



The Case Book
for 2025 – 2028
KNJIGA SLUČAJEVA
(presedana)
za 2025-2028



sport / nature / technology





KNJIGA SLUČAJEVA (presedana) za 2025-2028

Tumačenja pravila jedriličarskih natjecanja

**World Sailing
srpanj 2025**



Preface

The Case Book for 2025-2028 follows a complete review of all the cases previously published and includes all new cases adopted so far by World Sailing since 2021. Many cases have been rewritten, some only slightly but others extensively, to illustrate as clearly as possible the application of the 2025-2028 racing rules; a few cases were temporary withdrawn for revision, and they will be either permanently deleted or released in the near future.

Cases are numbered sequentially beginning with '1', but there are gaps in the number sequence as a result of past deletions. Many cases are based on actual appeals made to a national authority under rule 70.1 or requests for confirmation or correction made under rule 70.2. Others, in question and answer format, are based on hypothetical or assumed facts; many of these are the result of questions submitted to World Sailing by International Race Officials.

There is no such thing as a definitive version of this book: new cases may be added each year, and sometimes cases may be revised or deleted; readers with comments and suggestions are invited to e-mail them to the World Sailing Case Book Working Group at this address: rules@sailing.org.

The Case Book for 2025-2028 was prepared by the Case Book Working Party: Dick Rose (Chair), Giorgio Davanzo, Steve Hatch, Trevor Lewis, Dave Perry, Michael Short and Dusan Vanicky. The torch they lit will now be carried forward by the newly formed Case Book Working Group: Giorgio Davanzo (Chair), Lynne Beal, Steve Hatch, Selvam Mookken, Finn Mrugalla, Dave Perry, Dick Rose, Michael Short and Jiang Zuoru.

Richard Slater, Chair
World Sailing Racing Rules Committee
July 2025

Predgovor

Knjiga slučajeva (presedana) za 2025.-2028. daje cjeloviti pregled svih prethodno objavljenih slučajeva i uključuje sve nove slučajeve koje je do sada usvojila Svjetska jedriličarska federacija (World Sailing) od 2021. godine do danas.

Mnogi slučajevi su ponovno napisani, neki samo neznatno izmjenjeni, a drugi značajno, kako bi se što jasnije prikazala primjena Pravila jedriličarskih natjecanja za razdoblje 2025.-2028.; nekoliko slučajeva je privremeno povučeno radi preispitivanja, a bit će trajno izbrisani ili objavljeni u bliskoj budućnosti.

Slučajevi su pobrojeni u nizu počevši od 1, ali postoje praznine u brojevnom nizu kao rezultat prošlih brisanja. Mnogi slučajevi se temelje na stvarnim žalbama podnesenim Nacionalnom savezu, prema pravilu 70.1 ili zahtjevima za ispravak podnesenim prema pravilu 70.2. Drugi, u obliku pitanja i odgovora, temelje se na zamišljenim ili pretpostavljenim činjenicama; mnogi od njih su rezultat pitanja koja su World Sailing-u postavili ovlaštene službenici za međunarodne regate (Međunarodni Voditelji Natjecanja, Suci, Presuditelji, i Premjerači; International Race Officers (IRO) International Judges, (IJ) International Umpires (IU) International Measurers (IM)).

Ne postoji nešto poput konačne verzije ove knjige: novi slučajevi mogu se dodavati svake godine, a ponekad se slučajevi mogu preispitati ili brisati; čitatelji s komentarima i prijedlozima pozivaju se da ih pošalju e-poštom Radnoj skupini World Sailing-a za slučajeve na ovu adresu: rules@sailing.org

Knjigu slučajeva za razdoblje 2025.-2028. pripremila je Radna skupina za Knjigu slučajeva:

Dick Rose (predsjedatelj), Giorgio Davanzo, Steve Hatch, Trevor Lewis, Dave Perry, Michael Short i Dusan Vanicky. Baklju koju su zapalili sada će ponijeti novoosnovana Radna skupina za Knjigu slučajeva: Giorgio Davanzo (predsjedik), Lynne Beal, Steve Hatch, Selvam Mookken, Finn Mrugalla, Dave Perry, Dick Rose, Michael Short i Jiang Zuoru.

Richard Slater, Predsjednik
World Sailing Racing Rules Committee,
srpanj 2025



National Authority Abbreviations

Kratice nacionalnih tijela

ARG	Federacion Argentina de Yachting	Argentinska federacija jedriličara
CAN	Sail Canada	Kanadski jedriličarski savez
DEN	Danish Sailing Association	Danski jedriličarski savez
GBR	Royal Yachting Association	Kraljevski jedriličarski savez
ITA	Italian Sailing Federation	Talijanska jedriličarska federacija
NED	Koninklijk Nederlands Watersport Verbond	Nizozemski savez za vodene sportove
NOR	Norwegian Sailing Federation	Norveška jedriličarska federacija
RUS	Russian Yachting Federation	Ruska jedriličarska federacija
USA	US Sailing	Američki jedriličarski savez

Labels Used for Boats in Diagrams

A, B, C, etc.	A,B,C i td	Any boat, or	Bilo koja jedrilica ili
		Boat clear ahead	Jedrilica slobodna po pramcu
		Boat clear astern	Jedrilica slobodna po krmi
I		Inside boat	U Unutarnja jedrilica
L		Leeward boat	Z Jedrilica u zavjetrini
M		Middle or intervening boat	M Srednja ili umiješana jedrilica
O		Outside boat	V Vanjska jedrilica
P		Port-tack boat	L Jedrilica na lijevom uzdama
S		Starboard-tack boat	D Jedrilica na desnim uzdama
W		Windward boat	P Jedrilica u privjetrini
Combinations of these letters are also used.			Koriste se i kombinacije ovih slova.

Historical Sense

Povijesni smisao

For clarity and brevity, the Cases use the feminine gender in the historical sense when referring to a boat and the masculine gender when referring to a person.

Radi jasnoće i kratkoće, padeži koriste ženski rod u povijesnom smislu kada se odnose na jedrilicu i muški rod kada se odnose na osobu.



SECTION 1

ABSTRACTS OF CASES BY RULE NUMBER

Section 1 enables readers to find the cases that interpret a particular rule. For example, Cases 15 and 17 interpret rule 13. The abstracts for those cases are in this section under the heading Rule 13, While Tacking. A case's abstract may not mention every rule that is interpreted by the case; therefore readers must study the case itself, in Section 2, to see how the rule has been interpreted or illustrated.

Please note that this index is denser than the rules themselves; for example, while a case might be referencing rule 18.2(a)(1), this index has a general reference to rule 18.2(a), which includes all of its content.

DIO 1

PREGLED SAŽETAKA SLUČAJEVA PREMA BROJU PRIMIJENJENOG PRAVILA

Dio 1 omogućuje čitateljima da pronađu sažetke slučajeva koji tumače primjenu određenog pravila. Na primjer, slučajevi 15 i 17 prikazuju primjenu Pravila 13. Sažeci za te slučajeve nalaze se u ovom odjeljku pod naslovom Pravilo 13, TIJEKOM LETANJA. Sažetak slučaja možda ne spominje svako pravilo koje se tumači u tom slučaju; stoga čitatelji moraju proučiti sam slučaj, u Dijelu 2, kako bi vidjeli kako je pravilo tumačeno ili prikazano crtežom uz tekst.

Imajte na umu da je ovo kazalo gušće od samih pravila; na primjer, dok se slučaj može pozivati na pravilo 18.2(a)(1), ovo kazalo ima opće pozivanje na pravilo 18.2(a), koje uključuje cijeli njegov sadržaj.



DEFINITIONS

DEFINICIJE

Definitions; Clear Astern and Clear Ahead; Overlap

Definicije; Slobodna po krmi i Slobodna po pramcu; Preklapanje

CASE 12

In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

SLUČAJ 12

Pri određivanju prava unutarnje jedrilice na prostor oznake, prema pravilu 18.2(a)(1) činjenica da su jedrilice potpuno različitog kursa nema značenja ukoliko postoji preklapanje u trenutku kada prva od njih dostigne zonu.

CASE 23

On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

SLUČAJ 23

Pri jedrenju niz vjetar, pravilo 19 se ne primjenjuje na jedrilicu na desnim uzdama koja prolazi između dvije jedrilice na lijevim uzdama koje jedre ispred nje. Pravilo 10 zahtijeva da joj se obje jedrilice na lijevim uzdama uklanjaju.

CASE 33

When a boat approaching an obstruction hails 'Room to tack', but does so before the time when she needs to begin the process described in rule 20 to avoid the obstruction safely, she breaks rule 20.1(a). However, even if the hail breaks rule 20.1(a), the hailed boat must respond. An inside overlapped boat is entitled to room between the outside boat and an obstruction under rule 19.2(b) even though she has tacked into the inside overlapping position.

SLUČAJ 33

Kada jedrilica koja se približava zapreci dovikne 'Prostor za letanje', ali to učini prije vremena kada treba započeti postupak opisan u pravilu 20 kako bi sigurno izbjegla zapreku, krši pravilo 20.1(a). Međutim, čak i ako dovik krši pravilo 20.1(a), jedrilica kojoj se dovikuje mora odgovoriti. Jedrilica s unutarnjim preklapanjem ima pravo na prostor između vanjske jedrilice i zapreke prema pravilu 19.2(b) iako je letala u položaj unutarnjeg preklapanja.

CASE 41

A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

SLUČAJ 41

Rasprava o tome kako se pravilo 19.2(b) i definicije Zapreka, Neprekidna zapreka te Slobodna po krmi i Slobodna po pramcu; Preklapanje, primjenjuju kada dvije jedrilice u preklapanju na istim uzdama prestignu i prođu u zavjetrini jedrilicu ispred na istim uzdama. Nema obveze dovikivanja za prostor kod zapreke, ali je razborito to učiniti.

CASE 43

A close-hauled port-tack boat that is sailing parallel and close to an obstruction must keep clear of a boat that has completed her tack to starboard and is approaching on a collision course.

SLUČAJ 43

Jedrilica koja jedri sasvim uz vjetar na lijevim uzdama paralelno i blizu zapreke mora se uklanjati jedrilici koja je završila svoje letanje na desnu stranu i približava se na kursu sudara.

CASE 91

A boat required to keep clear must keep clear of another boat's equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

SLUČAJ 91

Jedrilica koja se mora uklanjati drugoj mora se uklanjati i njenoj opremi koja je izvan svojeg normalnog položaja ukoliko je oprema izvan svojeg normalnog položaja dovoljno dugo da bi bila uočena i izbjegnuta.

CASE 150

An interpretation of the terms 'at', 'inside/outside' and 'overlap' as used in rule 19.

SLUČAJ 150

Tumačenje pojmova 'kod', 'unutar/izvan' i 'preklapanje' kako se koriste u pravilu 19.

Definitions; Continuing Obstruction

Definicije; Kontinuirana zapreka

CASE 23 On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

SLUČAJ 23

Pri jedrenju niz vjetar, pravilo 19 se ne primjenjuje na jedrilicu na desnim uzdama koja prolazi između dvije jedrilice na lijevim uzdama koje jedre ispred nje. Pravilo 10 zahtijeva da joj se obje jedrilice na lijevim uzdama uklanjaju.



CASE 29

A leeward boat is an obstruction to an overlapped windward boat and a third boat clear astern. The boat clear astern may sail between the two overlapped boats and be entitled to room from the windward boat between her and the leeward boat, provided that the windward boat has been able to give that room from the time the overlap began.

SLUČAJ 29

Jedrilica u zavjetrini je zapreka jedrilici u privjetrini s kojom je u preklapanju i trećoj jedrilici koja je slobodna po krmi. Jedrilica koja je slobodna po krmi smije jedriti između dvije jedrilice u preklapanju i ima pravo na prostor od jedrilice u privjetrini između sebe i jedrilice u zavjetrini, pod uvjetom da je jedrilica u privjetrini bila u mogućnosti dati taj prostor od trenutka kada je preklapanje počelo.

CASE 30

A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

SLUČAJ 30

Jedrilica slobodna po krmi i koja se mora uklanjati, ali se dodirne s jedrilicom koja je slobodna po pramcu, krši pravilo prava puta koje je bilo primjenjivo prije nego što se dogodio dodir. Jedrilica koja je izgubila pravo puta nenamjernom promjenom uzda ipak se mora uklanjati.

CASE 41

A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

SLUČAJ 41

Rasprava o tome kako se pravilo 19.2(b) i definicije Zapreka, Neprekidna zapreka te Slobodna po krmi i Slobodna po pramcu; Preklapanje, primjenjuju kada dvije jedrilice u preklapanju na istim uzdama prestignu i prođu u zavjetrini jedrilicu ispred na istim uzdama. Nema obveze dovikivanja za prostor kod zapreke, ali je razborito to učiniti.

CASE 117

When three boats are on the same tack and two of them are overlapped and overtaking the third from clear astern, if the leeward boat astern becomes overlapped with the boat ahead, the boat ahead is no longer an obstruction, and rule 19.2(b) does not apply. There are no situations in which a row of boats sailing close to one another is a continuing obstruction.

SLUČAJ 117

Kada su tri jedrilice na istim uzdama a dvije od njih su u preklapanju i prestižu treću iz položaja slobodne po krmi, ako se jedrilica u zavjetrini slobodna po krmi preklopi s jedrilicom ispred, jedrilica ispred, više nije zapreka i pravilo 19.2(b) se ne primjenjuje. Ne postoje situacije u kojima je red jedrilica koje jedre blizu jedna drugoj, kontinuirana zapreka.

Definitions; Finish

Definicije; Završavanje

CASE 32

A competitor is entitled to look exclusively to the notice of race or to written sailing instructions for all details relating to sailing the course. If the race committee wants to change the direction in which boats are required to cross the finishing line to finish, this must be stated in the sailing instructions. When a boat fails to finish correctly because of a race committee error, but none of the boats racing gains or loses as a result, an appropriate and fair form of redress is to score all the boats in the order they crossed the finishing line.

SLUČAJ 32

Natjecatelj ima pravo isključivo pregledati oglas regate ili pisane upute za jedrenje za sve detalje vezane uz jedrenje kursa. Ako regatni odbor želi promijeniti smjer u kojem jedrilice moraju prijeći ciljnu liniju kako bi završile, to mora biti navedeno u uputama za jedrenje. Kada jedrilica ne uspije ispravno završiti zbog pogreške regatnog odbora, ali niti jedna od jedrilica koje se natječu ne dobiva niti gubi kao rezultat toga, odgovarajući i pošten oblik ispravka je bodovanje svih jedrilica redoslijedom kojim su prešle liniju cilja.

CASE 58

If a buoy or other object specified in the sailing instructions as a finishing-line limit mark is on the post-finish side of the finishing line, a boat may leave it on either side.

SLUČAJ 58

Ako se plutača ili drugi objekt određen u uputama za jedrenje kao oznaka ograničenja linije cilja nalazi na strani iza zamišljenog cilja, jedrilica je može ostaviti s bilo koje strane.



CASE 82

When a finishing line is laid so nearly in line with the last leg that it cannot be determined which is the correct way to cross it in order to finish according to the definition, a boat may cross the line in either direction and her finish is to be recorded accordingly.

SLUČAJ 82

Kada je linija cilja postavljena gotovo u liniji s posljednjom stranicom kursa, ta se ne može utvrditi koji je ispravan način njezina prelaska kako bi jedrilica završila prema definiciji, jedrilica može prijeći liniju cilja u bilo kojem smjeru i njezino završavanje se mora zabilježiti u skladu s tim.

CASE 112

A boat that makes, and does not correct, an error in sailing the course does not break rule 28.1 until she finishes. If a boat makes such an error, a second boat may notify the first that she intends to protest before the first boat finishes, or at the first reasonable opportunity after the first boat finishes.

SLUČAJ 112

Jedrilica koja napravi i ne ispravi pogrešku jedreći kursom ne krši pravilo 28.1 dok ne završi. Ako jedrilica napravi takvu pogrešku, druga jedrilica smije obavijestiti prvu da namjerava prosvjedovati prije nego što prva jedrilica završi ili u prvoj mogućoj prilici nakon što prva jedrilica završi.

CASE 128

If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

SLUČAJ 128

Ako regatni odbor primijeti da je jedrilica napravila pogrešku prema pravilu 28.1 jedreći kursom i ne ispravi tu pogrešku, dužan je bodovati njezin plasman NSC. Ako primijeti da jedrilica dodiruje oznaku dok završava, mora je bodovati prema njezinoj završnoj poziciji. Protiv jedrilice RO može uložiti protest zbog kršenja pravila 31.

CASE 129

When the course is shortened at a rounding mark, the mark becomes a finishing mark. Rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. A boat must cross the line in accordance with the definition Finish, even if in so doing she leaves that mark on the side opposite the side on which she would have been required to leave it if the course had not been shortened.

SLUČAJ 129

Kada se kurs skraćuje kod oznake obilaska, oznaka postaje oznaka završavanja. Pravilo 32.2(a) dopušta regatnom odboru da postavi plovilo koje ističe zastavu S na bilo koji kraj linije ciljane. Jedrilica mora prijeći liniju u skladu s definicijom Završavanje, čak i ako pritom ostavi tu oznaku na strani suprotnoj od strane na kojoj bi je trebala napustiti da kurs nije bio skraćen.

CASE 148

When a boat crosses the finishing line from the course side twice, her second crossing constitutes her finish if, at all times between her first and second crossing, her actions are consistent with continuing 'to sail the course'. An error in sailing the course made at a mark other than a finishing mark is not an error made at the finishing line.

SLUČAJ 148

Kada jedrilica dva puta prijeđe liniju cilja sa strane kursa, njezin drugi prijelaz predstavlja njezino završavanje ako su, u svakom trenutku između njezinog prvog i drugog prijelaza, njezine radnje u skladu s nastavkom „jedrenja kursa“. Pogreška u jedrenju kursa napravljena kod oznake koja nije oznaka završavanja nije pogreška napravljena na liniji cilja.



Definitions; Keep Clear

Definicije; Uklanjanje

CASE 30

A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

SLUČAJ 30

Jedrilica slobodna po krmi i koja se mora uklanjati, ali se dodirne s jedrilicom koja je slobodna po pramcu, krši pravilo prava puta koje je bilo primjenjivo prije nego što se dogodio dodir. Jedrilica koja je izgubila pravo puta nenamjernom promjenom uzda ipak se mora uklanjati.

CASE 50

When a protest committee finds that in a port-starboard incident S did not change course and that there was not a genuine and reasonable apprehension of collision on the part of S, it should dismiss her protest. When the committee finds that S did change course and that there was reasonable doubt that P could have crossed ahead of S if S had not changed course, then P should be disqualified.

SLUČAJ 50

Kada odbor za prosvjede utvrdi da pri susretu lijevih - desnih uzdi, D nije promijenila kurs i da nije postojla istinska i opravdana strepnja od dodira od strane D, trebao bi odbaciti njezin prosvjed. Kada odbor utvrdi da je D promijenila kurs i da je postojala opravdana sumnja da bi L mogla proći ispred D da D nije promijenila kurs, tada L treba biti diskvalificirana..

CASE 77

Contact with a mark by a boat's equipment constitutes touching it. A boat obligated to keep clear does not break a rule when touched by a right-of-way boat's equipment that moves unexpectedly out of normal position.

SLUČAJ 77

Dodir oznake opremom jedrilice predstavlja dodirivanje oznake. Jedrilica koja se mora uklanjati ne krši pravilo kada ju dodirne oprema jedrilice s pravom puta koja se neočekivano pomakla iz normalnog položaja.

CASE 87

A right-of-way boat need not act to avoid contact until it is clear that the other boat is not keeping clear.

SLUČAJ 87

Jedrilica s pravom puta ne mora djelovati kako bi izbjegla dodir sve dok ne postane jasno da se druga jedrilica ne uklanja.

CASE 88

A boat may avoid contact and yet fail to keep clear.

SLUČAJ 88

Jedrilica može izbjeci dodir, a da se ipak nije uklanjala.

CASE 91

A boat required to keep clear must keep clear of another boat's equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

SLUČAJ 91

Jedrilica koja se treba uklanjati mora se uklanjati od opreme druge jedrilice koja je izvan njenog normalnog položaja ukoliko je oprema bila izvan svog normalnog položaja dovoljno dugo da je oprema mogla biti uočena i izbjegnuta.

CASE 135

Discussion of the decisions that a protest committee must make if a boat breaks a rule of Part 2 by failing to keep clear, and the right-of-way boat, or a third boat, requests redress under rule 61.4(b)(2).

SLUČAJ 135

Rasprava o odlukama koje odbor za prosvjede mora donijeti ako jedrilica prekrši pravilo iz Dijela 2 jer se nije uklanjala, a jedrilica s pravom puta ili treća jedrilica zatraži ispravak prema pravilu 61.4(b)(2).



Definitions; Mark

Definicije, Oznaka

CASE 58

If a buoy or other object specified in the sailing instructions as a finishing-line limit mark is on the post-finish side of the finishing line, a boat may leave it on either side.

SLUČAJ 58

Ako se plutača ili drugi objekt određen u uputama za jedrenje kao oznaka ograničenja linije cilja nalazi na strani nakon zamišljenog cilja, jedrilica je može ostaviti s bilo koje strane.

CASE 63

At a mark, when space is made available to a boat that is not entitled to it, she may, at her own risk, take advantage of the space.

SLUČAJ 63

Kod oznake, kada se prostor oslobodi jedrilici koja na njega nema pravo, ona smije, na vlastitu odgovornost, iskoristiti taj prostor.

Definitions; Mark-Room

Definicije, Prostor oznake

CASE 15

In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

SLUČAJ 15

Prilikom letanja radi obilaska oznake, jedrilica koji je slobodna po pramcu mora se pridržavati pravila 13; jedrilica koja je slobodna po krmi ima pravo zadržati svoj kurs i time spriječiti letanje druge jedrilice.

CASE 21

When a right-of-way boat is obligated to give mark-room to a boat overlapped inside her, there is no maximum or minimum amount of space that she must give. The amount of space that she must give depends significantly on the existing conditions including wind and sea conditions, the speed of the inside boat, the sails she has set and her design characteristics.

