

RACE COMMITTEE SIGNALS

(Part II, Rule 4 N. A. Y. R. U.)

AP - Answering Pennant, Postponement Signal

L - Come Within Hail R - Reverse Course

M - Mark Signal S - Shortened Course

N - Cancellation 1st Rep. - Gen. Recall

L



M



N



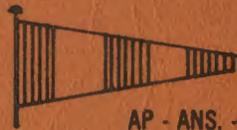
R



S



FIRST REPEATER



AP - ANS. - PEN.



BLUE



RED



YELLOW



BLACK



RULES EDUCATION

BOOKLET

YACHT RACING ASSOCIATION OF SAN FRANCISCO BAY

251 KEARNY STREET

SAN FRANCISCO 94108

This Booklet was composed and published by the Yacht Racing Association of San Francisco Bay with the sole intent of assisting the Racing Skipper to interpret some of the fundamental racing rules. The diagrams and explanations contained herein represent the opinions of the Rules and Education Committee of the Y.R.A. regarding the interpretation of these rules. This Booklet is in no way intended to replace or supersede the Official NAYRU Rule Book. All Racing Skippers are advised to obtain a copy of the Yacht Racing Rules from The North American Yacht Racing Union, 37 West 44th Street, New York, New York 10036.

The Rules and Education Committee does not intend to usurp or infringe on regular functions of Race or Protest Committees. However, it is prepared to answer to the best of its ability written inquiries from individuals or groups or Race or Protest Committees regarding interpretations of the Rules in particular situations, actual or hypothetical. The Chairman and members also are willing to appear before groups wishing to have seminars or discussions on the Rules. Inquiries should be addressed to the Rules Education Committee c/o Y.R.A., 251 Kearny Street, Suite 605, San Francisco, CA 94108.

(Revised June 15, 1973)

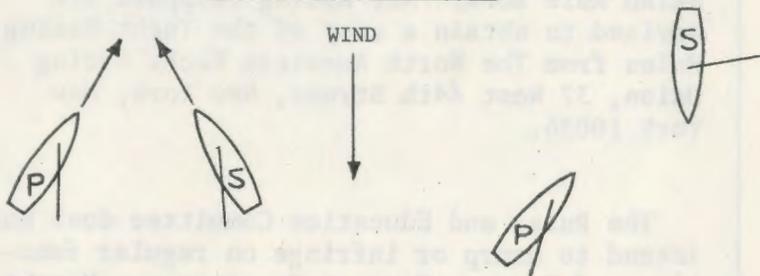
FUNDAMENTAL RULE COVERING MOST SITUATIONS

When you are racing and a situation involving right-of-way arises, think first of the two basic rules, and you will be able to determine your rights in nine out of ten cases by knowing and applying these rules:

1. If you are on opposite tacks, the boat on the starboard tack has the right-of-way. Rule (#36)
2. If you are on the same tack
 - a. the leeward boat has the right-of-way.
 - b. the overtaken boat has the right-of-way. Rule (#37)

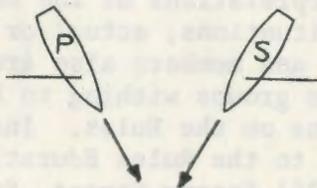
The following diagrams depict the most common situations where these basic rules apply:

Opposite Tack Rule (#36)



Port-tack yacht must keep clear by either bearing off or tacking soon enough so that starboard-tack yacht does not have to change course.

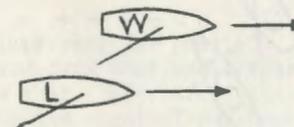
Yacht close-hauled on port tack must keep clear of yacht running (or reaching) on starboard tack.



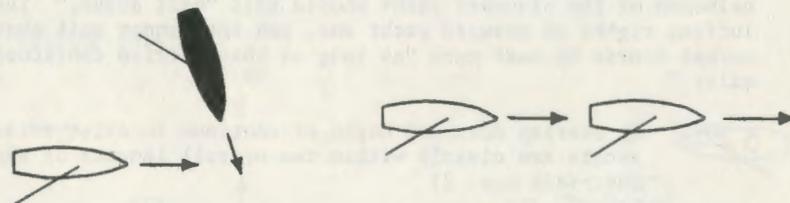
Yacht running on port tack must keep clear of yacht running on starboard tack.

(1)

Same Tack Rule (#37)



Windward yacht must keep clear of leeward yacht, although in this situation, leeward yacht cannot luff windward yacht. (Luffing rights will be covered in next section.)



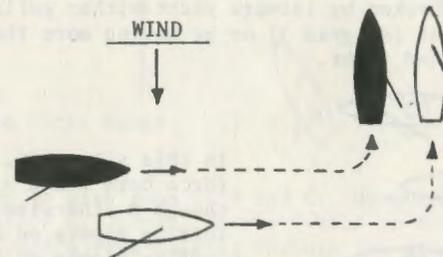
In this situation, white is also leeward yacht and black must keep clear.

