tacking boat, she is required by RRS 13 to keep clear while tacking. RRS 18.3(a) goes on to say, the boat that tacked shall not cause the other boat to sail above close-hauled to avoid her, nor in any way prevent the other boat from passing the mark on the required side. In addition, under RRS 15, the non-tacking boat must initially be given room to keep clear.

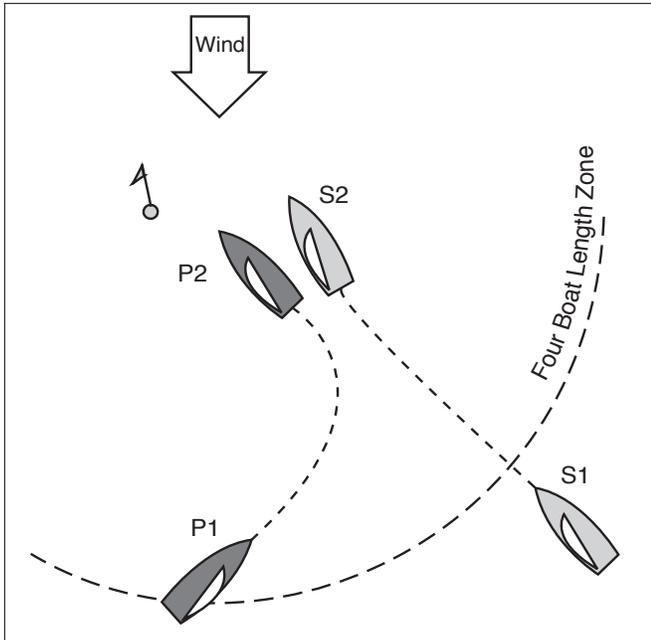


Figure 18-6a.

Let's look at examples that illustrate RRS 18.3. In Figure 18-6a, position 1, boats S and P are approaching the mark on opposite tacks. S is on the starboard lay-line and is fetching the mark. At position 2, P has tacked and is subject to RRS 13 inside the zone, so RRS 18.3 applies. Even though P kept clear while tacking, because she slowed while changing tacks, S had to head above close-hauled in order to avoid her. Had S instead elected to fall off to avoid P, she would have passed on the wrong side of the mark. Regardless of which action S takes to avoid P, P has broken RRS 18.3.

In Figure 18-6b, position 1, S and P are approaching the mark on opposite tacks. S is fetching the mark, but has overstood the mark and is on a close reach. Between positions 1 and 2, P tacks. Even though the tack begins outside the four-length zone, it is completed inside the zone, so P is subject to RRS 13 in the zone and RRS 18.3 applies. In this situation, even though P tacked inside the zone, she kept clear while tacking, and S did not have to head above close-hauled to avoid her. At position 2, P has become the leeward, r-o-w boat under RRS 11, and S as the windward, keep-clear boat, is required to keep clear, which she does by becoming close-hauled, however under RRS 18.3 she is not required to head above close-hauled to do so. P does not break RRS 18.3(a). Since RRS 18.3 turns RRS 18.2 off, S is not required to give P mark-room, however RRS 11 requires S to keep clear and thus P should have room to pass the mark. If however, S had been able to pass astern of P and establish an inside overlap, under RRS 18.3(b), P would have been required to give S mark-room as we will see in Figure 18-6c.

In Figure 18-6c, at position 1, S and P are approaching the mark

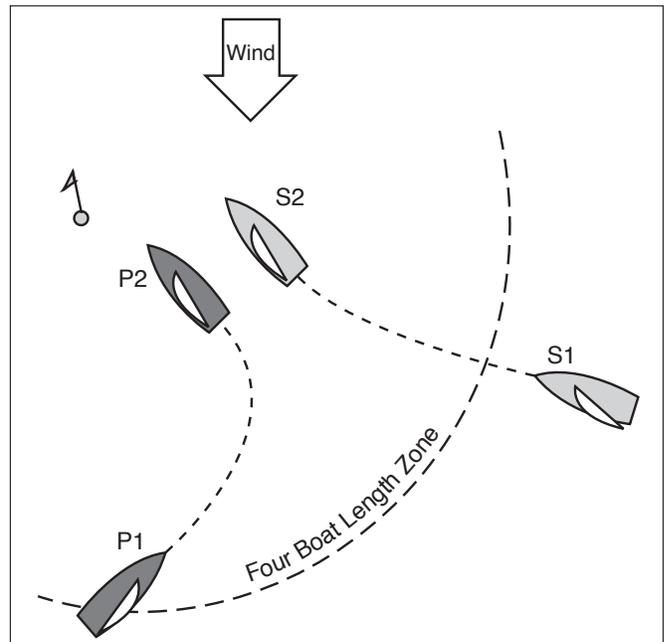


Figure 18-6b.

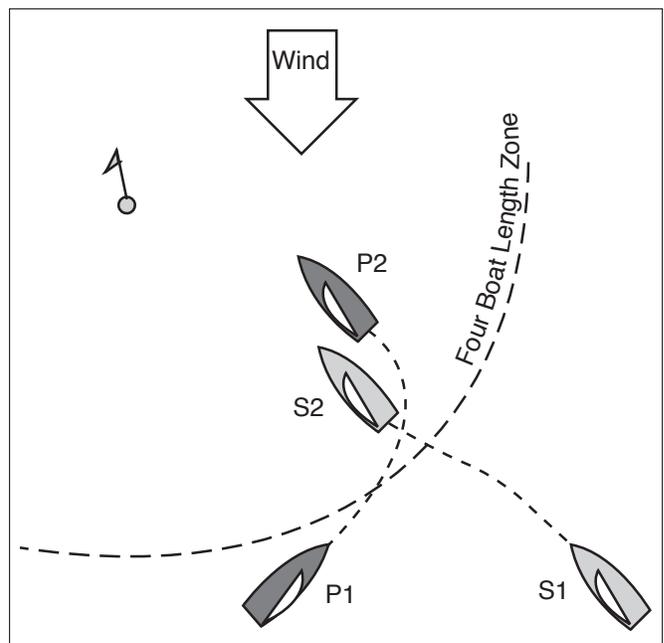


Figure 18-6c.

on opposite tacks, with S fetching the mark. Between positions 1 and 2, P tacks. Even though the tack begins outside the four-length zone, it is completed inside the zone, so P is subject to RRS 13 in the zone and RRS 18.3 applies. At position 2, S has established an inside overlap, and since under RRS 18.3, RRS 18.2 does not apply, RRS 18.3(b) requires P to give S mark-room. In addition, as the windward, keep-clear boat under RRS 11, P is also required to keep clear of S.

18.4 Gybing

When an inside overlapped right-of-way boat must gybe at a mark to sail her proper course, until she gybes she shall no further from the mark than needed to sail that course. Rule 18.4 does not apply at a gate mark.

This rule covers the situation when a boat is required to gybe at a mark. Notice; it says gybe, not tack. Gybing is changing from one tack to the other by turning the bow away from the wind as opposed to turning the bow toward the wind, which is tacking.

RRS 18.4 applies when an inside, overlapped, r-o-w boat *must* gybe at a mark to sail her proper course. RRS 18.4 is talking to the inside, overlapped, r-o-w boat, and she is being told not to sail any farther from (past) the mark than necessary before gybing, in order to sail her proper course. RRS 18.4 would not apply where either tack could be a boat's proper course, such as when the next leg is dead downwind after rounding the windward mark in a windward-leeward course. When RRS 18.4 does apply, it ceases to apply once the inside boat completes her gybe, at which point she is free to sail any course to which she is entitled.

Proper course, except on a beat to windward, is often considered to be a straight line from one mark to the next, and when RRS 18.4 applies, the inside, overlapped, r-o-w boat is required to gybe as soon as she can in order to sail her proper course. However, International Sailing Federation (ISAF) Case 14 tells us that a boat's proper course may be other than a straight line between marks. Remember, proper course is the course a boat would sail to finish as soon as possible in the absence of the other boat mentioned in the rule; in RRS 18.4, that's the outside overlapped boat. It's up to each boat to determine her own proper course; in some situations that may not include gybing right at the mark. Some of those situations could be: continuing on the same tack for a while before gybing, so as to sail the balance of the leg on a closer reach (faster point of sailing); when several boats collide just after rounding the mark, and by not gybing right at the mark, you can stay out of the mess; and sometimes by not gybing immediately, you can sail into an area of more favorable wind. When you sail a course that may be questioned as your proper course, be ready to defend that course should you should be protested.

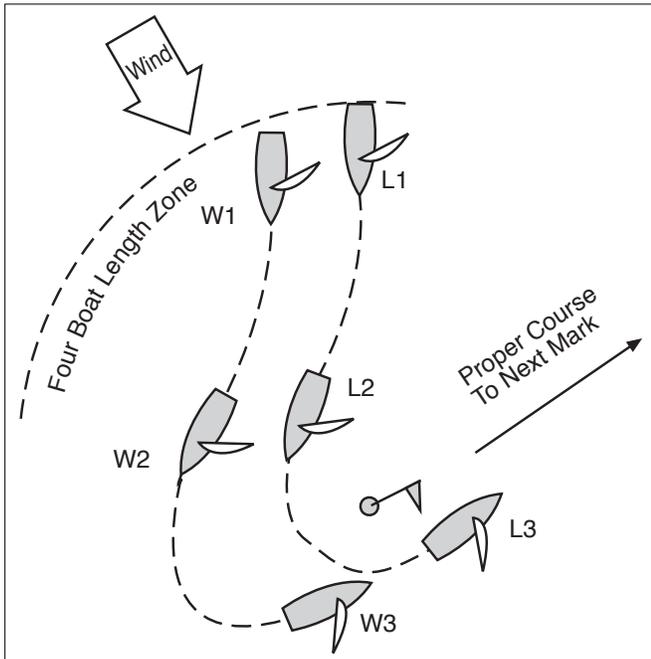


Figure 18-7.

In Figure 18-7, position 1, boats L and W are approaching the downwind mark on starboard tack, and L will need to gybe at the mark in order to sail her proper course to the next mark. In this situation RRS 18.4 applies. L is overlapped and on the inside and, under RRS 18.2(a), is entitled to mark-room, also under RRS 11, she is the leeward, r-o-w boat. At position 2, L swings wide so her boom will clear the mark. W, as the windward, keep-clear boat, is required by RRS 11 to keep clear, which includes allowing L enough room for her boom to swing across. At position 3, L has gybed and W has kept clear. No foul has

been committed. ISAF Case 86 supports this example by saying, when rules 18.2(a) and 18.4 apply at leeward mark, an outside windward boat must keep sufficiently clear of the leeward boat so that the leeward boat is able to sail her proper course while passing the mark.

The last sentence of RRS 18.4 tells us that rule 18.4 does not apply at a gate mark (a leeward gate is when two marks are set close together with boats entering between them and exiting in either direction). This means that an inside and overlapped boat will not be required to *sail no further from the mark than needed* before she gybes. However, at this time, gate marks are not often used in model sailing.

18.5 Exoneration

When a boat is taking mark-room to which she is entitled, she shall be exonerated

(a) *if, as a result of the other boat failing to give her mark-room, she breaks a rule of Section A, or*

(b) *if, by rounding the mark on her proper course, she breaks a rule of Section A or rule 15 or 16.*

RRS 18.5 covers how Section A, B, and C rules interact in so far as RRS 18 is concerned. RRS 18.5 is very specific in stating when and how a boat taking mark-room to which she is entitled (a Section C rule) will be exonerated (not penalized) if she breaks a Section A rule or Section B rules 15 or 16. It is important to note that Rule 14—Avoiding Contact, is not mentioned, so it always applies.

Before looking at rule 18.5 in detail, let's put an everyday meaning on *Exoneration*. The dictionary says, to exonerate is to declare innocence.

There are two situations when a boat can be exonerated under rule 18.5. The first one, in RRS 18.5(a), is if she is taking mark-room to which she is entitled and breaks a rule of Section A as a result of a boat failing to give her mark-room. However, this is not an open invitation for a boat entitled to mark-room to break a rule of Section A by doing anything she desires while taking mark-room. She can be exonerated only if a Section A rule is broken as a result of the other boat not giving her mark-room to which she is entitled.

The other situation, in RRS 18.5(b), when she can be exonerated is if she breaks a rule of Section A or rule 15 or 16 when rounding the mark on her proper course. Again there is a condition that must be met in order for her to be exonerated; she must be sailing her proper course when rounding the mark. Remember, a boat is free to determine her proper course, but if you are asking for exoneration under rule 18.5(b), be ready to defend your proper course.

19 Room to Pass an Obstruction

19.1 When Rule 19 Applies

Rule 19 applies between boats at an obstruction except when it is also a mark the boats are required to leave on the same side. However, at a continuing obstruction, rule 19 always applies and rule 18 does not.

Rule 19 tells us how room is to be given between boats when they are passing an obstruction. Rule 19.1 tells us rule 19 applies between boats at an obstruction, unless it is also a mark the boats are required to leave on the same side (either port or starboard side of the boats), in which case rule 18 applies, and rule 19 does not. However, if the obstruction is a continuing obstruction, even if it is also a mark, then rule 19 will always apply, and rule 18 will not. Note, under rule 19 boats must be overlapped for a boat to be required to give another room at an obstruction. It's also worth noting that "zone" is not mentioned, or even a consideration, in connection with boats giving room at an obstruction. Additionally, without a zone around obstructions there is not a designated starting or lock-in/lock-out point in rule 19, as there is in rule 18.

19.2 Giving Room at an Obstruction

(a) A right-of-way boat may choose to pass an obstruction on either side.

(b) When boats are overlapped, the outside boat shall give the inside boat room between her and the obstruction, unless she has been unable to do so from the time the overlap began.