SLUČAJ 21

Kada je jedrilica s pravom puta obvezna dati prostor oznake jedrilici koja je u preklapanju s unutarnje strane, ne postoji maksimalna ili minimalna količina prostora koji mora dati. Količina prostora koju mora dati značajno ovisi o postojećim uvjetima, uključujući vjetar i stanje mora, brzinu unutarnje jedrilice, jedra koja je postavila i karakteristike dizajna.

CASE 25

After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

SLUČAJ 25

Nakon što je jedrilici u privjetrini s unutarnjim preklapanjem dodijeljen prostor oznake, pravilo 18 više se ne primjenjuje, ali pravilo 11 i dalje vrijedi. Unutarnja jedrilica u privjetrini mora se uklanjati vanjskoj u zavjetrini, a jedrilica u zavjetrini smije prihvaćati pod uvjetom da jedrilici u privjetrini da prostor za uklanjanje.

CASE 95

If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

SLUČAJ 95

Ako dvije u jedrilice preklapanju na istim uzdama jedre uz vjetar i podliježu pravilu 18.2(a)(1), pravilo 18 prestaje važiti kada bilo koja od njih prijeđe pramcem u vjetar. Kada je jedrilica dužna dati drugoj jedrilici prostor oznake, prostor koji mora dati uključuje prostor da druga jedrilica udovolji pravilu 31. Kada je jedrilica koja ima pravo na prostor oznake prisiljena dodirnuti oznaku dok jedri unutar prostora oznake na koji ima pravo, iskupljena je za prekršaj Pravila 31.

CASE 114

When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

SLUČAJ 114

Kada jedrilica ima pravo na prostor, prostor na koji ima pravo uključuje prostor koji joj je potreban za ispunjavanje obveza prema pravilima Dijela 2 i pravila 31.



CASE 118

In the definition Mark-Room, the phrase 'room to sail to the mark' means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the mark.

SLUČAJ 118

U definiciji Prostor oznake, izraz 'prostor za jedrenje do oznake' znači prostor za brzo jedrenje na pomoračkii način do položaja blizu oznake i na potrebnoj strani od oznake.

Definitions; Obstruction

Definicije; Zapreka

CASE 11

When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

SLUČAJ 11

Kada su jedrilice u preklapanju kod zapreke, uključujući zapreku koja je jedrilica s pravom puta, vanjska jedrilica mora dati unutarnjoj jedrilici prostor između sebe i zapreke.

CASE 23

On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

SLUČAJ 23

Pri jedrenju niz vjetar, pravilo 19 se ne primjenjuje na jedrilicu na desnim uzdama koja prolazi između dvije jedrilice na lijevim uzdama koje jedre ispred nje. Pravilo 10 zahtijeva da joj se obje jedrilice na lijevim uzdama uklanjaju.

CASE 29

A leeward boat is an obstruction to an overlapped windward boat and a third boat clear astern. The boat clear astern may sail between the two overlapped boats and be entitled to room from the windward boat between her and the leeward boat, provided that the windward boat has been able to give that room from the time the overlap began.

SLUČAJ 29

Jedrilica u zavjetrini je zapreka jedrilici u privjetrini s kojom je u preklapanju i trećoj jedrilici koja je slobodna po krmi. Jedrilica koja je slobodna po krmi smije jedriti između dvije jedrilice u preklapanju i ima pravo na prostor od jedrilice u privjetrini između sebe i jedrilice u zavjetrini, pod uvjetom da je jedrilica u privjetrini bila u mogućnosti dati taj prostor od trenutka kada je preklapanje počelo.

CASE 30

A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

SLUČAJ 30

Jedrilica slobodna po krmi i koja se mora uklanjati, ali se dodirne s jedrilicom koja je slobodna po pramcu, krši pravilo prava puta koje je bilo primjenjivo prije nego što se dogodio dodir. Jedrilica koja je izgubila pravo puta nenamjernom promjenom uzda ipak se mora uklanjati.

CASE 41

A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

SLUČAJ 41

Rasprava o tome kako se pravilo 19.2(b) i definicije Zapreka, Neprekidna zapreka te Slobodna po krmi i Slobodna po pramcu; Preklapanje, primjenjuju kada dvije jedrilice u preklapanju na istim uzdama prestignu i prođu u zavjetrini jedrilicu ispred na istim uzdama. Nema obveze dovikivanja za prostor kod zapreke, ali je razborito to učiniti.

CASE 117

When three boats are on the same tack and two of them are overlapped and overtaking the third from clear astern, if the leeward boat astern becomes overlapped with the boat ahead, the boat ahead is no longer an obstruction, and rule 19.2(b) does not apply. There are no situations in which a row of boats sailing close to one another is a continuing obstruction.

SLUČAJ 117

Kada su tri jedrilice na istim uzdama a dvije od njih su u preklapanju i prestižu treću iz položaja slobodne po krmi, ako se jedrilica u zavjetrini slobodna po krmi preklopi s jedrilicom ispred, jedrilica ispred, više nije zapreka i pravilo 19.2(b) se ne primjenjuje. Ne postoje situacije u kojima je red jedrilica koje jedre blizu jedna drugoj, kontinuirana zapreka.



CASE 125

When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.

SLUČAJ 125

Kada vanjska jedrilica u preklapanju mora dati prostor jednoj ili više unutarnjih jedrilica za prolazak zapreke, prostor koji daje mora biti dovoljan da omogući svim unutarnjim jedrilicama da udovolje svojim obvezama prema pravilima Dijela 2.

Definitions; Proper Course

Definicije; Pravi kurs

CASE 9

When a starboard-tack boat chooses to sail past a windward mark, a port-tack boat must keep clear. There is no rule that requires a boat to sail a proper course.

SLUČAJ 9

Kada jedrilica na desnim uzdama odluči jedriti pored oznake privjetrine, jedrilica na lijevim uzdama mora se uklanjati. Ne postoji pravilo koje zahtijeva od jedrilice da jedri pravim kursom.

CASE 13

Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

SLUČAJ 13

Prije svog signala starta, jedrilica u zavjetrini ne krši pravilo jedrenjem kursom višim od kursa jedrilice u privjetrini.

CASE 14

When, because of a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

SLUČAJ 14

Kada se, zbog razlike u mišljenju o pravom kursu jedrilice u zavjetrini, dvije jedrilice na istim uzdama približe, jedrilica u privjetrini mora se uklanjati. Dvije jedrilice na istoj stranici kursa koje jedre blizu jedana drugoj mogu imati različiti pravi kurs.

CASE 46

A leeward boat is entitled to luff to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.

SLUČAJ 46

Jedrilica u zavjetrini ima pravo prihvaćati prema svom pravom kursu, čak i kada je uspostavila preklapanje u zavjetrini iz položaja slobodna po krmi jedrilice u privjetrini i unutar dvije duljine svojeg trupa.

CASE 75

When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

SLUČAJ 75

Kada se primjenjuje pravilo 18, primjenjuju se i pravila poglavlja A i B. Kada jedrilica s unutarnjim preklapanjem i pravom puta mora kružiti kod oznake, ima pravo jedriti svojim pravim kursom sve dok ne kruži. Jedrilica na desnim uzdama koja mijenja kurs ne krši pravilo 16.1 ako da jedrilici na lijevim uzdama dovoljno prostora za uklanjanje, a jedrilica na lijevim uzdama to odmah ne iskoristi.

CASE 118

In the definition Mark-Room, the phrase 'room to sail to the mark' means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the mark.

SLUČAJ 118

U definiciji Prostor oznake, izraz 'prostor za jedrenje do oznake' znači prostor za brzo jedrenje na pomorački način do položaja blizu oznake i na potrebnoj strani od oznake.

CASE 134

A boat's proper course at any moment depends on the existing conditions. Some of those conditions are the wind strength and direction, the pattern of gusts and lulls in the wind, the waves, the current, and the physical characteristics of the boat's hull and equipment, including the sails she is using.

SLUČAJ 134

Pravi kurs jedrilice u bilo kojem trenutku ovisi o postojećim uvjetima. Neki od tih uvjeta su jačina i smjer vjetrova, izmjene naleta i zatišja vjetrova, valovi, struja i fizičke karakteristike trupa i opreme jedrilice, uključujući jedra koja koristi.



Definitions; Protest

Definicije; Prosvjed

CASE 22

A written protest does not need to identify a rule that the protestor believes was broken. If it does identify such a rule, it is not relevant to the validity of the protest that the protest committee decides that a different rule had been broken.

SLUČAJ 22

Pisani prosvjedi ne mora navesti pravilo za koje prosvjednik smatra da je prekršeno. Ako navede takvo pravilo, nije relevantno za valjanost protesta da li je odbor za prosvjede odlučio da je prekršeno neko drugo pravilo.

Definitions; Racing

Definicije; Natjecanje

CASE 5

A boat that is anchored during a race is still racing. A boat does not break rule 42.1 or rule 45 if, while pulling in her anchor line to recover the anchor, she returns to her position at the time the anchor was lowered. However, if pulling in the anchor line clearly propels her to a different position, she breaks those rules.

SLUČAJ 5

Jedrilica koja je usidrena tijekom natjecanja i dalje se natječe. Jedrilica ne krši pravilo 42.1 ili pravilo 45 ako se, dok povlači sidreno užo kako bi podigla sidro, vrati na svoju poziciju u trenutku kada je sidro oboreno. Međutim, ako se jedrilica povlačenjem sidrenog užeta očito pomakne na drugu poziciju, krši ta pravila.

CASE 68

The failure of a race committee to discover that a rating certificate is invalid does not entitle a boat to redress. A boat that may have broken a rule and that continues to race retains her rights under the racing rules, including her rights under the rules of Part 2 and her rights to protest and appeal, even if she is later disqualified.

SLUČAJ 68

Neuspjeh regatnog odbora da ustanovi da je svjedodžba premjera jedrilice nevaljana ne daje jedrilici pravo na ispravak. Jedrilica koja je možda prekršila pravilo i koja nastavlja natjecanje zadržava svoja prava prema pravilima natjecanja, uključujući svoja prava prema pravilima Dijela 2 i svoja prava na prosvjed i žalbu, čak i ako je kasnije diskvalificirana.

CASE 127

A boat 'clears the finishing line and marks' when no part of her hull, crew or equipment is on the line, and no mark is influencing her choice of course.

SLUČAJ 127

Jedrilica „napušta liniju cilja i oznake“ kada nijedan dio njezinog trupa, posade ili opreme nije na liniji i nijedna oznaka ne utječe na njegov izbor kursa.

Definitions; Room

Definicije; Prostor

CASE 21

When a right-of-way boat is obligated to give mark-room to a boat overlapped inside her, there is no maximum or minimum amount of space that she must give. The amount of space that she must give depends significantly on the existing conditions including wind and sea conditions, the speed of the inside boat, the sails she has set and her design characteristics.

SLUČAJ 21

Kada je jedrilica s pravom puta obvezna dati prostor oznake jedrilici koja je s njom u preklapanju s unutarnje strane, ne postoji maksimalna ili minimalna količina prostora koji mora dati. Količina prostora koji mora dati značajno ovisi o postojećim uvjetima, uključujući vjetar i stanje mora, brzinu unutarnje jedrilice, jedra koja je postavila i karakteristike dizajna.

CASE 24

When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

SLUČAJ 24

Kada jedrilica postane preklapljen u zavjetrini iz položaja slobodna po krmi, druga jedrilica mora brzo djelovati kako bi se uklanjala. Kada to ne može učiniti na pomorački način, nije dobila prostor kako to zahtijeva pravilo 15.

CASE 35

When a boat hails 'Room to tack' at an obstruction and the hailed boat replies 'You tack', and the hailing boat is then able to tack and avoid the hailed boat in a seamanlike way, the hailed boat has complied with rule 20.2(c).

SLUČAJ 35

Kad je jedrilica dovikuje „Prostor za letanje“ kod zapree i kad je doviknuta jedrilica odgovorila "Vi letajte" te je tada jedrilica koja je doviknula u mogućnosti letati i izbjegnuta na pomorački način jedrilicu kojoj je doviknula, jedrilica kojoj se dovikuje udovoljila je odredbama pravila 20.2(c).



CASE 93

If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

SLUČAJ 93

Ako jedrilica odmah nakon što se preklopila u zavjetrini druge jedrilice, skrene s kursa bez pomoračkog načina koji bi drugoj jedrilici omogućio da se uklanja, jedrilica koja je skrenula s kursa prekršila je pravila 15 i 16.1. Druga jedrilica je prekršila pravilo 11, ali je iskupljena.

CASE 95

If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

SLUČAJ 95

Ako dvije u jedrilice preklapanju na istim uzdama jedre uz vjetar i podliježu pravilu 18.2(a)(1), pravilo 18 prestaje važiti kada bilo koja od njih prijeđe pramcem u vjetar. Kada je jedrilica dužna dati drugoj jedrilici prostor oznake, prostor koji mora dati uključuje prostor da druga jedrilica udovolji pravilu 31. Kada je jedrilica koja ima pravo na prostor oznake prisiljena dodirnuti oznaku dok jedri unutar prostora oznake na koji ima pravo, iskupljena je za prekršaj Pravila 31.

CASE 103

The phrase 'seamanlike way' in the definition Room refers to boat-handling that can reasonably be expected from a competent, but not expert, crew of the appropriate number for the boat.

SLUČAJ 103

Izričaj "na pomorački način" u definiciji Prostor odnosi se na manevriranje jedrilicom kakvo se opravdano može očekivati od sposobne ali ne i iskusne uvježbane posade odgovarajuće brojnosti za jedrilicu.

CASE 114

When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

SLUČAJ 114

Kada jedrilica ima pravo na prostor, prostor na koji ima pravo uključuje prostor koji joj je potreban za ispunjavanje obveza prema pravilima Dijela 2 i pravila 31.

CASE 118

In the definition Mark-Room, the phrase 'room to sail to the mark' means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the mark.

SLUČAJ 118

U definiciji Prostor oznake, izraz 'prostor za jedrenje do oznake' znači prostor za brzo jedrenje na pomoračkii način do položaja blizu oznake i na potrebnoj strani od oznake.

CASE 125

When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to per it all the inside boats to comply with their obligations under the rules of Part 2.

SLUČAJ 125

Kada vanjska jedrilica u preklapanju mora dati prostor jednoj ili više unutarnjih jedrilica za prolazak zapreke, prostor koji daje mora biti dovoljan da omogući svim unutarnjim jedrilicama da udovolje svojim obvezama prema pravilima Dijela 2.

CASE 146

When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

SLUČAJ 146

Kada se jedrilice približavaju oznaci starta radi startanja i jedrilica u zavjetrini prihvaća, jedrilica u privjetrini je iskupljena prema pravilu 43.1(b) ako prekrši pravilo 11 dok jedri unutar prostora na koji ima pravo prema pravilu 16.1.



Definitions; Rule

Definicije; Pravilo

CASE 85

If a racing rule is not one of the rules listed in rule 86.1(c), class rules are not permitted to change it. If a class rule attempts to change such a rule, that class rule is not valid and does not apply.

SLUČAJ 85

Ako pravilo natjecanja nije jedno od pravila navedenih u pravilu 86.1(c), nije dopušteno mijenjati ga pravilima klase. Ako pravilo klase pokuša promijeniti takvo pravilo, to pravilo klase nije važeće i ne primjenjuje se.

CASE 98

The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicap or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

SLUČAJ 98

Pravila navedena u definiciji Pravilo primjenjuju se na natjecanja kojima upravljaju WS Pravila jedriličarskih natjecanja, bez obzira na to je li u oglasu natjecanja izričito navedeno da se primjenjuju. Pravilo u oglasu natjecanja ili uputama za jedrenje, pod uvjetom da je u skladu s bilo kojim propisom pravila 88.2, može promijeniti neke ili sve propise nacionalnog saveza. Općenito, oglas natjecanja ne može promijeniti pravilo klase. Kada se jedrilica natječe prema sustavu izjednačavanja ili razvrstavanja, primjenjuju se pravila tog sustava, a mogu se primijeniti i neka ili sva pravila njezine klase. Kada je oglas natjecanja u sukobu s uputama za jedrenje, nijedno nema prednost.

Definitions; Sail the Course

Definicije; Jedrenje kursa

CASE 58

If a buoy or other object specified in the sailing instructions as a finishing-line limit mark is on the post-finish side of the finishing line, a boat may leave it on either side.

SLUČAJ 58

Ako se plutača ili drugi objekt određen u uputama za jedrenje kao oznaka ograničenja linije cilja nalazi na strani iza zamišljenog cilja, jedrilica je može ostaviti s bilo koje strane.

CASE 90

When a boat's string passes a mark on the required side, she does not break rule 28.1 if her string, when drawn taut, also passes that mark on the non-required side.

SLUČAJ 90

Kada uzica jedrilice prolazi oznaku na zahtijevanoj strani, ona ne krši pravilo 28.1 ako njezina uzica, kada je zategnuta, također prolazi tu oznaku na neobaveznoj strani.

CASE 106

When the string representing a boat's track lies on the required sides of finishing marks or gate marks, it is not relevant that, when drawn taut, it also passes one of those marks on the non-required side.

SLUČAJ 106

Kada uzica koja predstavlja putanju jedrilice leži na zahtijevanim stranama oznaka cilja ili oznaka vrata, nije bitno da, kada je zategnuta, također prolazi jednu od tih oznaka na neobaveznoj strani.

CASE 108

When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.

SLUČAJ 108

Prilikom prihvaćanja kazne nakon dodirivanja oznake, jedrilica ne mora dovršiti puni okret od 360° i može prihvatiti kaznu dok istovremeno obilazi oznaku. Njezin okret za obilazak oznake poslužit će kao kazna ako uključuje letanje i kruženje, ako se izvede odmah nakon što više ne dodiruje oznaku i daleko je od drugih jedrilica, te kada se ne postavlja pitanje prednosti.



CASE 112

A boat that makes, and does not correct, an error in sailing the course does not break rule 28.1 until she finishes. If a boat makes such an error, a second boat may notify the first that she intends to protest before the first boat finishes, or at the first reasonable opportunity after the first boat finishes.

SLUČAJ 112

Jedrilica koja napravi i ne ispravi pogrešku jedreći kursom ne krši pravilo 28.1 dok ne završi. Ako jedrilica napravi takvu pogrešku, druga jedrilica smije obavijestiti prvu da namjerava prosvjedovati prije nego što prva jedrilica završi ili u prvoj mogućoj prilici nakon što prva jedrilica završi.

CASE 128

If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

SLUČAJ 128

Ako regatni odbor primijeti da je jedrilica napravila pogrešku prema pravilu 28.1 jedreći kursom i ne ispravi tu pogrešku, dužan je bodovati njezin plasman NSC. Ako primijeti da jedrilica dodiruje oznaku dok završava, mora je bodovati prema njezinoj završnoj poziciji. Protiv jedrilice RO može uložiti protest zbog kršenja pravila 31.

CASE 145

A boat's string, described in the definition Sail the Course, when drawn taut, is only constrained by the marks that begin, end or bound each leg of the course.

SLUČAJ 145

Uzica jedrilice, opisana u definiciji Jedrenje kursa, kada je zategnuta, ograničena je samo oznakama kojima počinju, završavaju ili omeđuju svaku stranicu kursa.

CASE 148

When a boat crosses the finishing line from the course side twice, her second crossing constitutes her finish if, at all times between her first and second crossing, her actions are consistent with continuing 'to sail the course'. An error in sailing the course made at a mark other than a finishing mark is not an error made at the finishing line.

SLUČAJ 148

Kada jedrilica dva puta prijeđe liniju cilja sa strane kursa, njezin drugi prijelaz predstavlja njezino završavanje ako su, u svakom trenutku između njezinog prvog i drugog prijelaza, njezine radnje u skladu s nastavkom „jedrenja kursa“. Pogreška u jedrenju kursa napravljena kod oznake koja nije oznaka završavanja nije pogreška napravljena na liniji cilja.

Definitions; Start

Definicije; Start

CASE 140

How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

SLUČAJ 140

Kako se pravila primjenjuju kada je jedrilica prisiljena prijeći liniju starta djelovanjem druge jedrilice koja je prekršila pravilo Dijela 2.



BASIC PRINCIPLES OSNOVNA NAČELA

SPORTSMANSHIP AND THE RULES SPORTSKO PONAŠANJE I PRAVILA

CASE 31

When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

SLUČAJ 31

Kad je vidljivi signal pojedinačnog opoziva istaknut ispravno popraćen neispravnim zahtijevanim zvučnim signalom, i kad je opozvana jedrilica u položaju čujnost zvučnog signala a ne zamijeti vidljivi signal i ne vrati se, ona ima pravo na ispravak. Bilo kako ako je jedrilica shvatila da je bila na strani kursa linije mora se vratiti i startati ispravno.

CASE 39

A race committee is not required to protest a boat. The primary responsibility for enforcing the rules lies with the competitors.

SLUČAJ 39

Regatni odbor nije dužan prosvjedovati protiv jedrilice. Primarna odgovornost za provođenje pravila leži na natjecateljima.

CASE 65

When a boat knows that she has broken the Black Flag rule, she is obliged to retire promptly. When she does not do so and then deliberately hinders another boat in the race, she commits a breach of sportsmanship and of rule 2, and her helmsman commits an act of misconduct.

SLUČAJ 65

Kada je jedrilica svjesna da je prekršila Pravilo "Crne zastave" ona je obvezna odmah se povući iz natjecanja. Ukoliko to ne učini i time hotimice ometa drugu jedrilicu u natjecanju, počinila je grubi prekršaj načela sportskog ponašanja odnosno Pravila 2. a njezin kormilar čini čin nedoličnog ponašanja.

PART 1 – FUNDAMENTAL RULES

Dio 1 - TEMELJNA PRAVILA

Rule 1.1; Safety: Helping Those in Danger

Pravilo 1.1; Pomaganje u opasnosti

CASE 20

When it is possible that a boat is in danger, another boat that gives help is entitled to redress, even if her help was not asked for or if it is later found that there was no danger.

SLUČAJ 20

Kada je moguće da je jedrilica u opasnosti, druga jedrilica koja pruža pomoć ima pravo na ispravak, čak i ako pomoć nije od nje zatražena ili ako se kasnije ustanovilo da nije bilo opasnosti.

Rule 2; Fair Sailing

Pravilo 2; Korektno jedrenje

CASE 27

A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

SLUČAJ 27

Jedrilica ne mora predmnijevati da će druga jedrilica prekršiti pravilo. Kada jedrilica stekne pravo puta svojim djelovanjem, druga jedrilica ima pravo na prostor za uklanjanje.