Yacht clear astern and overtaking must keep clear.

"LUFFING" - RULE #38 AND SUBSECTIONS

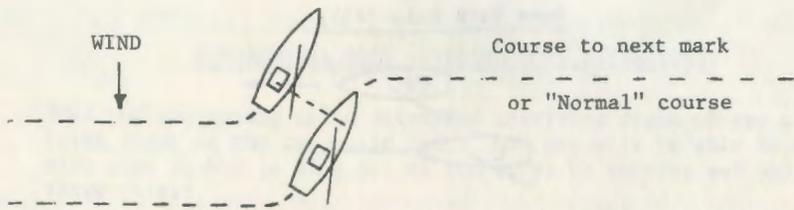
"Luffing is the one sailing tactic that is considered legitimate to try to prevent one boat from passing another."

If two boats are on roughly parallel courses and one boat starts to overtake and pass the other boat to windward, the leeward boat may luff to prevent being passed, even to the point where both boats would be heading directly into the wind.



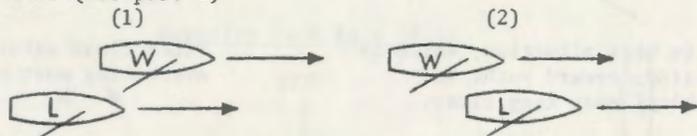
Leeward yacht (white) may luff black head to wind if she pleases to prevent black from passing. Windward yacht must respond unless an obstruction, a third yacht, or other object restricts her ability to do so.

(2)

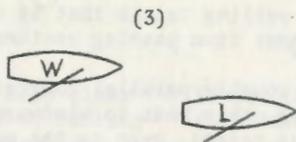


If, however, windward yacht gets far enough ahead so that the helmsman of windward yacht is abeam of the mast of the leeward yacht, the helmsman of the windward yacht should hail "mast abeam." Then luffing rights of leeward yacht end, and she cannot sail above her normal course to next mark "as long as that overlap continues to exist."

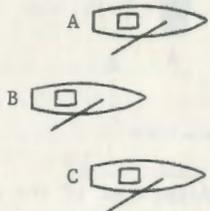
NOTE: An overlap does not begin or continue to exist unless the yachts are clearly within two overall lengths of the longer one. (#38 par. 2)



In this situation, where a leeward yacht catches a windward yacht and establishes an overlap to leeward, leeward yacht does not have luffing rights as long as same overlap continues to exist.



Overlap may be broken by leeward yacht either pulling clear ahead of windward yacht (diagram 3) or by moving more than 2 boat lengths away from windward yacht.



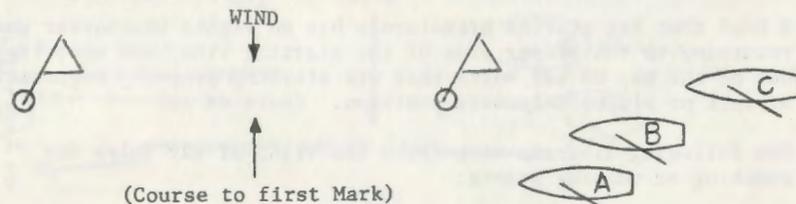
In this situation, yacht C can force both B and A to luff, (even though B otherwise does not have luffing rights on A), as C has luffing rights on both B and A. (#38 par. 5)

(3)

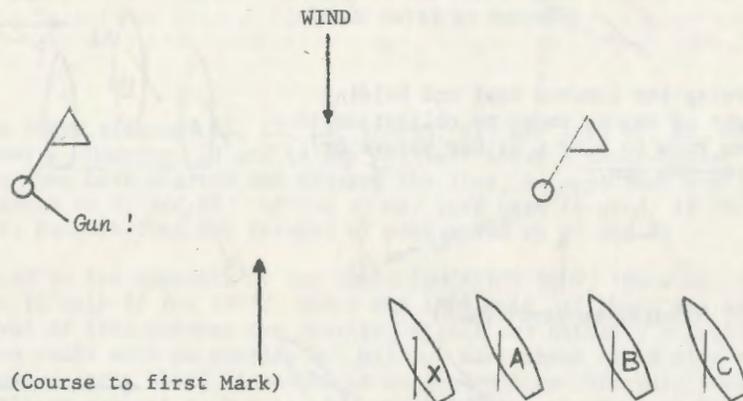
THE START

Before the start while jockeying for position, the basic right-of-way rules apply (starboard-tack boat and leeward boat have the right of way.) The differences that apply before starting and clearing the line are first that while the right-of-way boat may change course, she must do so only slowly, i.e., no quick sharp luff would be permitted, and second that the leeward yacht may luff slowly before the start without having mast abeam but not above a close-hauled course. (Rule 40)