(c) While boats are passing a continuing obstruction, if a boat that was clear astern and required to keep clear becomes overlapped between the other boat and the obstruction and, at the moment the overlap begins, there is not room for her to pass between them, she is not entitled to room under rule 19.2(b). While boats remain overlapped, she shall keep clear and rules 10 and 11 do not apply.

When rule 19 applies at an obstruction, rule 19.2(a) says a right-of-way boat may choose which side of the obstruction to pass. Rule 19.2(b) tells us that when the boats are overlapped the outside boat must give the inside boat room to pass between her and the obstruction, even if the outside boat is the right-of-way boat. Let's look at some examples of how this all works. In Figures 19-1a, 19-1b and 19-1c, at position 1, as they approach the obstruction, leeward, r-o-w boat L is overlapped with windward, keep-clear boat W. In Figure 19-1a, at position 2, L has elected to pass to leeward of the obstruction and in doing so has become the outside boat but, as required by rule 19.2(b), has allowed inside boat W room to also pass to leeward of the obstruction. In Figure 19-1b, at position 2, L has elected to pass to windward of the obstruction and in doing so has become the inside boat. Windward, keep-clear boat W also passes to windward in order to keep clear of leeward, right-of-way boat L as required by RRS 11, but also as the outside boat under rule 19.2(b) she must also allow L room to pass the obstruction. No foul is committed in Figures 19-1a and 19-1b. However, in Figure 19-1c, at position 2, we see L elect to pass closely to leeward of the obstruction and in doing so forces W to pass to windward of the obstruction. In this case even

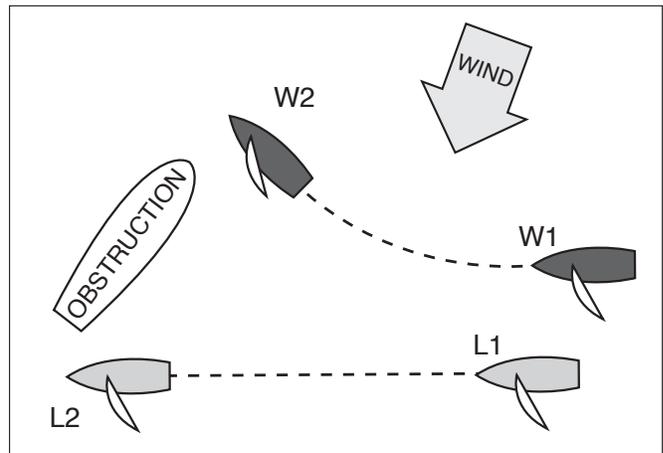


Figure 19-1c.

though she's the r-o-w boat under RRS 11, L has broken rule 19.2(b) by not allowing W room to pass between her and the obstruction.

However, rule 19.2(b) goes on to say an outside boat that is not able to give room from the time the overlap began is not required to give room. In Figure 19-2, at position 1, outside boat A is overlapped with inside boat B as they approach an obstruction. Boat C is clear astern of B. Boat A is steering a course which will allow B room to pass between her and the obstruction. At position 2, C establishes an overlap with B just before B reaches the obstruction. There is not any way B can get A to move in time for B to give C room to pass between B and the obstruction. Boat B is not required to give C room under rule 19.2(b). Actually, even in the absence of boat A, if C establishes a very late overlap with B, and B cannot give room for C to pass between her and the obstruction, B is not required to give room.

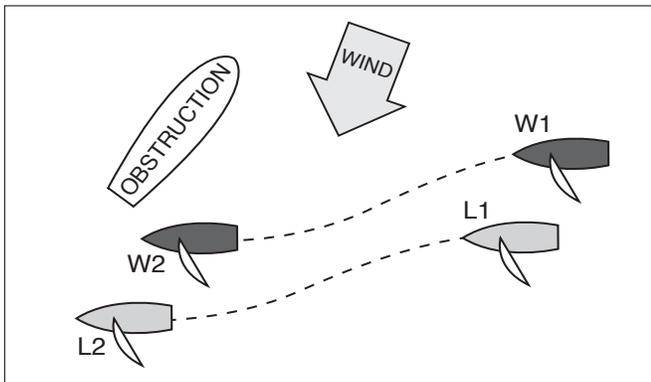


Figure 19-1a.

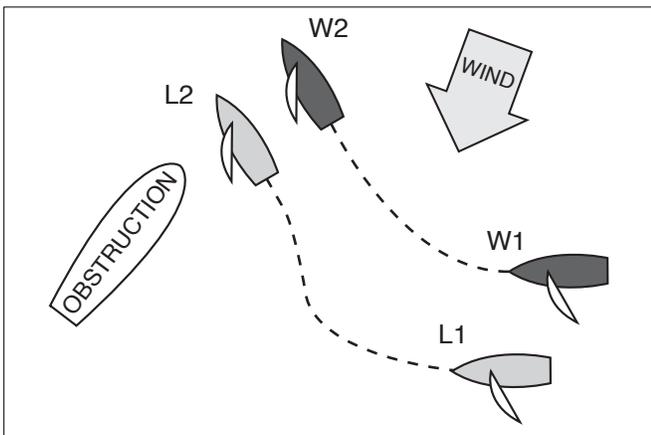


Figure 19-1b.

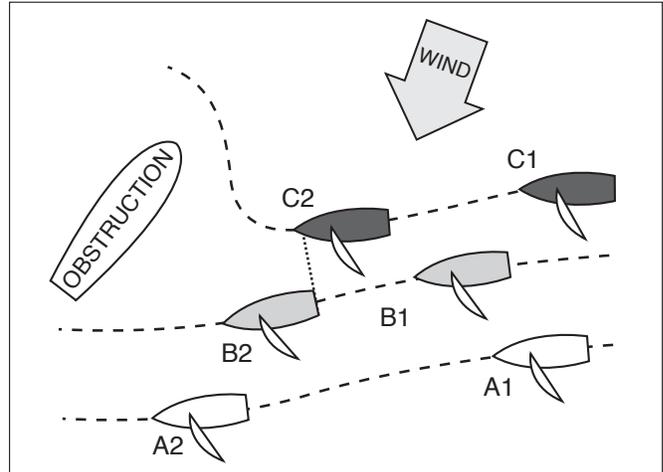


Figure 19-2.

Rule 19.2(c) deals with boats while passing a continuing obstruction. It simply tells us what the requirements are when a boat that was clear astern, and required to keep clear by RRS 12, establishes an overlap between another boat and a continuing obstruction. It says, unless there is room for the boat that was clear astern to pass between the other boat and the continuing obstruction at the moment the overlap was established, she is not entitled to room to do so under rule 19.2(b). In addition, as long as that same overlap continues and until the continuing obstruction ends, rules 10 and 11 do not apply, and the boat that was clear astern is required to keep clear of the other boat. However, if there is room for the clear-astern boat to pass between the other boat and the continuing obstruction at the moment the overlap begins, then the other boat is required to give room under rule 19.2(b).

There is not any special exoneration included in rule 19 for breaking a rule of Section A or B. In this case exoneration will be the usual exoneration as described in rule 64.1(c).

20 Room to Tack at an Obstruction

20.1 Hailing and Responding

When approaching an obstruction, a boat sailing close-hauled or above may hail for room to tack and avoid another boat on the same tack. After a boat hails,

(a) *she shall give the hailed boat time to respond;*

(b) *the hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat room to tack and avoid her; and*

(c) *when the hailed boat responds, the hailing boat shall tack as soon as possible.*

Rule 20 tells us what a boat may do when she is approaching an obstruction and, for safety, needs to make a substantial course change to avoid the obstruction and, is prevented from doing so by another boat on the same tack. Under rule 20, a boat approaching an obstruction may hail another for room to tack in order to avoid the obstruction as well as the other boat. However, there are three conditions that must be met before a boat approaching an obstruction can hail another for room to tack. First, as required by RRS 20.1, she must be sailing close-hauled or above. The other two are found in RRS 20.3 and require a substantial course change is required for safety and the obstruction cannot be a mark that the boat being hailed is fetching.

When the three conditions are met and the boat approaching the obstruction hails for room to tack, she additionally is required to give the other boat time to respond. The hailed boat must then tack as soon as possible or immediately reply "You Tack" and then give the hailing boat room to tack and avoid her as she tacks. The hailing boat is required to tack as soon as possible after the hailed boat responds, if she doesn't she breaks rule 20.

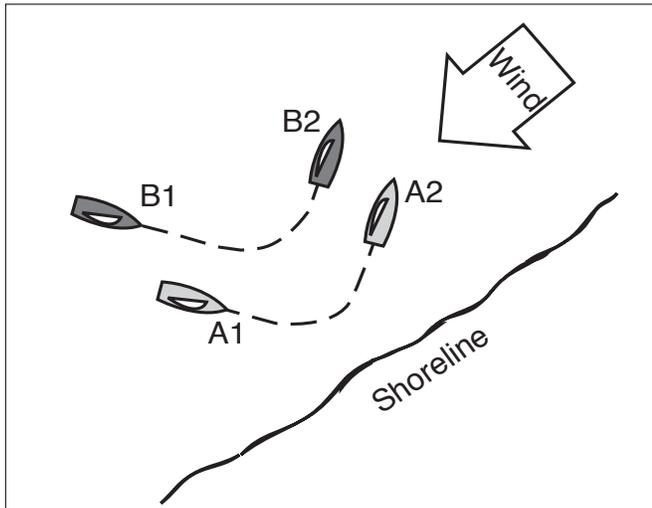


Figure 20-1.

In Figure 20-1, position 1, boats A and B, both are close-hauled on port tack and approaching the shoreline. Boat A is clear ahead and under RRS 12, B is required to keep clear, however if A changes tacks to avoid the shoreline she will be required by RRS 13 to keep clear of B from the time she is head to wind until she is close-hauled on starboard tack. It is unlikely A will be able to tack and keep clear of B with the boats positioned as they are. However, if A were able to tack and keep clear she would become the starboard, r-o-w boat under RRS 10, but would be required by RRS 15 to initially give B room to keep clear and

it appears she wouldn't be able to. This is a situation in which A needs to hail for room to tack under RRS 20 since she meets the requirements to do so. At position 2, A has hailed for room to tack, B has responded by tacking and A has also tacked.

20.2 Exoneration

When a boat is taking room to which she is entitled under rule 20.1 (b), she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

Since a hailing boat frequently is tacking close to the hailed boat in order to avoid the obstruction, but is doing so as allowed by RRS 20, she may not be able to avoid fouling the hailed boat. However, when the hailing boat is taking room to which she is entitled to under rule 20.1(b) and breaks a rule of Section A or rules 15 or 16, she is to be exonerated.

20.3 When Not to Hail

A boat shall not hail unless safety requires her to make a substantial course change to avoid the obstruction. Also, she shall not hail if the obstruction is a mark that the hailed boat is fetching.

The first part of RRS 20.3 is a very strong statement telling a boat that she is not to hail for room to tack unless for safety she will have to make a substantial course change to avoid an obstruction.

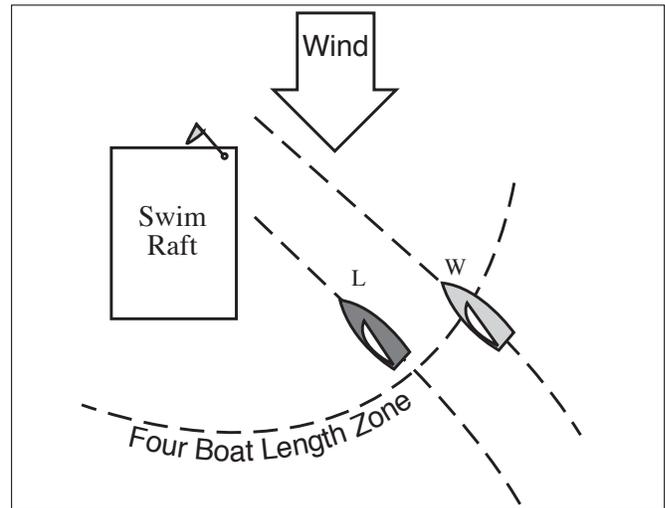


Figure 20-2.

The last part of RRS 20.3 tells a boat she is not to hail for room to tack when the obstruction is also a mark that the other boat is fetching. Figure 20-2 is an example of this situation. A swim raft large enough to be an obstruction is being used as a mark. Boats L and W are approaching the mark with L being the leeward, r-o-w boat under RRS 11, as well as being entitled to mark-room as the inside, overlapped boat. However, just as the boats reached the zone, both boats were headed, and even though W is required to keep clear by RRS 11, and give mark-room, L cannot sail high enough now to clear the mark, which is also an obstruction to her. Boat W is fetching the mark. Since the swim raft is both a mark and an obstruction to L and, W is fetching the mark, RRS 20.3 tells L that she cannot hail for room to tack.

Remember, this example was to illustrate the last part of RRS 20.3, but let's also look at what L's options may be in this situation. First, a skipper needs to stay aware of what is going on around him, and in this case should have taken action before sailing into a situation with no way out. Had L acted sooner she may have been able to slow and pass astern of W by tacking. Another option may have been to bear off and pass to leeward of the obstruction. By waiting too long after being

headed L has sailed into a bad situation. At this point she likely will have to hail W for room to tack, even though RRS 20.3 tells her she is not to. However, RRS 20.1(b), tells W when she is hailed, even when L is not allowed to, she must respond by tacking or replying "You tack." If W feels the hail is not allowed she must still respond, for safety, and protest L.

If W does not respond she breaks RRS 20.1(b), but by responding and protesting it is likely L will be penalized for breaking RRS 20.3.

