

**** Part 2 are two-turns penalties. Each turn consists of one tack and one gybe! ****

Part 2 – When Boats Meet:

The rules of Part 2 apply between boats that are *sailing in or near the racing area* and *intend to race, are racing, or have been racing*. However, a *boat not racing* shall *not be penalized* for breaking one of these rules, *except rule 14* when the incident resulted in *injury or serious damage, or rule 23.1*. R14: Avoiding contact, R23.1: Interfering with another boat

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the notice of race so states, the rules of Part 2 are replaced by the right of-way rules of the IRPCAS or by government right-of-way rules.

SECTION A - RIGHT OF WAY

A boat has right of way over another boat when the other boat is required to **keep clear** of her. However, *some rules* in Sections B, C and D *limit the actions of a right-of-way boat*.

10 ON OPPOSITE TACKS

When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.

11 ON THE SAME TACK, OVERLAPPED

When boats are on the *same tack and overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

12 ON THE SAME TACK, NOT OVERLAPPED

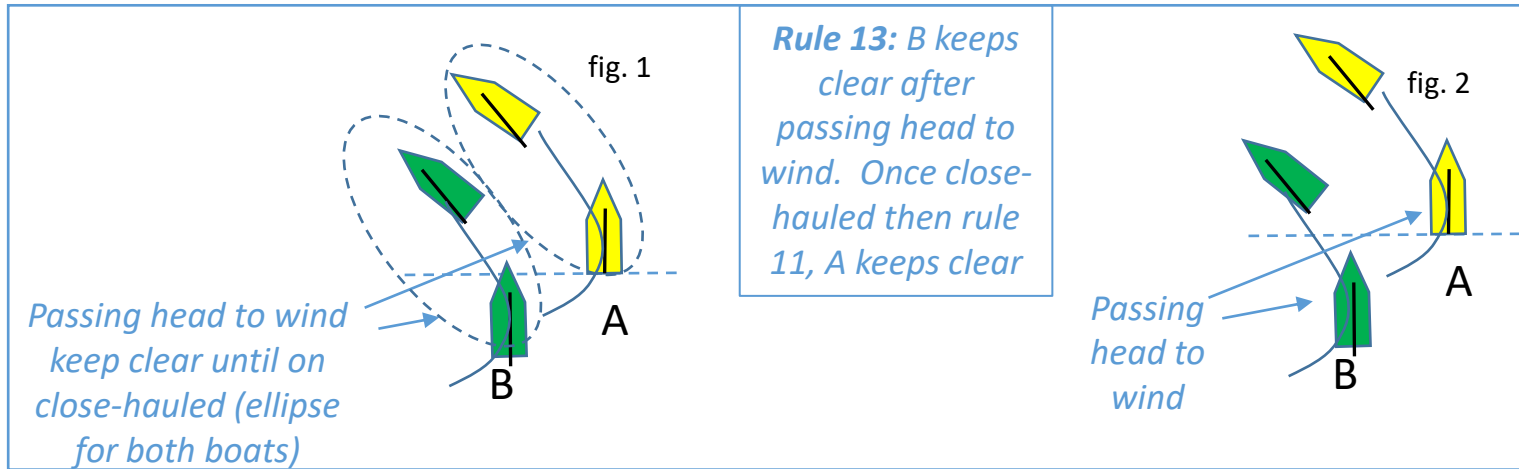
When boats are on the *same tack* and *not overlapped*, a *boat clear astern* shall *keep clear* of a *boat clear ahead*.

13 WHILE TACKING

I stopped red text after rule 12 because rules 13 – 17 would be all red! Just too many key words to describe each situation's nuances.

After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats (A & B) are subject to this rule at the same time, the one on the other's port side (B, fig. 1) or the one astern (B, fig. 2) shall *keep clear*.

Just like rules of the road. The one on the other's port side will see a red port light, meaning no right of way. The one to starboard will see a green running light on the other boat, meaning right of way.



Part 2 – When Boats Meet continued:

SECTION B - GENERAL LIMITATIONS

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

Wow, “reasonably possible”. Sounds frightening. If sailing in a seamanship like manner I think you should never have contact unless a judgement error occurs (easy to happen when a helm may only have a split second to react) but then fault will likely seem clear.

Examples of possible exoneration from contact that we could see are likely off boat influences. i.e.

- 1. Light air, no steerage, and boats are thrust into each other by a wake from a nearby powerboat.*
- 2. A competitor tacks right in front of you and you have little or no time to react.*

15 ACQUIRING RIGHT OF WAY

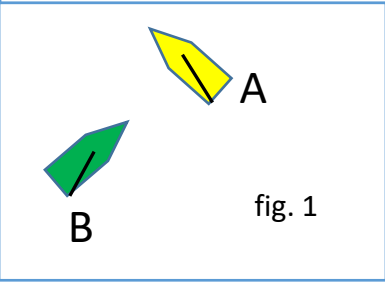
When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat’s actions.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room to keep clear*.