Anti-barging rule 42.3



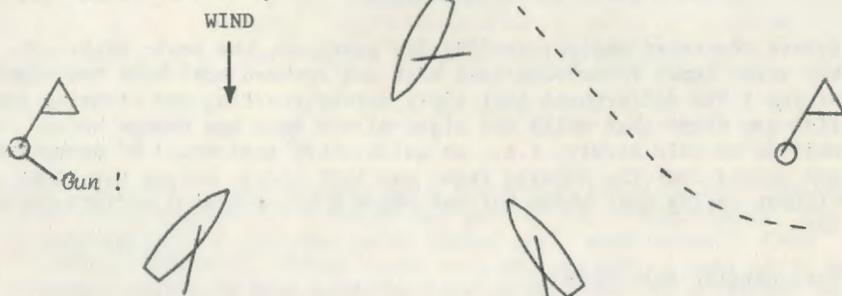
A, being the leeward boat, has right of way and does not have to give room to either B or C. This applies whether or not the starting signal has gone. (Anti-barging rule 42.3)



A does not have to give room to B and C. However, after the gun, X may not luff above her normal course (which in this case is close-hauled) to prevent A from passing through the starting line.

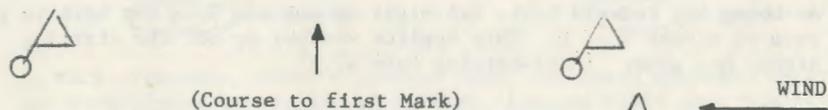
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(The Start Continued)

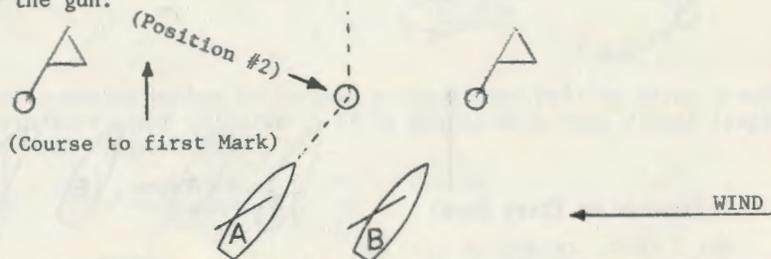


A boat that has started prematurely has no rights whatsoever when returning to the proper side of the starting line, and must keep out of the way of all boats that are starting properly regardless of tack or windward-leeward position. (Rule 44 1a)

The following diagrams illustrate the right-of-way rules for reaching or running starts:



A being the leeward boat and holding right of way is under no obligation to give room to B or C either before or after the gun.



If the gun goes when A is in position #2, she must immediately swing off enough to give B room at the mark, to her normal course to the next mark if necessary. As per previous case, however, A is not required to head below course to next mark to give B room.

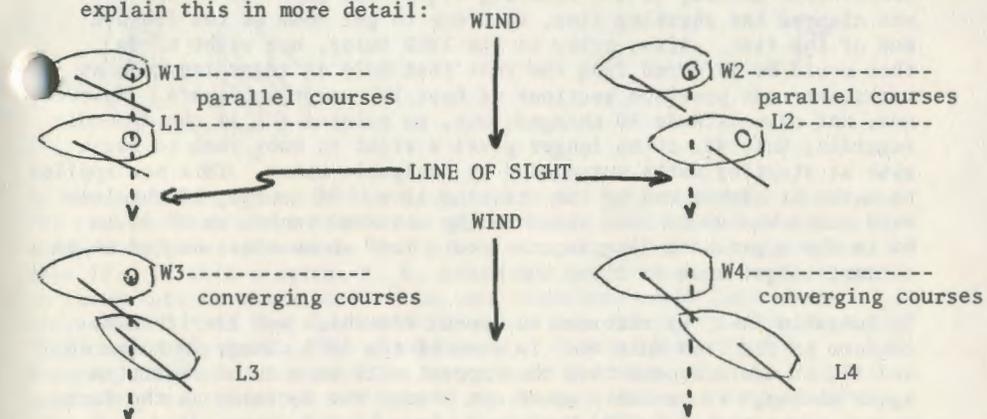
(5)

(The Start continued)

SPECIAL RULES WHICH APPLY AT THE START

Rule 40 - Right-of-Way Yacht Luffing before Starting

Under this rule, as changed in 1969, a leeward yacht may luff (definition: alter course toward the wind) when she has an overlap on the windward yacht, but only slowly and in such a way as to give the windward yacht room and opportunity to fulfill her obligation to keep clear. Note that the leeward yacht does not have to be forward of mast abeam under Rule 40 to do this. The following diagrams and text explain this in more detail:



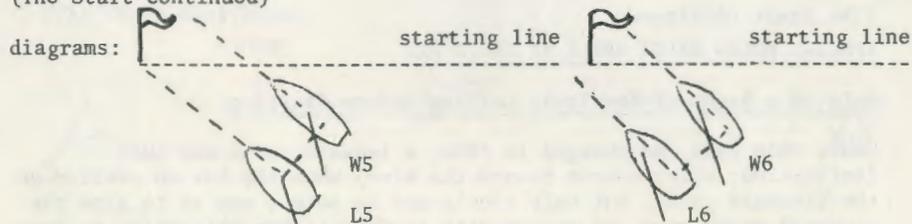
In the above diagrams L1, L2, L3, and L4, all may luff W1, W2, W3, and W4 slowly. However, L2 and L4 may not luff above a close-hauled course before they have started and cleared the line, because they are aft of mast abeam on W2 and W4. L1 and L3 may luff head to wind, if they please, because they are forward of mast abeam on W1 and W3.