This concludes the discussion of the three rules in Section C that keep order when boats pass or round marks and pass obstructions.

Rules Tutorial 5: Part 2, When Boats Meet;

Section D—Other Rules

This is the fourth and last section of Part 2—When Boats Meet. It is Section D—Other Rules, and contains three rules. Although Section D rules have been mentioned previously in the Rules Tutorial we will now take a detailed look at them.

Often we see the rules in Section D broken and then ignored by the boats involved because the infringement doesn't seem important enough for the fouled boat to protest or the fouling boat to take a penalty turn. Section D rules are just as much a part of the Racing Rules of Sailing as any other rule, and when an infringement occurs, there needs to be a protest made and a penalty turn taken.

Section D—Other Rules

Section D starts out with a very brief preamble by simply stating: *When rule 21 or 22 applies between two boats, Section A rules do not.* In other words, Section A rules are turned off when either RRS 21 or 22 apply, thus leaving no question which rule applies.

RRS 21—Starting Errors; Penalty Turns; Moving Astern

RRS 21.1 *A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to start or to comply with rule 30.1 shall keep clear of a boat not doing so until she is completely on the pre-start side.*

This rule is talking to a boat that has crossed the starting line early and has started her return back toward the starting line to restart. However, a boat that starts early, but continues to sail toward the first mark, continues to be entitled to any right of way (r-o-w) that applies. It is not until she starts her return to the starting line that she is required to keep clear of any boat that is sailing toward the first mark. In addition, she continues to be the keep-clear boat, relative to any boat sailing toward the first mark, until she is completely on the pre-start side of the starting line. Notice that RRS 30.1, the I Flag Rule, is mentioned, which is the one-minute rule. If RRS 30.1 is in effect, then not only is the early starter required to keep clear while returning to the pre-start side of the line, but she must sail across an extension to restart, not across the line between the starting marks.

RRS 21.2 *A boat taking a penalty shall keep clear of one that is not.*

This is a very simple rule, when a boat is taking a penalty, she is to keep clear of other boats that are sailing the course properly. Also, before a boat takes a penalty she is required by RRS 44.2 to get, *well clear of other boats as soon after the incident as possible.* Additionally, RRS 23.2 requires a boat, except when sailing her proper course, not to interfere with a boat taking a penalty (we will be looking at RRS 23.2 below). If skippers meet the requirements described above, there is no reason that a boat taking a penalty would normally have a problem keeping clear of one that is not.

RRS 21.3 *A boat moving astern by backing a sail shall keep clear of one that is not.*

While we might see an RC model sailboat moving astern, it normally isn't from backing a sail (this is a hard thing to do with a model boat). However, if it is from backing a sail, then that boat must keep clear of one that isn't.

RRS 22—Capsized, Anchored or Aground; Rescuing

RRS E2 in Appendix E changes RRS 22 for RC boats. It reads: *Capsized or Entangled—If possible, a boat shall avoid a boat that is capsized or entangled, or has not regained control after capsizing or entanglement. A boat is capsized when her masthead is in the water. Two or more boats are entangled when lying together for a period of time so that no boat is capable of manoeuvring to break free of the other(s).*

This rule is simply telling a boat, if possible, she is to keep clear of any boat that is capsized, entangled or not yet under control after such an occurrence. It also defines being capsized or entangled. It is only common sense that a boat would want to stay clear of a boat capsized or entangled, for the safety of both boats. This rule really doesn't need much more discussion than this.

RRS 23—Interfering With Another Boat

RRS 23.1 *If reasonably possible, a boat not racing shall not interfere with a boat that is racing.*

This rule simply says; if you're not racing, do not interfere with a boat that is. By definition: *A boat is racing from her preparatory signal until she finishes and clears the finishing line and marks or retires.* This directive is talking to all boats, whether they were part of the current race and have finished or retired or, perhaps on the water waiting for the next race. We frequently see this rule broken at the finish of races, when a boat that has crossed the finish line and has officially finished, does not stay clear of other boats that are still on the course and have not finished.

RRS 23.2 *Except when sailing her proper course, a boat shall not interfere with a boat taking a penalty or sailing on another leg.*

The purpose of this rule is to provide some protection for boats while taking a penalty to exonerate themselves after breaking a rule. It also prohibits a boat from interfering with a competitor while sailing on another leg of the course.

However, RRS 23.2 starts out with an exception that says, *Except when sailing her proper course*, so when a boat is sailing her proper course she is not breaking RRS 23.2 if interference occurs between her and another taking a penalty or one on another leg of the course. If a boat does interfere with another taking a penalty or one on another leg, she had better be ready to defend her "proper course" if it is a course that could be questioned as her proper course. The purpose of RRS 23.2 is to prevent a boat from changing her course for sole purpose of interfering with another boat. A boat not sailing her proper course and interfering with another taking a penalty or one on another leg breaks RRS 23.2.

A boat taking a penalty is instructed by RRS 21.2 to keep clear of one that is not, and by RRS 44.2 to take her penalty *"After getting well clear of other boats as soon after the incident as possible."* When a boat has met these requirements and another interferes, while sailing a course that appears to be other than her proper course, she should be protested under RRS 23.2.

Frequently we see boats on different legs approaching each other, when both are sailing their proper courses, such as when one is approaching a mark and another is leaving it. When this occurs, the applicable part 2 rule will determine who has the r-o-w.

Rules Tutorial 6: Penalties

Why is a boat required to take a penalty? Short answer: for breaking a rule of The Racing Rules of Sailing (RRS). How do you know if you have broken a rule? As you learn the rules and use them in racing, you'll soon recognize when one is broken. However, when you first start racing you'll quickly learn that when you break a rule, other sailors will likely *protest* you. Protesting another boat while sailing is a simple process. RRS 61.1a, as modified by RRS E5.2, outlines the procedure for informing a boat she is being protested. It is: *twice hail; your sail number, then "protest," and then the other boats sail number.* When a boat is protested, she can usually exonerate herself by taking a penalty and continue sailing. However, there will be times when a protested boat feels she has not broken a rule and will continue sailing without taking a penalty. When this occurs, the protesting boat should file a written protest. Many sailors seem to think that filing a protest is a distasteful thing to do, which is not the case at all. Actually, filing a protest is the process for involving a third party (the protest committee) when there is a difference of opinion between boats. Remember, when it appears a rule is broken, and later found in a protest hearing it was, at least one of the boats involved is at fault, and out of fairness to all who are sailing, that boat should be penalized. Even if a boat is not protested but thinks she may have broken a rule, in the spirit of good sportsmanship, she should take a penalty.

On the subject of sportsmanship, let's look at what the RRS has to say. In the opening paragraph of the RRS under *Basic Principle it says: Sportsmanship and the Rules—Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire.*

We will only look at the penalties in RRS 30—Starting Penalties for being on the course side (OCS) of the starting line at the starting signal, and the penalties found in RRS 44 for breaking a rule in Part 2 or rule 31. Other penalties are found in the RRS for using propulsion other than the action of the wind and water, and for misconduct, but they will not be part of this discussion.

RRS 30—Starting Penalties

This rule has 3 parts: RRS 30.1—I Flag Rule (the “One-Minute” or “Round-an-End” Rule), RRS 30.2—Z Flag Rule, and RRS 30.3—Black Flag Rule. The only one we will discuss is RRS 30.1 as it is the one most commonly used in R/C racing.

RRS 30.1 I Flag Rule

If an oral announcement has been made that the I Flag Rule is in effect, and any part of a boat's hull or equipment is on the course side of the starting line or its extensions during the last minute before her starting signal, she shall thereafter sail from the course side across an extension to the pre-start side before starting.

RRS 30.1 does not prohibit a boat from being OCS during the last minute, nor does it require a penalty turn for being there. However, if the sailing instructions or the race director specify the “I Flag Rule” is in effect, then, if any part of a boat's hull or equipment is OCS during the last minute she is required to return to the pre-start side of the line by sailing across an extension (around an end, either end) of the starting line.

RRS 21—Starting Errors, imposes an additional requirement while complying with RRS 30.1. RRS 21.1 states: *A boat sailing towards the pre-start side of the starting line or one of its extensions after*

her starting signal to start or to comply with rule 30.1 shall keep clear of a boat not doing so until she is completely on the pre-start side. Very simply put, when a boat that is complying with RRS 30.1, begins her return to the starting line, she becomes the keep-clear boat until she is completely on the pre-start side of the line. RRS 21.1 also requires an early starter, who is not required to sail across an extension of the starting line when RRS 30.1 is not in effect, and who is returning to the pre-start side of the starting line, to keep clear of boats that have started properly. Remember, in the same way as when completing a penalty turn, a boat that gains the r-o-w over another boat upon returning to the pre-start side of the starting line, under RRS 15, must initially give the other boat room to keep clear.

Before looking at the penalties in RRS 44 let's define a little better the rules that they cover. RRS 44 simply says a rule of Part 2 and RRS 31. The rules of Part 2 are RRS 10 thru 23, the rules we discussed in Rules Tutorial 2, 3, 4 and 5. However, since we have not previously discussed RRS 31 we need to briefly look at what it says before discussing RRS 44.

RRS 31—Touching a Mark

While racing, a boat shall not touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing.

Very simply RRS 31 says, don't touch a mark.

If a starting mark is touched before the starting signal, the penalty can be taken at the time, you do not have to wait until after the starting signal. If you touch a mark and feel another boat has caused you to touch the mark, there are a couple of actions available to you. If you are sure the other boat wrongfully caused you to touch the mark, you can protest the other boat and sail on. However, if there is a possibility that you may have broken a rule as well as touched a mark, you may want to take a penalty turn in addition to protesting the other boat—kind of an insurance policy. If the protest goes to a hearing and it is found that you did break a rule, under RRS 44.1 you will not be disqualified if you took a penalty at the time of the incident, unless you were required to retire.

RRS 44—Penalties at the Time of an Incident

RRS 44.1 Taking a Penalty

A boat that may take a One-Turn Penalty when she may have broken a rule of Part 2 while racing or a One-Turn Penalty when she may have broken rule 31. Sailing instructions may specify the use of the Scoring Penalty or some other penalty. However, (a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31; (b) if the boat caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire.

RRS 44 calls for a two-turn penalty when breaking a rule of Part 2. Appendix E4.4 for R/C boats modifies it to a one-turn penalty, so when a penalty turn is mentioned in this discussion, it is a one-turn penalty (in this discussion any reference in the rules to two-turns has been changed to read one-turn).

RRS 44.1 allows a boat that is protested, or one that thinks she may have broken RRS 31 or a rule of Part 2, to take a voluntary penalty at the time of the incident. The penalty is a One-Turn Penalty and must be taken *as soon after the incident as possible*, not half-a-leg later or the next leg, but at the time of the incident. Of course if the incident takes

place while approaching or rounding a mark, then the penalty turn may have to be taken on the next leg as soon as the mark rounding is completed.

Scoring Penalties, as mentioned in RRS 44.1, are defined in RRS 44.3. We aren't going to discuss Scoring Penalties, as it is the penalty turn that is commonly used in R/C sailing.

RRS 44.1(a) allows a boat that breaks a rule of Part 2 and RRS 31 in the same incident, to not take a penalty for breaking RRS 31. An example of this would be at a mark where a boat has tacked into an inside, windward, keep-clear position and under RRS 18.3 is not entitled to mark-room. She then touches both the mark and the outside, leeward, r-o-w boat while rounding and by taking a single penalty exonerates herself for breaking both RRS 11 and 31.

When a boat takes a penalty turn, she exonerates herself for breaking RRS 31 or a rule of Part 2, unless she has caused serious damage or gained a significant advantage, in which case RRS 44.1(b) calls for her to retire. A boat retires, if she voluntarily withdraws from the race and is scored as a DNF, as compared to being disqualified by action of a protest or race committee and being scored a DSQ. Serious damage is not defined, but it seems that when a boat is dismasted, has a hole punched in the hull or has her hull broken, she incurs serious damage. I guess the skipper of the damaged boat would have to make that call and if the other skipper disagrees, a protest needs to be filed and a protest committee will decide.

Now, let's look at "gaining a significant advantage." What is "gaining a significant advantage"? I couldn't find it defined in the rules or the appeals and case book, but, a boat that breaks a rule, takes a quick penalty turn, and continues sailing, well ahead of where she would have been had she not broken a rule, seems to fall into the category of "gaining a significant advantage." Let's look at an example. In Figure 44-1a, port-tack boat P approached the windward mark on the port lay line. The rest of the fleet was approaching on starboard tack. Under RRS 10, boat P is the port-tack, keep-clear boat. To keep clear, P needed to tack before she got to the mark and pass on the wrong side of it, or bear off and pass astern of the approaching starboard-tack fleet. However, P sailed on to the mark and is tacking to leeward of starboard-tack, r-o-w boat S and makes contact with her. As the port-tack, keep-clear boat, P breaks RRS 10 and RRS 14. Once P passes head to wind, if one of the starboard-tack, r-o-w boats alters course to avoid her, P has also broken RRS 13. Either way she has fouled and in addition has broken RRS 31 by touching the mark. In Figure 44-1b, P has taken a quick penalty turn and continued sailing ahead of several boats she would have been behind had she tacked before reaching the mark or passed astern of them. In my opinion, boat P has gained a significant advantage by breaking a rule, and under RRS 44.1, she is required to retire.

RRS 44.2 One turn Penalty

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

RRS 44.2 adds another requirement before taking a penalty turn by saying: *After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn Penalty.* This means not only do you need to get well clear of other boats before taking a penalty turn, but you should work at getting clear, not sail along waiting for a clear spot to appear, or keep sailing until it's convenient to take the penalty turn.