CASE 31

When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

SLUČAJ 31

Kad je vidljivi signal pojedinačnog opoziva istaknut ispravno popraćen neispravnim zahtijevanim zvučnim signalom, i kad je opozvana jedrilica u položaju čujnost zvučnog signala a ne zamijeti vidljivi signal i ne vrati se, ona ima pravo na ispravak. Bilo kako ako je jedrilica shvatila da je bila na strani kursa linije mora se vratiti i startati ispravno.

CASE 34

Hindering another boat may be a breach of rule 2 and the basis for granting redress and for action under rule 69.2.

SLUČAJ 34

Ometanje druge jedrilice može predstavljati prekršaj Pravila 2 te osnovu za dobivanje ispravka odnosno djelovanja u skladu s Pravilom 69.2.



CASE 47

A boat that deliberately hails 'Starboard' when she knows she is on port tack has not acted fairly, and has broken rule 2.

SLUČAJ 47

Jedrilica koja namjerno dovikuje "Desne uzde" znajući da jedri lijevim uzdama nije se korektno ponašala i prekršila je Pravilo 2.

CASE 65

When a boat knows that she has broken the Black Flag rule, she is obliged to retire promptly. When she does not do so and then deliberately hinders another boat in the race, she commits a breach of sportsmanship and of rule 2, and her helmsman commits an act of misconduct.

SLUČAJ 65

Kada je jedrilica svjesna da je prekršila Pravilo "Crne zastave" ona je obvezna odmah se povući iz natjecanja. Ukoliko to ne učini i time hotimice ometa drugu jedrilicu u natjecanju, počinila je grubu prekršaj načela sportskog ponašanja odnosno Pravila 2. a njezin kormilar čini čin nedoličnog ponašanja.

CASE 73

When, by deliberate action, L's crew reaches out and touches W, which action could have no other intention than to cause W to break rule 11, then L breaks rule 2.

SLUČAJ 73

Kada namjernim djelovanjem posada Z pruži ruku i dodirne P koja radnja ne može imati drugu namjeru osim da navede P da prekrši pravilo 11, tada Z krši pravilo 2.

CASE 74

There is no rule that dictates how the helmsman or crew of a leeward boat must sit. Contact with a windward boat does not break rule 2 unless the helmsman's or crew's position is deliberately misused.

SLUČAJ 74

Ne postoji pravilo koje propisuje kako kormilar ili posada jedrilice zavjetrine mora sjediti; dodir s jedrilicom privjetrine nije prekršaj Pravila 2 ukoliko položaj kormilara ili posade nije namjerno zloupotrijebljen.

CASE 78

In a fleet race either for one-design boats or for boats racing under a handicap or rating system, a boat may use tactics that clearly interfere with and hinder another boat's progress in the race, provided that, if she is protested under rule 2 for doing so, the protest committee finds that there was a reasonable chance of her tactics benefiting her final ranking in the event. However, she breaks rule 2, and possibly rule 69.1(a), if while using those tactics she intentionally breaks a rule.

SLUČAJ 78

U flotnom natjecanju, bilo za jedrilice istog tipa ili za jedrilice koje se natječu prema sustavu izjednačavanja ili razvrstavanja, jedrilica može koristiti taktike koje očito ometaju i sprječavaju napredak druge jedrilice u natjecanju, pod uvjetom da, ako se zbog toga protiv nje uloži prigovor prema pravilu 2, odbor za prosvjede utvrdi da je postojala opravdana vjerovatnoća da njezina taktika koristi njezinom konačnom plasmanu u utrci. Međutim, krši pravilo 2, a moguće i pravilo 69.1(a), ako koristeći te taktike namjerno krši pravilo.

CASE 138

Generally, an action by a competitor that directly affects the fairness of the competition or failing to take an appropriate penalty when the competitor is aware of breaking a rule, should be considered under rule 2. Any action, including a serious breach of rule 2 or any other rule, that the committee considers may be an act of misconduct should be considered under rule 69.

SLUČAJ 138

Općenito, radnja natjecatelja koja izravno utječe na pravednost natjecanja ili neprihvatanje odgovarajuće kazne kada je natjecatelj svjestan kršenja pravila, treba se razmatrati prema pravilu 2. Svaka radnja, uključujući ozbiljno kršenje pravila 2 ili bilo kojeg drugog pravila, za koje odbor smatra da može biti čin nedoličnog ponašanja, treba se razmatrati prema pravilu 69.

CASE 141

Interpretation of the term 'serious' in the phrase 'serious damage'.

SLUČAJ 141

Tumačenje pojma „ozbiljno“ u izrazu „ozbiljna šteta“.



OSNOVNO NAČELO

Rule 4; Acceptance of the Rules

Pravilo 4; Prihvaćanje pravila

CASE 98

The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

SLUČAJ 98

Pravila navedena u definiciji Pravilo primjenjuju se na natjecanja kojima upravljaju WS Pravila jedriličarskih natjecanja, bez obzira na to je li u oglasu natjecanja izričito navedeno da se primjenjuju. Pravilo u oglasu natjecanja ili uputama za jedrenje, pod uvjetom da je u skladu s bilo kojim propisom pravila 88.2, može promijeniti neke ili sve propise nacionalnog saveza. Općenito, oglas natjecanja ne može promijeniti pravilo klase. Kada se jedrilica natječe prema sustavu hendikepa ili premjera, primjenjuju se pravila tog sustava, a mogu se primijeniti i neka ili sva pravila njezine klase. Kada je oglas natjecanja u sukobu s uputama za jedrenje, nijedno nema prednost.

Rule 5; Rules Governing Organizing Authorities and Officials

Pravilo 5; Primjena pravila za organizatore i dužnosnike

CASE 44

A boat is not permitted to protest a race committee for breaking a rule. However, if she tries to do so, her 'protest' may meet the requirements of a request for redress, in which case the protest committee shall treat it accordingly.

SLUČAJ 44

Jedrilici nije dopušteno prosvjedovati protiv regatnog odbora zbog kršenja pravila. Međutim, ako to pokuša učiniti, njezin „prosvjed“ može ispuniti uvjete zahtjeva za ispravak, u kojem slučaju će ga prosvjedni odbor tretirati u skladu s tim.

CASE 98

The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicap or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

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Rule 6.1; World Sailing Regulations

Pravilo 6.1; WS Propisi

CASE 143

When the organizing authority for an event is not an organization specified in rule 89.1, a party to a hearing does not have access to the appeal process.

SLUČAJ 143

Kada organizator regate nije organizacija navedena u pravilu 89.1, stranka na saslušanju nema pristup žalbenom postupku.



PART 2 – WHEN BOATS MEET DIO 2 - SUSRETANJE JEDRILICA

Part 2; Preamble

Dio 2; Preambula

CASE 19

Interpretation of the term 'damage'.

SLUČAJ 19

Tumačenje pojma „šteta“.

CASE 67

When a boat is racing and meets a vessel that is not, both are bound by the government right-of-way rules. When, under those rules, the boat racing is required to keep clear but intentionally hits the other boat, her helmsman commits an act of misconduct.

SLUČAJ 67

Kada jedrilica koja se natječe susreće plovilo koje se ne natječe, oboje su obvezni udovoljiti pravilima prava puta prema važećim zakonskim odredbama. Ukoliko je prema ovim pravilima jedrilica koja se natječe ona koja se mora uklanjati no ona namjerno udari u drugo plovilo, njezin kormilar čini čin nedoličnog ponašanja.

CASE 68

The failure of a race committee to discover that a rating certificate is invalid does not entitle a boat to redress. A boat that may have broken a rule and that continues to race retains her rights under the racing rules, including her rights under the rules of Part 2 and her rights to protest and appeal, even if she is later disqualified.

SLUČAJ 68

Neuspjeh regatnog odbora da ustanovi da je svjedodžba premjera jedrilice nevaljana ne daje jedrilici pravo na ispravak. Jedrilica koja je možda prekršila pravilo i koja nastavlja natjecanje zadržava svoja prava prema pravilima natjecanja, uključujući svoja prava prema pravilima Dijela 2 i svoja prava na prosvjed i žalbu, čak i ako je kasnije diskvalificirana..

CASE 109

The IRPCAS or government right-of-way rules apply between boats that are racing only if a rule in the notice of race says so, and in that case all of the Part 2 rules are replaced. An IRPCAS or government rule, other than a right-of-way rule, may be made to apply by including it in the notice of race, the sailing instructions or another document governing the event.

SLUČAJ 109

Pravila IRPCAS-a ili vladina pravila o pravu puta primjenjuju se između jedrilica koje se natječu samo ako to kaže pravilo u oglasu regate. U tom slučaju se zamjenjuju sva pravila iz Dijela 2. Drugo pravilo IRPCAS-a ili vladino pravilo, osim pravila o pravu puta, može se primijeniti uključivanjem u oglas regate, upute za jedrenje ili drugi dokument koji uređuje regatu.

Section A – Right of Way

Poglavlje A - Pravo puta

Rule 10; On Opposite Tacks

Pravilo 10; Na suprotnim uzdama

CASE 9

When a starboard-tack boat chooses to sail past a windward mark, a port-tack boat must keep clear. There is no rule that requires a boat to sail a proper course.

SLUČAJ 9

Kada jedrilica na desnim uzdama odluči jedriti pored oznake privjetrine, jedrilica na lijevim uzdama mora se uklanjati. Ne postoji pravilo koje zahtijeva od jedrilice da jedri pravim kursom.

CASE 23

On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

SLUČAJ 23

Pri jedrenju niz vjetar, pravilo 19 se ne primjenjuje na jedrilicu na desnim uzdama koja prolazi između dvije jedrilice na lijevim uzdama koje jedre ispred nje. Pravilo 10 zahtijeva da joj se obje jedrilice na lijevim uzdama uklanjaju.

CASE 43

A close-hauled port-tack boat that is sailing parallel and close to an obstruction must keep clear of a boat that has completed her tack to starboard and is approaching on a collision course.

SLUČAJ 43

Jedrilica koja jedri sasvim uz vjetar na lijevim uzdama paralelno i blizu zapreke mora se uklanjati jedrilici koja je završila svoje letanje na desnu stranu i približava se na kursu sudara.



CASE 50

When a protest committee finds that in a port-starboard incident S did not change course and that there was not a genuine and reasonable apprehension of collision on the part of S, it should dismiss her protest. When the committee finds that S did change course and that there was reasonable doubt that P could have crossed ahead of S if S had not changed course, then P should be disqualified.

SLUČAJ 50

Kada odbor za prosvjede utvrdi da pri susretu lijevih - desnih uzdi, D nije promijenila kurs i da nije postojla istinska i opravdana strepnja od dodira od strane D, trebao bi odbaciti njezin prosvjed. Kada odbor utvrdi da je D promijenila kurs i da je postojala opravdana sumnja da bi L mogla proći ispred D da D nije promijenila kurs, tada L treba biti diskvalificirana.

CASE 75

When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

SLUČAJ 75

Kada se primjenjuje pravilo 18, primjenjuju se i pravila poglavlja A i B. Kada jedrilica s unutarnjim preklapanjem i pravom puta mora kružiti kod oznake, ima pravo jedriti svojim pravim kursom sve dok ne kruži. Jedrilica na desnim uzdama koja mijenja kurs ne krši pravilo 16.1 ako da jedrilici na lijevim uzdama dovoljno prostora za uklanjanje, a jedrilica na lijevim uzdama to odmah ne iskoristi.

CASE 87

A right-of-way boat need not act to avoid contact until it is clear that the other boat is not keeping clear.

SLUČAJ 87

Jedrilica s pravom puta ne mora djelovati kako bi izbjegla dodir sve dok ne postane jasno da se druga jedrilica ne uklanja.

CASE 88

A boat may avoid contact and yet fail to keep clear.

SLUČAJ 88

Jedrilica može izbjeci dodir, a da se ipak nije uklanjala.

CASE 99

The fact that a boat required to keep clear is out of control does not entitle her to exoneration for breaking a rule of Part 2. When a right-of-way boat becomes obligated by rule 14 to 'avoid contact if reasonably possible' and the only way to do so is to crash-gybe, she does not break the rule if she does not crash-gybe. When a boat's penalty under rule 44.1(b) is to retire, and she does so (whether because of choice or necessity), she cannot then be disqualified.

SLUČAJ 99

Činjenica da je jedrilica koja se mora uklanjati, neupravljiva, ne oslobađa je poštivanja pravila Dijela 2. Kada jedrilica s pravom puta postane obvezna prema Pravilu 14 "izbjegavati sudar ako je to ikako moguće" a jedini način da to učini je naglim nekontroliranim kruženjem, jedrilica nije prekršila pravilo ukoliko ne napravi taj manevar. Kada se jedrilica povuče iz natjecanja u skladu s odredbama Pravila 44.1, (bilo svojom odlukom ili zbog potrebe) ona tada ne može biti diskvalificirana.

CASE 105

When two boats are running on opposite tacks, the starboard-tack boat may change course provided she gives the port-tack boat room to keep clear.

SLUČAJ 105

Kada dvije jedrilice jedre na suprotnim uzdama, jedrilica na desnim uzdama može promijeniti kurs pod uvjetom da jedrilici na lijevim uzdama da prostor za uklanjanje.

CASE 123

If, at the moment it would be clear to a competent, but not expert, sailor at the helm of a starboard-tack boat that there is substantial risk of contact with a port-tack boat, but there is time for the starboard-tack boat to change course sufficiently to avoid the contact, she will break rule 14(a) if contact occurs.

SLUČAJ 123

Ako bi u tom trenutku, sposobnom ali ne i stručnom jedriličaru za kormilom jedriluce na desnim uzdama, bilo jasno da postoji značajan rizik od dodira s jedrilicom na lijevim uzdama, te da jedrilica na desnim uzdama ima vremena dovoljno promijeniti kurs kako bi izbjegla dodir, prekršit će pravilo 14(a) ako dođe do dodira.



CASE 147

When a right-of-way boat changes course, her obligation to give a keep-clear boat room to keep clear under rule 16.1 begins. The right-of-way boat may give that room by making an additional change of course. If, while the right-of-way boat is making that additional change of course, the keep-clear boat unavoidably breaks a rule of Part 2 Section A, the keep-clear boat is exonerated by rule 43.1(b).

SLUČAJ 147

Kada jedrilica s pravom puta promijeni kurs, počinje njezina obveza da jedrilici koja se uklanja prostor prema pravilu 16.1. Jedrilica s pravom puta može dati taj prostor dodatnom promjenom kursa. Ako, dok jedrilica s pravom puta vrši tu dodatnu promjenu kursa, jedrilica koja se uklanja neizbježno prekrši pravilo iz Dijela 2 Odjeljka A, jedrilica koja se uklanja iskupljena prema pravilu 43.1(b).

Rule 11; On the Same Tack, Overlapped

Pravilo 11; Na istim uzdama, u preklapanju

CASE 7

When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

SLUČAJ 7

Kada, nakon što je bila slobodna po krmi, jedrilica uspostavi preklapanje na strani zavjetrine i unutar svoje dvije duljine trupa od druge jedrilice, jedrilica privjetrine se mora uklanjati, ali jedrilica zavjetrine mora početno dati jedrilici privjetrine prostor za uklanjanje i ne smije jedriti iznad svojeg pravog kursa. Pravi kurs jedrilice privjetrine nije važan.

CASE 12

In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

SLUČAJ 12

Pri određivanju prava unutarnje jedrilice na prostor oznake, prema pravilu 18.2(a)(1) činjenica da su jedrilice potpuno različitog kursa nema značenja ukoliko postoji preklapanje u trenutku kada prva od njih dostigne zonu.

CASE 13

Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

SLUČAJ 13

Prije svog signala starta, jedrilica u zavjetrini ne krši pravilo jedrenjem kursom višim od kursa jedrilice u privjetrini.

CASE 14

When, because of a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

SLUČAJ 14

Kada se, zbog razlike u mišljenju o pravom kursu jedrilice u zavjetrini, dvije jedrilice na istim uzdama približe, jedrilica u privjetrini mora se uklanjati. Dvije jedrilice na istoj stranici kursa koje jedre blizu jedana drugoj mogu imati različiti pravi kurs.

CASE 24

When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

SLUČAJ 24

Kada jedrilica postane preklopljena u zavjetrini iz položaja slobodna po krmi, druga jedrilica mora brzo djelovati kako bi se uklanjala. Kada to ne može učiniti na pomorački način, nije dobila prostor kako to zahtijeva pravilo 15.

CASE 25

After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

SLUČAJ 25

Nakon što je jedrilici u privjetrini s unutarnjim preklapanjem dodijeljen prostor oznake, pravilo 18 više se ne primjenjuje, ali pravilo 11 i dalje vrijedi. Unutarnja jedrilica u privjetrini mora se uklanjati vanjskoj u zavjetrini, a jedrilica u zavjetrini smije prihvaćati pod uvjetom da jedrilici u privjetrini da prostor za uklanjanje.



CASE 41

A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

SLUČAJ 41

Rasprava o tome kako se pravilo 19.2(b) i definicije Zapreka, Neprekidna zapreka te Slobodna po krmi i Slobodna po pramcu; Preklapanje, primjenjuju kada dvije jedrilice u preklapanju na istim uzdama prestignu i prođu u zavjetrini jedrilicu ispred na istim uzdama. Nema obveze dovikivanja za prostor kod zapreke, ali je razborito to učiniti.

CASE 46

A leeward boat is entitled to luff to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.

SLUČAJ 46

Jedrilica u zavjetrini ima pravo prihvaćati prema svom pravom kursu, čak i kada je uspostavila preklapanje u zavjetrini iz položaja slobodna po krmi jedrilice u privjetrini i unutar dvije duljine svojeg trupa.

CASE 51

A protest committee must find that boats were exonerated at the time of the incident when, as a result of another boat's breach of a rule, they were compelled to break a rule.

SLUČAJ 51 Odbor za prosvjede mora ustanoviti iskupljenost jedrilica kada su, djelovanjem druge jedrilice, bile prisiljene na prekršaj pravila.

CASE 53

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

SLUČAJ 53

Jedrilica slobodna po pramcu ne treba poduzeti nikakve radnje, da bi se uklanjala, prije nego druga jedrilica uspostavi preklapanje u njezinoj zavjetrini iz položaja slobodna po krmi.

CASE 73

When, by deliberate action, L's crew reaches out and touches W, which action could have no other intention than to cause W to break rule 11, then L breaks rule 2.

SLUČAJ 73

Kada namjernim djelovanjem posada Z pruži ruku i dodirne P koja radnja ne može imati drugu namjeru osim da navede P da prekrši pravilo 11, tada Z krši pravilo 2.

CASE 74

There is no rule that dictates how the helmsman or crew of a leeward boat must sit. Contact with a windward boat does not break rule 2 unless the helmsman's or crew's position is deliberately misused.

SLUČAJ 74

Ne postoji pravilo koje propisuje kako kormilar ili posada jedrilice zavjetrine mora sjediti; dodir s jedrilicom privjetrine nije prekršaj Pravila 2 ukoliko položaj kormilara ili posade nije namjerno zloupotrijebljen.

CASE 146

When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

SLUČAJ 146

Kada se jedrilice približavaju oznaci starta radi startanja i jedrilica u zavjetrini prihvaća, jedrilica u privjetrini je iskupljena prema pravilu 43.1(b) ako prekrši pravilo 11 dok jedri unutar prostora na koji ima pravo prema pravilu 16.1.

Rule 12; On the Same Tack, Not Overlapped

Pravilo 12; Na istim uzdama, bez preklapanja

CASE 2

This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.

SLUČAJ 2

Ovaj slučaj se odnosi na situaciju koja uključuje dvije jedrilice kod oznake kursa niz vjetar u kojoj jedrilica koja je slobodna po krmi dosiže zonu prije jedrilice slobodne po pramcu. U toj situaciji, jedrilica slobodna po pramcu dužna je prema pravilu 18.2(a)(2) dati prostor oznake jedrilici slobodnoj po krmi.

CASE 15

In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

SLUČAJ 15

Prilikom letanja radi obilaska oznake, jedrilica koji je slobodna po pramcu mora se pridržavati pravila 13; jedrilica koja je slobodna po krmi ima pravo zadržati svoj kurs i time spriječiti letanje druge jedrilice.



CASE 24

When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

SLUČAJ 24

Kada jedrilica postane preklapljena u zavjetrini iz položaja slobodna po krmi, druga jedrilica mora brzo djelovati kako bi se uklanjala. Kada to ne može učiniti na pomorački način, nije dobila prostor kako to zahtijeva pravilo 15.

CASE 30

A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

SLUČAJ 30

Jedrilica slobodna po krmi i koja se mora uklanjati, ali se dodirne s jedrilicom koja je slobodna po pramcu, krši pravilo prava puta koje je bilo primjenjivo prije nego što se dogodio dodir. Jedrilica koja je izgubila pravo puta nenamjernom promjenom uzda ipak se mora uklanjati.

CASE 41

A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

SLUČAJ 41

Rasprava o tome kako se pravilo 19.2(b) i definicije Zapreka, Neprekidna zapreka te Slobodna po krmi i Slobodna po pramcu; Preklapanje, primjenjuju kada dvije jedrilice u preklapanju na istim uzdama prestignu i prođu u zavjetrini jedrilicu ispred na istim uzdama. Nema obveze dovikivanja za prostor kod zapreke, ali je razborito to učiniti.

CASE 77

Contact with a mark by a boat's equipment constitutes touching it. A boat obligated to keep clear does not break a rule when touched by a right-of-way boat's equipment that moves unexpectedly out of normal position.

SLUČAJ 77

Dodir oznake opremom jedrilice predstavlja dodirivanje oznake. Jedrilica koja se mora uklanjati ne krši pravilo kada ju dodirne oprema jedrilice s pravom puta koja se neočekivano pomakla iz normalnog položaja.

CASE 91

A boat required to keep clear must keep clear of another boat's equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

SLUČAJ 91

Jedrilica koja se treba uklanjati mora se uklanjati od opreme druge jedrilice koja je izvan njenog normalnog položaja ukoliko je oprema bila izvan svog normalnog položaja dovoljno dugo da je oprema mogla biti uočena i izbjegnuta.