As noted in the Appendix of the RULES EDUCATION BOOK, there was a change in Rule 40 for 1973. Under the 1969 Rule, if there was an interval of time between the starting signal and actually starting, a leeward yacht with an overlap but without mast abeam could slowly luff a windward yacht above close-hauled during such an interval. Now the prohibition against such a leeward yacht luffing above close-hauled applies at all times before starting.

This change in Rule 40, as well as a change in Rule 42, changes our discussion in Bulletin 71-1 regarding the situation in the following

(6)

(The Start continued)

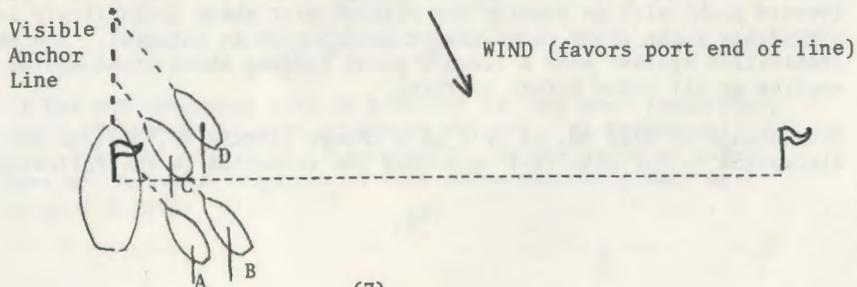


Under the 1969 Rules, as we pointed out in 71-1, L5 could luff W5 above close-hauled, if the starting signal has gone but L5 had not yet cleared the starting line, in order to get room at the leeward end of the line. Also, prior to the 1969 Rules, her right to do this could be inferred from the fact that Rule 42 regarding room at marks overrode previous sections of Part IV except section A. However, now, not only is Rule 40 changed, but, as pointed out in the Appendix regarding Rule 42, it no longer gives a right to buoy room to begin with at starting marks surrounded by navigable water. This now applies to marks at either end of the starting line. Of course, if the leeward yacht was up to mast abeam on the windward yacht, as L6 is on W6 in the right-hand diagram, she could luff above close-hauled in an attempt to get room to clear the mark.

In Bulletin 71-1, we referred to Appeal #36 which was rewritten to conform to the 1969 Rule 40. In view of the 1973 change in Rules 40 and 42, it would appear that this Appeal will have to be rewritten again although it probably would not change the decision as the facts do not state that L luffed W above a close-hauled course.

The so-called Anti-Barging Rule, formerly 42.1e and now 42.3, still is in the Rules and has not been changed. This refers specifically to starting marks at the windward end surrounded by navigable water. As we made lengthy comments about this on the second page of Bulletin 71-1 which was sent out by YRA again this year, we do not feel it necessary to repeat them here.

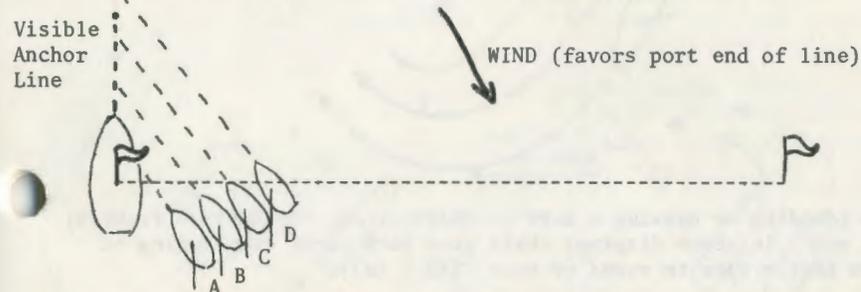
SPECIAL SITUATIONS AT THE COMMITTEE BOAT END OF STARTING LINE



(7)

In this diagram, the large Committee Boat is a Mark and an obstruction, and the visible anchor line, although technically not part of the Mark per Rule 52.2, is nevertheless an obstruction.