16.2 In addition, on a beat to windward (fig. 1) when a *port-tack* boat (B) is *keeping clear* by sailing to pass to leeward of a *starboard-tack* Boat (A), the *starboard-tack* boat (A) shall not bear away if as a result the *port-tack* boat (B) must change course immediately to continue *keeping clear*.

16.2: “A” can’t bear away and make B change course immediately. This situation will likely last for a few second and while the boats are close to each other. A change of left bearing drift to CBDR or even right bearing drift will be the clue that A fell off too far and made B change course



Part 2 – When Boats Meet continued:

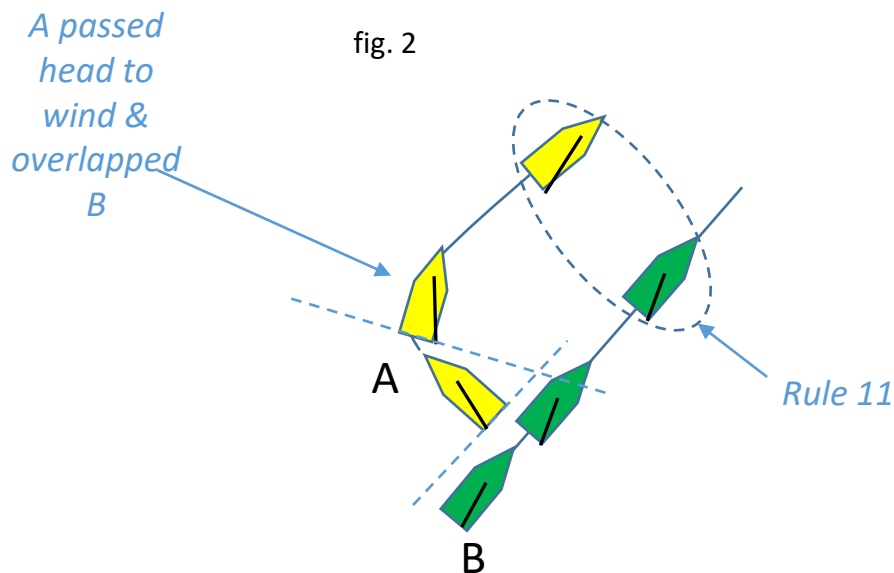
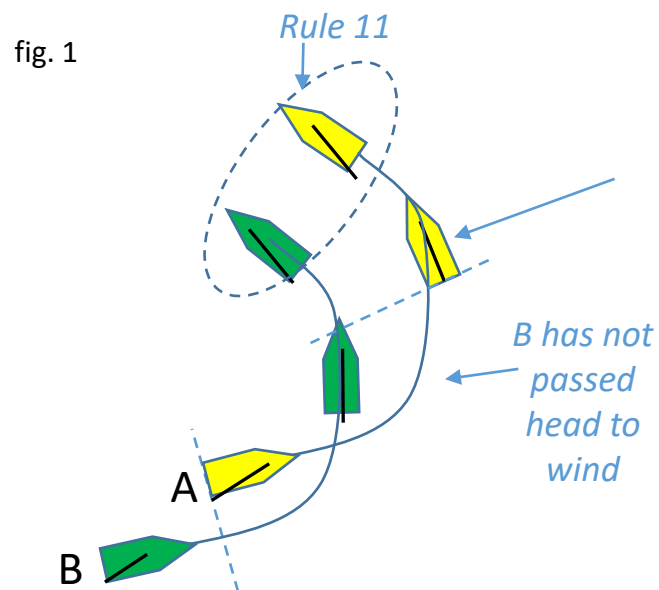
SECTION B - GENERAL LIMITATIONS

17 ON THE SAME TACK; PROPER COURSE

If a boat *clear astern* becomes overlapped within two of her hull lengths to leeward of a boat on the same *tack*, she shall not sail above her proper course while they remain on the same *tack* and overlapped within that distance, unless in doing so she promptly sails astern of the other boat.

This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear* (fig. 1 & 2).

In fig. 1 & 2, B is not limited by rule 17 since the overlap is generated during the tack. Rule 11 applies once A & B are close-hauled & overlapped



Doesn't mean a boat has to sail straight to the mark. If the captain thinks better wind or current, etc. by bearing away or heading up, he may without violating rules in Part 2, "When boats meet"

DEFINITION REMINDER - Proper Course: A course a boat would choose in order to sail the course and finish as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no proper course before her starting signal.