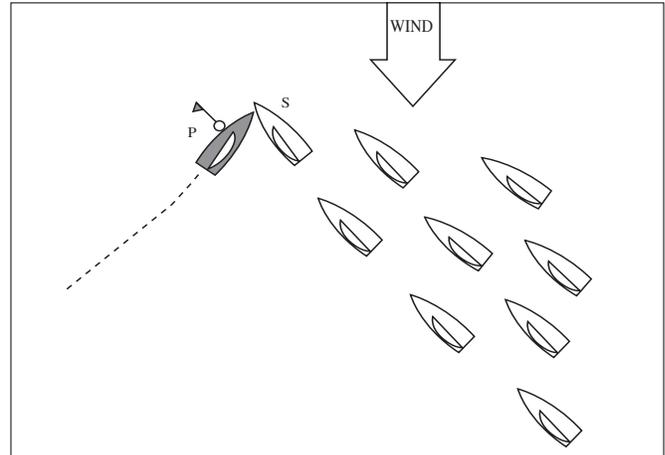
US Sailing Appeal 60 supports the preceding discussion of RRS 44.1 and 44.2. The first paragraph of the "Decision of the Appeals

Committee" states: "Rule 44.1 permits a boat to take a penalty "at the time of the incident." Rule 44.2 requires the boat to sail well clear of other boats as soon as possible after the incident and promptly make one turn as described in the rule. Together, these rules require a boat that decides to take a penalty to do so as soon as possible after the incident. The rule does not provide for time for a boat to deliberate whether she has broken a rule. If she delays in doing her penalty turn, she is still liable to be disqualified".

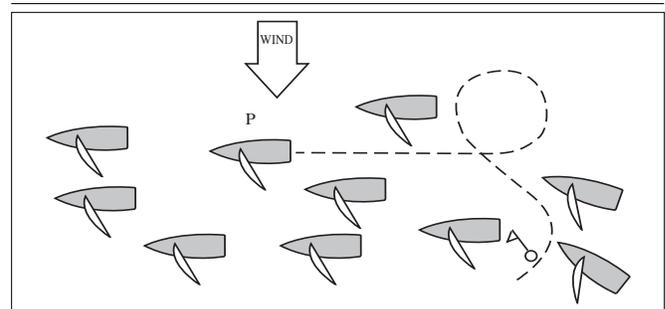
The last sentence of RRS 44.2 requires a boat that takes a penalty turn at or near the finish line to return completely to the course side before finishing. In plain words, the penalty turn must be taken before a boat can finish, so if a boat takes her penalty turn after finishing, she must then return to the course side of the finish line and finish again.

While RRS 44 defines and describes the penalty, RRS 21.2—Taking Penalties imposes an additional requirement while taking the penalty. It states: *A boat taking a penalty shall keep clear of one that is not.* This rule establishes, while a boat is actually in the process of taking her penalty turn, she is a keep-clear boat relative to a boat that is not taking a penalty. RRS 21 is in Section D—Other Rules, which says: *When rule 21 or 22 applies between two boats, Section A rules do not.*

Even though a boat becomes the keep-clear boat while making a penalty turn, she still has her full rights up to the time the penalty turn is started and regains them upon completing the penalty turn. If she gains the r-o-w over another boat as she completes her penalty turn, under RRS 15—Acquiring Right of Way, she must initially give the other boat room to keep clear. When other boats are near a boat taking a penalty turn, under RRS 23.2, they are prohibited from intentionally interfering with the boat taking the penalty turn. RRS 23.2 states: *Except when sailing her proper course, a boat shall not interfere with a boat taking a penalty or sailing on another leg.*



Above: Figure 44-1a. Below: Figure 44-1b.



In closing, one last word about penalties. If after being protested, a boat elects not to take a penalty or delays too long in doing so, and is found to have broken a rule by a protest committee, she may be scored as a DSQ.

Rules Tutorial 7: Part 5—Protests, Redress, Hearings, Misconduct and Appeals

General Overview

First, let's take a general look at rule enforcement. The sport of sailing is a sport of skill, and part of that skill is understanding the RRS. Since fleet racing is based on competitors following and enforcing the rules, this makes a thorough understanding of the rules a very important part of racing skill. The opening paragraph of the RRS is titled Basic Principle—Sportsmanship and the Rules. It states: *Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire.*

If all sailors followed the Basic Principle statement to the letter, there would be no need for protests; however, there is a need. We have all observed sailors who accidentally foul another, and unless protested, sail on without taking a penalty. In addition, there are a few very aggressive sailors who seem to step over the line by using the rules tactically to the point where they actually commit fouls in doing so. Very often these sailors know full well what they are doing and will continue to sail that way as long as they can get away with it. These sailors should always be protested when it appears they have fouled, and a written protest filed when a voluntary penalty is not taken.

Some sailors view the protest process in a negative way, which is not the case. There are times when a foul will be committed, and both parties involved sincerely believe that the other boat is the fouling boat. In these situations a written protest should be filed so the facts can be found, and a penalty assessed if a foul was committed. Also, it seems some think if they protest a fellow sailor when it appears he fouled, they'll be viewed as "bad" guys.

For most of us, when the subject of rules comes up, we think of Part 2 of the RRS. Part 2 contains the rules that we use when sailing on the racecourse. However, there is much more to the rule book than just Part 2, as we'll see. The subject of protests, hearings, redress, misconduct, and appeals, for RC boats, is covered in the RRS in Part 5, Appendix E, and the Definitions. I included definitions; many sailors do not realize that the definitions, which are at the end of the rule book after the index, are as much a part of the rules as the rest of the book. As a matter of fact, without the definitions, many of the rules could not be understood. The RRS also contain "Recommendations for Protest Committees"; it is found in Appendix M.

To begin, let's see how the RRS define Protest: *Protest—An allegation made under rule 61.2 by a boat, a race committee or a protest committee that a boat has broken a rule.* While Protest is defined as an allegation that a boat has broken a rule, which it is; another way of looking at it is filing a written protest is a way of involving a third party, the protest committee, to resolve a difference of opinion between two parties (boats). RRS 61.2 outlines what is required in the written protest. The first requirement is *a protest shall be in writing.* There are several reasons why it shall be in writing. First, the protest committee needs to review it to determine if it is a valid protest. Also, as a hearing proceeds, the protest committee needs to record the facts in writing, as they are found, so there is no confusion later. Finally, the entire written record of the protest needs to be retained by the sponsoring authority, in case there is an appeal or one of the parties needs a written copy. We'll look at the rest of RRS 61.2 requirements later in this discussion.

Let's eliminate any confusion in regard to the difference between protesting another boat and filing a written protest. Another boat can be protested without filing a written protest. When it appears a Part 2 rule has been broken while boats are racing, a protesting boat must hail the other boat as outlined by RRS E5.2 by twice hailing (*her own sail number*) protest (*the sail number of the other boat*). The hailed (protested) boat may take a voluntary penalty at that time, usually a one-turn penalty as described in RRS 44 and amended by RRS E4.4. This process of a rule being broken, a protest hail, and a voluntary penalty being taken usually terminate any particular incident. Unfortunately, far too often, the skippers involved mar this simple process by yelling back and forth at each other. If a hailed (protested) boat elects to sail on without taking a voluntary penalty; she needs to recognize there is a very good chance that a written protest will be filed, and the hailing boat should file a written protest, as not doing so only encourages the other boat to ignore future protest hails. Frequently when a hailed boat elects to sail on without taking a voluntary penalty, it may be because she feels she did not break a rule. The hailing boat should still file a written protest, and in some cases the hailed boat might even file a counter protest.

When a boat breaks a rule and takes a voluntary penalty, she still may be protested if she does not retire when she has caused serious damage or gained a significant advantage. RRS 44.1(b) states: *However, if the boat caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire.* Most written protests are generated from an on-the-water incident between two boats and one of them not taking a voluntary penalty. However, race committees and protest committees can also file written protests against boats due to incidents they have observed; we'll discuss this later in detail. A written protest being filed usually results in a hearing with the protest committee where the facts of the incident are found, and if found a rule was broken, a penalty assessed.

I realize it is a lot of bother to go through the written protest procedure, especially in our weekly club races. However, by taking the time to do so, in addition to a penalty being assessed when a boat has broken a rule, there are other benefits to be gained. At the club level it can be very worthwhile to have an open protest hearing; that is, have the entire hearing take place publicly in front of the group sailing that day. By doing this, everyone can benefit by hearing how the rules are applied to the incident in question, as well as observe how a hearing is conducted. This should help remove the mystery of what goes on in a protest hearing. Once you see how simple the whole process is, it won't be a "big deal" when you are involved in a protest hearing. I know this sounds silly, but even in clubs with only five or six members, a protest hearing can be held with three of the members being the protest committee, and it still can be beneficial for those involved. The protest hearing procedure can be found in the RRS, as we'll see later.

Now that we have discussed protests in general, let's look at some of the details. Since we have already seen how simple it is to resolve an on-the-water protest, when the protested boat takes a voluntary penalty, we won't go any further with that discussion. The rest of this discussion will be devoted to the written protest process and directions for protest committees. Since much of RRS Part 5 applies to both competitors and protest committees, this discussion should be of benefit to competitors by understanding what the protest committee is doing may

help in understanding the whole process.

There is a lot of reading about protests and procedures on the next few pages, but please take the time to read them. Because of the length of Part 5 in the RRS, I'll not attempt to write out every rule in full, only hit the highlights of many of them. I would think having a rule book handy and reading the full text of each rule, as we look at it, will make some of this more clear, or, maybe not.

Do you need to know everything in the following discussion in order to file a written protest? Certainly not, in most cases, just providing the information asked for on a protest form will be sufficient. Generally protest committees follow the rules and use correct procedures, however when the parties to the protest also understand the rules and procedures, the committee may be challenged if it appears they have erred.

Preparing a Written Protest/Redress Form

Section A—Protests; Redress; Rule 69 Action in Part 5 of the RRS covers the written protest and redress process.

We'll start by looking at the various parties that can be involved in a written protest. First, there is the "protestee," which is the party (boat) the protest is filed against. A protest is normally filed against a boat, not an individual. However, in certain situations, a protest committee may take action against an individual, as we'll see when we look at Section C. Protests cannot be filed against the race committee, but redress may be requested under RRS 62 and will be covered later.

Next let's look at the "protestor" This is the party filing the written protest. RRS 60 tells us that a boat, race committee, or protest committee may file a written protest, and under what conditions each of these three parties may file a protest against a boat. Let's look at what those conditions are.

For a boat, RRS 60.1 says: *A boat may (a) protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in or saw the incident; or (b) request redress.*

RRS 60.1(a) tells us that not only can a boat involved in an incident file a protest, but also another boat not involved in the incident (a third party) can file a protest as long as she witnesses the incident. RRS E5.1 adds to RRS 60.1(a) by saying: *A protest alleging a breach of a rule of Part 2, 3 or 4 shall be made only by a competitor within the control or launching area and by a boat scheduled to sail in the heat in which the incident occurred.* The purpose of RRS E5.1 is to allow protests only from boats scheduled to sail in a heat and to prevent protests from boats that are not. While RRS 60.1 and E5.1 are the parts of this rule that skippers need to know when racing, RRS 60.2 and 60.3 are also shown below so they (skippers) will know that a protest can be filed by a race committee and protest committee as well as another boat.

For a race committee, RRS 60.2 says: *A race committee may (a) protest a boat, but not as a result of information arising from a request for redress or an invalid protest, or from a report from an interested party other than the representative of the boat herself; or (b) request redress for a boat; or (c) report to the protest committee requesting action under rule 69.1 (a). However, when the race committee receives a report required by rule 43.1 (c) or 78.3, it shall protest the boat.*

For a protest committee, RRS 60.3 says: *A protest committee may (a) protest a boat, but not as a result of information arising from a request for redress or an invalid protest, or from a report from an interested party other than the representative of the boat herself. However, it may protest a boat (1) if it learns of an incident involving her that may have resulted in injury or serious damage, or (2) if during the hearing of a valid protest it learns that the boat, although not a party to the hearing, was involved in the incident and may have broken a rule. (b) call a hearing to consider redress; or (c) act under rule 69.1 (a).*

In other words, a boat, race committee, or protest committee may protest and file a written protest for any valid reason listed in RRS 60 except as restricted by the certain conditions, also listed in RRS 60.

Now that we know the parties that can be involved in a protest, and how they can be involved, let's look at RRS 61 to see the requirements for filing a protest. RRS 61.1 tells us how a boat is to inform another boat she is being protested. RRS 61.1(a), as amended by RRS E5.2, covers the requirements for an RC boat to inform another she is being protested. As amended it reads: *A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest concerns an incident in the racing area that she is involved in or sees, she shall twice hail " (her own sail number) protest (the sail number of the other boat)." This requirement is very straightforward and says, inform the other boat right away by hailing, if the incident is in the racing area, and how that hail *must* be made. We often hear a protesting boat hail another by shouting, "do your turns," which under RRS E5.2 is not a proper hail.*

RRS 61.1(b) tells race and protest committees who intend to protest a boat that they are to inform her as soon as reasonably possible, and if the incident was in the racing area, they must inform her after the race within the time limit in RRS 61.3, which, as amended by RRS E5.3 for RC boats, is fifteen minutes.

RRS 61.1(c) instructs a protest committee when it decides to protest a boat under RRS 60.3(a)(2), to inform that boat as soon as reasonably possible, close the current hearing, and then hear both the original and new protests together.