Yacht A may hail Yacht B; Yacht C may hail Yacht D; and the hailing yachts are entitled to room to tack since neither Yacht B nor D can fetch the Mark or obstruction. Note that A and C must hail for sea room, then tack as soon as room is given. (Rules 43.1 and 43.2)



In the second diagram, Yachts A, B, and C are not entitled to hail for room to tack since Yacht D on present course can fetch the Mark and obstruction. However, Yachts A or B or C may luff slowly under Rule 40. In this diagram, A, B, and C are all forward of mast abeam on the yachts to windward of them, and therefore could luff above close-hauled. If they had an overlap but were not up to mast abeam, they could only luff up to close-hauled. (See Bulletin 71-1.) However, they are also entitled to room at the Mark under 42.1 as previously explained in Bulletin 71.1, if they can make it by luffing. Note that luffing may not solve the problems of Yachts A, B, or C, particularly A and B, but they are entitled to make the attempt.

If Yachts A, B, or C hail for "Room" to tack, are refused, and hail again, they shall receive the required room, but the hailing yachts must retire immediately (Rule 43.3b).

If Yacht D having refused room to tack on the first hail then fails to fetch the Mark, she shall immediately withdraw (Rule 43.3c).

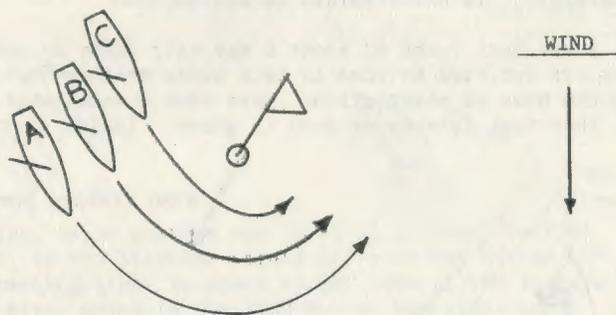
If Yacht C tacks and forces Yacht D about to avoid a collision, she (Yacht C) must withdraw immediately. Now Yachts A and B may tack and continue provided they have not hailed for room (Appeal No. 38).

Note: This discussion covers only those yachts approaching the Committee Boat end of the line when the Committee Boat will be left to leeward for the start.

Advice: It is possible to get an excellent start at the port end of the line when wind favors that end, but watch out for "Coffin Corner" if the Committee Boat is at that end, especially if there is a head current.

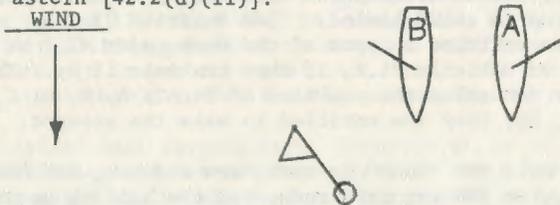
(8)

ROUNDING MARKS (RULE #42-1)

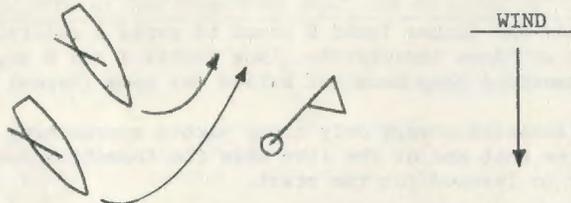


In rounding or passing a mark or obstruction, the outside yacht(s) (A and B in above diagram) shall give each yacht overlapping on the inside room to round or pass. [42.1 (a)].

Overlaps must be established in time to be valid. A yacht clear astern may not establish an overlap and claim room after the yacht clear ahead is within two of her own lengths of the mark or obstruction [42.2(a)(i)]. The burden of proof that an overlap was established soon enough shall rest on the yacht which was clear astern [42.2(d)(ii)].



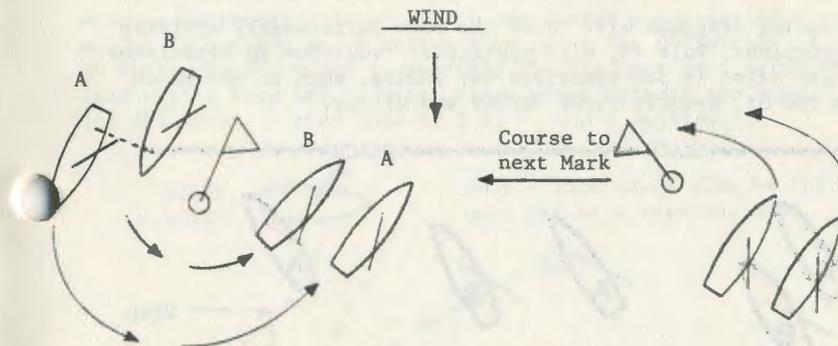
The above rules apply even if the boats are on opposite tacks. In the above sketch, A is on starboard tack, but she must give room to B to round the mark if B's overlap was established in time.



