

RC 44

EVENT CALL 01 Vs.02

RRS 19 - *Obstructions*

Question 1.

When will the umpires decide a boat is "at an *obstruction*"?

Answer 1.

This is a safety rule.

The umpires shall decide that a boat is "at an *obstruction*" when she is within 2 of her hull lengths of, and approaching, an *obstruction*.

Question 2.

Having decided a boat is "at the *obstruction*" is an outside boat or clear astern boat at that time entitled to *room* at any time they are both passing the *obstruction* on the same side?

Answer 2.

No, unless of course it is a continuing *obstruction* where 19.2 (c) applies to a boat clear astern, however a right of way boat must make her intentions clear as to which side she will pass the obstruction when she is "at the *obstruction*".

September, 2011

RC 44

EVENT CALL 02

Gybing

Definition Tack, Starboard or Port

Definition Leeward and Windward

Question 1

How will the umpires decide when the mainsail has filled when a boat is gybing?

Answer 1

The umpires will decide the mainsail has filled when the bottom one-third (1/3) of the mainsail has filled.

Question 2

How will the umpires decide when a boat changes tack during a gybe?

Answer 2

After the boom has crossed to leeward and the umpires are certain that the boat has a new windward side from the angle of the true wind, the umpires will deem that the boat is on the new tack.

If the umpires are in doubt as to which is the boat's leeward side, the umpires will consider her to have changed tack when either the bottom 1/3 of the mainsail lies, or would lie, on the new side without being restrained or when the bottom 1/3 of the mainsail is filled on the new side.

Question 3

A boat sailing downwind on port tack bears away to gybe and keeps her boom trimmed to the starboard side so that the foot of the mainsail does not cross the centreline. After the bottom 1/3 of the mainsail fills on the new side, she eases the boom and the foot of the mainsail across the centreline.

- (a) Is she required to keep clear?
- (b) When does she change tack?

Answer 3

(a) No. Since the foot of the mainsail does not cross the centreline until after the bottom 1/3 of the mainsail has filled on the other side she changes tack instantaneously and she is not required to keep clear for gybing.

(b) She remains on port tack until the bottom 1/3 of the mainsail fills on the new side; at that point she becomes a starboard tack boat.

June, 2011

RC 44

EVENT CALL 03

Rule 17 On the same tack: Proper Course
Rule C 6.5(a) Umpire Decisions
Rule C 6.1(a) Protests by Boats

Question 1

Yellow and Blue are sailing downwind on starboard tack, overlapped, with Yellow to windward of Blue. Blue is restricted by rule 17. The boats are approaching the port tack layline to the leeward mark. Yellow displays a Y flag. How will the umpires respond to the Y flag?

Answer

When on a downwind leg of the course and the leeward boat is restricted by rule 17, if the windward boat displays a Y flag and the umpires have determined that the only issue is whether the leeward boat has sailed beyond the layline to the leeward mark:

1. if the umpires are satisfied that Blue has not yet reached her layline, they will display a green and white flag.
2. if the umpires are satisfied that Blue has passed her layline, they will penalise her.
3. if the umpires are in doubt, they will delay their decision until Blue gybes. Then if they are satisfied Blue has passed the layline they will penalise Blue; otherwise they will display a green and white flag

Question 2

What should the umpires' response be if a Y flag is displayed after Blue bears away and gybes?

Answer

If Blue sails past her layline, she continues to sail above her proper course until she gybes onto a new tack and therefore she continues to break rule 17 until she is on the new tack. In this situation, a Y flag displayed by Yellow shortly after Blue bears away and gybes satisfies the requirements of rule C6.1(a)..

If the umpires are satisfied that Blue had passed her layline, they will penalise her; otherwise they will display a green and white flag.

January 2013



RC 44

EVENT CALL 04

When would the umpires consider the spinnaker being in the process of hoisting?

The umpires will consider the spinnaker as being in the process of hoisting when the spinnaker head is continuously moving upwards and the spinnaker would fill on the course the boat is sailing at that time.

The bowsprit extending, or the tack being pulled out will not be considered as hoisting.

January 2013



RC 44

EVENT CALL 05

Question 1

Can a boat after having missed a rounding mark, correct this error after having crossed the finishing line from the course side?

Answer

No.

Question 2

In a match race both boats fail to round a rounding mark and then cross the finishing line. Neither boat protests. How will the race be scored?

Answer

The race will be scored 0-0 and the race will not be resailed.

February 2013



RC 44

EVENT CALL 06

Yellow is fetching the mark on port. Blue approaches on starboard and passes head to wind inside the *zone*. RRS C2.7 will apply to Yellow. However, Yellow is unable to give *mark-room* at the time Blue completes her tack, and Blue establishes an *overlap* either by tacking or from astern, so Yellow is not required to give *mark room*.

April 2014



RC 44

EVENT CALL 07

Question:

When would the umpires consider a boat has a controlling position?

Answer:

The umpires will consider a boat has a controlling position over the other boat in her match when she is ahead and able to manoeuvre towards the next mark without impediment or in a position to be able to impede, affect or change the actions of the other boat. If both boats are able to impede, affect or change the actions of the other boat neither boat may have a controlling position.

June 2014



RC 44

EVENT CALL 08

Umpires shall not change their decisions, but they may promptly correct a visual signal that was displayed in error.

This will be accompanied by a further sound signal.

August 2014

RC 44

EVENT CALL 09

Two boats approach each other on opposite tacks and Starboard clearly signals to Port that Port can cross in front of her.

Port crosses and Starboard immediately protests Port for not keeping clear.

What action should the umpires take?

If the Umpires are absolutely certain that the signal by Starboard was clear and:

- a) Port was not keeping clear, then penalize Starboard for breaking rule 2.
Port is exonerated for breaking rule 10 by rule 64.1(a).

- b) Port was keeping clear, then display the green and white flag.

March 2015