Rule 13; While Tacking

Pravilo 13; Tijekom letanja

CASE 15

In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

SLUČAJ 15

Prilikom letanja radi obilaska oznake, jedrilica koji je slobodna po pramcu mora se pridržavati pravila 13; jedrilica koja je slobodna po krmi ima pravo zadržati svoj kurs i time spriječiti letanje druge jedrilice.

CASE 17

A boat is no longer subject to rule 13 when she is on a close-hauled course, regardless of her movement through the water or the sheeting of her sails.

SLUČAJ 17

Jedrilica ne podliježe više Pravilu 13 nakon što je na kursu sasvim uz vjetar, bez obzira na njeno kretanje kroz vodu ili položaj njenih jedara.

CASE 27

A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

SLUČAJ 27

Jedrilica ne mora predmnijevati da će druga jedrilica prekršiti pravilo. Kada jedrilica stekne pravo puta svojim djelovanjem, druga jedrilica ima pravo na prostor za uklanjanje.



Section B – General Limitations
Poglavlje B - Opća ograničenja

Rule 14; Avoiding Contact

Pravilo 14; Izbjegavanje dodira

CASE 2

This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.

SLUČAJ 2

Ovaj slučaj se odnosi na situaciju koja uključuje dvije jedrilice kod oznake kursa niz vjetar u kojoj jedrilica koja je slobodna po krmi dosiže zonu prije jedrilice slobodne po pramcu. U toj situaciji, jedrilica slobodna po pramcu dužna je prema pravilu 18.2(a)(2) dati prostor oznake jedrilici slobodnoj po krmi.

CASE 7

When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

SLUČAJ 7

Kada, nakon što je bila slobodna po krmi, jedrilica uspostavi preklapanje na strani zavjetrine i unutar svoje dvije duljine trupa od druge jedrilice, jedrilica privjetrine se mora uklanjati, ali jedrilica zavjetrine mora početno dati jedrilici privjetrine prostor za uklanjanje i ne smije jedriti iznad pravog kursa. Pravi kurs jedrilice privjetrine nije važan.

CASE 11

When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

SLUČAJ 11

Kada su jedrilice u preklapanju kod zapreke, uključujući zapreku koja je jedrilica s pravom puta, vanjska jedrilica mora dati unutarnjoj jedrilici prostor između sebe i zapreke.

CASE 12

In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

SLUČAJ 12

Pri određivanju prava unutarnje jedrilice na prostor oznake, prema pravilu 18.2(a)(1) činjenica da su jedrilice potpuno različitog kursa nema značenja ukoliko postoji preklapanje u trenutku kada prva od njih dostigne zonu.

CASE 13

Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

SLUČAJ 13

Prije svog signala starta, jedrilica u zavjetrini ne krši pravilo jedrenjem kursom višim od kursa jedrilice u privjetrini

CASE 14

When, because of a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

SLUČAJ 14

Kada se, zbog razlike u mišljenju o pravom kursu jedrilice u zavjetrini, dvije jedrilice na istim uzdama približe, jedrilica u privjetrini mora se uklanjati. Dvije jedrilice na istoj stranici kursa koje jedre blizu jedana drugoj mogu imati različiti pravi kurs.

CASE 23

On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

SLUČAJ 23

Pri jedrenju niz vjetar, pravilo 19 se ne primjenjuje na jedrilicu na desnim uzdama koja prolazi između dvije jedrilice na lijevim uzdama koje jedre ispred nje. Pravilo 10 zahtijeva da joj se obje jedrilice na lijevim uzdama uklanjaju.

CASE 25

After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

SLUČAJ 25

Nakon što je jedrilici u privjetrini s unutarnjim preklapanjem dodijeljen prostor oznake, pravilo 18 više se ne primjenjuje, ali pravilo 11 i dalje vrijedi. Unutarnja jedrilica u privjetrini mora se uklanjati vanjskoj u zavjetrini, a jedrilica u zavjetrini smije prihvaćati pod uvjetom da jedrilici u privjetrini da prostor za uklanjanje.



CASE 26

A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

SLUČAJ 26

Jedrilica s pravom puta ne mora djelovati kako bi izbjegla sudar sve dok ne postane jasno da se druga jedrilica ne uklanja. Međutim, ako je jedrilica s pravom puta tada mogla izbjgnuti sudar a nije to učinila te je sudar je izazvao štetu, mora biti kažnjena zbog kršenja Pravila 14.

CASE 27

A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

SLUČAJ 27

Jedrilica ne mora predmijevati da će druga jedrilica prekršiti pravilo. Kada jedrilica stekne pravo puta svojim djelovanjem, druga jedrilica ima pravo na prostor za uklanjanje.

CASE 30

A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

SLUČAJ 30

Jedrilica slobodna po krmi i koja se mora uklanjati, ali se dodirne s jedrilicom koja je slobodna po pramcu, krši pravilo prava puta koje je bilo primjenjivo prije nego što se dogodio dodir. Jedrilica koja je izgubila pravo puta nenamjernom promjenom uzda ipak se mora uklanjati.

CASE 43

A close-hauled port-tack boat that is sailing parallel and close to an obstruction must keep clear of a boat that has completed her tack to starboard and is approaching on a collision course.

SLUČAJ 43

Jedrilica koja jedri sasvim uz vjetar na lijevim uzdama paralelno i blizu zapreke mora se uklanjati jedrilici koja je završila svoje letanje na desnu stranu i približava se na kursu sudara.

CASE 49 When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

SLUČAJ 49

Kada dva prosvjeda nastanu iz istog incidenta ili iz vrlo blisko povezanih incidenata, treba ih saslušati ih zajedno u prisustvu predstavnika svih umiješanih jedrilica.

CASE 50

When a protest committee finds that in a port-starboard incident S did not change course and that there was not a genuine and reasonable apprehension of collision on the part of S, it should dismiss her protest. When the committee finds that S did change course and that there was reasonable doubt that P could have crossed ahead of S if S had not changed course, then P should be disqualified.

SLUČAJ 50

Kada odbor za prosvjede utvrdi da pri susretu lijevih - desnih uzdi, D nije promijenila kurs i da nije postojla istinska i opravdana strepnja od dodira od strane D, trebao bi odbaciti njezin prosvjed. Kada odbor utvrdi da je D promijenila kurs i da je postojala opravdana sumnja da bi L mogla proći ispred D da D nije promijenila kurs, tada L treba biti diskvalificirana.

CASE 75

When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

SLUČAJ 75

Kada se primjenjuje pravilo 18, primjenjuju se i pravila poglavlja A i B. Kada jedrilica s unutarnjim preklapanjem i pravom puta mora kružiti kod oznake, ima pravo jedriti svojim pravim kursom sve dok ne kruži. Jedrilica na desnim uzdama koja mijenja kurs ne krši pravilo 16.1 ako da jedrilici na lijevim uzdama dovoljno prostora za uklanjanje, a jedrilica na lijevim uzdama to odmah ne iskoristi.

CASE 77

Contact with a mark by a boat's equipment constitutes touching it. A boat obligated to keep clear does not break a rule when touched by a right-of-way boat's equipment that moves unexpectedly out of normal position.

SLUČAJ 77

Dodir oznake opremom jedrilice predstavlja dodirivanje oznake. Jedrilica koja se mora uklanjati ne krši pravilo kada ju dodirne oprema jedrilice s pravom puta koja se neočekivano pomakla iz normalnog položaja.



CASE 81

When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

SLUČAJ 81

Kada jedrilica koja ima pravo na prostor oznake prema pravilu 18.2(a)(2) prijeđe pramcem u vjetar, primjena pravila 18.2(a)(2) prestaje i ona se mora pridržavati primjenjivog pravila Poglavlja A.

CASE 87

A right-of-way boat need not act to avoid contact until it is clear that the other boat is not keeping clear.

SLUČAJ 87

Jedrilica s pravom puta ne mora djelovati kako bi izbjegla dodir sve dok ne postane jasno da se druga jedrilica ne uklanja.

CASE 88

A boat may avoid contact and yet fail to keep clear.

SLUČAJ 88

Jedrilica može izbjeci dodir, a da se ipak nije uklanjala.

CASE 91

A boat required to keep clear must keep clear of another boat's equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

SLUČAJ 91

Jedrilica koja se treba uklanjati mora se uklanjati od opreme druge jedrilice koja je izvan njenog normalnog položaja ukoliko je oprema bila izvan svog normalnog položaja dovoljno dugo da je oprema mogla biti uočena i izbjegnuta.

CASE 92

When a right-of-way boat changes course, the keep-clear boat is required to act only in response to what the right-of-way boat is doing at the time; she is not required to anticipate what the right-of-way boat might do subsequently.

SLUČAJ 92

Kada jedrilica s pravom puta mijenja kurs, jedrilica s obvezom uklanjanja mora djelovati samo u smislu odgovora na ono što jedrilica s pravom puta čini trenutno a ne na ono što bi možda činila nakon toga.

CASE 93

If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

SLUČAJ 93

Ako jedrilica odmah nakon što se preklapila u zavjetrini druge jedrilice, skrene s kursa bez pomoračkog načina koji bi drugoj jedrilici omogućio da se uklanja, jedrilica koja je skrenula s kursa prekršila je pravila 15 i 16.1. Druga jedrilica je prekršila pravilo 11, ali je iskupljena.

CASE 99

The fact that a boat required to keep clear is out of control does not entitle her to exoneration for breaking a rule of Part 2. When a right-of-way boat becomes obligated by rule 14 to 'avoid contact if reasonably possible' and the only way to do so is to crash-gybe, she does not break the rule if she does not crash-gybe. When a boat's penalty under rule 44.1(b) is to retire, and she does so (whether because of choice or necessity), she cannot then be disqualified.

SLUČAJ 99

Činjenica da je jedrilica koja se mora uklanjati, neupravljiva, ne oslobađa je poštivanja pravila Dijela 2. Kada jedrilica s pravom puta postane obvezna prema Pravilu 14 "izbjegavati sudar ako je to ikako moguće" a jedini način da to učini je naglim nekontroliranim kruženjem, jedrilica nije prekršila pravilo ukoliko ne napravi taj manevar. Kada se jedrilica povuče iz natjecanja u skladu s odredbama Pravila 44.1, (bilo svojom odlukom ili zbog potrebe) ona tada ne može biti diskvalificirana.

CASE 105

When two boats are running on opposite tacks, the starboard-tack boat may change course provided she gives the port-tack boat room to keep clear.

SLUČAJ 105

Kada dvije jedrilice jedre na suprotnim uzdama, jedrilica na desnim uzdama može promijeniti kurs pod uvjetom da jedrilici na lijevim uzdama da prostor za uklanjanje.

CASE 107

During the starting sequence, a boat that is not keeping a lookout may thereby fail to do everything reasonably possible to avoid contact. Hailing is one way that a boat may 'act to avoid contact.' When a boat's breach of a rule of Part 2 causes serious damage and she then retires, she has taken the applicable penalty and is not to be disqualified for that breach.

SLUČAJ 107

Tijekom startne procedura, jedrilica koja ne pazi na događanja u okolini može propustiti učiniti sve što je ikako moguće kako bi izbjegla dodir. Dovikivanje je jedan od načina na koji jedrilica može „djelovati kako bi izbjegao dodir“. Kada prekršaj pravila iz Dijela 2. od strane jedrilice uzrokuje ozbiljnu štetu i ona se potom povuče, prihvatila je odgovarajuću kaznu i neće biti diskvalificirana zbog tog prekršaja.



CASE 114

When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

SLUČAJ 114

Kada jedrilica ima pravo na prostor, prostor na koji ima pravo uključuje prostor koji joj je potreban za ispunjavanje obveza prema pravilima Dijela 2 i pravila 31.

CASE 123

If, at the moment it would be clear to a competent, but not expert, sailor at the helm of a starboard-tack boat that there is substantial risk of contact with a port-tack boat, but there is time for the starboard-tack boat to change course sufficiently to avoid the contact, she will break rule 14(a) if contact occurs.

SLUČAJ 123

Ako bi u tom trenutku, sposobnom ali ne i stručnom jedriličaru za kormilom jedrilice na desnim uzdama, bilo jasno da postoji značajan rizik od dodira s jedrilicom na lijevim uzdama, te da jedrilica na desnim uzdama ima vremena dovoljno promijeniti kurs kako bi izbjegla dodir, prekršit će pravilo 14(a) ako dođe do dodira.

Rule 15; Acquiring Right of Way

Pravilo 15; Stjecanje prava puta

CASE 2

This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.

SLUČAJ 2

Ovaj slučaj se odnosi na situaciju koja uključuje dvije jedrilice kod oznake kursa niz vjetar u kojoj jedrilica koja je slobodna po krmi dosiže zonu prije jedrilice slobodne po pramcu. U toj situaciji, jedrilica slobodna po pramcu dužna je prema pravilu 18.2(a)(2) dati prostor oznake jedrilici slobodnoj po krmi.

CASE 7

When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

SLUČAJ 7

Kada, nakon što je bila slobodna po krmi, jedrilica uspostavi preklapanje na strani zavjetrine i unutar svoje dvije duljine trupa od druge jedrilice, jedrilica privjetrine se mora uklanjati, ali jedrilica zavjetrine mora početno dati jedrilici privjetrine prostor za uklanjanje i ne smije jedriti iznad svojeg pravog kursa. Pravi kurs jedrilice privjetrine nije važan.

CASE 13

Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

SLUČAJ 13

Prije svog signala starta, jedrilica u zavjetrini ne krši pravilo jedrenjem kursom višim od kursa jedrilice u privjetrini.

CASE 27

A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

SLUČAJ 27

Jedrilica ne mora predmnijevati da će druga jedrilica prekršiti pravilo. Kada jedrilica stekne pravo puta svojim djelovanjem, druga jedrilica ima pravo na prostor za uklanjanje.

CASE 53

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

SLUČAJ 53

Jedrilica slobodna po pramcu ne treba poduzeti nikakve radnje, da bi se uklanjala, prije nego druga jedrilica uspostavi preklapanje u njezinoj zavjetrini iz položaja slobodna po krmi.

CASE 81

When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

SLUČAJ 81

Kada jedrilica koja ima pravo na prostor oznake prema pravilu 18.2(a)(2) prijeđe pramcem u vjetar, primjena pravila 18.2(a)(2) prestaje i ona se mora pridržavati primjenjivog pravila Poglavlja A.



CASE 93

If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

SLUČAJ 93

Ako jedrilica odmah nakon što se preklopila u zavjetrini druge jedrilice, skrene s kursa bez pomoračkog načina koji bi drugoj jedrilici omogućio da se uklanja, jedrilica koja je skrenula s kursa prekršila je pravila 15 i 16.1. Druga jedrilica je prekršila pravilo 11, ali je iskupljena.

CASE 105

When two boats are running on opposite tacks, the starboard-tack boat may change course provided she gives the port-tack boat room to keep clear.

SLUČAJ 105

Kada dvije jedrilice jedre na suprotnim uzdama, jedrilica na desnim uzdama može promijeniti kurs pod uvjetom da jedrilici na lijevim uzdama da prostor za uklanjanje.

CASE 117

When three boats are on the same tack and two of them are overlapped and overtaking the third from clear astern, if the leeward boat astern becomes overlapped with the boat ahead, the boat ahead is no longer an obstruction, and rule 19.2(b) does not apply. There are no situations in which a row of boats sailing close to one another is a continuing obstruction.

SLUČAJ 117

Kada su tri jedrilice na istim uzdama a dvije od njih su u preklapanju i prestižu treću iz položaja slobodne po krmi, ako se jedrilica u zavjetrini slobodna po krmi preklopi s jedrilicom ispred, jedrilica ispred, više nije zapreka i pravilo 19.2(b) se ne primjenjuje. Ne postoje situacije u kojima je red jedrilica koje jedre blizu jedna drugoj, kontinuirana zapreka.

Rule 16.1, Changing Course

Pravilo 16.1; Mijenjanje kursa

CASE 6

A starboard-tack boat that tacks after a port-tack boat has borne away o go astern of her does not necessarily break a rule.

SLUČAJ 6

Jedrilica na desnim uzdama koja leta nakon što je jedrilica na lijevim uzdama otpadala da joj prođe po krmi nije time prekršila pravilo.

CASE 7

When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

SLUČAJ 7

Kada, nakon što je bila slobodna po krmi, jedrilica uspostavi preklapanje na strani zavjetrine i unutar svoje dvije duljine trupa od druge jedrilice, jedrilica privjetrine se mora uklanjati, ali jedrilica zavjetrine mora početno dati jedrilici privjetrine prostor za uklanjanje i ne smije jedriti iznad svojeg pravog kursa. Pravi kurs jedrilice privjetrine nije važan.

CASE 13

Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

SLUČAJ 13

Prije svog signala starta, jedrilica u zavjetrini ne krši pravilo jedrenjem kursom višim od kursa jedrilice u privjetrini.

CASE 14

When, because of a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

SLUČAJ 14

Kada se, zbog razlike u mišljenju o pravom kursu jedrilice u zavjetrini, dvije jedrilice na istim uzdama približe, jedrilica u privjetrini mora se uklanjati. Dvije jedrilice na istoj stranici kursa koje jedre blizu jedana drugoj mogu imati različiti pravi kurs.

CASE 25

After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

SLUČAJ 25

Nakon što je jedrilici u privjetrini s unutarnjim preklapanjem dodijeljen prostor oznake, pravilo 18 više se ne primjenjuje, ali pravilo 11 i dalje vrijedi. Unutarnja jedrilica u privjetrini mora se uklanjati vanjskoj u zavjetrini, a jedrilica u zavjetrini smije prihvaćati pod uvjetom da jedrilici u privjetrini da prostor za uklanjanje.



CASE 26

A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

SLUČAJ 26

Jedrilica s pravom puta ne mora djelovati kako bi izbjegla sudar sve dok ne postane jasno da se druga jedrilica ne uklanja. Međutim, ako je jedrilica s pravom puta tada mogla izbjgnuti sudar a nije to učinila te je sudar je izazvao štetu, mora biti kažnjena zbog kršenja Pravila 14.

CASE 46

A leeward boat is entitled to luff to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.

SLUČAJ 46

Jedrilica u zavjetrini ima pravo prihvaćati prema svom pravom kursu, čak i kada je uspostavila preklapanje u zavjetrini iz položaja slobodna po krmi jedrilice u privjetrini i unutar dvije duljine svojeg trupa.

CASE 52

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.

SLUČAJ 52

Pravilo 16.1 ne ograničava kurs jedrilice koja se mora uklanjati. Manevriranje kojim se druga jedrilica odvlači od linije starta ne znači i prekršaj ovog pravila.

CASE 75

When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

SLUČAJ 75

Kada se primjenjuje pravilo 18, primjenjuju se i pravila poglavlja A i B. Kada jedrilica s unutarnjim preklapanjem i pravom puta mora kružiti kod oznake, ima pravo jedriti svojim pravim kursom sve dok ne kruži. Jedrilica na desnim uzdama koja mijenja kurs ne krši pravilo 16.1 ako da jedrilici na lijevim uzdama dovoljno prostora za uklanjanje, a jedrilica na lijevim uzdama to odmah ne iskoristi.

CASE 92

When a right-of-way boat changes course, the keep-clear boat is required to act only in response to what the right-of-way boat is doing at the time; she is not required to anticipate what the right-of-way boat might do subsequently.

SLUČAJ 92

Kada jedrilica s pravom puta mijenja kurs, jedrilica s obvezom uklanjanja mora djelovati samo u smislu odgovora na ono što jedrilica s pravom puta čini trenutno a ne na ono što bi možda činila nakon toga.

CASE 93

If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

SLUČAJ 93

Ako jedrilica odmah nakon što se preklopila u zavjetrini druge jedrilice, skrene s kursa bez pomoračkog načina koji bi drugoj jedrilici omogućio da se uklanja, jedrilica koja je skrenula s kursa prekršila je pravila 15 i 16.1. Druga jedrilica je prekršila pravilo 11, ali je iskupljena.

CASE 105

When two boats are running on opposite tacks, the starboard-tack boat may change course provided she gives the port-tack boat room to keep clear.

SLUČAJ 105

Kada dvije jedrilice jedre na suprotnim uzdama, jedrilica na desnim uzdama može promijeniti kurs pod uvjetom da jedrilici na lijevim uzdama da prostor za uklanjanje.

CASE 114

When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

SLUČAJ 114

Kada jedrilica ima pravo na prostor, prostor na koji ima pravo uključuje prostor koji joj je potreban za ispunjavanje obveza prema pravilima Dijela 2 i pravila 31.



CASE 146

When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

SLUČAJ 146

Kada se jedrilice približavaju oznaci starta radi startanja i jedrilica u zavjetrini prihvaća, jedrilica u privjetrini je iskupljena prema pravilu 43.1(b) ako prekrši pravilo 11 dok jedri unutar prostora na koji ima pravo prema pravilu 16.1.

CASE 147

When a right-of-way boat changes course, her obligation to give a keep-clear boat room to keep clear under rule 16.1 begins. The right-of-way boat may give that room by making an additional change of course. If, while the right-of-way boat is making that additional change of course, the keep-clear boat unavoidably breaks a rule of Part 2 Section A, the keep-clear boat is exonerated by rule 43.1(b).

SLUČAJ 147

Kada jedrilica s pravom puta promijeni kurs, počinje njezina obveza da jedrilici koja se uklanja prostor prema pravilu 16.1. Jedrilica s pravom puta može dati taj prostor dodatnom promjenom kursa. Ako, dok jedrilica s pravom puta vrši tu dodatnu promjenu kursa, jedrilica koja se uklanja neizbježno prekrši pravilo iz Dijela 2 Odjeljka A, jedrilica koja se uklanja iskupljena prema pravilu 43.1(b).

Rule 16.2; Changing Course

Pravilo 16.2; Mijenjanje kursa

CASE 6

A starboard-tack boat that tacks after a port-tack boat has borne away to go astern of her does not necessarily break a rule.

SLUČAJ 6

Jedrilica na desnim uzdama koja leta nakon što je jedrilica na lijevim uzdama otpadala da joj prođe po krmu nije time prekršila pravilo.

CASE 92

When a right-of-way boat changes course, the keep-clear boat is required to act only in response to what the right-of-way boat is doing at the time; she is not required to anticipate what the right-of-way boat might do subsequently.

SLUČAJ 92

Kada jedrilica s pravom puta mijenja kurs, jedrilica s obvezom uklanjanja mora djelovati samo u smislu odgovora na ono što jedrilica s pravom puta čini trenutno a ne na ono što bi možda činila nakon toga.

