

Volume 1, Issue 10

June 10, 2018

Rule of the Week



The ILYA #FAIRSAILING Initiative

ONE week until the quiz is ready for publication. Most of you have begun homelake racing for two weeks already. On the editor's little lake, the initiative has had an impact already. The little errors are invoking self-regulation with a turns penalty.

This is a good time to review your homelake SI's to prepare your sailors for regattas. Keep in mind, if it is not in the SI's, the Racing Rules of Sailing take precedence. If you have not written an alternative penalty into your SI's, two turns penalty it is. In the ILYA, our classes A, E and C have opted for a one-turn penalty but the MC's remain as in the RRS. Do you want your sailor to have an option of accepting some penalty as a percentage of the finish so you can avoid a protest? Then you need to write that into your SI's. Do you want to use a throwout system other than the RRS dictate in Appendix A? Same answer. Plan to adopt a scoring system other than the standard? --- please, please document it properly.

The best approach to take is tight, good SI's which follow the template - whether the standard or supplementary - in the RRS. There is a reason we belong to this sport and there is a reason courts respect the decisions made by US Sailing in the execution of the rules of our sport. Don't get caught unawares by a sharp sea lawyer. The rules are about more than just how to sail on the water and right-of-way. How you conduct the race, score the race, send information to others about the race are governed by the RRS. Write your NoR and SI's with the

rulebook at your side. There is no other way. "We've always done it that way or we meant to say" doesn't cut it anywhere but in your small community as long as the community allows it to slide by. Learn to enjoy the rules and the accuracy in their design and execution. Masters of the sport and masters of language drafted the rules --- trust the **PRECISE, TESTED** phraseology and USE YOUR RULEBOOK!

On another note, how are you teaching the rules of right-of-way at your club? Need a visit, need a webinar? Contact us to let us know how we can help explain the rules to your sailors. Our 2018 presentation is almost entirely about right-of-way (on the water) rules but we touch on a couple others. Above all, this is about the basic principle of FAIR SAILING. Watch next week for our methods available for your club to use to show and teach the rules from the ILYA #FAIR SAILING initiative.



RULES OF THE WEEK - RULE 14 & 15

All videos are contributed by UK Sailmakers, the text was organized by SailZing. Congratulations! If you've been following along, you've now mastered the rules of Part 2, Section A - Right of Way. Remember, the rules in Section A (Rules 10-13) determine right of way when two or more boats meet.

Having right of way doesn't give you a blank check to affect other boats. The rules of Part 2, Section B - General Limitations - don't change right of way, but they do limit the actions of right-of-way boats. We'll cover Rules 14 and 15 this week.

Rule 14 - Avoiding Contact

"A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to room or mark-room (a) need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark-room, and (b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury."

Definitions

Room. The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way.

Previously defined term: [Keep Clear](#)

Rule 14 Key Points

- This rule recognizes that preventing damage or injury is more important than preserving right of way
- If you are a right-of-way boat and need to act to avoid contact, you assert your rights by protesting the other boat, not by letting contact occur
- If there is damage or injury in a collision, both boats might be disqualified

Rule 14 Insights

Various cases in the World Sailing Casebook add insights to this rule. Click the links to read more:

- [Case 26:](#) Not watching for other boats is not an excuse for avoiding contact
- [Case 50:](#) In port-starboard situations, the port tack boat (under Rules 10 and 14) and the starboard tack boat (under Rule 14) are only required to act if there is a "genuine and reasonable apprehension" of collision.
- [Case 99:](#) The right-of-way boat is not required to take extreme measures (such as a crash gybe that might cause damage in itself) to avoid a collision.

Rule 15 - 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 action."

May

Rules of Week to be featured

1 - **Basic Principles, Rules 2-3**

8 -

Rule 10 On Opposite Tacks

15 -

Rule 11 On Same Tack, Overlapped

22 -

Rule 12 On Same Tack, Not

Overlapped

29 - **Rule 13** While Tacking

June

Visits to Clubs and Sailing Schools

4 - **Nagawicka Rules Presentation**

I

5 - **Rules 14** Avoiding Contact, and

Rule 15 - Acquiring Right of Way

7 - **Pewaukee Rules Presentation**

11 - **Nagawicka Rules Presentation**

II

#FAIRSAILING Representatives

Beulah - John Porter
Okoboji - Kelli Farrar
Pewaukee - Rick Roy
**Northern WI or Upper
Michigan - Pete
Kulenkamp**

Committee presenters:

John Porter

Bruce Martinson

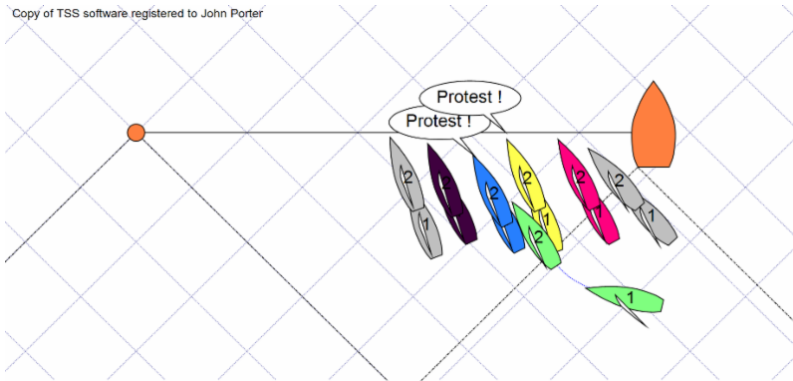
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Scenarios

For each scenario, read the description, watch the animation by clicking on the link below the picture, and decide your answer to the question. Then click the Answer link to check your thinking.

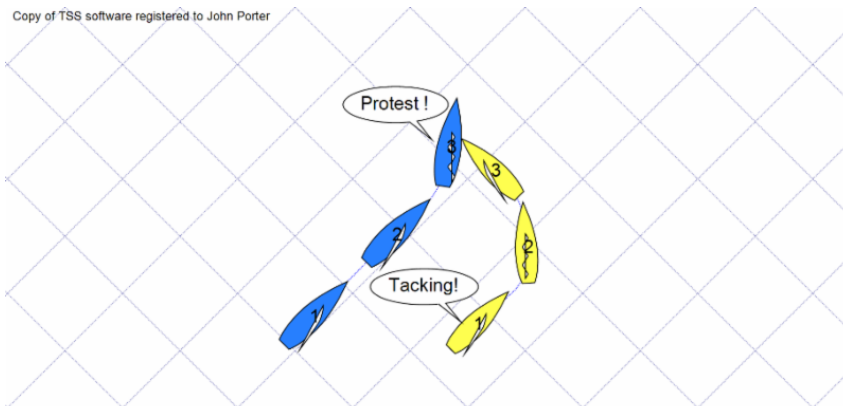
#1 "Small Hole on Starting Line"



Click [here](#) to see animation.

Description: Green approaches the starting line and sails between Blue and Yellow. Green expects Yellow to keep clear as the windward boat. There is no contact. Which boat(s) should promptly take a penalty? [Answer](#)

#2 "Tacking Too Close"

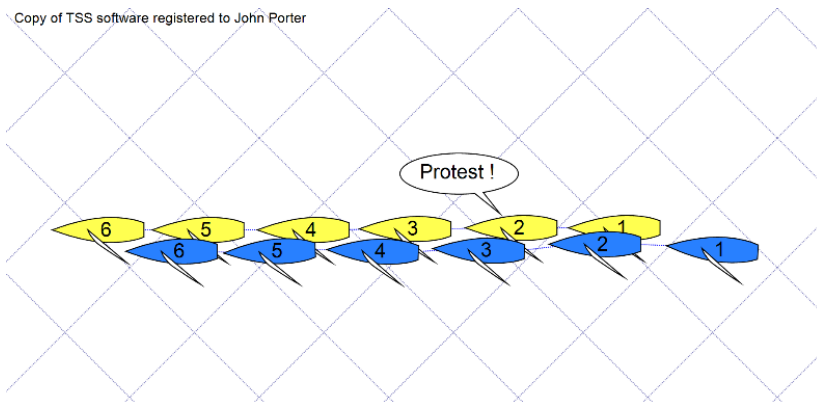


Click [here](#) for animation.

Description: Yellow and Blue are sailing upwind. Yellow hails "tacking" and immediately tacks, causing contact. Yellow alleges she gave Blue plenty of warning by hailing. Which boat(s) should promptly take a penalty? [Answer](#)

Which boat(s) should promptly take a penalty? [Answer](#)

#3 "Tacking and Luffing on the Starting line"



Click [here](#) for animation.

Description: Yellow and Blue are sailing downwind. Blue acquires an overlap at position 2 and Yellow protests immediately..

Which boat(s) should promptly take a penalty? [Answer](#)



**Thanks to
Bruce Martinson,
Al Haeger
and
John Porter
for their leadership and
volunteer efforts to
further
ILYA #FAIRSAILING**

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