RRS 61.2—Protest Contents, lists what is to be contained in a written protest. This list was mentioned in the opening remarks of this column, but now let's look at it in detail: *A protest shall be in writing and identify (a) the protestor and the protestee; (b) the incident, including where and when it occurred; (c) any rule the protestor believes was broken; and (d) the name of the protestor's representative. However, if requirement (b) is met, requirement (a) may be met any time before the hearing, and requirements (c) and (d) may be met before or during the hearing.* This list tends to be self-explanatory and really doesn't need discussion. In addition, at the back of the rule book there is a protest form that includes this information, which can be copied or followed. However, you do not have to have an actual printed form, a protest can be written on almost anything.

RRS 61.3 sets a time limit for filing a written protest of an incident observed in the racing area, which says *within the time limit stated in the sailing instructions.* RRS 61.3 goes on to say: *If none is stated, the time limit is two hours after the last boat in the race finishes.* For RC boats RRS E5.3 changes it to read: *In rule 61.3 replace 'two hours' with '15 minutes' and add: A boat intending to protest shall also inform the protest committee within five minutes of the end of the relevant heat.* It appears the writers of RRS Appendix E felt that since both competitors and the protest committee are in the same general area during RC events, there was no reason to provide for a long time period in which to file a protest. Although a protest initiated by a skipper involving an incident in the racing area must be filed within 15 minutes, race committee and protest committee initiated protests can still be filed within two hours after the committee receives the relevant information. Also, the protest committee shall extend a time limit if there is good reason to do so.

RRS E5.4—Accepting Responsibility adds an option for an RC boat that is protested and does not take a voluntary penalty at the time of the incident. It reads: *A boat that acknowledges breaking a rule of Part 2, 3 or 4 before the protest is found to be valid may retire from the relevant heat without further penalty.* Why would a boat want to do this?

If a boat is found to have fouled, by a protest committee in a hearing, the penalty likely will be a DSQ; whereas, if she withdraws before the protest is found to be valid, she should be scored RAF (retired after finishing), which may result in a better score. In addition, if there are throw-out races allowed in the regatta, the RAF normally could be dropped, but very often a DSQ cannot.

RRS 61.4 states there shall be no fees charged for protests or requests for redress.

Now let's look at Redress, which is covered by RRS 62. I know this sounds like a bad thing, but it is actually a good thing, as we will see. Redress is not defined in the RRS Definitions, so I'll take a stab at it. Redress—When a boat's score, through no fault of her own, has been made significantly worse under certain conditions, she may request redress. If redress is granted, the protest committee likely will adjust her score in some manner. A boat may file a request for redress on her own behalf, and as mentioned earlier, a race committee or protest committee can also file a redress request, as well.

RRS 62.1 lists the conditions under which redress may be granted by saying: if a boat's score has been made significantly worse by (a) an improper action or omission of the race committee, protest committee, or organizing authority, but not when it was due to a decision made by a protest committee when the boat was a party to the hearing; (b) damage because of the action of a boat that was breaking a rule of Part 2 or a non-racing vessel that was required to keep clear. Note however, redress may be granted when a rule of Part 2 is broken only if there is damage; (c) giving help to a vessel in danger; or (d) a boat penalized under RRS 2—Fair Sailing or disciplinary action taken under RRS 69.1(b)—Misconduct. For RC boats, RRS E5.5(a) adds a couple more: (e) radio interference, or (f) an entanglement or grounding because of a boat that was breaking a rule of Part 2 or a non-racing vessel that was required to keep clear.

RRS 62.2, as modified by RRS E5.5(b), requires a request for redress be made in writing and within the time limit stated in the sailing instructions, or if not stated, within 15 minutes of the incident. The protest committee shall extend the time if there is good reason to do so.

This concludes Section A of Part 5, which covers primarily the requirements of how a written protest is to be filed and who may file one, along with how to file a request for redress. Most of what competitors need to know about protests is in Section A. Sections B, C, and D deal more with what a protest committee needs to know, but they also contain information that can be useful to competitors regarding the protest process. We will take a very broad look at them, and in particular the items that will be of interest to competitors, but not with the same detail we did with Section A.

Before we get into Sections B, C, and D of Part 5, let's look at Appendix M—Recommendations for Protest Committees, which covers in great detail the entire protest hearing, from start to finish. Each step is spelled out and reference is made to the rule in the RRS that applies, if there is one.

Unfortunately with model sailing, we often don't have extra sailors around during our local club races who can serve as race and protest committees. When the need arises for a protest to be heard, we usually try to find three sailors not involved in the incident to serve as a protest committee. This can be a very daunting task for most, as we don't do it often enough to be comfortable with the procedures involved. This is the time to grab a rule book and let Appendix M guide us through the entire protest hearing process. There isn't much point in going into the details of Appendix M here, as it is very detailed, and I would just be repeating what is in the rule book. When using Appendix M, bear in

mind that it is advisory only, and in some circumstances changing some of the procedures may be advisable to fit the particular situation. The opening sentence of Appendix M makes this statement; however, it is still a very useful guide.

When you are asked to serve on a protest committee, go into it with an open mind; in other words don't prejudge the incident. Just as in a court of law, the parties in a protest hearing are to be presumed innocent until the facts of the situation are gathered and the proper rule(s) applied; then and only then, a decision can be made, and if a rule was broken, a penalty assessed.

Hearings, Decisions, and Appeals

Now let's look at Section B—Hearings and Decisions. The first rule in Section B is RRS 63, and it covers hearings. RRS 63.1 defines when one is required. The first sentence says: *A boat or competitor shall not be penalized without a protest hearing, except as provided in rules 30.2, 30.3, 67, 69, A5 and P2.* Remember, if you elect to take a voluntary penalty at the time of an on-the-water incident, normally you cannot be penalized further for that incident. However, if a voluntary penalty is not taken and a protest is filed, you cannot be penalized without a protest hearing, except under the six rules listed in RRS 63.1. Briefly those rules are: 30.2, the Z Flag Rule and 30.3, the Black Flag Rule. RRS 67 covers possible disqualification without a hearing for boats that use sculling or repeated quick sail trimming to produce forward motion, which is prohibited under RRS 42. RRS 69 covers Gross Misconduct, and A5 allows a race committee to score a boat based on predetermined scores for DNS, DNF, RAF, etc., as listed in the sailing instructions. P2 outlines immediate and escalating penalties for initial and repeated breaking of RRS 42.

RRS 63.2 says all parties to a hearing are to be notified of the time and place, provided with the protest information, and given time to prepare for the hearing.

RRS 63.3 and E5.6 tell us that the parties or their representatives have the right to be present throughout the hearing; however, witnesses are to be excluded except when giving evidence. We are also told that if a party declines to attend the hearing, it can be decided nevertheless; however, if a party is unavoidably absent, the protest committee may reopen the hearing.

RRS 63.4 covers interested parties and is very clear. The text reads: *A member of a protest committee who is an interested party shall not take any further part in the hearing but may appear as a witness. Protest committee members must declare any possible self-interest as soon as they are aware of it. A party to the hearing who believes a member of the protest committee is an interested party shall object as soon as possible.* The RRS Definitions define an interested party as: *A person who may gain or lose as a result of a protest committee's decision, or who has a close personal interest in the decision.* This is a very important rule to remember, both as a competitor and a protest committee member. As competitors, we certainly don't want a member of the protest committee to be an interested party as this may affect how the committee sees the facts and influence its decision. As a protest committee, having an interested party sitting on the committee opens the door for an appeal, for no reason other than an interested party was on the committee. In US Sailing Appeal 22, the committee's decision to DSQ a boat was reversed simply because interested parties took part in the discussion, not on the facts found in the hearing, and is so stated in the appeal committee's decision.

RRS 63.5 requires the protest committee, at the beginning of any hearing, to decide if all requirements have been met; if so, the hearing may continue, otherwise it is to be closed.

RRS 63.6 charges the protest committee to take evidence from

the parties and witnesses, and any other evidence it considers necessary, then find the facts and base its decision on those facts. RRS E5.7 amends RRS 63.6 for RC sailing by requiring any competitor who gives evidence, to have been in the control area at the time and scheduled to race in the heat in which the incident occurred. RRS 63.6 also states: *A party to the hearing may question any person who gives evidence.* On the strength of this rule, if you are a party to the hearing, you are allowed to question anyone who gives evidence; this includes the other party and witnesses, even when they are members of the protest committee.

RRS 63.7 says that when there is a conflict between a rule in the notice of race and one in the sailing instructions, it must be resolved before a decision can be made, and the protest committee shall apply the rule that provides the fairest result for all the boats affected.

RRS 63.8 tells how to handle a protest between boats sailing in different races.

Next is RRS 64—Decisions, which of course is of interest to competitors. We'll start with RRS 64.1—Penalties and Exoneration. There are three parts in RRS 64.1, and they read: (a) *When the protest committee decides that a boat that is a party to a protest hearing has broken a rule, it shall disqualify her unless some other penalty applies. A penalty shall be imposed whether or not the applicable rule was mentioned in the protest.* (b) *If a boat has taken an applicable penalty, rule 64.1 (a) does not apply to her unless the penalty for a rule she broke is a disqualification that is not excludable from her series score.* (c) *When as a consequence of breaking a rule a boat has compelled another boat to break a rule, rule 64.1 (a) does not apply to the other boat and she shall be exonerated.* (d) *If 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.* RRS E5.8 gives further direction to protest committees for RC boats that are found to have broken RRS E3.3, E4.2(a), or E4.5 by saying: *it shall either disqualify her from her next race or require her to make one or more penalty turns in her next race as soon as possible after starting.* Notice that RRS 64.1(c) provides exoneration to boats that are forced to break a rule by another boat that has broken a rule. RRS 18 and 20 have an exoneration section for boats that break that specific rule under certain conditions, but RRS 64.1(c) covers exoneration for incidents outside of those rules.

RRS 64.2—Decisions on Redress says: *When the protest committee decides a boat is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all boats affected, whether or not they asked for redress.* It goes on to outline the options the protest committee has in making adjustments for the boats receiving redress. While the method of adjustment is left to the protest committee, one that is often used is to score the race in question equal to an average score for all a boat's other races in the regatta. RRS E5.9 adds to RRS 64.2 by stating: *If a boat given redress was damaged, she shall be given reasonable time, but not more than 30 minutes, to effect repairs before her next heat.*

RRS 64.3—Decisions on Measurement Protests covers the process the protest committee is to follow in resolving measurement protests. While this rule is directed primarily to the protest committee, we should all read it so we understand how the process works.

RRS 65 directs the protest committee as to how it is to inform the parties and others after it makes its decision. In general, it is to do it promptly and provide the facts found, the applicable rules, the

decision, and the reasons for it, along with any penalties imposed or redress given. In addition, a party to the hearing is entitled to receive all of the preceding information in writing, if it requests it in writing within seven days.

RRS 66 tells the protest committee it may reopen a hearing when it decides it may have made a significant error, or new evidence becomes available, and the process for doing so is outlined. For RC boats, RRS E5.10 modifies RRS 66 by saying that a party to the hearing must ask for a reopening within 10 minutes, not within 24 hours as RRS 66 allows.

RRS 67 says: *When so stated in the sailing instructions, the protest committee may penalize without a hearing a boat that has broken rule 42, provided that a member of the committee or its designated observer has seen the incident.* This is one of the cases when a penalty can be assessed without a hearing. In general, RRS 42, which is modified by RRS E4.3, prohibits propelling a boat with other than natural wind action on the sails. Notice however, for RRS 67 to apply, it must be so stated in the sailing instructions.

RRS 68 covers how damages are to be handled. In general it says this is left to the jurisdiction of the courts, and a protest committee is not to become involved in fixing fault for reasons of damage.

Section C, of Part 5, deals with Gross Misconduct. This section contains only one rule, RRS 69. The first part, RRS 69.1—Action by a Protest Committee, subsection (a), pretty well sums up what RRS 69 is all about; it reads: *When a protest committee, from its own observation or a report received from any source, believes that a competitor may have committed a gross breach of a rule, good manners or sportsmanship, or may have brought the sport into disrepute, it may call a hearing.* The rest of the rule, which is lengthy, outlines the process and procedures the protest committee, national authority, and the ISAF are to follow. The bottom line is: if a protest committee penalizes a competitor, not a boat, for gross misconduct, the national authority and the ISAF are to be notified, which then may take disciplinary action, which may be to suspend eligibility.

The last section of Part 5 is Section D—Appeals. There are two rules in this section. The first, RRS 70, covers the procedure to be followed when an appeal is filed. An important fact to remember when filing an appeal is that it is to be filed with the national authority. US Sailing is the national authority for all sailing in the USA, including model yachting. I recommend that anyone who is going to file an appeal take the time to review Section D and Appendix F in detail, as they give specific instructions how it is to be done.

The second part of Section D is RRS 71—National Authority Decisions. This gives instruction to the national authority on how the decision is to be made and how the parties to the hearing and the protest committee are to be notified.

I know at times this discussion is boring and confusing, in addition being a lot to absorb, and it certainly isn't anything you're going to be able to remember, in total, the next time you're involved in a protest. I hope however this will help you see what is in the rule book regarding protests. I also hope that after reading this you will have confidence to serve on a protest committee the next time you're asked.

Editor's Note: The following is a reprint of a recent article by Bill Worrall. I added this article to Bill's work on revising this Tutorial to match the 2009–2012 RRS, as a supplement to help with understanding the process of making a written protest.

A Basic Guide to Written Protests

Last year the AMYA Racing Rules Committee strongly encouraged the use of written protests at regattas. It appears that many clubs are now using written protests; however, I have received several questions regarding their use. This prompted me to put together a basic guide for the written protest process. While this guide is based on the rules, it does not get bogged down in a discussion of the rules. It is simply a guide to help the protestor write the protest and aid the protest committee in conducting the hearing correctly. For those who want dig deeper into the rules regarding the protest process, Part 5 of the Racing Rules of Sailing (RRS) covers the entire process. Additional protest information can be found in the AMYAs Rules Tutorial 7.