CASE 132

Interpretation of the phrase ‘on a beat to windward’. Rule 17, On the Same Tack; Proper Course

Slučaj 132

Tumačenje izraza „na kursu uz vjetrar“. Pravilo 17, Na istim uzdama; Pravi kurs

Rule 17; On the Same Tack; Proper Course

Pravilo 17; Na istim uzdama; Pravi kurs

CASE 7

When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

SLUČAJ 7

Kada, nakon što je bila slobodna po krmu, jedrilica uspostavi preklapanje na strani zavjetrine i unutar svoje dvije duljine trupa od druge jedrilice, jedrilica privjetrine se mora uklanjati, ali jedrilica zavjetrine mora početno dati jedrilici privjetrine prostor za uklanjanje i ne smije jedriti iznad svojeg pravog kursa. Pravi kurs jedrilice privjetrine nije važan.

CASE 13

Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat’s course.

SLUČAJ 13

Prije svog signala starta, jedrilica u zavjetrini ne krši pravilo jedrenjem kursom višim od kursa jedrilice u privjetrini.

CASE 14

When, because of a difference of opinion about a leeward boat’s proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

SLUČAJ 14

Kada se, zbog razlike u mišljenju o pravom kursu jedrilice u zavjetrini, dvije jedrilice na istim uzdama približe, jedrilica u privjetrini mora se uklanjati. Dvije jedrilice na istoj stranici kursa koje jedre blizu jedana drugoj mogu imati različiti pravi kurs.



CASE 46

A leeward boat is entitled to luff to her proper course, even when she has established a leeward overlap from clear astern and within two of her hulllengths of the windward boat.

SLUČAJ 46

Jedrilica u zavjetrini ima pravo prihvaćati prema svom pravom kursu, čak i kada je uspostavila preklapanje u zavjetrini iz položaja slobodna po krmi jedrilice u privjetrini i unutar dvije duljine svojeg trupa.

CASE 134

A boat's proper course at any moment depends on the existing conditions. Some of those conditions are the wind strength and direction, the pattern of gusts and lulls in the wind, the waves, the current, and the physical characteristics of the boat's hull and equipment, including the sails she is using.

SLUČAJ 134

Pravi kurs jedrilice u bilo kojem trenutku ovisi o postojećim uvjetima. Neki od tih uvjeta su jačina i smjer vjetra, izmjene naleta i zatišja vjetra, valovi, struja i fizičke karakteristike trupa i opreme jedrilice, uključujući jedra koja koristi.

Section C
At marks and obstructions
Poglavlje C
Kod oznaka i zapreka

Part 2; Section C, Preamble

Dio 2; Poglavlje C, Preambula

CASE 146

When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1. Rule 18.1, Mark-Room:

SLUČAJ 146

Kada se jedrilice približavaju oznaci starta radi startanja i jedrilica u zavjetrini prihvaća, jedrilica u privjetrini je iskupljena prema pravilu 43.1(b) ako prekrši pravilo 11 dok jedri unutar prostora na koji ima pravo prema pravilu 16.1.

Rule 18.1; Mark-Room: When Rule 18 Applies

Pravilo 18.1; Prostor oznake: Primjena pravila 18

CASE 9

When a starboard-tack boat chooses to sail past a windward mark, a port-tack boat must keep clear. There is no rule that requires a boat to sail a proper course.

SLUČAJ 9

Kada jedrilica na desnim uzdama odluči jedriti pored oznake privjetrine, jedrilica na lijevim uzdama mora se uklanjati. Ne postoji pravilo koje zahtijeva od jedrilice da jedri pravim kursom.

CASE 12

In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

SLUČAJ 12

Pri određivanju prava unutarnje jedrilice na prostor oznake, prema pravilu 18.2(a)(1) činjenica da su jedrilice potpuno različitog kursa nema značenja ukoliko postoji preklapanje u trenutku kada prva od njih dostigne zonu.

CASE 15

In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

SLUČAJ 15

Prilikom letanja radi obilaska oznake, jedrilica koji je slobodna po pramcu mora se pridržavati pravila 13; jedrilica koja je slobodna po krmi ima pravo zadržati svoj kurs i time spriječiti letanje druge jedrilice.

CASE 25

After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

SLUČAJ 25

Nakon što je jedrilici u privjetrini s unutarnjim preklapanjem dodijeljen prostor oznake, pravilo 18 više se ne primjenjuje, ali pravilo 11 i dalje vrijedi. Unutarnja jedrilica u privjetrini mora se uklanjati vanjskoj u zavjetrini, a jedrilica u zavjetrini smije prihvaćati pod uvjetom da jedrilici u privjetrini da prostor za uklanjanje.



CASE 26

A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

SLUČAJ 26

Jedrilica s pravom puta ne mora djelovati kako bi izbjegla sudar sve dok ne postane jasno da se druga jedrilica ne uklanja. Međutim, ako je jedrilica s pravom puta tada mogla izbjeći sudar a nije to učinila te je sudar je izazvao štetu, mora biti kažnjena zbog kršenja Pravila 14.

CASE 81

When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

SLUČAJ 81

Kada jedrilica koja ima pravo na prostor oznake prema pravilu 18.2(a)(2) prijeđe pramcem u vjetar, primjena pravila 18.2(a)(2) prestaje i ona se mora pridržavati primjenjivog pravila Poglavlja A.

CASE 95

If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

SLUČAJ 95

Ako dvije u jedrilice preklapanju na istim uzdama jedre uz vjetar i podliježu pravilu 18.2(a)(1), pravilo 18 prestaje važiti kada bilo koja od njih prijeđe pramcem u vjetar. Kada je jedrilica dužna dati drugoj jedrilici prostor oznake, prostor koji mora dati uključuje prostor da druga jedrilica udovolji pravilu 31. Kada je jedrilica koja ima pravo na prostor oznake prisiljena dodirnuti oznaku dok jedri unutar prostora oznake na koji ima pravo, ispuštena je za prekršaj Pravila 31.

CASE 132

Interpretation of the phrase 'on a beat to windward'. Rule 18.2(a), Mark-Room: Giving Mark-Room

Slučaj 132

Tumačenje izraza „na kursu uz vjetar“. Pravilo 17, Na istim uzdama; Pravi kurs

Rule 18.2(a); Mark-Room: Giving Mark-Room

Pravilo 18.2(a); Prostor oznake: Davanje prostora oznake

CASE 2

This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.

SLUČAJ 2

Ovaj slučaj se odnosi na situaciju koja uključuje dvije jedrilice kod oznake kursa niz vjetar u kojoj jedrilica koja je slobodna po krmi dosiže zonu prije jedrilice slobodne po pramcu. U toj situaciji, jedrilica slobodna po pramcu dužna je prema pravilu 18.2(a)(2) dati prostor oznake jedrilici slobodnoj po krmi.

CASE 12

In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

SLUČAJ 12

Pri određivanju prava unutarnje jedrilice na prostor oznake, prema pravilu 18.2(a)(1) činjenica da su jedrilice potpuno različitog kursa nema značenja ukoliko postoji preklapanje u trenutku kada prva od njih dostigne zonu.

CASE 15

In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

SLUČAJ 15

Prilikom letanja radi obilaska oznake, jedrilica koji je slobodna po pramcu mora se pridržavati pravila 13; jedrilica koja je slobodna po krmi ima pravo zadržati svoj kurs i time spriječiti letanje druge jedrilice.

CASE 25

After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

SLUČAJ 25

Nakon što je jedrilici u privjetrini s unutarnjim preklapanjem dodijeljen prostor oznake, pravilo 18 više se ne primjenjuje, ali pravilo 11 i dalje vrijedi. Unutarnja jedrilica u privjetrini mora se uklanjati vanjskoj u zavjetrini, a jedrilica u zavjetrini smije prihvaćati pod uvjetom da jedrilici u privjetrini da prostor za uklanjanje.



CASE 59

When a boat comes abeam of a mark but is outside the zone, and when her change of course towards the mark results in a boat that is in the zone and that was previously clear astern becoming overlapped inside her, rule 18.2(a)(2) requires her to give mark-room to that boat, whether or not her distance from the mark was caused by giving mark-room to other boats overlapped inside her.

SLUČAJ 59

Kada jedrilica dođe bokom usporedno s oznakom ali je izvan zone i kada promjena njezinog kursa prema oznaci ima za posljedicu da jedrilica koja je ranije bila slobodna po krmi dolazi u preklapanje njoj iznutra, pravilo 18.2(a) traži od nje davanje prostora toj jedrilici bez obzira da li je ili nije njezina udaljenost od oznake bila izazvana davanjem prostora drugim jedrilicama u preklapanju s njom iznutra.

CASE 63

At a mark, when space is made available to a boat that is not entitled to it, she may, at her own risk, take advantage of the space.

SLUČAJ 63

Kod oznake, kada se prostor oslobodi jedrilici koja na njega nema pravo, ona smije, na vlastitu odgovornost, iskoristiti taj prostor.

CASE 75

When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

SLUČAJ 75

Kada se primjenjuje pravilo 18, primjenjuju se i pravila poglavlja A i B. Kada jedrilica s unutarnjim preklapanjem i pravom puta mora kružiti kod oznake, ima pravo jedriti svojim pravim kursom sve dok ne kruži. Jedrilica na desnim uzdama koja mijenja kurs ne krši pravilo 16.1 ako da jedrilici na lijevim uzdama dovoljno prostora za uklanjanje, a jedrilica na lijevim uzdama to odmah ne iskoristi.

CASE 81

When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

SLUČAJ 81

Kada jedrilica koja ima pravo na prostor oznake prema pravilu 18.2(a)(2) prijeđe pramcem u vjetar, primjena pravila 18.2(a)(2) prestaje i ona se mora pridržavati primjenjivog pravila Poglavlja A.

CASE 95

If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

SLUČAJ 95

Ako dvije u jedrilice preklapanju na istim uzdama jedre uz vjetar i podliježu pravilu 18.2(a)(1), pravilo 18 prestaje važiti kada bilo koja od njih prijeđe pramcem u vjetar. Kada je jedrilica dužna dati drugoj jedrilici prostor oznake, prostor koji mora dati uključuje prostor da druga jedrilica udovolji pravilu 31. Kada je jedrilica koja ima pravo na prostor oznake prisiljena dodirnuti oznaku dok jedri unutar prostora oznake na koji ima pravo, iskupljena je za prekršaj Pravila 31.

CASE 114

When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

SLUČAJ 114

Kada jedrilica ima pravo na prostor, prostor na koji ima pravo uključuje prostor koji joj je potreban za ispunjavanje obveza prema pravilima Dijela 2 i pravila 31.

CASE 118

In the definition Mark-Room, the phrase 'room to sail to the mark' means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the mark.

SLUČAJ 118

U definiciji Prostor oznake, izraz 'prostor za jedrenje do oznake' znači prostor za brzo jedrenje na pomoračkii način do položaja blizu oznake i na potrebnoj strani od oznake.



Rule 18.2(b), Mark-Room: Giving Mark-Room

Pravilo 18.2(b); Prostor oznake: Davanje prostora oznake

CASE 15

In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

SLUČAJ 15

Prilikom letanja radi obilaska oznake, jedrilica koji je slobodna po pramcu mora se pridržavati pravila 13; jedrilica koja je slobodna po krmi ima pravo zadržati svoj kurs i time spriječiti letanje druge jedrilice.

CASE 81

When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

SLUČAJ 81

Kada jedrilica koja ima pravo na prostor oznake prema pravilu 18.2(a)(2) prijeđe pramcem u vjetar, primjena pravila 18.2(a)(2) prestaje i ona se mora pridržavati primjenjivog pravila Poglavlja A.

Rule 18.3, Mark-Room: Tacking in the Zone

Pravilo 18.3; Prostor oznake: Letanje u zoni

CASE 93

If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

SLUČAJ 93

Ako jedrilica odmah nakon što se preklapila u zavjetrini druge jedrilice, skrene s kursa bez pomoračkog načina koji bi drugoj jedrilici omogućio da se uklanja, jedrilica koja je skrenula s kursa prekršila je pravila 15 i 16.1. Druga jedrilica je prekršila pravilo 11, ali je iskupljena.

CASE 95

If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

SLUČAJ 95

Ako dvije u jedrilice preklapanju na istim uzdama jedre uz vjetar i podliježu pravilu 18.2(a)(1), pravilo 18 prestaje važiti kada bilo koja od njih prijeđe pramcem u vjetar. Kada je jedrilica dužna dati drugoj jedrilici prostor oznake, prostor koji mora dati uključuje prostor da druga jedrilica udovolji pravilu 31. Kada je jedrilica koja ima pravo na prostor oznake prisiljena dodirnuti oznaku dok jedri unutar prostora oznake na koji ima pravo, iskupljena je za prekršaj Pravila 31.

Rule 18.4; Mark-Room: Gybing in the Zone

Pravilo 18.4; Prostor oznake: Kruženje u zoni

CASE 75

When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

SLUČAJ 75

Kada se primjenjuje pravilo 18, primjenjuju se i pravila poglavlja A i B. Kada jedrilica s unutarnjim preklapanjem i pravom puta mora kružiti kod oznake, ima pravo jedriti svojim pravim kursom sve dok ne kruži. Jedrilica na desnim uzdama koja mijenja kurs ne krši pravilo 16.1 ako da jedrilici na lijevim uzdama dovoljno prostora za uklanjanje, a jedrilica na lijevim uzdama to odmah ne iskoristi.

Rule 19, Room to Pass an Obstruction

Pravilo 19; Prostor za prolazak zapreke

CASE 23

On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

SLUČAJ 23

Pri jedrenju niz vjetar, pravilo 19 se ne primjenjuje na jedrilicu na desnim uzdama koja prolazi između dvije jedrilice na lijevim uzdama koje jedre ispred nje. Pravilo 10 zahtijeva da joj se obje jedrilice na lijevim uzdama uklanjaju.



CASE 30

A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

SLUČAJ 30

Jedrilica slobodna po krmi i koja se mora uklanjati, ali se dodirne s jedrilicom koja je slobodna po pramcu, krši pravilo prava puta koje je bilo primjenjivo prije nego što se dogodio dodir. Jedrilica koja je izgubila pravo puta nenamjernom promjenom uzda ipak se mora uklanjati.

CASE 150

An interpretation of the terms 'at', 'inside/outside' and 'overlap' as used in rule 19.

SLUČAJ 150

Tumačenje pojmova 'kod', 'unutar/izvan' i 'preklapanje' kako se koriste u pravilu 19.

Rule 19.2; Room to Pass an Obstruction: Giving Room at an Obstruction

Pravilo 19.2; Prostor za prolazak zapreke, Davanje prostora kod zapreke

CASE 3

A leeward port-tack boat, hailing for room to tack when faced with an oncoming starboard-tack boat, an obstruction, is not required to anticipate that the windward boat will fail to comply with her obligation to tack promptly or otherwise provide room.

SLUČAJ 3

Jedrilica zavjetrine na lijevim uzdama koja dovikom zahtijeva prostor za letanje suočena s dolazećom jedrilicom na desnim uzdama, koja joj je zapreka nije obvezna predmnijevati (anticipirati) da jedrilica privjetrine neće ispuniti svoju obvezu da odmah leta bez odgađanja ili drugačije da prostor.

CASE 11

When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

SLUČAJ 11

Kada su jedrilice u preklapanju kod zapreke, uključujući zapreku koja je jedrilica s pravom puta, vanjska jedrilica mora dati unutarnjoj jedrilici prostor između sebe i zapreke.

CASE 29

A leeward boat is an obstruction to an overlapped windward boat and a third boat clear astern. The boat clear astern may sail between the two overlapped boats and be entitled to room from the windward boat between her and the leeward boat, provided that the windward boat has been able to give that room from the time the overlap began.

SLUČAJ 29

Jedrilica u zavjetrini je zapreka jedrilici u privjetrini s kojom je u preklapanju i trećoj jedrilici koja je slobodna po krmi. Jedrilica koja je slobodna po krmi smije jedriti između dvije jedrilice u preklapanju i ima pravo na prostor od jedrilice u privjetrini između sebe i jedrilice u zavjetrini, pod uvjetom da je jedrilica u privjetrini bila u mogućnosti dati taj prostor od trenutka kada je preklapanje počelo.

CASE 33

When a boat approaching an obstruction hails 'Room to tack', but does so before the time when she needs to begin the process described in rule 20 to avoid the obstruction safely, she breaks rule 20.1(a). However, even if the hail breaks rule 20.1(a), the hailed boat must respond. An inside overlapped boat is entitled to room between the outside boat and an obstruction under rule 19.2(b) even though she has tacked into the inside overlapping position.

SLUČAJ 33

Kada jedrilica koja se približava zapreci dovikne 'Prostor za letanje', ali to učini prije vremena kada treba započeti postupak opisan u pravilu 20 kako bi sigurno izbjegla zapreku, krši pravilo 20.1(a). Međutim, čak i ako dovik krši pravilo 20.1(a), jedrilica kojoj se dovikuje mora odgovoriti. Jedrilica s unutarnjim preklapanjem ima pravo na prostor između vanjske jedrilice i zapreke prema pravilu 19.2(b) iako je letala u položaj unutarnjeg preklapanja.

CASE 41

A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

SLUČAJ 41

Rasprava o tome kako se pravilo 19.2(b) i definicije Zapreka, Neprekidna zapreka te Slobodna po krmi i Slobodna po pramcu; Preklapanje, primjenjuju kada dvije jedrilice u preklapanju na istim uzdama prestignu i prođu u zavjetrini jedrilicu ispred na istim uzdama. Nema obveze dovikivanja za prostor kod zapreke, ali je razborito to učiniti.



CASE 43

A close-hauled port-tack boat that is sailing parallel and close to an obstruction must keep clear of a boat that has completed her tack to starboard and is approaching on a collision course.

SLUČAJ 43

Jedrilica koja jedri sasvim uz vjetar na lijevim uzdama paralelno i blizu zapreke mora se uklanjati jedrilici koja je završila svoje letanje na desnu stranu i približava se na kursu sudara.

CASE 49

When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

SLUČAJ 49

Kada dva prosvjeda nastanu iz istog incidenta ili iz vrlo blisko povezanih incidenata, treba ih saslušati ih zajedno u prisustvu predstavnika svih umiješanih jedrilica.

CASE 117

When three boats are on the same tack and two of them are overlapped and overtaking the third from clear astern, if the leeward boat astern becomes overlapped with the boat ahead, the boat ahead is no longer an obstruction, and rule 19.2(b) does not apply. There are no situations in which a row of boats sailing close to one another is a continuing obstruction.

SLUČAJ 117

Kada su tri jedrilice na istim uzdama a dvije od njih su u preklapanju i prestižu treću iz položaja slobodne po krmu, ako se jedrilica u zavjetrini slobodna po krmu preklopi s jedrilicom ispred, jedrilica ispred, više nije zapreka i pravilo 19.2(b) se ne primjenjuje. Ne postoje situacije u kojima je red jedrilica koje jedre blizu jedna drugoj, kontinuirana zapreka.

CASE 124

At any point in time while two boats are approaching an obstruction, the right-of-way boat at that moment may choose to pass the obstruction on either side provided that she can then comply with the applicable rules.

SLUČAJ 124

U bilo kojem trenutku dok se dvije jedrilice približavaju zapreci, jedrilica s pravom puta u tom trenutku može odabrati proći zapreku s bilo koje strane pod uvjetom da tada može poštivati primjenjiva pravila.

CASE 125

When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.

SLUČAJ 125

Kada vanjska jedrilica u preklapanju mora jednoj ili više unutarnjih jedrilica dati prostor za prolazak zapreke, prostor koji daje mora biti dovoljan da omogući svim unutarnjim jedrilicama da udovolje svojim obvezama prema pravilima Dijela 2.

Rule 20; Room to Tack at an Obstruction

Pravilo 20; Prostor za letanje kod zapreke

CASE 3

A leeward port-tack boat, hailing for room to tack when faced with an oncoming starboard the windward boat will fail to comply with her obligation to tack promptly or otherwise provide room.

SLUČAJ 3

Jedrilica zavjetrine na lijevim uzdama koja dovikom zahtijeva prostor za letanje suočena s dolazećom jedrilicom na desnim uzdama, koja joj je zapreka nije obvezna predmnijevati (anticipirati) da jedrilica privjetrine neće ispuniti svoju obvezu da odmah leta bez odgađanja ili drugačije da prostor.

CASE 10

If a boat hails 'Room to tack' when she is neither approaching an obstruction nor sailing close-hauled or above, she breaks rule 20.1. The hailed boat is required to respond even if the hail breaks rule 20.1.

Slučaj 10

Ako jedrilica dovikne „Prostor za letanje“ kada se ne približava zapreci niti jedri oštro uz vjetar ili iznad toga, prekršila je pravilo 20.1. jedrilica kojoj se dovikuje dužna je odgovoriti čak i ako dovik krši pravilo 20.1.

CASE 11

When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

SLUČAJ 11

Kada su jedrilice u preklapanju kod zapreke, uključujući zapreku koja je jedrilica s pravom puta, vanjska jedrilica mora dati unutarnjoj jedrilici prostor između sebe i zapreke.



CASE 33

When a boat approaching an obstruction hails 'Room to tack', but does so before the time when she needs to begin the process described in rule 20 to avoid the obstruction safely, she breaks rule 20.1(a). However, even if the hail breaks rule 20.1(a), the hailed boat must respond. An inside overlapped boat is entitled to room between the outside boat and an obstruction under rule 19.2(b) even though she has tacked into the inside overlapping position.

SLUČAJ 33

Kada jedrilica koja se približava zapreci dovikne 'Prostor za letanje', ali to učini prije vremena kada treba započeti postupak opisan u pravilu 20 kako bi sigurno izbjegla zapreku, krši pravilo 20.1(a). Međutim, čak i ako dovik krši pravilo 20.1(a), jedrilica kojoj se dovikuje mora odgovoriti. Jedrilica s unutarnjim preklapanjem ima pravo na prostor između vanjske jedrilice i zapreke prema pravilu 19.2(b) iako je letala u položaj unutarnjeg preklapanja.

CASE 35

When a boat hails 'Room to tack' at an obstruction and the hailed boat replies 'You tack', and the hailing boat is then able to tack and avoid the hailed boat in a seamanlike way, the hailed boat has complied with rule 20.2(c).