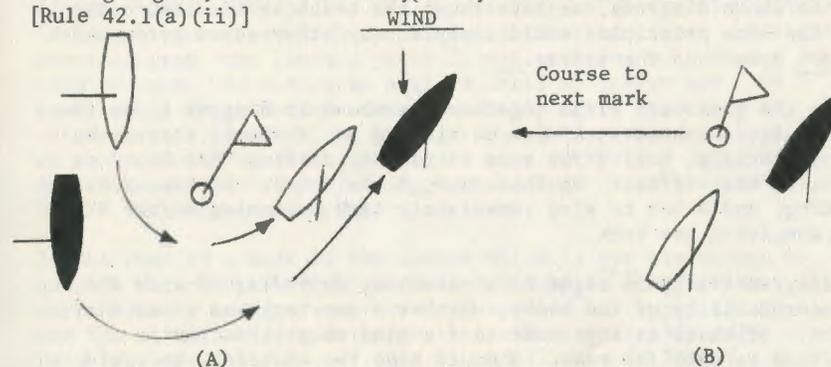
A leeward yacht with luffing rights may take an inside yacht to windward of a mark provided she hails to that effect and also

(9)

begins to luff before she is within 2 of her own overall lengths of the mark and provided she also passes to windward of it. [42.1(a)(iii)] if the leeward yacht luffs and then swings off or jibes to round the mark, in our opinion she must do so in time so that the windward yacht can do the same and also give the windward yacht room if she still has an overlap. The timing on this depends on size of yachts, wind conditions and speed.



Room to round or pass a mark includes room to tack or jibe if tacking or jibing is an integral part of the rounding or passing maneuver, as in above diagrams. [42.1(a)(i)] In the left-hand diagram, B is obligated to jibe around mark and assume proper course to next mark at first reasonable opportunity. However, if B had luffing rights, she could carry A beyond the mark if she wished to. [Rule 42.1(a)(ii)]



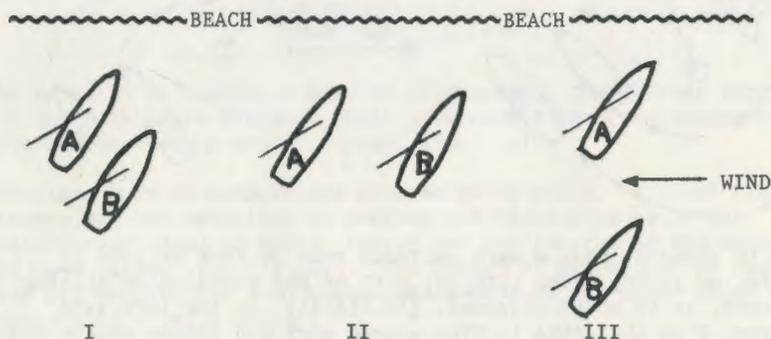
A yacht clear ahead (black in above diagrams) does not have to give room to white, but cannot claim right to tack under this rule if (A) she is completing rounding of leeward mark, and next leg is a beat, or (B) she is beating to windward and is about to tack around a mark. In either case, yacht clear ahead is subject to Rule 41, tacking or jibing. This provides that a yacht, while tacking or jibing, shall keep clear of a yacht on a tack.

(10)

RULES REGARDING OBSTRUCTIONS (42 & 43)

An obstruction is defined in Section I of the Rules (Definitions) as "any object which safe pilotage would require a yacht when one length away from it to make a substantial alteration of course to avoid."

The following diagrams will cover the rule particularly applying to obstructions, Rule 43, with particular reference to situations that arise often in San Francisco Bay racing, such as the beach between the St. Francis Yacht Harbor and Crissy.



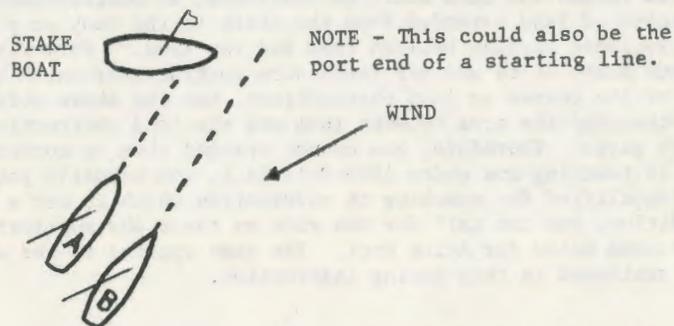
In the above diagrams, we have shown the beach as the obstruction, but the same principles would apply to any other obstruction which is not a mark of the course.

Where the boats are close together, as shown in Diagram 1, on the same tack, A cannot tack without hitting B. A should therefore, before tacking, hail B for room to tack by calling "Sea Room" or words to that effect. In this case, B would have to respond by tacking, and A has to also immediately tack beginning before B has completed her tack.

In diagram II, there might be a question, depending on size and maneuverability of the boats, whether A can tack and clear B's stern. If there is any doubt in A's mind about this, he is entitled to call for room. B would have two choices - he could either tack, as he would have had to do in diagram I, or should he decide that he can keep clear without tacking, he may hail "you tack" or words to that effect. In this case, it is B's responsibility to keep clear. A similar situation is shown in diagram III where there might be a question whether A could tack and clear B's bow.

