

# Lunch Scenarios

**Following are answers to the Lunch Scenarios from the *Racing Rules Seminar Workbook*. Also, for further study, you may want to download the *US Sailing Appeals Book* and *ISAF CaseBook*.**

**US Sailing Appeals:** <http://ussailing.org/appeals/> (Free to members)

**ISAF CaseBook:** <http://www.sailing.org/25464.php>

**Scenario 1:** The diagrammed situation occurs between 15 seconds to the starting signal (position 1) and 5 seconds to the starting signal (position 4).

Position 1 – Yellow is clear astern of Blue and Green; rule 12 applies between Yellow and both Blue and Green – Yellow must keep clear of both Blue and Green...and she is. Blue and Green are overlapped; rule 11 applies between Blue and Green – Green must keep clear of Blue...and she is.

Position 2 – Yellow has established a leeward overlap on both Blue and Green. She has the right of way under rule 11, but must “initially” give Blue and Green “room” to keep clear of her. Rule 17 also applies but provides no obligation on L before the starting signal. Yellow is good so far. Nothing has changed between Blue and Green from position 1.

Position 3 - Yellow is changing course (luffing) so rule 16.1 applies and requires her to give Blue room to keep clear, which she is doing. Blue is also luffing and must give Green room to keep clear as well, which she is doing.

Position 4 – the rules and obligations are the same from position 3, and all boats are complying with their obligations.

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**Scenario 2:** The starting signal is made at position 3. The only difference is that after the starting signal, Yellow cannot sail \*above\* her proper course; but in this situation, luffing nearly head to wind can be her proper course, as it is the fastest way for her to start.

Tactical thoughts:

For Green: keep as much water as possible between you and Blue. Be prepared to accelerate as soon as possible without being over the line early. Try to roll over the top of Blue soon after the start if possible.

For Blue: keep as close to Green as physically possible, but don't let there be contact. Be prepared to accelerate as soon as possible without being over the line early. Try to roll over the top of Yellow soon after the start if possible.

For Yellow: when you first become overlapped on Blue, be sure to leave enough space for her to luff sharply to get out of your way. Encourage her to luff immediately and sharply. Then slowly luff up under her and stay as close to her as possible, without contact. Be prepared to accelerate as soon as possible without being over the line early. If you need to shoot above close-hauled to get around the pin, do so quickly and then bear off the moment you do so without hitting the pin.

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**Scenario 3:** This incident occurred at 2:30 minutes before the starting signal.

Position 1 – Yellow is clear astern of Blue and Green and must keep clear of both of them. Blue, as the leeward boat, has right-of-way over Green and can luff and pass to windward of the obstruction if she so chooses. When she changes course, she must give Green room to keep clear under rule 16.1.

Position 2 - all three boats are overlapped at an “obstruction” (see definition Obstruction) that also happens to be a starting mark, and are not approaching the starting mark to start. Therefore rule 19 applies (see 19.2). Yellow (the outside boat) must give Blue (the inside boat) space (“room”) to give Green (the inside boat) space to pass to leeward of the obstruction; and Blue must give space to Green to pass to leeward of the obstruction.

Position 3 – Yellow is giving Blue room, but Blue fails to give Green room; Blue breaks 19.2(b).

Position 4 – Yellow is failing to give Blue room, and causing contact. Yellow breaks rules 19.2(b) and 14; however, because Yellow is the right-of-way boat (with the obligation to give room), she can only be penalized if there is damage to Yellow, Blue or the obstruction (rule 14(b)). Blue is touching the mark, thereby breaking rule 31, but is exonerated because she is forced to touch it by Yellow’s failure to give her room (see rule 64.1(c)).

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**Scenario 4:** This incident occurred between 20 seconds to the starting signal (position 1) and 5 seconds after the starting signal (position 4). The starting signal was made at position 4.

Position 1 – the boats are approaching the starting mark to start; rule 18 does not apply (Section C preamble). Rule 11 applies. Blue must keep clear of Yellow, and Green must keep clear of Blue.

