

TR Call L6

Get Well Clear

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To include Team Racing Rapid Response Call 2003.001 Well Clear to Take a Penalty in the Call Book

Proposal

Insert into the Team Racing Call Book a new Call C6 as follows:

TR CALL L6

Rule 21.2	Taking Penalties
Rule 44.2	One-Turn and Two-Turn Penalties

Question 1

When is a boat, intending to take a penalty under rule 44.2, ‘well clear of other boats’?

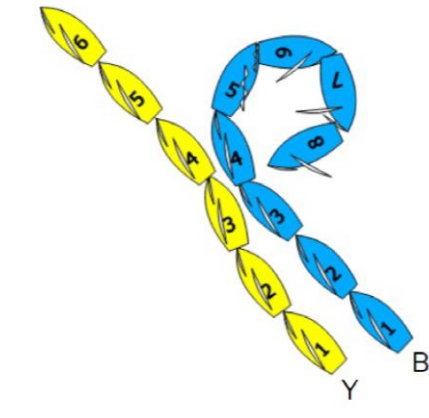
Answer 1

In team racing, a boat intending to take a penalty under rule 44.2 meets the requirement to get ‘well clear of other boats’ when she reaches a position where she

- a) has the space she needs to start taking the penalty, and
- b) is not preventing a boat on another team from:
 - i. continuing to sail her current course;
 - ii. changing course onto a *proper course*; or
 - iii. approaching the line to *start*.

Rule 44.2 requires the boat to meet this requirement as soon as possible.

Once a boat has met this requirement, rule 44.2 then requires her to take the penalty promptly, and rule 21.2 requires her to keep clear of other boats while doing so.



Question 2

B and Y are two-person dinghies on a beat to windward in moderate wind. Rule 17 does not apply to Y and no other boats are nearby.

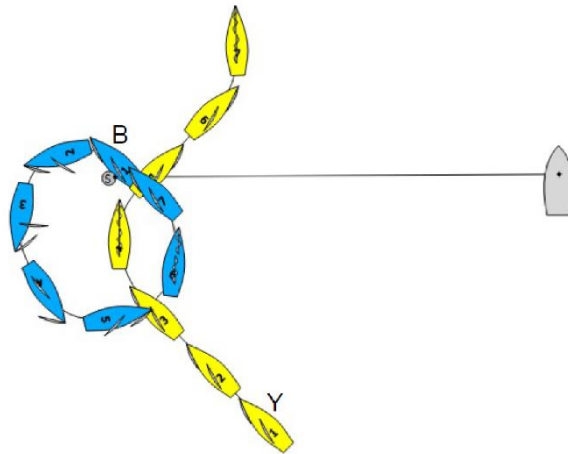
After Position 1 Y luffs slowly and B does not respond. At Position 3 B is not keeping clear. Y bears away and protests. B luffs, then tacks and gybes.

Has B taken a One-Turn Penalty that complies with rule 44.2?

Answer 2

Yes. At position 4 B has the space she needs to start taking the penalty and Y is sailing a *proper course*. B is also not preventing Y from continuing to sail this course, so at Position 4 B meets the requirement to get well clear of other boats. B then promptly makes a turn including one tack and one gybe as required by rule 44.2.

However, if a boat passes head to wind or gybes before she is well clear, that tack or gybe is not part of her penalty turn.



Question 3

Shortly after the starting signal, a keelboat B touches a starting mark that Y is approaching on a close-hauled course, but not fetching. There are no other boats nearby.

As soon as B is clear of the mark, she bears away to take her penalty. After position 3, Y tacks and *starts*. B promptly gybes, passes astern of Y, and then tacks.

Has B taken a One-Turn Penalty that complies with rule 44.2?

Answer 3

Yes. At Position 3 B is sailing in a direction to give herself the space to take the penalty to leeward of Y as soon as possible. When Y luffs to tack, B has the space she needs to start taking the penalty and is not preventing Y from either continuing to sail her course or approaching the line to *start*. B therefore has met the requirement to get well clear of other boats.

B then promptly makes a turn including one gybe and one tack as required by rule 44.2.

Current Position

This is a new call, derived from Rapid Response Call 2023.001.

Reasons

1. The substance of this proposed call is a rapid response call at present. The rapid response call has worked well and should be a permanent call.
2. The call follows the principles of Case 149:

1. If there is no basis to expect to be interfered with, then the boat has gotten well clear
2. No other boat must be in a position to interfere when the boat makes her turns.

However, these principles have a more limited interpretation in team racing than in fleet racing. Applying these principles to team racing needs to take into account that boats' courses are not predictable in the same way as they are in fleet racing. At any time a boat may slow or change course, sometimes going back up the course, in order to slow an opponent.

Therefore the criteria for 'getting well clear' in team racing should rest primarily on the current situation, and less on any prediction of other boat's positions while the penalty is being taken. Rules 21.2 and 23.2 already define how boats may manoeuvre against each other while a penalty is being taken.

A second reason to have a limited interpretation of 'well clear' in team racing is that in team racing there are frequently numerous incidents and penalties and it is critical to the discipline that those penalties be taken as near as possible in time to the incident for which they are taken, so it is clear to all competitors (and umpires) which incident each penalty is being taken for.

3. The criteria in Answer 1 only reference interference with boats on the other team. The reason for this restriction is that rule D1.3(d) specifies that boats on the same team are not to be penalized for breaches of rules of Part 2 unless there is contact, and the interpretation of 'well clear' needs to be consistent with that principle – a boat that begins her penalty in the path of a teammate can expect that the teammate will provide her the space she needs to be well clear.
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