

“Racing Rules of Sailing” adapted for CDMYC racing.

This extract is meant purely as a guide to good seamanship and fair racing it is not meant to start a second sport of submitting objections post race. However, should anyone wish to object the fee is £25 payable to CDMYC immediately the objection is lodged and 2 pints of lager to the racing committee who's decision is final.

1. DEFINITIONS - (cannot be altered)

A term used as stated below is shown in italic type or, in preambles, in bold italic type.

Clear Astern and Clear Ahead;

Overlap One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*.

They *overlap* when neither is *clear astern* or when a boat between them *overlaps* both.

These terms do not apply to boats on opposite *tacks* unless rule 18 applies.

Keep Clear (One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and, when the boats are *overlapped* on the same *tack*; if the *leeward* boat can change course in both directions without immediately making contact with the *windward* boat.)

Leeward and Windward A boat's *leeward* side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats 'unless they are required to *keep clear* of her, give her *room* or, if rule 21 applies, avoid her.

Overlap See ***Clear Astern*** and ***Clear Ahead; Overlap***.

Proper Course A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

Racing A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

Room The space a boat needs in the existing -conditions while maneuvering promptly in a seamanlike way.

Tack, Starboard or Port A boat is on the *tack*; *starboard* or *port*, corresponding to her *windward* side.

Two-Length Zone The area around a *mark* or *obstruction* within a distance of two hull lengths of the boat nearer to it.

Windward See ***Leeward and Windward***.

PART 2 - WHEN BOATS MEET (cannot be altered)

The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are racing, or have been racing. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 22.1. The International Regulations for Preventing Collisions at Sea or government right-of-way rules apply between a boat sailing under these rules and a vessel that is not, and they replace these rules if the sailing instructions so state.

Section A - Right of Way

A boat has right of way when another boat is required to keep clear of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.

ON OPPOSITE TACKS

When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard tack* boat.

ON THE SAME TACK, OVERLAPPED

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

ON THE SAME TACK, NOT OVERLAPPED

When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.

WHILE TACKING

After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall *keep clear*.

Section B - General Limitations

AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room*;

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room*, and
- (b) shall not be penalized under this rule unless there is contact that causes damage.

ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room* to *keep clear*, unless she acquires right of way because of the other boat's actions.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room* to *keep clear*.

16.2 In addition, when after the starting signal boats are about to cross or are crossing each other on opposite *tacks*, and the *port-tack* boat is *keeping clear* of the *starboard-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE

17.1 If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

17.2 Except on a beat to windward, while a boat is less than two of her hull lengths from a *leeward* boat or a boat *clear astern* steering a course to *leeward* of her, she shall not sail below her *proper course* unless she gybes.

Section C - At Marks and Obstructions

To the extent that a Section C rule conflicts with a rule in Section A or B, the Section C rule takes precedence.

18 ROUNDING AND PASSING MARKS AND OBSTRUCTIONS

In rule 18, **room** is **room** for an inside boat to round or pass between an outside boat and a **mark** or **obstruction**, including **room** to tack or gybe when either is a normal part of the manoeuvre.

18.1 When This Rule Applies

Rule 18 applies when boats are about to round or pass a **mark** they are required to leave on the same side, or an **obstruction** on the same side, until they have passed it. However, it does not apply

(a) at a starting **mark** surrounded by navigable water or at its anchor line from the time the boats are approaching them to **start** until they have passed them, or

(b) between boats on opposite **tacks**, either on a beat to windward or when the **proper course** for one or both of them to round or pass the **mark** or **obstruction** is to tack.

18.2 Giving Room; Keeping Clear

(a) OVERLAPPED - BASIC RULE

When boats are *overlapped* the outside boat shall give the inside boat **room** to round or pass the **mark** or **obstruction**, and if the inside boat has right of way the outside boat shall also **keep clear**. Other parts of rule 18 contain exceptions to this rule.

(b) OVERLAPPED AT THE ZONE

If boats were *overlapped* before either of them reached the *two-length zone* and the *overlap* is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat **room**. If the outside boat becomes *clear astern* or *overlapped* inside the other boat, she is not entitled to **room** and shall **keep clear**.

(c) NOT OVERLAPPED AT THE ZONE

If a boat is *clear ahead* at the time she reaches the *two-length zone*, the boat *clear astern* shall thereafter **keep clear**. If the boat *clear astern* becomes *overlapped* outside the other boat she shall also give the inside boat **room**. If the boat *clear astern* becomes *overlapped* inside the other boat she is not entitled to **room**. If the boat that was *clear ahead* passes head to wind, rule 18.2(c) no longer applies.

(d) CHANGING COURSE TO ROUND OR PASS

When rule 18 applies between two boats and the right-of-way boat is changing course to round or pass a **mark**, rule 16 does not apply between her and the other boat.

