

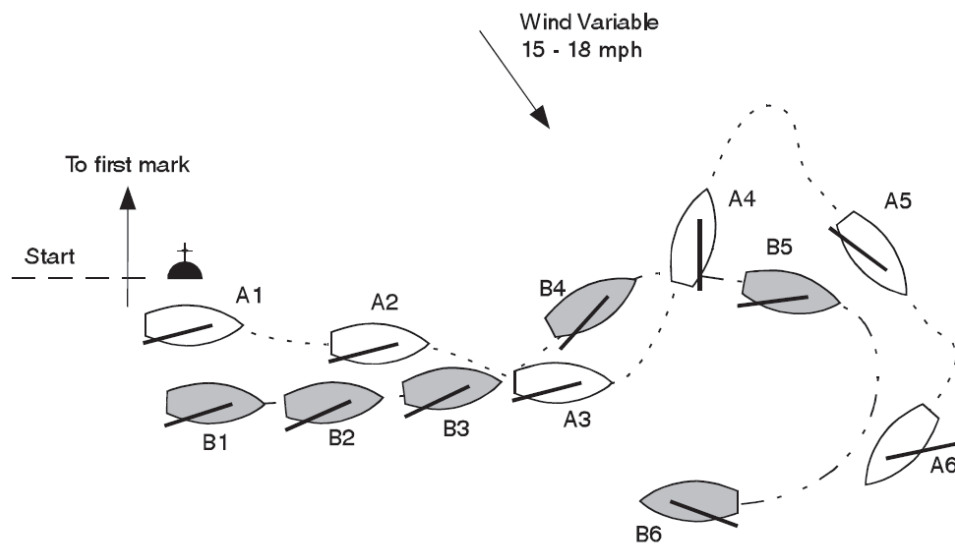
## CASE 52

### Rule 16.1, Changing Course

*Rule 16.1 does not restrict the course of a keep-clear boat. Manoeuvring to drive another boat away from the starting line does not necessarily break this rule.*

#### Facts

Before the starting signal, the two boats, A and B, reached away from the starting line. A, moving faster, passed and was clear ahead of B at position 3. At position 4, A luffed up to close-hauled, intending to tack back to the line, but she found that B also had luffed and worked into position where, had A tacked, there would have been an immediate collision. A then bore away to gybe, only to discover that B had borne away into a position where a gybe would again cause collision. Finally, B gybed and headed for the starting line, leaving A well astern.



A protested B under rule 16.1, claiming that she had been interfered with while in the act of keeping clear. The protest committee disqualified B, who appealed, holding that her disputed manoeuvres were legitimate means of driving a competitor away from the starting line.

#### Decision

B's appeal is upheld. She is reinstated. B's actions describe a classic manoeuvre in match and team racing, used to gain a favourable starting

position relative to another competitor. The essential point is that rule 16.1 applies only to a right-of-way boat, which B, at positions 3 and 4, was not.

At position 4, B, as windward boat, had to keep clear under rule 11, but A could not tack without breaking rule 13. At position 5, B became the leeward boat with right of way under rule 11. Had A gybed onto starboard tack, A would have been subject to rule 15 and, if she changed course after she was on starboard tack, to rule 16.1. The facts show that neither boat broke any rule.

USA 1955/63

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## CASE 53

### **Rule 11, On the Same Tack, Overlapped**

### **Rule 15, Acquiring Right of Way**

*A boat clear ahead need not take any action to keep clear before being overlapped to leeward from clear astern.*

### **Facts**

Thirty seconds before the starting signal, W was nearly wayless, her sails flapping. At least three hull lengths prior to becoming overlapped to leeward of W, L hailed 'Leeward boat'. W took no evasive action. Immediately after she became overlapped, L had to bear away to avoid contact with W; meanwhile, W began to trim her sails and head up. L protested. The protest committee found that W, having been given adequate warning of the impending situation, failed to keep clear of a leeward boat, thereby breaking rule 11. W appealed asking, 'Does W, under rules 11 and 15, have an obligation to anticipate becoming overlapped to the extent of having to gather sufficient way to be able to respond immediately after the boats become overlapped?'