We would like to emphasize that the situations in II and III are borderline where good sportsmanship is of the essence. A can only hail for room if he feels he can't tack without hitting B and wouldn't have room or time to maneuver after tacking to keep clear of B including tacking again or bearing off and taking B's stern if necessary.

When an obstruction is a mark of the course which is large enough to qualify as an obstruction under the definition of an obstruction -- such as possibly a stake boat or a point of land with a buoy off it with unsafe water between the buoy and the point -- then Rule 43.3 a, b, and c applies.



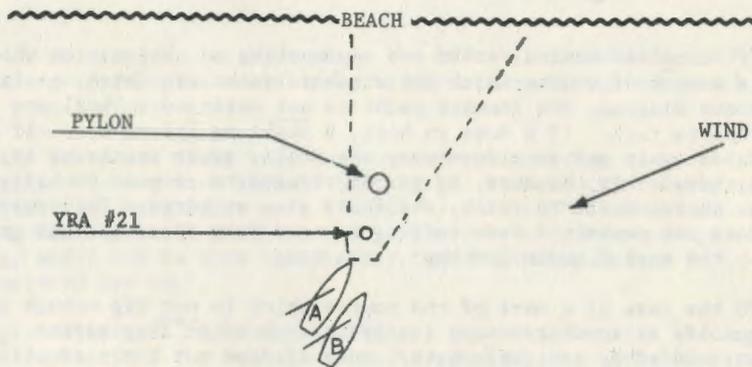
If two close hauled yachts are approaching an obstruction which is a mark of course which the windward yacht can fetch, as in the above diagram, the leeward yacht is not entitled to hail for room to tack. If A does so hail, B shall so inform her. If A hails again and receives room, she shall, after receiving it, withdraw. If, however, B, having refused to respond to hail as above, fails to fetch, she shall also withdraw. This rule does not prevent A from luffing B under Rule 38 if she can get by the mark without tacking.

In the case of a mark of the course which is not big enough to qualify as an obstruction (an ordinary buoy or flag marker surrounded by navigable water) Rule 43 does not apply at all, and the situation is governed by the other applicable rules in Part IV, especially 36, 37, 38, 41 and 42, and in Part V, 51 and 52.

Special Race Instruction Regarding Navigation Aids

A new Race Instruction for 1972 concerned Anita Rock and any buoy marking same (YRA #21), the vertical "H" beam off the Water Quality Control Plant west of St. Francis Yacht Club, the Bell Buoy off the west end of Alcatraz, and the outermost rocks off Point Blunt and any buoy marking same (YRA #12).

This Standing Race Instruction contains the following provision under Navigation Aids. "For purposes of NAYRU Rules 42, 43 and 59.1, the area between each of these three and the "H" beam above referred to and the land shall be considered an obstruction, as if a point of land extended from the shore to the buoy or piling. This precludes passing between them and the land." Formerly there was some doubt as to whether these were obstructions which were marks of the course or just obstructions, but the above definitely makes them and the area between them and the land obstructions and not marks. Therefore, you cannot reround them to correct an error in touching one under 1969 Rule 52.1, and actually you are not disqualified for touching an obstruction which is not a mark. In addition, you can call for sea room on these obstructions, as illustrated below for Anita Rock. The same applies to the other items mentioned in this Racing Instruction.



According to the Racing Instruction, it is as if the area between the outer buoy and the beach is a point of land as indicated by the dotted lines. A would be entitled to hail B for sea room if A cannot clear the obstruction without tacking.

Exception

In the rare case where a particular course might designate Alcatraz as a windward rounding mark (as in Coyote Point Regatta), then the Bell Buoy west of Alcatraz would have to be considered an obstruction which is a mark of the course, and Rule 43.3 a, b & c would apply.

APPENDIX

SIGNIFICANT 1973 CHANGES IN RULES
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New Rule 67 provides that when there is contact between two yachts, unless one of them retires in acknowledgment of the infringement, or at least one of them protests, both shall be disqualified. Note that this applies to substantial contact -- not a slight contact of a sail or a sheet, although these also are, of course, subject to protest. Note also that the Rule provides that the Race Committee may waive the rule under circumstances such as drifting conditions in a calm.

Rule 34 - Right-of-Way Yacht Altering Course, sometimes referred to as the Balking Rule, has incorporated as a new exception a special starting situation. It explicitly permits a starboard-tack yacht, running the line before a windward start, to come up to close-hauled after the starting signal even if this prevents a port-tack yacht ahead of her from keeping clear -- something all starboard tackers probably always thought they had a right to do anyway.

Rule 35 - Hailing has been made more explicit and has more teeth in it.