Most written protests are the result of an on-the-water incident when one of the boats involved does not take a penalty turn at the time of the incident. When this occurs, the skipper who feels he has been fouled will often file a written protest against the boat he feels has fouled him. A protest can also be filed against one or both of the boats involved in an incident by another competitor who has witnessed the incident. In addition, a member of the race committee or protest committee who witnesses an incident can file a protest against one or both of the boats.

Protestor Guide for filling out a written protest form

1. The only information that *must* be provided at the time the protest is filed is a description of the incident including where and when it occurred. Although not required, a diagram of the incident is helpful.

2. The protestor and protestee must be identified. This can be done when the protest is filed, but as long they are identified before the hearing begins, the requirement is satisfied.

3. List any rule the protestor believes was broken and the name of the protestor's representative if applicable. This can be done when the protest is filed, but meets the requirement if it's done at any time, including during the hearing.

A protest can be written on almost anything, however a sample protest form can be found near the back of the Racing Rules of Sailing rulebook. Also, I have a protest form for model yachts that I will send you as a pdf document. Just send me an e-mail and request it.

There are time limits specified for filing a written protest. For model sailing, the race committee is to be notified of the intent to protest within five minutes of the completion of the heat or race. The actual protest is to be filed with the race committee within fifteen minutes of the completion of the heat or race. The race committee can extend the time if there is good reason to do so. The time limits mentioned are those required by the RRS but can be changed by the sailing instructions.

Protest Committee Guide for conducting a protest hearing

A protest committee can consist of any number of members, but it should be at least three and an odd number. A protest committee is to have a chairman, whose responsibility it is to conduct the hearing. If a US SAILING judge is a member of the committee, he will usually be appointed chairman.

Now let's look at the process the protest committee is to follow after receiving the protest. The steps are listed in the order they are normally performed.

1. A time and place is to be set for the hearing. ***A boat or competitor is not to be penalized without a hearing.***

2. All parties (boats) to the hearing are to be notified of the time and place and provided with the information in the protest. Parties to the hearing are to be given time to prepare for the hearing.

3. The parties to the protest have the right to be present throughout the hearing until the taking of evidence is complete and the facts are found. If a party to the hearing elects not come, nevertheless the hearing may proceed. Witnesses are to be excluded from the hearing except when giving evidence, unless they are members of the protest committee.

4. At the beginning of the hearing, before proceeding, the protest committee is to decide if the requirements for the protest have been met. Generally this involves verifying the proper information has been submitted and within the required time limits. This may also involve taking some evidence at that time. If the protest is determined to be valid, the hearing is to proceed.

5. It shall be determined if any member of the committee is an interested party (a person who may benefit by the committee's decision). An interested party shall not take any further part in the hearing but may appear as a witness.

6. The first order of business, after those listed above, is to take evidence from the parties and their witnesses and any other evidence the committee may consider necessary. A member of the protest committee may give evidence if that member witnessed the incident. A party to the hearing may question the other party or any witness who gives evidence. After taking evidence, the committee shall find the facts.

7. After finding the facts, the committee shall dismiss the parties and witnesses.

8. The committee's deliberation and decision is to be made in private.

9. The committee's deliberation is to be based on the facts found in the hearing. The rules that apply are to be determined. Based on the facts found and the rules that apply, the committee shall determine if a rule was broken. When the committee decides that a boat that is a party to the hearing has broken a rule, it shall disqualify her unless some other penalty applies.

10. After reaching its decision, the committee shall call the parties back and announce its decision, give the reasons for it, and the penalties imposed.

The above ten steps should get a protest committee through the actual process; however, the committee may also want to review Appendix M in the RRS as it expands on some of this guide. Listed below are additional considerations for the committee when making its decision and imposing penalties.

1. The parties to the hearing are to be considered innocent until it is found that one or both of them has broken a rule.

2. When the committee decides a rule has been broken, it shall impose a penalty whether or not the applicable rule was mentioned in the protest.

3. When as a consequence of breaking a rule a boat has compelled another boat to break a rule, the boat that was compelled to break a rule is to be exonerated.

4. It may be found that neither boat has broken a rule; in which case, a penalty is not to be imposed.

5. It may be found that both boats broke a rule; in which case, a penalty may be imposed against both.

6. When it is found that the protested boat did not break a rule, a penalty is not to be imposed against the protesting boat (protestor) simply because she *lost* the protest; although in the case of item 7, below, she may be penalized.

7. It may be found that only the protesting boat (protestor) actually broke a rule, not the protested boat; in which case, a penalty may be imposed against her, not the protested boat.

While all of the above information is in the RRS in one place or another, I hope that getting this much of it into one simple guide will make life easier for competitors and protest committees alike.

THIS SIDE FOR PROTEST COMMITTEE USE

Number Heard together with numbers

Fill in and tick as appropriate

Withdrawal requested Signature Withdrawal permitted

Protest time limit

Protest, or request for redress or reopening, is within time limit Time limit extended

Protestor, or party requesting redress or reopening, represented by

Other party, or boat being considered for redress, represented by

Names of witnesses

Interpreters

Remarks

Objection about interested party

Written protest or request identifies incident

'Protest' hailed at first reasonable opportunity

No hail needed; protestee informed at first reasonable opportunity

Protest or request valid; hearing will continue Protest or request invalid; hearing is closed

FACTS FOUND

.....
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.....

Diagram of boat is endorsed by committee Committee's diagram is attached

CONCLUSIONS AND RULES THAT APPLY

.....
.....

DECISION

Protest: dismissed Boat(s) is (are) disqualified
penalized as follows :

Redress: not given given as follows :

Request to reopen a hearing: denied granted

Protest committee chairman and other members

Chairman's signature Date and time

Rules Tutorial 8: When it is Allowable to Touch a Mark

This is a discussion about the practice of allowing course marks to be touched, which is very common in model yachting. Throughout the Rules Tutorial I'm very careful to present facts and do not attempt to interpret the Racing Rules of Sailing (RRS). However, in this discussion I do offer my opinion on the subject of allowing marks to be touched. Please do not take my opinion as an interpretation; it is only my opinion.

We're going to look at what the RRS have to say about touching marks and discuss some of the merits and pitfalls of allowing marks to be touched. Also we'll discuss the current method of allowing marks to be touched and I'll suggest another way of doing it. In addition we'll look at how some course layouts may eliminate the need for allowing marks to be touched.

Let's begin by seeing what the RRS have say about touching marks. RRS 31 is the rule that addresses it. RRS 31 states: *While racing, a boat shall not touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing.* In plain words, the RRS do not allow marks to be touched.

When RRS 31 states so clearly that it is not allowed, how is it that in RC sailing, frequently, we are allowed to touch a mark? The answer is, under RRS 86 certain rules can be modified by the sailing instructions, and RRS 31 is one of those rules. Race committees that include an instruction modifying RRS 31 in the sailing instructions, allowing certain, or all, marks to be touched, are certainly doing so within the limits of the RRS. However, even though it may be allowed, after reading RRS 31 it would appear that the writers of the RRS did not intend that marks were to be touched.

Now that we understand that RRS 31 can be modified to allow marks to be touched, let's look at a couple of reasons for allowing marks to be touched. The primary reason seems to be vision, or more correctly, lack of it. This is not to suggest that some of us cannot see well, although for many of us, the reality is we can't. When poor vision is combined with marks set a great distance from the control area, it can become a problem. As a matter of fact, even with good vision, marks set a great distance from the control area can be a problem. Many race committees seek to compensate for this problem by allowing distant marks to be touched. Another reason often cited for allowing marks to be touched is the race committee does not have sufficient observers to call out boats that touch marks. While there certainly can be valid reason for allowing marks to be touched, another solution may be to modify the course and set it close enough to the control area to eliminate the need for allowing marks to be touched.

Let's take a look at the kind of situation that allowing marks to be touched seems to be intended to cover. In Figure 31-1, position 1, we see four boats approaching a mark that has been set at a great distance from the control area. Boat L has an inside overlap on the boat to her outside. Also, each boat in turn has an inside overlap with the boat to her outside. All the boats are giving room as required by RRS 18.2 as well as keeping clear as required under RRS 11. At position 2, because of the distance between the control area and the mark, L has misjudged her rounding and touches the mark. The sailing instructions allow touching this mark. There are no fouls between any of the boats and L has not gained a significant advantage by touching the mark. No harm done

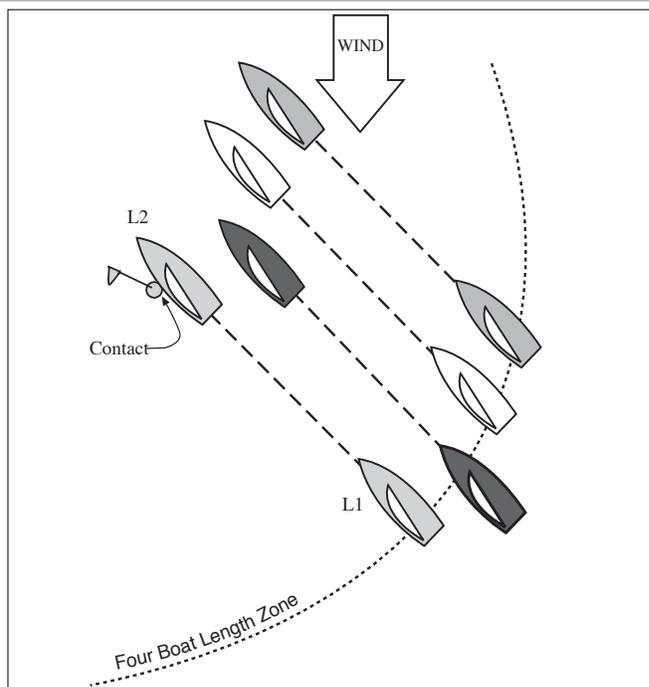


Figure 31-1.

and all boats continue on their course.

In reviewing sailing instructions from several regattas, I found the common method of allowing marks to be touched is to simply modify RRS 31, to allow the touching of marks. I did not find any of them addressing the penalties for touching a mark described in RRS 44. When RRS 31 is modified to allow marks to be touched, then when a mark is touched, RRS 31 is not broken. This then raises the question: if RRS 44 describes the penalties for touching a mark and breaking RRS 31, does modifying RRS 31 to allow touching marks eliminate the penalties described in RRS 44? Usually when there is a question regarding a rule, we can go to the US Sailing Appeals and ISAF Case Book and get some help. Apparently an appeal has never been filed or a question asked regarding this subject as we find the book silent on this one. I asked several US Sailing judges to comment, the general feeling was that when RRS 31 is modified to allow mark touching, RRS 44 does not apply. This, of course, is only an opinion, as only the US Sailing Appeals Committee is empowered to make an official interpretation of a rule.

At this point you're probably wondering where I'm going with this. After all, if the sailing instructions modify RRS 31, allowing marks to be touched, why worry about the penalties described in RRS 44? The penalties only apply to boats that break RRS 31 by touching a mark. On the surface it would appear that allowing accidental minor touching of a mark, as illustrated in Figure 31-1, shouldn't really cause any problem, and very often it doesn't, but that's not always the case. Notice I said, accidental minor touching. Unfortunately some skippers view allowed mark touching as an open invitation to push it to the limit, knowing that in doing so they will not be penalized. There are situations in which we see skippers elect to intentionally touch "allowed to touch" marks when it may result in a significant advantage for them—without penalty. We are going to look at a couple examples, when by modifying RRS 31, touching a mark has been made allowable, and how the

outcome may even change the finish positions of a race or series and be unfair to other competitors.

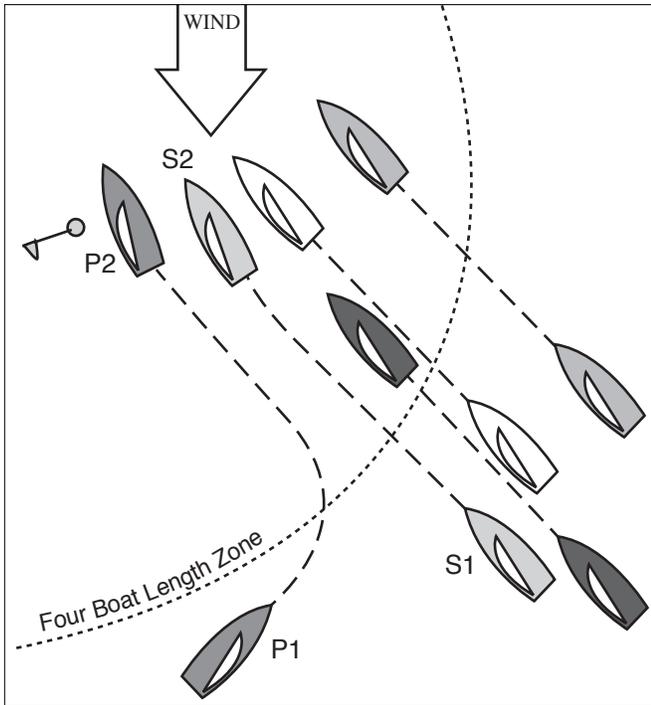


Figure 31-2a.