SLUČAJ 35

Kad je jedrilica dovikuje „Prostor za letanje“ kod zapreke i kad je doviknuta jedrilica odgovorila "Vi letajte" te je tada jedrilica koja je doviknula u mogućnosti letati i izbjegnuti na pomorački način jedrilicu kojoj je doviknula, jedrilica kojoj se dovikuje udovoljila je odredbama pravila 20.2(c).

CASE 54

Interpretation of rule 20's requirements for hails and signals and their timing.

SLUČAJ 54

Tumačenje zahtjeva pravila 20 za dovike i signale te određivanje trenutka njihove primjene.

CASE 101

When a boat with right of way is required to give another boat room for a manoeuvre, right of way does not transfer to the boat entitled to room. When, in reply to her hail 'Room to tack' when approaching an obstruction, a boat is hailed 'You tack', and when she does so and is then able to tack again to keep clear in a seamanlike way, the other boat has given the room required.

SLUČAJ 101

Kada je jedrilica s pravom puta dužna dati drugoj jedrilici prostor za manevar, pravo puta se ne prenosi na jedrilicu koja ima pravo na prostor. Kada kao odgovor na svoj dovik „Prostor za letanje“ dobije odgovor „Vi letajte“ i kad to učini te nakon toga može ponovno na pomorački način letati radi uklanjanja; druga jedrilica joj je dala zahtijevani prostor.

CASE 113

An explanation of the application of rule 20 when three boats sailing close-hauled on the same tack are approaching an obstruction and the leeward-most boat hails 'Room to tack', but cannot tack unless both boats to windward of her tack.

SLUČAJ 113

Objašnjenje primjene pravila 20 kada se tri jedrilice koje jedre oštro uz vjetar na istim uzdama približavaju zapreci, a jedrilica u zavjetrini dovikne „Prostor za letanje“, ali ne može letati osim ako obje jedrilice u njenoj privjetrini ne letaju.

Section D - Other rules

Poglavlje D - Ostala pravila

Rule 21.2, Starting Errors; Taking Penalties; Backing a Sail

Pravilo 21.2; Pogrešno startanje; Prihvaćanje kazni; Podupiranje jedra

CASE 149

After getting well clear, a boat making penalty turns that interrupts her turns for just the time she needs to comply with rule 21.2 has made her penalty turns 'promptly'. When a boat interferes with a boat taking a penalty, she breaks rule 23.2 if she was not sailing her proper course at that time.

SLUČAJ 149

Nakon što se dovoljno udaljila, jedrilica koja izvodi kaznene okrete koja prekida njezine okrete samo na vrijeme koje joj je potrebno da bi se pridržavala pravila 21.2, izvela je svoje kaznene okrete 'neodložno'. Kada jedrilica ometa jedrilicu koja prihvaća kaznu, ona krši pravilo 23.2 ako u tom trenutku nije jedrila svojim pravim kursom.

Rule 22, Capsized, Anchored or Aground; Rescuing

Pravilo 22; Prevrnuta, Usidrena ili nasukana jedrilica; Jedrilica koja spašava

CASE 5

A boat that is anchored during a race is still racing. A boat does not break rule 42.1 or rule 45 if, while pulling in her anchor line to recover the anchor, she returns to her position at the time the anchor was lowered. However, if pulling in the anchor line clearly propels her to a different position, she breaks those rules.

SLUČAJ 5

Jedrilica koja je usidrena tijekom natjecanja i dalje se natječe. Jedrilica ne krši pravilo 42.1 ili pravilo 45 ako se, dok povlači sidreno užo kako bi podigla sidro, vrati na svoju poziciju u trenutku kada je sidro oboreno. Međutim, ako se jedrilica povlačenjem sidrenog užeta očito pomakne na drugu poziciju, krši ta pravila.



Rule 23.2, Interfering with another Boat

Pravilo 23.2; Ometanje druge jedrilice

CASE 49

When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

SLUČAJ 49

Kada dva prosvjeda nastanu iz istog incidenta ili iz vrlo blisko povezanih incidenata, treba ih saslušati ih zajedno u prisustvu predstavnika svih umiješanih jedrilica.

CASE 126

For the purpose of determining whether rule 23.2 applies to an incident, a boat is sailing on the leg which is consistent with her course immediately before the incident and her reasons for sailing that course.

SLUČAJ 126

U svrhu utvrđivanja primjenjuje li se pravilo 23.2 na incident, jedrilica jedri stranicom kursa koja je u skladu s njezinim kursom neposredno prije incidenta i njezinim razlozima za jedrenje tim kursom.

CASE 149

After getting well clear, a boat making penalty turns that interrupts her turns for just the time she needs to comply with rule 21.2 has made her penalty turns 'promptly'. When a boat interferes with a boat taking a penalty, she breaks rule 23.2 if she was not sailing her proper course at that time.

SLUČAJ 149

Nakon što se dovoljno udaljila, jedrilica koja izvodi kaznene okrete koja prekida njezine okrete samo na vrijeme koje joj je potrebno da bi se pridržavala pravila 21.2, izvela je svoje kaznene okrete 'neodložno'. Kada jedrilica ometa jedrilicu koja prihvaća kaznu, ona krši pravilo 23.2 ako u tom trenutku nije jedrila svojim pravim kursom.

Rule 26, Starting Races

Pravilo 26; Startanje natjecanja

CASE 31

When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

SLUČAJ 31

Kad je vidljivi signal pojedinačnog opoziva istaknut ispravno popraćen neispravnim zahtijevanim zvučnim signalom, i kad je opozvana jedrilica u položaju čujnost zvučnog signala a ne zamijeti vidljivi signal i ne vrati se, ona ima pravo na ispravak. Bilo kako ako je jedrilica shvatila da je bila na strani krša linije starta, mora se vratiti i startati ispravno.

Rule 28, Sailing the Course

Pravilo 28; Jedrenje kursa

CASE 148

When a boat crosses the finishing line from the course side twice, her second crossing constitutes her finish if, at all times between her first and second crossing, her actions are consistent with continuing 'to sail the course'. An error in sailing the course made at a mark other than a finishing mark is not an error made at the finishing line.

SLUČAJ 148

Kada jedrilica dva puta prijeđe liniju cilja sa strane kursa, njezin drugi prijelaz predstavlja njezino završavanje ako su, u svakom trenutku između njezinog prvog i drugog prijelaza, njezine radnje u skladu s nastavkom „jedrenja kursa“. Pogreška u jedrenju kursa napravljena kod oznake koja nije oznaka završavanja nije pogreška napravljena na liniji cilja.

Rule 28.1, Sailing the Course

Pravilo 28.1; Jedrenje kursa

CASE 28

When one boat breaks a rule and, as a result, causes another to touch a mark, the other boat is exonerated. The fact that a starting mark has moved, for whatever reason, does not relieve a boat of her obligation to start. A race committee may abandon under rule 32.1(c) only when the change in the mark's position has directly affected the safety or fairness of the competition.

SLUČAJ 28

Kada jedrilica prekrši pravilo i čineći to prouzroči dodir druge jedrilice s oznakom, ova druga jedrilica je iskupljena. Činjenica da se oznaka linije starta pomicala uslijed bilo kojeg uzroka ne oslobađa jedrilicu obveza da starta. Regatni odbor može prekinuti natjecanje prema Pravilu 32.1(c) samo ako pomak oznaka izravno utječe na sigurnost ili pravednost natjecanja.



CASE 58

If a buoy or other object specified in the sailing instructions as a finishing-line limit mark is on the post-finish side of the finishing line, a boat may leave it on either side.

SLUČAJ 58

Ukoliko je plutača ili drugi objekt određen uputama za jedrenje kao granična oznaka linije cilja u području iza zamišljene linije cilja jedrilica je može ostaviti s bilo koje strane

CASE 90

When a boat's string passes a mark on the required side, she does not break rule 28.1 if her string, when drawn taut, also passes that mark on the non-required side.

SLUČAJ 90

Kada uzica jedrilice prolazi oznaku na zahtijevanoj strani, ona ne krši pravilo 28.1 ako njezina uzica, kada je zategnuta, također prolazi tu oznaku na neobaveznoj strani.

CASE 106

When the string representing a boat's track lies on the required sides of finishing marks or gate marks, it is not relevant that, when drawn taut, it also passes one of those marks on the non-required side.

SLUČAJ 106

Kada uzica koja predstavlja putanju jedrilice leži na zahtijevanim stranama oznaka cilja ili oznaka vrata, nije bitno da, kada je zategnuta, također prolazi jednu od tih oznaka na neobaveznoj strani.

CASE 108

When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.

SLUČAJ 108

Prilikom prihvaćanja kazne nakon dodirivanja oznake, jedrilica ne mora dovršiti puni okret od 360° i može prihvatiti kaznu dok istovremeno obilazi oznaku. Njezin okret za obilazak oznake poslužit će kao kazna ako uključuje letanje i kruženje, ako se izvede odmah nakon što više ne dodiruje oznaku i daleko je od drugih jedrilica, te kada se ne postavlja pitanje prednosti.

CASE 112

A boat that makes, and does not correct, an error in sailing the course does not break rule 28.1 until she finishes. If a boat makes such an error, a second boat may notify the first that she intends to protest before the first boat finishes, or at the first reasonable opportunity after the first boat finishes.

SLUČAJ 112

Jedrilica koja napravi i ne ispravi pogrešku jedreći kursom ne krši pravilo 28.1 dok ne završi. Ako jedrilica napravi takvu pogrešku, druga jedrilica smije obavijestiti prvu da namjerava prosvjedovati prije nego što prva jedrilica završi ili u prvoj mogućoj prilici nakon što prva jedrilica završi.

CASE 128

If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

SLUČAJ 128

Ako regatni odbor primijeti da je jedrilica napravila pogrešku prema pravilu 28.1 jedreći kursom i ne ispravi tu pogrešku, dužan je bodovati njezin plasman NSC. Ako primijeti da jedrilica dodiruje oznaku dok završava, mora je bodovati prema njezinoj završnoj poziciji. Protiv jedrilice RO može uložiti protest zbog kršenja pravila 31.

CASE 129

When the course is shortened at a rounding mark, the mark becomes a finishing mark. Rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. A boat must cross the line in accordance with the definition Finish, even if in so doing she leaves that mark on the side opposite the side on which she would have been required to leave it if the course had not been shortened.

SLUČAJ 129

Kada se kurs skraćuje kod oznake obilaska, oznaka postaje oznaka završavanja. Pravilo 32.2(a) dopušta regatnom odboru da postavi plovilo koje ističe zastavu S na bilo koji kraj linije ciljna. Jedrilica mora prijeći liniju u skladu s definicijom Završavanje, čak i ako pritom ostavi tu oznaku na strani suprotnoj od strane na kojoj bi je trebala napustiti da kurs nije bio skraćen.

CASE 145

A boat's string, described in the definition Sail the Course, when drawn taut, is only constrained by the marks that begin, end or bound each leg of the course.

SLUČAJ 145

Uzica jedrilice, opisana u definiciji Jedrenje kursa, kada je zategnuta, ograničena je samo oznakama kojima počinju, završavaju ili omeđuju svaku stranicu kursa.



Rule 29.1, Recalls: Individual Recall

Pravilo 29.1; Opozivi, Pojedinačni opoziv

CASE 31

When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

SLUČAJ 31

Kad je vidljivi signal pojedinačnog opoziva istaknut ispravno popraćen neispravnim zahtijevanim zvučnim signalom, i kad je opozvana jedrilica u položaju čujnost zvučnog signala a ne zamijeti vidljivi signal i ne vrati se, ona ima pravo na ispravak. Bilo kako ako je jedrilica shvatila da je bila na strani krša linije starta, mora se vratiti i startati ispravno.

CASE 79

When a boat has no reason to know that part of her hull crossed the starting line early and the race committee fails to signal 'Individual recall' promptly, yet scores her OCS, this is an error that significantly worsens the boat's score through no fault of her own, and therefore entitles her to redress.

SLUČAJ 79

Kada jedrilica nema nikakvog razloga za spoznavu da je djelom trupa prešla prerano liniju starta i da je regatni odbor propustio da odmah signalizira "pojedinačni opoziv" a boduje ju OCS, to je pogreška koja značajno pogoršava njezino bodovanje bez njezine krivnje te joj stoga daje pravo na ispravak.

CASE 136

In finding facts, a protest committee will be governed by the weight of evidence. In general, a race committee member sighting the starting line is better placed than any competing boat to decide whether a boat was over the line at the starting signal and, if so, whether she returned to the pre-start side and started.

SLUČAJ 136

Prilikom utvrđivanja činjenica, odbor za prosvjede vodit će se težinom dokaza. Općenito, član regatnog odbora koji osmatra liniju starta je u boljem položaju od bilo koje natjecateljske jedrilice da odluči je li jedrilica bila preko linije u trenutku signala starta i, ako jest, dali se vratila na pred-startnu stranu i startala.

Rule 30.2; Starting Penalties: Z Flag Rule

Pravilo 30.2; Kazne na startu: Pravilo zastave Z

CASE 111

If a boat breaks rule 30.2 or rule 30.4 during a starting sequence that results in a general recall after the starting signal, the race committee is required to penalize her even if the race had been postponed before that starting sequence or if, during a later starting sequence, a postponement was signalled before the starting signal.

SLUČAJ 111

Ako jedrilica prekrši pravilo 30.2 ili pravilo 30.4 tijekom startanja koje rezultira općim opozivom nakon startnog signala, regatni odbor je dužan kazniti je čak i ako je natjecanje bilo odgođeno prije tog startanja ili ako je, tijekom kasnijeg startanja odgoda signalizirana prije startnog signala.

Rule 30.3; Starting Penalties: U Flag Rule

Pravilo 30.3; Kazne na startu: Pravilo zastave U

CASE 140

How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

SLUČAJ 140

Kako se pravila primjenjuju kada je jedrilica prisiljena prijeći liniju starta djelovanjem druge jedrilice koja je prekršila pravilo Dijela 2.

Rule 30.4, Starting Penalties: Black Flag Rule

Pravilo 30.4; Kazne na startu: Pravilo crne zastave

CASE 65

When a boat knows that she has broken the Black Flag rule, she is obliged to retire promptly. When she does not do so and then deliberately hinders another boat in the race, she commits a breach of sportsmanship and of rule 2, and her helmsman commits an act of misconduct.

SLUČAJ 65

Kada je jedrilica svjesna da je prekršila Pravilo "Crne zastave" ona je obvezna odmah se povući iz natjecanja. Ukoliko to ne učini i time hotimice ometa drugu jedrilicu u natjecanju, počinila je grubi prekršaj načela sportskog ponašanja odnosno Pravila 2. a njezin kormilar čini čin nedoličnog ponašanja.



CASE 96

When after a general recall a boat learns from seeing her sail number displayed that she has been disqualified by the race committee under the second sentence of rule 30.4 and believes the race committee has made a mistake, her only option is not to start, and then to seek redress. However, if the race committee does not display her number and she sails in the restarted race she should be scored BFD, and not DNE.

SLUČAJ 96

Kada jedrilica nakon općeg opoziva uvidi (vidjevši svoj broj na jedru prikazan) da je bila diskvalificirana od strane regatnog odbora radi prekršaja pravila 30.4 i smatrajući da je R.O. pogriješio njezina jedina mogućnost je da ne starta te da zahtijeva ispravak. Međutim, ako regatni odbor ne prikaže njezin broj a ona jedri u ponovljenom natjecanju ona mora biti bodovana BFD, a ne DNE.

CASE 111

If a boat breaks rule 30.2 or rule 30.4 during a starting sequence that results in a general recall after the starting signal, the race committee is required to penalize her even if the race had been postponed before that starting sequence or if, during a later starting sequence, a postponement was signalled before the starting signal.

SLUČAJ 111

Ako jedrilica prekrši pravilo 30.2 ili pravilo 30.4 tijekom startanja koje rezultira općim opozivom nakon startnog signala, regatni odbor je dužan kazniti je čak i ako je natjecanje bilo odgođeno prije tog startanja ili ako je, tijekom kasnijeg startanja odgođeno signalizirano prije startnog signala.

CASE 140

How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

SLUČAJ 140

Kako se pravila primjenjuju kada je jedrilica prisiljena prijeći liniju starta djelovanjem druge jedrilice koja je prekršila pravilo Dijela 2.

Rule 31, Touching a Mark

Pravilo 31; Dodirivanje oznake

CASE 77

Contact with a mark by a boat's equipment constitutes touching it. A boat obligated to keep clear does not break a rule when touched by a right-of-way boat's equipment that moves unexpectedly out of normal position.

SLUČAJ 77

Dodir oznake opremom jedrilice predstavlja dodirivanje oznake. Jedrilica koja se mora uklanjati ne krši pravilo kada ju dodirne oprema jedrilice s pravom puta koja se neočekivano pomakla iz normalnog položaja.

CASE 108

When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.

SLUČAJ 108

Prilikom prihvaćanja kazne nakon dodirivanja oznake, jedrilica ne mora dovršiti puni okret od 360° i može prihvatiti kaznu dok istovremeno obilazi oznaku. Njezin okret za obilazak oznake poslužit će kao kazna ako uključuje letanje i kruženje, ako se izvede odmah nakon što više ne dodiruje oznaku i daleko je od drugih jedrilica, te kada se ne postavlja pitanje prednosti.

CASE 114

When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

SLUČAJ 114

Kada jedrilica ima pravo na prostor, prostor na koji ima pravo uključuje prostor koji joj je potreban za ispunjavanje obveza prema pravilima Dijela 2 i pravila 31.

CASE 128

If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

SLUČAJ 128

Ako regatni odbor primijeti da je jedrilica napravila pogrešku prema pravilu 28.1 jedreći kursom i ne ispravi tu pogrešku, dužan je bodovati njezin plasman NSC. Ako primijeti da jedrilica dodiruje oznaku dok završava, mora je bodovati prema njezinoj završnoj poziciji. Protiv jedrilice RO može uložiti protest zbog kršenja pravila 31.



Rule 32, Shortening or Abandoning After the Start

Pravilo 32; Skraćenje ili prekid nakon starta

CASE 28

When one boat breaks a rule and, as a result, causes another to touch a mark, the other boat is exonerated. The fact that a starting mark has moved, for whatever reason, does not relieve a boat of her obligation to start. A race committee may abandon under rule 32.1(c) only when the change in the mark's position has directly affected the safety or fairness of the competition.

SLUČAJ 28

Kada jedrilica prekrši pravilo i čineći to prouzroči dodir druge jedrilice s oznakom, ova druga jedrilica je iskupljena. Činjenica da se oznaka linije starta pomicala uslijed bilo kojeg uzroka ne oslobađa jedrilicu obveza da starta. Regatni odbor može prekinuti natjecanje prema Pravilu 32.1(c) samo ako pomak oznaka izravno utječe na sigurnost ili pravednost natjecanja.

CASE 37

Each race of an event is a separate race. In a multi-class event, abandonment may be suitable for some classes, but not for all.

SLUČAJ 37

Svako natjecanje u regati je zasebno natjecanje. U regati više klasa, prekid može biti opravdan za neke klase, ali ne i za sve klase.

CASE 129

When the course is shortened at a rounding mark, the mark becomes a finishing mark. Rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. A boat must cross the line in accordance with the definition Finish, even if in so doing she leaves that mark on the side opposite the side on which she would have been required to leave it if the course had not been shortened.

SLUČAJ 129

Kada se kurs skraćuje kod oznake obilaska, oznaka postaje oznaka završavanja. Pravilo 32.2(a) dopušta regatnom odboru da postavi plovilo koje ističe zastavu S na bilo koji kraj linije ciljna. Jedrilica mora prijeći liniju u skladu s definicijom Završavanje, čak i ako pritom ostavi tu oznaku na strani suprotnoj od strane na kojoj bi je trebala napustiti da kurs nije bio skraćen.

Rule 36. Races Restarted or Resailed

Pravilo 36; Ponovljena ili ponovno startana jedrenja

CASE 19

Interpretation of the term 'damage'.

SLUČAJ 19

Tumačenje pojma „šteta“.

CASE 141

Interpretation of the term 'serious' in the phrase 'serious damage'.

SLUČAJ 141

Tumačenje pojma „ozbiljno“ u izrazu „ozbiljna šteta“.



PART 4 – OTHER REQUIREMENTS WHEN RACING
DIO 4 - OSTALI UVJETI TIJEKOM NATJECANJA

Rule 41, Outside Help

Pravilo 41; Pomoć izvana

CASE 78

In a fleet race either for one-design boats or for boats racing under a handicap or rating system, a boat may use tactics that clearly interfere with and hinder another boat's progress in the race, provided that, if she is protested under rule 2 for doing so, the protest committee finds that there was a reasonable chance of her tactics benefiting her final ranking in the event. However, she breaks rule 2, and possibly rule 69.1(a), if while using those tactics she intentionally breaks a rule.

SLUČAJ 78

U flotnom natjecanju, bilo za jedrilice istog tipa ili za jedrilice koje se natječu prema sustavu izjednačavanja ili razvrstavanja, jedrilica može koristiti taktike koje očito ometaju i sprječavaju napredak druge jedrilice u natjecanju, pod uvjetom da, ako se zbog toga protiv nje uloži prigovor prema pravilu 2, odbor za prosvjede utvrdi da je postojala opravdana vjerojatnoća da njezina taktika koristi njezinom konačnom plasmanu u utrci. Međutim, krši pravilo 2, a moguće i pravilo 69.1(a), ako koristeći te taktike namjerno krši pravilo.

CASE 100

When a boat asks for and receives tactical racing advice she receives outside help, even if she asks for and receives it on a public radio channel.

SLUČAJ 100

Kada jedrilica zatraži i primi taktički savjet o natjecanju, ona prima vanjsku pomoć, čak i ako je zatraži i primi putem javnog radijskog kanala.

CASE 120

Information 'freely available' in rule 41(c) is information that is available without monetary cost and that may be easily obtained by all boats in a race. Rule 41(c) is a rule that may be changed for an event provided that the procedure established in the rules is followed.

SLUČAJ 120

Informacije 'slobodno dostupne' u pravilu 41(c) su informacije koje su dostupne bez novčanih troškova i koje sve jedrilice u natjecanju mogu lako dobiti. Pravilo 41(c) je pravilo koje se može promijeniti za regatu pod uvjetom da se slijedi postupak utvrđen u pravilima.