Rule 40 - Right-of-Way Yacht Luffing Before Starting. The 1969 version of the Rule was a change from the Rule prior to that in that it allowed a leeward yacht with an overlap to luff a windward yacht slowly, even if she did not have mast abeam. But before her starting signal, she could not luff above close-hauled. This meant that if there was an interval between the starting signal and actually starting and clearing the line, such a leeward yacht with an overlap, but without mast abeam, could luff the windward yacht above close-hauled during this interval. We suspect that this "quirk" in the 1969 Rule was unintentional. In any case, in the 1970 version, the words "before her starting signal" have been omitted so that the restriction on the right of a leeward yacht when aft of mast abeam to luff no higher than close-hauled now applies at all times before starting. Of course a leeward yacht forward of mast abeam can still luff above close-hauled prior to starting provided that she does so slowly and gives the windward yacht room and opportunity to keep clear.

Rule 42 - Rounding or Passing Marks and Obstructions has been rearranged as to paragraphs with some rewording, but changes of substance are minor. One change is that, instead of providing for buoy room at starting marks and then taking it away with the anti-barging rule, the rule now gives no right to begin with to buoy room at starting marks surrounded by navigable water. Of course, a leeward yacht can use her leeward-yacht rights of Rule 37.1 to obtain the room she needs at the leeward end of the line, subject only to the limitations of Rule 40 (see previous paragraph) regarding luffing. Another change is that the requirement that an inside, opposite-tack yacht jibe around a mark at the first reasonable opportunity is also explicitly applied also to an inside, same-tack yacht which does not have luffing rights. Although this requirement was intended to be implied right along, it has not been well recognized. Of course an inside, leeward yacht with luffing rights may still carry a windward yacht past the mark if she wishes to.

Rule 52 - the Penalty of an Extra Rounding for Touching a Mark has been rewritten to reduce the uncertainties that have arisen as to its requirements. To accomplish this in the case of a starting mark, where most of the problems arose, a clause 2 b i has been added requiring that the extra rounding be taken after starting.

Rule 68.5 now explicitly states that a protest flag need not be flown in order to make a valid protest for redress, or what is usually called a protest against the Race Committee.

Rule 74. A paragraph 3 has been added to this rule stating that after a gross breach of good manners or sportsmanship, the Race Committee may exclude a competitor from further participation in a series or take other disciplinary action.

There are other changes of interest to Race Committees, notably Appendix 5, the Authority and Responsibility of Race Committees and Judges for Rule Enforcement. The principal point made by this Appendix is that, recognizing the danger involved, such as becoming overzealous, race committees and/or judges should institute hearings under Rule 73.2 more often when there occurs what appears to be a clear-cut and significant rule infringement not protested by a competitor. There is also provision in Appendix 3 for three optional-penalty arrangements alternative to disqualification, any one of which a race committee may elect to incorporate in the sailing instructions if it wishes.

Additional Comments -- Rules 32, 33 & 36

Rule 32. "Avoiding Collisions" states that "A right-of-way yacht which makes no reasonable attempt to avoid a collision resulting in serious damage may be disqualified as well as the other yacht." (Our underling.) Note that the rule says, "reasonable attempt to avoid" and, "serious damage" and, "may be disqualified." In other words, the right-of-way yacht does not have to be disqualified if a collision results. Even if serious damage results, the Protest Committee can decide that the conditions were such that the right-of-way yacht did not have opportunity (reasonable distance or time) to make a reasonable attempt to avoid a collision.

Note that the word "reasonable" was added in the 1973 Rules, which does put somewhat more responsibility on a right-of-way yacht, even one close-hauled on the starboard tack, to keep a look-out.

Rule 36. Fundamental Rule, "A port-tack yacht shall keep clear of a starboard-tack yacht." This rule is clear and unequivocal, yet incidents, arguments and protests continually arise.

For example, we have been advised that some port-tack yachts are "pushing their luck," relying on the starboard-tack yacht to avoid collision. The port-tack yacht then claims that the starboard-tack yacht did not have to alter course at all, and perhaps succeeds in convincing the Protest Committee of this. In the event of a collision, the port-tacker cannot escape disqualification, but he then tries to take the starboard-tacker out with him by protesting under Rule 32 "Avoiding Collisions."

In our opinion, the burden of proof is on the port-tack yacht in a port-starboard situation (especially when going to windward). If the starboard-tack yacht alters course to avoid the port-tack yacht, the port-tacker should be disqualified unless the weight of evidence proves to the Protest Committee that the starboard-tacker did not have to alter course to avoid a collision. There does not have to be a collision to satisfy the Protest Committee that the starboard-tack yacht was fouled.

Rule 33. "Retiring from Race" also deserves attention. This rule requires a yacht which realizes that she has infringed a racing rule or sailing instruction to retire promptly. You should not wait to see if the other yacht protests you, or sail all around the course and then not cross the finish line, or finish and then withdraw later if protested. This applies where you have obviously fouled someone or violated some racing instruction. Of course, if it is a questionable situation or one where there is a question on your mind whether you actually did commit a foul, which you feel should be decided by a protest hearing, you are entitled to finish the race and have all your normal rights while completing the course.

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