In Figure 31-2a, touching the mark is not allowed. At position 1, we see port-tack, keep-clear boat P approaching a group of starboard-tack, right-of-way (r-o-w) boats. P will not be able to cross in front of the group of approaching starboard-tack boats and keep clear. P will have to either bear-off and pass astern of the group or tack to leeward of them; she elects to tack. Even though P started her tack outside the four-length zone, she completes it and becomes subject to RRS 13 inside the zone, and since S is fetching the mark, P is subject to RRS 18.3. RRS 18.3(a) states: *The boat that tacked shall not cause the other boat to sail above close-hauled to avoid her.* At position 2, we see P head up in order to avoid contact with the mark, thus forcing boat S to head above close-hauled in order to avoid contact with her. P has broken RRS 18.3(a),

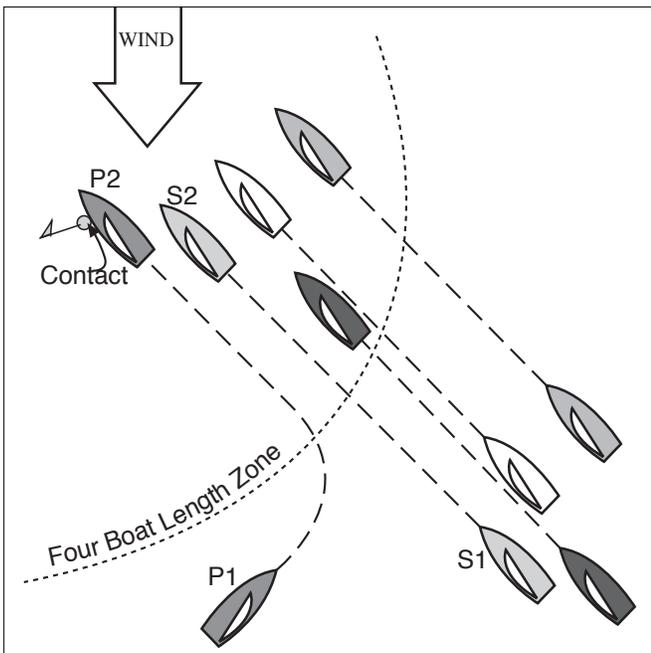


Figure 31-2b.

S should protest. P should take a voluntary penalty; if she does not, S should file a written protest.

In Figure 31-2b, touching the mark is now allowed. At position 1 we have the same situation as in Figure 31-2a. Between positions 1 and 2, P elects to tack to leeward of the other boats, just as she did in Figure 31-2a. At position 2, since touching this mark is allowed, P elects to contact the mark rather than head up and force S above close-hauled, as she did in Figure 31-2a. No foul is committed between P and S, and P does not break RRS 31 since touching the mark is allowed.

So, what's the point? When you compare Figure 31-2b to Figure 31-2a, boat P appears to have gained a significant advantage relative to the other four boats by touching the mark without penalty. RRS 44.1 describes the penalty for breaking RRS 31. RRS 44.1(b) adds to RRS 44.1 by stating: *However, if the boat caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire.* In this situation when it appears that she has gained a significant advantage by intentionally touching the mark, should boat P be required to retire? Under RRS 44.1(b) she should. However, since the general feeling is that when RRS 31 has been modified to allow touching a mark, the penalties in RRS 44.1(b) do not apply. If RRS 44.1(b) does not apply, then P would not be required to retire.

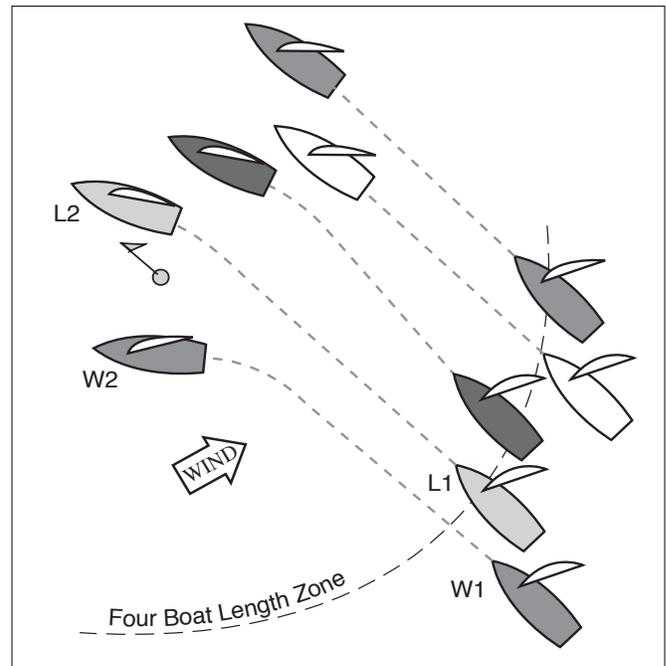


Figure 31-3a.

Let's look at another example. In Figure 31-3a, touching marks is not allowed. At position 1, we see boat W establish an overlap with boat L just as L reaches the four-length zone. Under RRS 18.2, W is entitled to mark-room from L to pass or round the mark. However, RRS 18.2(e) states: *If a boat obtained an inside overlap from clear astern and, from the time the overlap began, the outside boat has been unable to give mark-room, she is not required to give it.* Take a look at the three boats to the outside of L, which prevented L giving room to W when the overlap began. In this situation RRS 18.2(e) applies and L is not required to give W mark-room. In this situation RRS 11 also applies and under RRS 11, W as the windward, keep-clear boat is required to keep clear of L, the leeward, r-o-w boat. At position 2, we see W passing the mark on the wrong side to keep clear of L and avoid contacting the mark. No foul committed.

Now let's see what could happen in this same situation when touching this mark is allowed. Figure 31-3b, position 1, shows the boats in

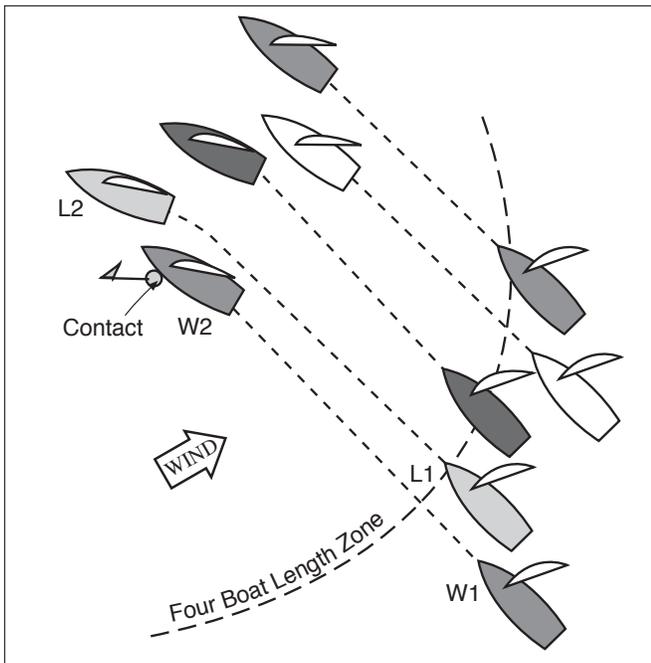


Figure 31-3b.

the same position as in Figure 31-3a. Again, just as in Figure 31-3a, when the overlap begins L is unable to give W room and RRS 18.2(e) applies, as well as RRS 11. At position 2, we see W managing to keep clear of L, as well as passing the mark on the correct side, but in order to do so has elected to contact the mark. Because the mark can be touched, RRS 31 is not broken, nor has a foul been committed between boats L and W.

In Figure 31-3b, a boat has intentionally touched a mark, not broken a rule, and appears to have gained a significant advantage over where she would have been had she passed the mark on the wrong side, as in Figure 31-3a. Once again, in this situation when it appears she has gained a significant advantage by intentionally touching the mark, should boat W be required to retire?

Let's quickly recap where we are at this point. Early in the discussion we established that RRS 31 does not allow the touching of marks. We also discussed how sailing instructions, within the framework of the RRS, can change RRS 31 to allow touching of marks. The preceding examples illustrated how being allowed to touch a mark may have virtually no effect, as opposed to a boat gaining a significant advantage, which may affect the outcome of the race or series. We also saw that the appeals and cases are silent when it comes to determining if, or how, the penalties described in RRS 44.1 should be applied when RRS 31 is modified to allow marks to be touched. However, even though it is only opinion, the general feeling is that the penalties in RRS 44.1 do not apply when RRS 31 has been modified to allow marks to be touched.

Since it is at least questionable if, or how, the penalties in RRS 44.1 apply when RRS 31 is modified to allow touching of marks, perhaps we need to consider a method other than modifying RRS 31. Rather than modifying RRS 31 to allow marks to be touched, if we modify RRS 44.1 to eliminate the one-turn penalty for touching a specifically designated mark or marks, it seems there will be no question of if, or how penalties are to be applied. By not modifying RRS 31, then when a mark is touched, RRS 31 has been broken. The penalties in RRS 44.1 then apply without question as RRS 44.1 describes the penalties for breaking RRS 31 and when they apply.

By modifying RRS 44.1 to eliminate the one-turn penalty for accidental touching of specifically designated marks, if a boat acciden-

tally touches a specifically designated mark she would not be penalized. However, if she gains a significant advantage by touching a mark, either accidentally or intentionally, she still would be required to retire. This may be enough of an incentive to discourage skippers from intentionally touching a specifically designated mark for gain. If a boat does not voluntarily retire when required to, she is still subject to protest.

One possible way of modifying the wording of RRS 44.1 with the sailing instructions is: *A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 while racing or a One-Turn Penalty when she may have broken rule 31. **A one-turn penalty is not required for breaking rule 31 when the mark is specifically designated as "a mark not requiring a one-turn penalty when touched."*** Sailing instructions may specify the use of the scoring penalty or some other penalty. The modification, which is an addition, is the portion in bold type. Other than the addition, the balance of RRS 44.1 remains unchanged.

However, after getting to this point, it seems the question still needs to be asked: No matter how it is done, should boats be allowed to touch marks or eliminate the penalty when marks are touched? Perhaps, in some situations, but maybe not to the extent or in the manner it is presently being done.

All too frequently, when a race committee allows marks to be touched, the results are less than satisfactory. While situations can vary greatly, the following excerpt from a regatta report in a recent *Model Yachting* sums it up quite well. "We were short on judges, so we allowed mark touching. The Southerly wind pattern, both days, offered a lift at the windward mark that set up a situation with starboard-tack boats approaching the mark with an inside overlap to approach the mark too closely and make the mark rounding (by touching the mark), when they normally would not have attempted that maneuver. The fleet caught on quickly, and the result was consistent crowding at that first windward approach (more so than usual) that caused much disruption and many calls for a "360," more than if skippers had to be mindful of a mark touch. We have since come to the conclusion it is unwise to drop the mark touching rule."

When a race committee is considering allowing a distant mark to be touched, perhaps it should first look at modifying the course so as to move the problem mark closer to the control area and only as a last resort eliminate the one-turn penalty for touching that mark. As each sailing venue is different, we should not think that a single course could be suggested that will work in every situation. However, just as food for thought, let's look at and discuss a few possibilities.

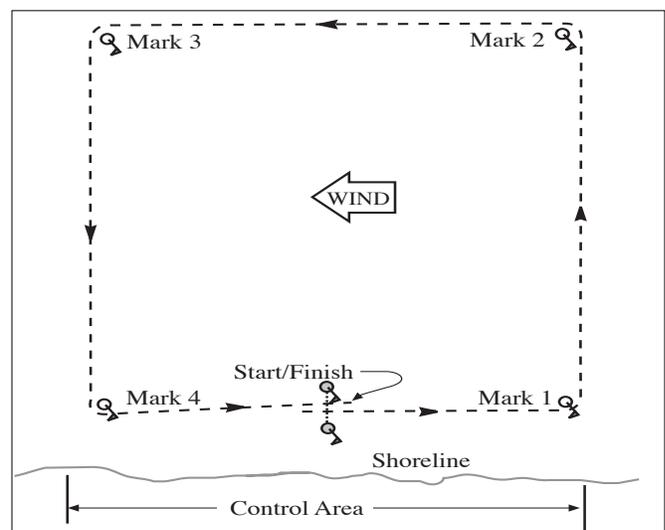


Figure 31-4.

First, look at Figure 31-4. Here we see a frequently used course configuration. Notice that marks 2 and 3 are set well out into the pond and will likely present a depth perception problem for most and possibly a general vision problem for any who have less than 20/20 vision. If marks 2 and 3 were simply eliminated, we would have a windward/leeward course and the distant mark vision problem would be gone. A windward/leeward course is an excellent course, but it does tend to send the lead boats, after they round a mark, back through the balance of the approaching fleet. This happens at both rounding marks.

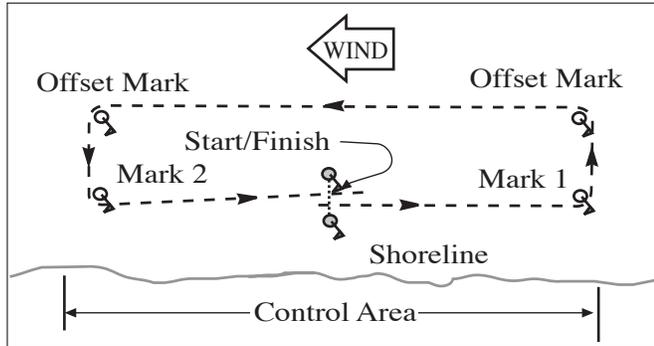


Figure 31-5.

Now look at Figure 31-5. This is a windward-leeward course that has been modified with an offset mark after the windward mark and another one ahead of the leeward mark. The purpose of the offset marks is to provide a little more separation between the boats that have rounded the mark and those still approaching. The offset marks should be set only about 20-25 feet from the course mark, so as not to reintroduce the vision problem.

One objection to a windward/leeward or a modified windward/leeward course is that it is too short. It seems one of the main reasons for setting marks way out in the pond, far from the control area, is to have a longer course. Rather than laying out a long course, a shorter course closer to the control area can be sailed around 1½ times, twice or what ever works.