Rule 42.1, Propulsion: Basic Rule

Pravilo 42.1; Poriv: Osnovno pravilo

CASE 5

A boat that is anchored during a race is still racing. A boat does not break rule 42.1 or rule 45 if, while pulling in her anchor line to recover the anchor, she returns to her position at the time the anchor was lowered. However, if pulling in the anchor line clearly propels her to a different position, she breaks those rules.

SLUČAJ 5

Jedrilica koja je usidrena tijekom natjecanja i dalje se natječe. Jedrilica ne krši pravilo 42.1 ili pravilo 45 ako se, dok povlači sidreno užo kako bi podigla sidro, vrati na svoju poziciju u trenutku kada je sidro oboreno. Međutim, ako se jedrilica povlačenjem sidrenog užeta očito pomakne na drugu poziciju, krši ta pravila.

CASE 8

Repeated helm movements to position a boat to gain speed on each of a series of waves generated by a passing vessel are not sculling unless they are forceful, and the increase in speed is the result of a permitted use of the water to increase speed.

SLUČAJ 8

Ponovljeni pokreti kormila za pozicioniranje jedrilice kako bi se ubrzala na svakom od niza valova koje generira prolazeće plovilo nisu veslanje osim ako su snažni, a povećanje brzine rezultat je dopuštene upotrebe vode za povećanje brzine.

CASE 69

Momentum of a boat after her preparatory signal that is the result of being propelled by her engine before the signal does not break rule 42.1.

SLUČAJ 69

Zalet jedrilice nakon njezinog signala pripreme koji je posljedica pogona motorom prije signala nije prekršaj Pravila 42.1.



Rule 42.2(d), Propulsion: Prohibited Actions

Pravilo 42.2(d); Poriv: Zabranjene radnje

CASE 8

Repeated helm movements to position a boat to gain speed on each of a series of waves generated by a passing vessel are not sculling unless they are forceful, and the increase in speed is the result of a permitted use of the water to increase speed.

SLUČAJ 8

Ponovljeni pokreti kormila za pozicioniranje jedrilice kako bi se ubrzala na svakom od niza valova koje generira prolazeće plovilo nisu veslanje osim ako su snažni, a povećanje brzine rezultat je dopuštene upotrebe vode za povećanje brzine.

Rule 43, Exoneration

Pravilo 43; Iskupljenje

CASE 11

When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

SLUČAJ 11

Kada su jedrilice u preklapanju kod zapreke, uključujući zapreku koja je jedrilica s pravom puta, vanjska jedrilica mora dati unutarnjoj jedrilici prostor između sebe i zapreke.

CASE 12

In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

SLUČAJ 12

Pri određivanju prava unutarnje jedrilice na prostor oznake, prema pravilu 18.2(a)(1) činjenica da su jedrilice potpuno različitog kursa nema značenja ukoliko postoji preklapanje u trenutku kada prva od njih dostigne zonu.

CASE 25

After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

SLUČAJ 25

Nakon što je jedrilici u privjetrini s unutarnjim preklapanjem dodijeljen prostor oznake, pravilo 18 više se ne primjenjuje, ali pravilo 11 i dalje vrijedi. Unutarnja jedrilica u privjetrini mora se uklanjati vanjskoj u zavjetrini, a jedrilica u zavjetrini smije prihvaćati pod uvjetom da jedrilici u privjetrini da prostor za uklanjanje.

CASE 27

A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

SLUČAJ 27

Jedrilica ne mora predmnijevati da će druga jedrilica prekršiti pravilo. Kada jedrilica stekne pravo puta svojim djelovanjem, druga jedrilica ima pravo na prostor za uklanjanje.

CASE 30

A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

SLUČAJ 30

Jedrilica slobodna po krmi i koja se mora uklanjati, ali se dodirne s jedrilicom koja je slobodna po pramcu, krši pravilo prava puta koje je bilo primjenjivo prije nego što se dogodio dodir. Jedrilica koja je izgubila pravo puta nenamjernom promjenom uzda ipak se mora uklanjati.

Rule 43.1(a); Iskupljenje

Pravilo 43.1(a);

CASE 3

A leeward port-tack boat, hailing for room to tack when faced with an oncoming starboard-tack boat, an obstruction, is not required to anticipate that the windward boat will fail to comply with her obligation to tack promptly or otherwise provide room.

SLUČAJ 3

Jedrilica zavjetrine na lijevim uzdama koja dovikom zahtijeva prostor za letanje suočena s dolazećom jedrilicom na desnim uzdama, koja joj je zapreka nije obvezna predmnijevati (anticipirati) da jedrilica privjetrine neće ispuniti svoju obvezu da odmah leta bez odgađanja ili drugačije da prostor.



CASE 28

When one boat breaks a rule and, as a result, causes another to touch a mark, the other boat is exonerated. The fact that a starting mark has moved, for whatever reason, does not relieve a boat of her obligation to start. A race committee may abandon under rule 32.1(c) only when the change in the mark's position has directly affected the safety or fairness of the competition.

SLUČAJ 28

Kada jedrilica prekrši pravilo i čineći to prouzroči dodir druge jedrilice s oznakom, ova druga jedrilica je iskupljena. Činjenica da se oznaka linije starta pomicala uslijed bilo kojeg uzroka ne oslobađa jedrilicu obveza da starta. Regatni odbor može prekinuti natjecanje prema Pravilu 32.1(c) samo ako pomak oznaka izravno utječe na sigurnost ili pravednost natjecanja.

CASE 51

A protest committee must find that boats were exonerated at the time of the incident when, as a result of another boat's breach of a rule, they were compelled to break a rule.

SLUČAJ 51

Odbor za prosvjede mora ustanoviti iskupljenost jedrilica kada su, djelovanjem druge jedrilice, bile prisiljene na prekršaj pravila.

CASE 140

How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

SLUČAJ 140

Kako se pravila primjenjuju kada je jedrilica prisiljena prijeći liniju starta djelovanjem druge jedrilice koja je prekršila pravilo Dijela 2.

CASE 146

When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

SLUČAJ 146

Kada se jedrilice približavaju oznaci starta radi startanja i jedrilica u zavjetrini prihvaća, jedrilica u privjetrini je iskupljena prema pravilu 43.1(b) ako prekrši pravilo 11 dok jedri unutar prostora na koji ima pravo prema pravilu 16.1.

Rule 43.1(b); Exoneration

Pravilo 43.1(b); Iskupljenje

CASE 24

When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

SLUČAJ 24

Kada jedrilica postane preklopljena u zavjetrini iz položaja slobodna po krmi, druga jedrilica mora brzo djelovati kako bi se uklanjala. Kada to ne može učiniti na pomorački način, nije dobila prostor kako to zahtijeva pravilo 15.

CASE 49

When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

SLUČAJ 49

Kada dva prosvjeda nastanu iz istog incidenta ili iz vrlo blisko povezanih incidenata, treba ih saslušati ih zajedno u prisustvu predstavnika svih umiješanih jedrilica.

CASE 63

At a mark, when space is made available to a boat that is not entitled to it, she may, at her own risk, take advantage of the space.

SLUČAJ 63

Kod oznake, kada se prostor oslobodi jedrilici koja na njega nema pravo, ona smije, na vlastitu odgovornost, iskoristiti taj prostor.

CASE 93

If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

SLUČAJ 93

Ako jedrilica odmah nakon što se preklopila u zavjetrini druge jedrilice, skrene s kursa bez pomoračkog načina koji bi drugoj jedrilici omogućio da se uklanja, jedrilica koja je skrenula s kursa prekršila je pravila 15 i 16.1. Druga jedrilica je prekršila pravilo 11, ali je iskupljena.



CASE 95

If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

SLUČAJ 95

Ako dvije u jedrilice preklapanju na istim uzdama jedre uz vjetar i podliježu pravilu 18.2(a)(1), pravilo 18 prestaje važiti kada bilo koja od njih prijeđe pramcem u vjetar. Kada je jedrilica dužna dati drugoj jedrilici prostor oznake, prostor koji mora dati uključuje prostor da druga jedrilica udovolji pravilu 31. Kada je jedrilica koja ima pravo na prostor oznake prisiljena dodirnuti oznaku dok jedri unutar prostora oznake na koji ima pravo, iskupljena je za prekršaj Pravila 31.

CASE 124

At any point in time while two boats are approaching an obstruction, the right-of-way boat at that moment may choose to pass the obstruction on either side provided that she can then comply with the applicable rules.

SLUČAJ 124

U bilo kojem trenutku dok se dvije jedrilice približavaju zapreci, jedrilica s pravom puta u tom trenutku može odabrati proći zapreku s bilo koje strane pod uvjetom da tada može poštivati primjenjiva pravila.

CASE 125

When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.

SLUČAJ 125

Kada vanjska jedrilica u preklapanju mora dati prostor jednoj ili više unutarnjih jedrilica za prolazak zapreke, prostor koji daje mora biti dovoljan da omogući svim unutarnjim jedrilicama da udovolje svojim obvezama prema pravilima Dijela 2.

CASE 146

When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

SLUČAJ 146

Kada se jedrilice približavaju oznaci starta radi startanja i jedrilica u zavjetrini prihvaća, jedrilica u privjetrini je iskupljena prema pravilu 43.1(b) ako prekrši pravilo 11 dok jedri unutar prostora na koji ima pravo prema pravilu 16.1.

CASE 147

When a right-of-way boat changes course, her obligation to give a keep-clear boat room to keep clear under rule 16.1 begins. The right-of-way boat may give that room by making an additional change of course. If, while the right-of-way boat is making that additional change of course, the keep-clear boat unavoidably breaks a rule of Part 2 Section A, the keep-clear boat is exonerated by rule 43.1(b).

SLUČAJ 147

Kada jedrilica s pravom puta promijeni kurs, počinje njezina obveza da jedrilici koja se uklanja prostor prema pravilu 16.1. Jedrilica s pravom puta može dati taj prostor dodatnom promjenom kursa. Ako, dok jedrilica s pravom puta vrši tu dodatnu promjenu kursa, jedrilica koja se uklanja neizbježno prekrši pravilo iz Dijela 2 Odjeljka A, jedrilica koja se uklanja iskupljena prema pravilu 43.1(b).

Rule 43.1(c), Exoneration

Pravilo 43.1(c); Iskupljenje

CASE 2

This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.

SLUČAJ 2

Ovaj slučaj se odnosi na situaciju koja uključuje dvije jedrilice kod oznake kursa niz vjetar u kojoj jedrilica koja je slobodna po krmi dosiže zonu prije jedrilice slobodne po pramcu. U toj situaciji, jedrilica slobodna po pramcu dužna je prema pravilu 18.2(a)(2) dati prostor oznake jedrilici slobodnoj po krmi.

CASE 7

When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

SLUČAJ 7

Kada, nakon što je bila slobodna po krmi, jedrilica uspostavi preklapanje na strani zavjetrine i unutar svoje dvije duljine trupa od druge jedrilice, jedrilica privjetrine se mora uklanjati, ali jedrilica zavjetrine mora početno dati jedrilici privjetrine prostor za uklanjanje i ne smije jedriti iznad svojeg pravog kursa. Pravi kurs jedrilice privjetrine nije važan.



CASE 13

Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

SLUČAJ 13

Prije svog signala starta, jedrilica u zavjetrini ne krši pravilo jedrenjem kursom višim od kursa jedrilice u privjetrini.

CASE 14

When, because of a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

SLUČAJ 14

Kada se, zbog razlike u mišljenju o pravom kursu jedrilice u zavjetrini, dvije jedrilice na istim uzdama približe, jedrilica u privjetrini mora se uklanjati. Dvije jedrilice na istoj stranici kursa koje jedre blizu jedana drugoj mogu imati različiti pravi kurs.

CASE 19

Interpretation of the term 'damage'.

SLUČAJ 19

Tumačenje pojma „šteta“.

CASE 26

A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

Jedrilica s pravom puta ne mora djelovati kako bi izbjegla sudar sve dok ne postane jasno da se druga jedrilica ne uklanja. Međutim, ako je jedrilica s pravom puta tada mogla izbjeći sudar a sudar je izazvao štetu ili ozljedu, mora biti kažnjena zbog kršenja pravila 14.x

CASE 49

When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

SLUČAJ 49

Kada dva prosvjeda nastanu iz istog incidenta ili iz vrlo blisko povezanih incidenata, treba ih saslušati ih zajedno u prisustvu predstavnika svih umiješanih jedrilica.

CASE 91

A boat required to keep clear must keep clear of another boat's equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

SLUČAJ 91

Jedrilica koja se treba uklanjati mora se uklanjati od opreme druge jedrilice koja je izvan njenog normalnog položaja ukoliko je oprema bila izvan svog normalnog položaja dovoljno dugo da je oprema mogla biti uočena i izbjegnuta.

CASE 125

When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.

SLUČAJ 125

Kada vanjska jedrilica u preklapanju mora dati prostor jednoj ili više unutarnjih jedrilica za prolazak zapreke, prostor koji daje mora biti dovoljan da omogućí svim unutarnjim jedrilicama da udovolje svojim obvezama prema pravilima Dijela 2.

Rule 44.1(b); Penalties at the Time of an Incident: Taking a Penalty

Pravilo 44.1(b); Kazne u trenutku incidenta: Prihvaćanje kazne

CASE 19

Interpretation of the term 'damage'.

SLUČAJ 19

Tumačenje pojma „šteta“.

CASE 99

The fact that a boat required to keep clear is out of control does not entitle her to exoneration for breaking a rule of Part 2. When a right-of-way boat becomes obligated by rule 14 to 'avoid contact . . . if reasonably possible' and the only way to do so is to crash-gybe, she does not break the rule if she does not crashgybe. When a boat's penalty under rule 44.1(b) is to retire, and she does so (whether because of choice or necessity), she cannot then be disqualified.

SLUČAJ 99

Činjenica da je jedrilica koja se mora uklanjati, neupravljiva, ne oslobađa je poštivanja pravila Dijela 2. Kada jedrilica s pravom puta postane obvezna prema Pravilu 14 "izbjegavati sudar ako je to ikako moguće" a jedini način da to učini je naglim nekontroliranim kruženjem, jedrilica nije prekršila pravilo ukoliko ne napravi taj manevar. Kada se jedrilica povuče iz natjecanja u skladu s odredbama Pravila 44.1, (bilo svojom odlukom ili zbog potrebe) ona tada ne može biti diskvalificirana.



CASE 107

During the starting sequence, a boat that is not keeping a lookout may thereby fail to do everything reasonably possible to avoid contact. Hailing is one way that a boat may 'act to avoid contact.' When a boat's breach of a rule of Part 2 causes serious damage and she then retires, she has taken the applicable penalty and is not to be disqualified for that breach.

SLUČAJ 107

Tijekom startne procedura, jedrilica koja ne pazi na događanja u okolini može propustiti učiniti sve što je ikako moguće kako bi izbjegla dodir. Dovikivanje je jedan od načina na koji jedrilica može „djelovati kako bi izbjegao dodir“. Kada prekršaj pravila iz Dijela 2. od strane jedrilice uzrokuje ozbiljnu štetu i ona se potom povuče, prihvatila je odgovarajuću kaznu i neće biti diskvalificirana zbog tog prekršaja.

CASE 108

When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.

SLUČAJ 108

Prilikom prihvaćanja kazne nakon dodirivanja oznake, jedrilica ne mora dovršiti puni okret od 360° i može prihvatiti kaznu dok istovremeno obilazi oznaku. Njezin okret za obilazak oznake poslužit će kao kazna ako uključuje letanje i kruženje, ako se izvede odmah nakon što više ne dodiruje oznaku i daleko je od drugih jedrilica, te kada se ne postavlja pitanje prednosti.

CASE 135

Discussion of the decisions that a protest committee must make if a boat breaks a rule of Part 2 by failing to keep clear, and the right-of-way boat, or a third boat, requests redress under rule 61.4(b)(2).

SLUČAJ 135

Rasprava o odlukama koje odbor za prosvjede mora donijeti ako jedrilica prekrši pravilo iz Dijela 2 jer se nije uklanjala, a jedrilica s pravom puta ili treća jedrilica zatraži ispravak prema pravilu 61.4(b)(2).

CASE 141

Interpretation of the term 'serious' in the phrase 'serious damage'.

SLUČAJ 141

Tumačenje pojma „ozbiljno“ u izrazu „ozbiljna šteta“.

Rule 44.2, Penalties at the Time of an Incident: One-Turn and Two-Turns Penalties

Pravilo 44.2; Kazne u trenutku incidenta: Kazne jednog i dva okreta

CASE 108

When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.

SLUČAJ 108

Prilikom prihvaćanja kazne nakon dodirivanja oznake, jedrilica ne mora dovršiti puni okret od 360° i može prihvatiti kaznu dok istovremeno obilazi oznaku. Njezin okret za obilazak oznake poslužit će kao kazna ako uključuje letanje i kruženje, ako se izvede odmah nakon što više ne dodiruje oznaku i daleko je od drugih jedrilica, te kada se ne postavlja pitanje prednosti.

CASE 149

After getting well clear, a boat making penalty turns that interrupts her turns for just the time she needs to comply with rule 21.2 has made her penalty turns 'promptly'. When a boat interferes with a boat taking a penalty, she breaks rule 23.2 if she was not sailing her proper course at that time.

SLUČAJ 149

Nakon što se dovoljno udaljila, jedrilica koja izvodi kaznene okrete koja prekida njezine okrete samo na vrijeme koje joj je potrebno da bi se pridržavala pravila 21.2, izvela je svoje kaznene okrete 'neodložno'. Kada jedrilica ometa jedrilicu koja prihvaća kaznu, ona krši pravilo 23.2 ako u tom trenutku nije jedrila svojim pravim kursom.



Rule 45; Hauling Out; Making Fast; Anchoring

Pravilo 45; Izvlačenje; privezivanje; sidrenje

CASE 5

A boat that is anchored during a race is still racing. A boat does not break rule 42.1 or rule 45 if, while pulling in her anchor line to recover the anchor, she returns to her position at the time the anchor was lowered. However, if pulling in the anchor line clearly propels her to a different position, she breaks those rules.

SLUČAJ 5

Jedrilica koja je usidrena tijekom natjecanja i dalje se natječe. Jedrilica ne krši pravilo 42.1 ili pravilo 45 ako se, dok povlači sidreno uže kako bi podigla sidro, vrati na svoju poziciju u trenutku kada je sidro oboreno. Međutim, ako se jedrilica povlačenjem sidrenog užeta očito pomakne na drugu poziciju, krši ta pravila.

Rule 46, Person in Charge

Pravilo 46; Odgovorna osoba

CASE 40

Unless otherwise specifically stated in the class rules, notice of race or sailing instructions, the owner or other person in charge of a boat is free to decide who steers her in a race, provided that rule 46 is not broken.

SLUČAJ 40

Ukoliko nije izričito drugačije određeno pravilima Klase, oglasu regate ili uputama za jedrenje, vlasnik ili odgovorna osoba na jedrilici ima slobodu odlučivanja tko će kormilariti jedrilicom pod uvjetom da ne time ne prekrši Pravilo 46

Rule 49, Crew Position; Lifelines

Pravilo 49; Položaj posade; ogradna užad

CASE 4

A competitor may hold a sheet outboard.

SLUČAJ 4

Natjecatelj smije držati jedro izvan palube.

CASE 36

Positioning of crew members relative to lifelines.

SLUČAJ 36

Položaj posade s obzirom na ogradnu užad.

CASE 83

Repeated sail trimming with a competitor's torso outside the lifelines is not permitted.

SLUČAJ 83

Ponavljano prilagođavanje trima jedara s natjecateljevim gornjim dijelom tijela izvan ogradnih užeta nije dozvoljeno.

Rule 50.1(a); Competitor Clothing and Equipment

Pravilo 50.1(a); Odjeća i oprema natjecatelja

CASE 89

Except on a windsurfer or a kiteboard, a competitor may not wear or otherwise attach to his person a drinking container.

SLUČAJ 89

Izuzevši windsurfere ili zmajevе natjecatelj ne smije nositi niti na drugi način pričvrstiti na sebe čuturicu.

Rule 55.3; Setting and Sheeting Sails: Sheeting Sails

Pravilo 55.3; Postavljanje i pritezanje jedara

CASE 4

A competitor may hold a sheet outboard.

SLUČAJ 4

Natjecatelj smije držati jedro izvan palube.

CASE 97

The use of a jockey pole attached to a spinnaker guy is permitted.

SLUČAJ 97

Upotreba tanguna pričvršćenog na pritegu spinakera je dozvoljena.



Rule 56; Fog Signals and Lights; Traffic Separation Schemes; Tracking Systems

Pravilo 56; Signali za maglu i svjetla; Sustavi odvojenog prometa; Sustavi praćenja

CASE 109

The IRCAS or government right-of-way rules apply between boats that are racing only if a rule in the notice of race says so, and in that case all of the Part 2 rules are replaced. An IRCAS or government rule, other than a right-of-way rule, may be made to apply by including it in the notice of race, the sailing instructions or another document governing the event.

SLUČAJ 109

Pravila IRCAS-a ili vladina pravila o pravu puta primjenjuju se između jedrilica koje se natječu samo ako to kaže pravilo u oglasu regate. U tom slučaju se zamjenjuju sva pravila iz Dijela 2. Drugo pravilo IRCAS-a ili vladino pravilo, osim pravila o pravu puta, može se primijeniti uključivanjem u oglas regate, upute za jedrenje ili drugi dokument koji uređuje regatu.



PART 5 – PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

DIO 5 - PROSVJEDI, ISPRAVAK, SASLUŠANJA, NEDOLIČNO PONAŠANJE I ŽALBE

Section A – Protests; Redress; Rule 69 Action

Poglavlje A - Prosvjedi; Ispravak; Osobe podrške

Rule 60.1, Protests: Right to Protest

Pravilo 60.1; Prosvjedi: Pravo prosvjedovanja

CASE 1

A boat that breaks a rule while racing but continues to race may protest over a later incident, even though after the race she is penalized for her breach.

SLUČAJ 1

Jedrilica koja je prekršila Pravilo za vrijeme natjecanja ali se nastavila natjecati smije prosvjedovati u nekom kasnijem incidentu, premda je nakon završetka natjecanja diskvalificirana zbog prekršaja Pravila.

CASE 39

A race committee is not required to protest a boat. The primary responsibility for enforcing the rules lies with the competitors.