(e) OVERLAP RIGHTS

If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not. If the outside boat is unable to give **room** when an *overlap* begins, rules 18.2(a) and 18.2(b) do not apply.

18.3 Tacking at a Mark

If two boats were approaching a **mark** on opposite **tacks** and one of them completes a tack in the *two-length zone* when the other is fetching the **mark**, rule 18.2 does not apply. The boat that tacked

(a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the **mark**, and

(b) shall give **room** if the other boat becomes *overlapped* inside her, in which case rule 15 does not apply.

18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a **mark** or **obstruction** to sail her **proper course**, until she gybes she shall sail no farther from the **mark** or **obstruction** than needed to sail that course.

18.5 Passing a Continuing Obstruction

While boats are passing a continuing *obstruction*, rules 18.2(b) and 18.1(c) do not apply. A boat *clear astern* that obtains an inside *overlap* is entitled to *room* to pass between the other boat and the *obstruction* only if at the moment the *overlap* begins there is *room* to do so. If there is not, she is not entitled to *room* and shall *keep clear*.

19 ROOM TO TACK AT AN OBSTRUCTION

19.1 When safety requires a close-hauled boat to make a substantial course change to avoid an *obstruction* and she intends to tack, but cannot tack and avoid another boat on the same. *tack*, she shall hail for *room* to do so. Before tacking she shall give the hailed boat time to respond. The hailed boat shall either
(a) tack as soon as possible, in which case the hailing boat shall also tack as soon as possible, or
(b) immediately reply 'You tack', in which case the hailing boat shall tack as soon as possible and the hailed boat shall give *room*, and rules 10 and 13 do not apply.

19.2 Rule 19.1 does 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 or at a *mark* that the hailed boat can fetch. When rule 19.1 applies, rule 18 does not.

Section D - Other Rules

When rule 20 or 21 applies between two boats, Section A rules do not.

20 STARTING ERRORS; PENALTY TURNS; MOVING ASTERN

A boat sailing towards the pre-start side of the starting line or its extensions after her starting signal to comply with rule 29.1 or 30.1 shall *keep clear* of a boat not doing so until she is completely on the prestart side. A boat making a penalty turn shall *keep clear* of one that is not. A boat moving astern by backing a sail shall *keep clear* of one that is not. **(JQ senior take note of the reversing rule)**

21 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water. **CDMYC inclusion "or when a one design mast head is the only part of the boat visible above the water it shall be deemed capsized"**

22 INTERFERING WITH; ANOTHER BOAT

22.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*

22.2 A boat shall not deliberately interfere with a boat making penalty turns to delay her.

RULE 42 (can be altered by Class Rules or Sailing Instructions.)

42.1 Basic Rule

Except when permitted in rule 42.3, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

- a) pumping: repeated fanning of any sail either by trimming and releasing the sail or by
- b) vertical or athwartships body movement;
- c) rocking: repeated rolling of the boat, induced either by body movement or adjustment of the sails or centreboard, that does not facilitate steering;
- d) ooching: sudden forward body movement, stopped abruptly;

- e) sculling: repeated movement of the helm not necessary for steering;
- f) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

42.3 Exceptions

- a) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- b) Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind.
- c) Any means of propulsion may be used to help a person or another vessel in danger.
- d) To get clear after grounding or colliding with another boat or object, a boat may use force applied by the crew of either boat and any equipment other than a propulsion engine.

31 TOUCHING A MARK (can be altered by Sailing Instructions)

31.1 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*.

CDMYC exception; should any boat impale the Bell Buoy with their bow sprit (you know who you are); the amusement value, stick outside the Glue Pot and undoubted column inches the log book editor will get shall be deemed penalty enough.

31.2 A boat that has broken rule 31.1 may, after getting well clear of other boats as soon as possible, take a penalty by promptly making one complete 360 turn including one tack and one gybe. When a boat takes the penalty after touching a finishing *mark* she shall sail completely to the course side of the line before *finishing*. However, if a boat has gained a significant advantage in the race or series by touching the *mark* she shall retire.

OTHER PENALTIES (can be altered by Sailing Instructions.)

44.1 Taking a Penalty

A boat that may have broken a rule of Part 2 while *racing* may take a penalty at the time of the incident. Her penalty shall be a 720 Turns Penalty. However, if she caused serious damage or gained a significant advantage in the race or series by her breach she shall retire.

44.2 720 Turns Penalty

After getting well clear of other boats as soon after the incident as possible, a boat takes a 720 Turns Penalty by promptly making two complete 360 turns (720) in the same direction, including two tacks and two gybes. 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*.

Safety.

All persons competing in *CDMYC* races shall wear approved life jackets or buoyancy aids. Failure to do so will result in disqualification.