In Figure 31-6, we again started with a windward/leeward course and added a single mark between the windward and leeward marks. This results in a triangular, modified Olympic type course. Again the purpose of the additional mark is to help separate the boats that have rounded from those still approaching the mark. Just as with the offset marks, the additional mark should not set out so far so as to cause a vision problem.

Shown in Figure 31-7 is a course that is similar to the one in Figure 31-6. This course is normally referred to as the “Olympic Course.” As shown, it is twice as long as the course in Figure 31-6. You can find this course and it’s options, along with several other courses and their

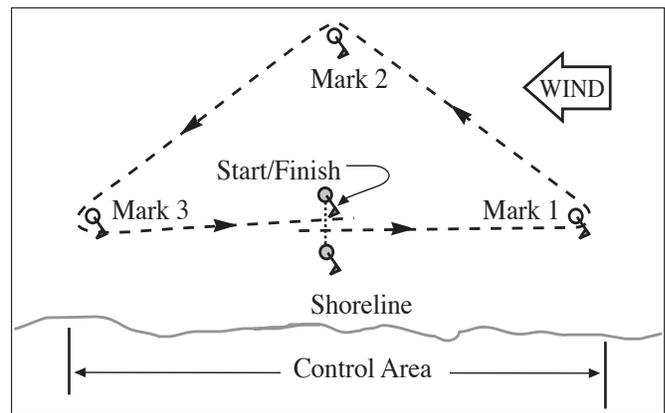


Figure 31-6.

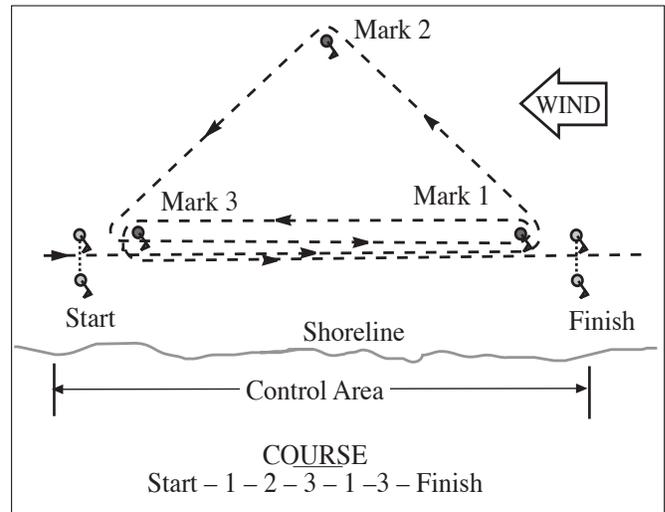


Figure 31-7.

options, in the rulebook. They are in Appendix L, under Addendum A. Obviously, the variations in course layout are almost endless and could produce many pages of discussion, but hopefully this will be enough to get you thinking.

To summarize, when race committees layout courses, they need to consider whether that layout introduces vision problems for the skippers, keeping in mind that not all have perfect vision. Race committees also need to keep in mind that, without changing RRS 31, the RRS do not allow the touching of marks. It would appear that setting a proper course is more in keeping with the RRS intent than allowing the touching of marks. It seems that allowing the touching of marks should be used only as an absolute last resort, and then by modifying RRS 44.1, not RRS 31.

Rules Tutorial 9: A Guide for Regatta Management

This guide is intended as an aid for model sailing regatta planning and not intended to imply it is AMYA regatta policy. The guide discusses the personnel required to run a model yacht sailing regatta. We will take a brief look at both the committees and individuals required, along with their responsibilities. Although the guide generally follows the US SAILING race management manual, I do not propose it is the only way to staff a regatta. I also realize that having an individual to fill every one of the positions discussed is only a dream for most regattas. In the real world of model sailing regattas, we are often lucky to find four or five people willing to spend a weekend to assist. However, to properly run a regatta most of the positions must be filled, so consequently those who do volunteer will frequently wear several different hats during the course of the regatta.

Organizing Authority (OA)

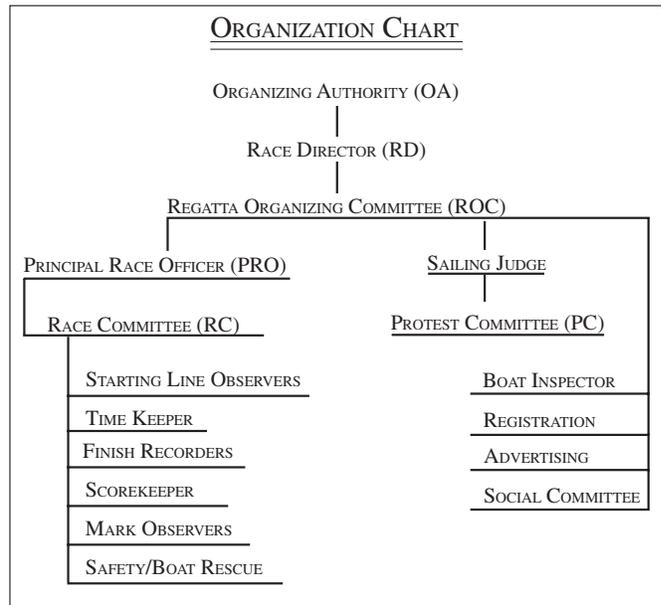
Model sailing regattas are normally sailed under the Racing Rules of Sailing (RRS). Additionally, depending on the event and as outlined in the (RRS) 89.1, the number of organizations whose authority can govern the regatta also can vary. Some of the organizations who can share in this authority are the AMYA, the host club, and frequently the class association that will want to see that its class rules, measurement rules, and its established practice for regatta organization are followed. One or more of these organizations will singly or collectively become known as the OA (the authority under whose rules the regatta is sailed). The OA should be named in the Notice of Race.

Regatta Organizing Committee (ROC)

This committee, an extension of the OA, accepts responsibility for all aspects of organizing the regatta. Frequently it is a sailing club or a class association; however, it can be any entity that is willing to take on the task. The ROC is sometimes referred to as the Race Committee (RC); however, the RC takes care of race control and is a sub-committee of the ROC. The ROC appoints the Race Director (RD), the RC, and normally the Protest Committee (PC). The ROC prepares the Notice of Race as required by RRS 89.2(a). Additionally, it normally handles pre-race requirements, such as advertising and registration. Most regattas require some sort of measurement or boat inspection, and this is normally handled by the ROC. Often boat inspection is done at designated times, as when skippers arrive and sign in, although some regattas will inspect only the winning boats. The number of people needed to carry out inspections will depend on the number of boats to be inspected and the amount of time available. The ROC also oversees any social activities, such as food at the pond and regatta dinners.

Race Director (RD) and Principal Race Officer (PRO)

The RD chairs the ROC and, in effect, is the Regatta Chairman. As the Regatta Chairman, he or she should have considerable regatta management experience. The RD is responsible for seeing that all phases of the regatta, not just the racing, take place as planned. The RC, PC, and often the Social Committee report directly to the RD. Frequently the RD will also be the chairman of the RC, however the RC may have a separate chairman and, if so, he is considered the Principal Race Officer (PRO).



Race Committee (RC)

In having a successful regatta, the RC is probably the most important committee. It assumes full responsibility at the pond for what takes place, or does not take place, during racing. Technically the RC is responsible to the ROC through the RD, but once the regatta is under way, it will likely use its delegated powers to make all decisions concerning the running of the races, including verifying eligibility, changing sailing instructions, postponements, cancellations, and so on. Five members is a good number to make up the RC, but it should have a minimum of three. The RC needs to be chaired by an experienced, competent person, who is considered the PRO. However, as mentioned, in model sailing regattas frequently the RD is also the PRO. Regardless of the title, this is the person who on race day sees that the races run as planned. Prior to race day, the RC prepares the sailing instructions, as required by RRS 90.2. Additionally the RC, often working with the ROC, assigns to individuals (although it can be a committee), various tasks for which the RC is responsible. Following is a list of the tasks, with a brief description for each, that normally need attention at model sailing regattas on race day.

Starting Line Observers

These people have the responsibility of watching the starting line and calling and recording early starters.

Timekeeper

While starting and finish times are not normally recorded in model sailing races, some races do have various time limits that must be observed. The timekeeper is responsible for recording any required times.

Finish Recorders

These people record finishing positions. Normally at least two people are required due to the fact that when several boats are finishing close together it requires more than one person to ensure they are correctly recorded.

Scorekeeper

This person is responsible for entering finish positions onto the scoreboard and posting results.

Mark Observers

These observers have the responsibility of notifying the skippers of boats that touch marks during rounding. They are to loudly announce sail numbers of boats that touch marks, but should not debate the incident with the skipper. It is up to the skipper to decide if a penalty is taken at the time. Any boat observed touching a mark, and not taking a penalty, is to be reported to the RC. It is up to the RC to pursue the matter further, if needed. Mark observers are not always used; however, when they are, there should be a separate observer for each mark being observed.

Safety/Boat Rescue

In model sailing, personal safety is not normally an issue, although it must be considered to ensure no one is put in danger. On the other hand boat rescue, depending on the sailing venue, is an issue that needs to be prepared for.

This completes the list of tasks that are normally the responsibility of the RC.

Protest Committee (PC)

The PC reports to the RD and should be chaired by a US SAILING judge, if one is present. While the PC works hand in hand with the RC, it is not under the direction of the RC. The main function of the PC is to receive written protests and conduct hearings to determine if rules have been broken. When through a hearing it is determined a rule has been broken, the PC will assess a penalty, if required. The PC should have an odd number of members, with three being the minimum.

You may have noticed that umpires were not included in the RC's list of responsibilities, since umpiring is a method of handling protests. Although umpires are normally not used in fleet racing, they are in match and team racing. To eliminate any confusion as to what an umpire is, an umpire can be defined as an on-the-water judge who signals rule infringements and assesses instant penalties. In other words, he is an on-the-water judge and jury. In an attempt to discourage fouling and

protests, some model sailing regattas use on-the-water umpires.

US SAILING Judge

A certified sailing judge, if one is present, is normally the chair of the PC. While certified judges may be qualified to serve in virtually any position, their main function in model sailing is to chair the PC. They may also act as advisors in regard to the correct application of the RRS and procedures as they apply to the management of the regatta. They work very closely with the RC, but do not direct it.

Certified judges are not widely used in model sailing events, although some classes and clubs do use them at higher level regattas such as regional and class championship regattas. Due to the infrequent use of certified judges in model sailing, many sailors are not familiar with the functions they perform. Many have the idea that every person who has a part in overseeing the actual on-the-water racing, such as observing the start and finish lines, and calling out boats touching marks, is a *judge*. Additionally, it is common to refer to those who serve on the PC, as judges. While these persons are acting as judges, they are not likely to be US SAILING certified judges, since volunteers normally fill these positions in model sailing regattas.

What type of event should use a certified judge? While any event may benefit by using a certified judge, large regattas and those at regional, national, and international level should try to have one present.

Are there "model sailing only" judges? No, certified judges are all certified under the same guidelines and not classified as to any specific type of event, although some may prefer to judge certain types of events. If you have a choice, it is up to you to decide which judge to use.

How can a US SAILING certified judge be located and his help requested? US SAILING maintains a list of certified judges on its website at (ussailing.org/judges/). From the table at the left, click "Find a Judge." From the list, locate a judge in your area, contact him and invite him to judge your event.

AMYA Membership Form

This application is for (circle one): **NEW MEMBERSHIP** _____ **RENEWAL** _____

If renewal, please enter your membership number, if known:

Contact Information: Please enter your contact information. This information will never be sold for commercial purposes.

NAME _____

ADDRESS _____

CITY _____ ST _____ ZIP _____ - _____

COUNTRY _____

TELEPHONE _____

EMAIL _____

Type of Membership: Membership in the AMYA is open to anyone who shares the goals of the organization.

Adult membership includes a subscription of Model Yachting, the association's official periodical newsletter, eligibility for registration in AMYA classes, eligibility for entry into AMYA championship events, one vote in the affairs of the organization and classes, and other benefits.

Junior membership is available to applicant under 19 years of age, but is otherwise identical to an Adult membership.

Family membership provides a single Adult membership and eligibility in AMYA championship events for all family members in the same household.

ADULT		25.00	<input type="checkbox"/>	Mem.
FAMILY		27.50		
JUNIOR	Enter Birth Date: ____ / ____ / ____	12.50		

Postage: Members residing in the United States may optionally select first class mailing of Model Yachting. Members residing outside the USA must include an additional fee to cover the costs of mailing.

USA FIRST CLASS OPTION	Must include	10.00	<input type="checkbox"/>	Post
SECONDARY ADDRESS	Must include	10.00		
CANADIAN POSTAGE	Must include	10.00		
ALL OTHER COUNTRIES	Must include	15.00	<input type="checkbox"/>	Addt'l Fees
NEW MEMBER PROCESSING FEE	Must include	5.00		
CREDIT CARD CONVENIENCE FEE	Will include	2.50		
	TOTAL		<input type="checkbox"/>	Mem + Post + Fees

You may renew by phone or email with a credit card. For checks and money orders, please NO CASH! Fill out this form and return it with your funds payable to "AMYA" to the Membership Secretary. All funds must be in US dollars drawn on a US bank.

Credit Card Info Please circle one: MC VISA

NUMBER _____ - _____ - _____ - _____ EXPIRATION _____ - _____

SIGNATURE _____

Clubs: If you are a member of an AMYA club, please enter its name/number here

#: _____

Send Completed form to:

AMYA Membership Secretary
Michelle Dannenhoffer
P. O. Box 360374
Melbourne, FL 32936

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888-237-9524 Toll Free

Membership@theAMYA.org