Position 2 - Blue and Green are keeping clear of the boats to leeward of them.

Position 3 - Green is keeping clear of Blue. But Yellow is changing course (luffing). Yellow must give Blue space (“room”) to continue to keep clear of her under rule 16.1. Blue does not have that space as evidenced by her contact with the starting mark. Yellow breaks rule 16.1 and 14; however, because Yellow is the right-of-way boat (with the obligation to give room when she changes course), she can only be penalized if there is damage to Yellow, Blue or the obstruction (rule 14(b)). Blue is touching the mark, thereby breaking rule 31, but is exonerated because she is forced to touch it by Yellow’s failure to give her room (see rule 64.1(c)).

Position 4 - assuming Yellow had become overlapped to leeward of Blue from clear astern, Yellow was required to sail no higher than her proper course after the starting signal under rule 17. Because she bore away to close-hauled or even lower immediately after position 4, when the starting signal was made, she did not break this rule.

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**Scenario 5:** The starting signal was made at position 2.

Assuming Yellow and Blue each established their leeward overlaps from clear astern, Blue did not sail above her proper course after position 2, so she did not break rule 17. However, Yellow clearly did sail above her proper course after position 2, so she broke rule 17 in addition to rules 14 and 16.1.

Tactical thoughts:

## Situation 3

Green should be aware that she is entitled to room to pass to leeward of the race committee boat, but also aware that Blue and Yellow may not know that. Call to them early, and be prepared to pass to windward of the RC boat if needed. Yellow and Blue should simply give the boats to windward of them room to pass to leeward of the RC boat with no chance of contact.

## Situations 4 & 5

- Green must keep clear of Blue and Yellow, so she should slow down and let them pass ahead of her, or tack and come back to the RC boat later.
- Blue breaks no rule sailing between Yellow and the RC boat because Yellow has left plenty of space, but Blue should call to Yellow to remind Yellow not to luff once Blue's bow is stuck next to the RC boat's stern such that she couldn't respond to a luff. Blue has this timed very well, and should be prepared to tack the moment she can clear the RC boat's anchor line.
- Yellow should luff and "close the door" while Blue still has room to tack before getting to the RC boat. If Yellow became overlapped to leeward of Blue from clear astern, she can't sail above her proper course (usually close-hauled) after the starting signal.

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**Scenario 6A:** This is a downwind start. The first mark is on a course directly downwind of the starting line, about a mile away. The starting signal is made at position 1. Yellow would have hit Blue had Yellow not luffed between positions 1 and 2.

At position 1 in both pairs, the boats were approaching the starting marks to start. Therefore rule 18 did not apply (Section C preamble). Therefore the rules in Section A and B applied. Yellow was required to keep clear of Blue under rule 10; and Grey was required to keep clear of Green under rule 11. No boat broke a rule.

**Scenario 6B:** This is a downwind finish. Yellow would have hit Blue had Yellow not luffed between positions 1 and 2.

At position 1 in both pairs, the boats were about to pass a mark (that was not a starting mark). Therefore rule 18 applied (rule 18.2) and because the boats were overlapped as they reached the zone in both pairs, rule 18.2(b) applied (see definition Clear Astern, etc. for why Yellow and Blue on opposite tacks were “overlapped”). Blue and Green were required to give Yellow and Grey room to pass between them and the mark which they failed to do.

Tactical thoughts:

6A (the downwind start)

Blue and Green have the start nailed. Yellow needs to luff and then gybe in astern of Blue and follow her across the line. Had Yellow wanted to be where Blue is, she would have needed to make her move sooner to get in front of Blue much earlier. Grey should have slowed down and followed Green across the line.

6B (the downwind finish)

Yellow and Grey are entitled to mark-room at the finishing marks, which is the space they need to sail to the mark on a seamanlike course. Blue and Green can probably bear away to give Yellow and Grey mark-room while still crossing the finishing line ahead of them. All boats should plan on sailing the last 3-5 seconds of the race perpendicular to the finishing line (unless that would take Grey farther from the mark than needed to pass it in safety).