SLUČAJ 39

Regatni odbor nije dužan prosvjedovati protiv jedrilice. Primarna odgovornost za provođenje pravila leži na natjecateljima.

CASE 57

When a current, properly authenticated certificate has been presented in good faith by an owner who has complied with the requirements of rule 78.1, the final results of a race or series must stand, even though the certificate is later withdrawn.

SLUČAJ 57

Kada je valjana ispravno ovjerena svjedodžba predložena u dobroj namjeri od strane vlasnika koji udovoljava odredbama Pravila 78.1, konačni rezultat natjecanja ili serije mora ostati čak i ako je kasnije povučena.

Rule 60.2(a), Protests: Intention to Protest

Pravilo 60.2(a); Prosvjedi: Namjera prosvjedovanja

CASE 72

Discussion of the word ‘flag’.

SLUČAJ 72

Rasprava o riječi „zastava“.

CASE 85

If a racing rule is not one of the rules listed in rule 86.1(c), class rules are not permitted to change it. If a class rule attempts to change such a rule, that class rule is not valid and does not apply.

SLUČAJ 85

Ako pravilo natjecanja nije jedno od pravila navedenih u pravilu 86.1(c), nije dopušteno mijenjati ga pravilima klase. Ako pravilo klase pokuša promijeniti takvo pravilo, to pravilo klase nije važeće i ne primjenjuje se.

CASE 128

If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

SLUČAJ 128

Ako regatni odbor primijeti da je jedrilica napravila pogrešku prema pravilu 28.1 jedreći kursom i ne ispravi tu pogrešku, dužan je bodovati njezin plasman NSC. Ako primijeti da jedrilica dodiruje oznaku dok završava, mora je bodovati prema njezinoj završnoj poziciji. Protiv jedrilice RO može uložiti protest zbog kršenja pravila 31.

Rule 60.2(b), Protest Requirements: Informing the Protestee

Pravilo 60.2(b);

CASE 112

A boat that makes, and does not correct, an error in sailing the course does not break rule 28.1 until she finishes. If a boat makes such an error, a second boat may notify the first that she intends to protest before the first boat finishes, or at the first reasonable opportunity after the first boat finishes.

SLUČAJ 112

Jedrilica koja napravi i ne ispravi pogrešku jedreći kursom ne krši pravilo 28.1 dok ne završi. Ako jedrilica napravi takvu pogrešku, druga jedrilica smije obavijestiti prvu da namjerava prosvjedovati prije nego što prva jedrilica završi ili u prvoj mogućoj prilici nakon što prva jedrilica završi.



CASE 148

When a boat crosses the finishing line from the course side twice, her second crossing constitutes her finish if, at all times between her first and second crossing, her actions are consistent with continuing 'to sail the course'. An error in sailing the course made at a mark other than a finishing mark is not an error made at the finishing line.

SLUČAJ 148

Kada jedrilica dva puta prijeđe liniju cilja sa strane kursa, njezin drugi prijelaz predstavlja njezino završavanje ako su, u svakom trenutku između njezinog prvog i drugog prijelaza, njezine radnje u skladu s nastavkom „jedrenja kursa“. Pogreška u jedrenju kursa napravljena kod oznake koja nije oznaka završavanja nije pogreška napravljena na liniji cilja.

Rule 60.2(c), Protests: Intention to Protest

Pravilo 60.2(c); Prosvjedi: Namjera prosvjeda

CASE 19

Interpretation of the term 'damage'.

SLUČAJ 19

Tumačenje pojma „šteta“.

CASE 141

Interpretation of the term 'serious' in the phrase 'serious damage'.

SLUČAJ 141

Tumačenje pojma „ozbiljno“ u izrazu „ozbiljna šteta“.

Rule 60.3(a), Protests: Delivering a Protest

Pravilo 60.3(a); Prosvjedi: Dostava prosvjeda

CASE 22

A written protest does not need to identify a rule that the protestor believes was broken. If it does identify such a rule, it is not relevant to the validity of the protest that the protest committee decides that a different rule had been broken.

SLUČAJ 22

Pisani prosvjedi ne mora navesti pravilo za koje prosvjednik smatra da je prekršeno. Ako navede takvo pravilo, nije relevantno za valjanost protesta da li je odbor za prosvjede odlučio da je prekršeno neko drugo pravilo.

Rule 60.4(a), Protests: Protest Validity

Pravilo 60.4(a); Prosvjedi: Valjanost prosvjeda

CASE 22

A written protest does not need to identify a rule that the protestor believes was broken. If it does identify such a rule, it is not relevant to the validity of the protest that the protest committee decides that a different rule had been broken.

SLUČAJ 22

Pisani prosvjedi ne mora navesti pravilo za koje prosvjednik smatra da je prekršeno. Ako navede takvo pravilo, nije relevantno za valjanost protesta da li je odbor za prosvjede odlučio da je prekršeno neko drugo pravilo.

Rule 60.5(b), Protests: Protest Decisions

Pravilo 60.5(b); Prosvjedi: Odluke prosvjeda

CASE 1

A boat that breaks a rule while racing but continues to race may protest over a later incident, even though after the race she is penalized for her breach.

SLUČAJ 1

Jedrilica koja je prekršila Pravilo za vrijeme natjecanja ali se nastavila natjecati smije prosvjedovati u nekom kasnijem incidentu, premda je nakon završetka natjecanja diskvalificirana zbog prekršaja Pravila.

Rule 60.4(c), Protests: Protest Validity

Pravilo 60.4(c); Prosvjedi: Valjanost prosvjeda

CASE 19

Interpretation of the term 'damage'.

SLUČAJ 19

Tumačenje pojma „šteta“.

CASE 141

Interpretation of the term 'serious' in the phrase 'serious damage'.

SLUČAJ 141

Tumačenje pojma „ozbiljno“ u izrazu „ozbiljna šteta“.



Rule 60.5(c), Protests: Protest Decisions

Pravilo 60.5(c); Prosvjedi: Odluke prosvjeda

CASE 1

A boat that breaks a rule while racing but continues to race may protest over a later incident, even though after the race she is penalized for her breach.

SLUČAJ 1

Jedrilica koja je prekršila Pravilo za vrijeme natjecanja ali se nastavila natjecati smije prosvjedovati u nekom kasnijem incidentu, premda je nakon završetka natjecanja diskvalificirana zbog prekršaja Pravila.

CASE 22

A written protest does not need to identify a rule that the protestor believes was broken. If it does identify such a rule, it is not relevant to the validity of the protest that the protest committee decides that a different rule had been broken.

SLUČAJ 22

Pisani prosvjedi ne mora navesti pravilo za koje prosvjednik smatra da je prekršeno. Ako navede takvo pravilo, nije relevantno za valjanost protesta da li je odbor za prosvjede odlučio da je prekršeno neko drugo pravilo.

CASE 26

A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

SLUČAJ 26

Jedrilica s pravom puta ne mora djelovati kako bi izbjegla sudar sve dok ne postane jasno da se druga jedrilica ne uklanja. Međutim, ako je jedrilica s pravom puta tada mogla izbjeći sudar a nije to učinila te je sudar je izazvao štetu, mora biti kažnjena zbog kršenja Pravila 14.

CASE 99

The fact that a boat required to keep clear is out of control does not entitle her to exoneration for breaking a rule of Part 2. When a right-of-way boat becomes obligated by rule 14 to 'avoid contact if reasonably possible' and the only way to do so is to crash-gybe, she does not break the rule if she does not crash-gybe. When a boat's penalty under rule 44.1(b) is to retire, and she does so (whether because of choice or necessity), she cannot then be disqualified.

SLUČAJ 99

Činjenica da je jedrilica koja se mora uklanjati, neupravljiva, ne oslobađa je poštivanja pravila Dijela 2. Kada jedrilica s pravom puta postane obvezna prema Pravilu 14 "izbjegavati sudar ako je to ikako moguće" a jedini način da to učini je naglim nekontroliranim kruženjem, jedrilica nije prekršila pravilo ukoliko ne napravi taj manevar. Kada se jedrilica povuče iz natjecanja u skladu s odredbama Pravila 44.1, (bilo svojom odlukom ili zbog potrebe) ona tada ne može biti diskvalificirana.

CASE 107

During the starting sequence, a boat that is not keeping a lookout may thereby fail to do everything reasonably possible to avoid contact. Hailing is one way that a boat may 'act to avoid contact.' When a boat's breach of a rule of Part 2 causes serious damage and she then retires, she has taken the applicable penalty and is not to be disqualified for that breach.

SLUČAJ 107

Tijekom startne procedura, jedrilica koja ne pazi na događanja u okolini može propustiti učiniti sve što je ikako moguće kako bi izbjegla dodir. Dovikivanje je jedan od načina na koji jedrilica može „djelovati kako bi izbjegao dodir“. Kada prekršaj pravila iz Dijela 2. od strane jedrilice uzrokuje ozbiljnu štetu i ona se potom povuče, prihvatila je odgovarajuću kaznu i neće biti diskvalificirana zbog tog prekršaja.

Rule 60.5(d), Protests: Protest Decisions

Pravilo 60.5(d); Prosvjedi: Odluke prosvjeda

CASE 19

Interpretation of the term 'damage'.

SLUČAJ 19

Tumačenje pojma „šteta“.

Rule 61.2, Redress: Requests for Redress

Pravilo 61.2; Ispravak: Zahtijevanje ili razmatranje ispravka

CASE 44

A boat is not permitted to protest a race committee for breaking a rule. However, if she tries to do so, her 'protest' may meet the requirements of a request for redress, in which case the protest committee shall treat it accordingly.

SLUČAJ 44

Jedrilici nije dopušteno prosvjedovati protiv regatnog odbora zbog kršenja pravila. Međutim, ako to pokuša učiniti, njezin „prosvjed“ može ispuniti uvjete zahtjeva za ispravak, u kojem slučaju će ga prosvjedni odbor tretirati u skladu s tim.



CASE 102

When a boat requests redress because of an incident she claims affected her score in a race, and thus in a series, the time limit for making the request is the time limit for the race, rather than a time limit based on the posting of the series results.

SLUČAJ 102

Kada jedrilica zahtijeva ispravak zbog incidenta koji je utjecao na njezin plasman u natjecanju, a time i u seriji, vremensko ograničenje za podnošenje zahtjeva je vremensko ograničenje za to natjecanje a ne vremensko ograničenje vezano uz objavljivanje rezultata serije.

Rule 61.4(b), Redress: Redress Decisions

Pravilo 61.4(b); Ispravak: Odluke o ispravku

CASE 19

Interpretation of the term 'damage'.

SLUČAJ 19

Tumačenje pojma „šteta“.

CASE 20

When it is possible that a boat is in danger, another boat that gives help is entitled to redress, even if her help was not asked for or if it is later found that there was no danger.

SLUČAJ 20

Kada je moguće da je jedrilica u opasnosti, druga jedrilica koja pruža pomoć ima pravo na ispravak, čak i ako pomoć nije od nje zatražena ili ako se kasnije ustanovilo da nije bilo opasnosti.

CASE 31

When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

SLUČAJ 31

Kad je vidljivi signal pojedinačnog opoziva istaknut ispravno popraćen neispravnim zahtijevanim zvučnim signalom, i kad je opozvana jedrilica u položaju čujnost zvučnog signala a ne zamijeti vidljivi signal i ne vrati se, ona ima pravo na ispravak. Bilo kako ako je jedrilica shvatila da je bila na strani krša linije starta, mora se vratiti i startati ispravno.

CASE 34

Hindering another boat may be a breach of rule 2 and the basis for granting redress and for action under rule 69.2.

SLUČAJ 34

Ometanje druge jedrilice može predstavljati prekršaj Pravila 2 te osnovu za dobivanje ispravka odnosno djelovanja u skladu s Pravilom 69.2.

CASE 37

Each race of an event is a separate race. In a multi-class event, abandonment may be suitable for some classes, but not for all.

SLUČAJ 37

Svako natjecanje u regati je zasebno natjecanje. U regati više klasa, prekid može biti opravdan za neke klase, ali ne i za sve klase.

CASE 44 A boat is not permitted to protest a race committee for breaking a rule. However, if she tries to do so, her 'protest' may meet the requirements of a request for redress, in which case the protest committee shall treat it accordingly.

SLUČAJ 44

Jedrilici nije dopušteno prosvjedovati protiv regatnog odbora zbog kršenja pravila. Međutim, ako to pokuša učiniti, njezin „prosvjed“ može ispuniti uvjete zahtjeva za ispravak, u kojem slučaju će ga prosvjedni odbor tretirati u skladu s tim.

CASE 68

The failure of a race committee to discover that a rating certificate is invalid does not entitle a boat to redress. A boat that may have broken a rule and that continues to race retains her rights under the racing rules, including her rights under the rules of Part 2 and her rights to protest and appeal, even if she is later disqualified.

SLUČAJ 68

Neuspjeh regatnog odbora da ustanovi da je svjedodžba premjera jedrilice nevaljana ne daje jedrilici pravo na ispravak. Jedrilica koja je možda prekršila pravilo i koja nastavlja natjecanje zadržava svoja prava prema pravilima natjecanja, uključujući svoja prava prema pravilima Dijela 2 i svoja prava na prosvjed i žalbu, čak i ako je kasnije diskvalificirana.

CASE 79

When a boat has no reason to know that part of her hull crossed the starting line early and the race committee fails to signal 'Individual recall' promptly, yet scores her OCS, this is an error that significantly worsens the boat's score through no fault of her own, and therefore entitles her to redress.

SLUČAJ 79

Kada jedrilica nema nikakvog razloga za spoznaju da je djelom trupa prešla prerano liniju starta i da je regatni odbor propustio da odmah signalizira "pojedinačni opoziv" a boduje ju OCS, to je pogreška koja značajno pogoršava njezino bodovanje bez njezine krivnje te joj stoga daje pravo na ispravak.



CASE 82

When a finishing line is laid so nearly in line with the last leg that it cannot be determined which is the correct way to cross it in order to finish according to the definition, a boat may cross the line in either direction and her finish is to be recorded accordingly.

SLUČAJ 82

Kada je linija cilja postavljena gotovo u liniji s posljednjom stranicom kursa, ta se ne može utvrditi koji je ispravan način njezina prelaska kako bi jedrilica završila prema definiciji, jedrilica može prijeći liniju cilja u bilo kojem smjeru i njezino završavanje se mora zabilježiti u skladu s tim.

CASE 110

Under rule 61.4(b)(2) or 61.4(b)(3), a boat physically damaged is eligible for redress only if the damage itself significantly worsened her score or place. Contact is not necessary for one boat to cause injury or physical damage to another. A worsening of a boat's score or place caused by an avoiding manoeuvre is not, by itself, grounds for redress. In rules 61.4(b)(2) and 61.4(b)(3), 'injury' refers to bodily injury to a person and 'damage' is limited to physical damage to a boat or her equipment.

SLUČAJ 110

Prema pravilu 61.4(b)(2) ili 61.4(b)(3), fizički oštećena jedrilica ima pravo na ispravak samo ako je sama šteta značajno pogoršala njezine bodove ili plasman. Dodir nije nužan da bi jedna jedrilica uzrokovala ozljedu ili fizičku štetu drugoj. Pogoršanje bodovanja ili plasmana jedrilice uzrokovano manevrom izbjegavanja samo po sebi nije osnova za ispravak. U pravilima 61.4(b)(2) i 61.4(b)(3), „ozljeda“ se odnosi na tjelesnu ozljedu osobe, a „šteta“ je ograničena na fizičku štetu na jedrilici ili njezinoj opremi.

CASE 116

A discussion of redress in a situation in which a boat is damaged early in a series, is entitled to redress under rule 61.4(b)(2), and is prevented by the damage from sailing the remaining races. In such a situation, to be fair to the other boats in the series, the protest committee should ensure that fewer than half of the race scores included in her series score, after any exclusion(s), are based on average points.

SLUČAJ 116

Rasprava o ispravku u situaciji u kojoj je jedrilica oštećen na početku serije, ima pravo na ispravak prema pravilu 61.4(b)(2) i oštećenje mu onemogućuje jedrenje preostalih natjecanja. U takvoj situaciji, radi pravednosti prema ostalim jedrilicama u seriji, odbor za prosvjede trebao bi osigurati da manje od polovice bodova natjecanja uključenih u njezin rezultat serije, nakon bilo kakvih isključenja, bude temeljeno na prosječnim bodovima.

CASE 119

When a race is conducted for boats racing under a rating system, the rating that should be used to calculate a boat's corrected time is her rating at the time race is sailed. Her score should not be changed if later the rating authority, acting on its own volition, changes her rating.

SLUČAJ 119

Kada se natjecanje održava za jedrilice koje se natječu prema sustavu premjera, premjer koji bi se treba koristiti za izračun ispravljenog vremena jedrilice je njezin premjer u vremenu natjecanja. Njezin rezultat nesmiye se mijenjati ako kasnije tijelo za premjer, djelujući po vlastitoj volji, promijeni njezin premjer.

CASE 129

When the course is shortened at a rounding mark, the mark becomes a finishing mark. Rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. A boat must cross the line in accordance with the definition Finish, even if in so doing she leaves that mark on the side opposite the side on which she would have been required to leave it if the course had not been shortened.

SLUČAJ 129

Kada se kurs skraćuje kod oznake obilaska, oznaka postaje oznaka završavanja. Pravilo 32.2(a) dopušta regatnom odboru da postavi plovilo koje ističe zastavu S na bilo koji kraj linije ciljane. Jedrilica mora prijeći liniju u skladu s definicijom Završavanje, čak i ako pritom ostavi tu oznaku na strani suprotnoj od strane na kojoj bi je trebala napustiti da kurs nije bio skraćen.

CASE 135

Discussion of the decisions that a protest committee must make if a boat breaks a rule of Part 2 by failing to keep clear, and the right-of-way boat, or a third boat, requests redress under rule 61.4(b)(2).

SLUČAJ 135

Rasprava o odlukama koje odbor za prosvjede mora donijeti ako jedrilica prekrši pravilo iz Dijela 2 jer se nije uklanjala, a jedrilica s pravom puta ili treća jedrilica zatraži ispravak prema pravilu 61.4(b)(2).

CASE 140

How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

SLUČAJ 140

Kako se pravila primjenjuju kada je jedrilica prisiljena prijeći liniju starta djelovanjem druge jedrilice koja je prekršila pravilo Dijela 2.



Rule 61.4(c), Redress: Redress Decisions

Pravilo 61.4(c): Ispravak: Odluke o ispravku

CASE 31

When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

SLUČAJ 31

Kad je vidljivi signal pojedinačnog opoziva istaknut ispravno popraćen neispravnim zahtijevanim zvučnim signalom, i kad je opozvana jedrilica u položaju čujnost zvučnog signala a ne zamijeti vidljivi signal i ne vrati se, ona ima pravo na ispravak. Bilo kako ako je jedrilica shvatila da je bila na strani krša linije starta, mora se vratiti i startati ispravno.

CASE 116

A discussion of redress in a situation in which a boat is damaged early in a series, is entitled to redress under rule 61.4(b)(2), and is prevented by the damage from sailing the remaining races. In such a situation, to be fair to the other boats in the series, the protest committee should ensure that fewer than half of the race scores included in her series score, after any exclusion(s), are based on average points.

SLUČAJ 116

Rasprava o ispravku u situaciji u kojoj je jedrilica oštećen na početku serije, ima pravo na ispravak prema pravilu 61.4(b)(2) i oštećenje mu onemogućuje jedrenje preostalih natjecanja. U takvoj situaciji, radi pravednosti prema ostalim jedrilicama u seriji, odbor za prosvjede trebao bi osigurati da manje od polovice bodova natjecanja uključenih u njezin rezultat serije, nakon bilo kakvih isključenja, bude temeljeno na prosječnim bodovima.



Section B – Hearings and Decisions

Poglavlje B - Saslušanja i donošenje odluka

Rule 63.1(a), Conduct of Hearings: Rights of Parties

Pravilo 63.1(a); Vođenje saslušanja: Prava stranaka

CASE 48

Part 5 of the racing rules aims to protect a boat from being unfairly treated, not to provide loopholes for protestees. A protestee has a duty to protect herself by acting reasonably before a hearing.

SLUČAJ 48

Dio 5 regatnih pravila ima za cilj zaštititi jedrilicu od nepravdnog postupanja, a ne omogućiti prosvjedovanicima traženje rupa u sustavu pravila. Prosvjedovanik ima dužnost štiti se razboritim djelovanjem prije saslušanja.

CASE 49

When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

SLUČAJ 49

Kada dva prosvjeda nastanu iz istog incidenta ili iz vrlo blisko povezanih incidenata, treba ih saslušati ih zajedno u prisustvu predstavnika svih umiješanih jedrilica.

Rule 63.2(b), Conduct of Hearings: Hearings

Pravilo 63.2(b); Vođenje saslušanja: Saslušanja

CASE 49

When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

SLUČAJ 49

Kada dva prosvjeda nastanu iz istog incidenta ili iz vrlo blisko povezanih incidenata, treba ih saslušati ih zajedno u prisustvu predstavnika svih umiješanih jedrilica.

Rule 63.2(c), Conduct of Hearings: Hearing

Pravilo 63.2(c); Vođenje saslušanja: Saslušanja

CASE 44

A boat is not permitted to protest a race committee for breaking a rule. However, if she tries to do so, her 'protest' may meet the requirements of a request for redress, in which case the protest committee shall treat it accordingly.

SLUČAJ 44

Jedrilici nije dopušteno prosvjedovati protiv regatnog odbora zbog kršenja pravila. Međutim, ako to pokuša učiniti, njezin „prosvjed“ može ispuniti uvjete zahtjeva za ispravak, u kojem slučaju će ga prosvjedni odbor tretirati u skladu s tim.

Rule 63.3(d), Conduct of Hearings: Conflict of Interest

Pravilo 63.3(d); Vođenje saslušanja: Sukob interesa

CASE 137

When deciding if a conflict of interest is significant, the protest committee should take into account the degree of conflict, the level of the event and the overall perception of fairness.

SLUČAJ 137

Prilikom odlučivanja je li sukob interesa značajan, odbor za prosvjede treba uzeti u obzir stupanj sukoba, razinu događaja i ukupnu percepciju pravednosti.

Rule 63.4(a), Conduct of Hearings: Hearing Procedure

Pravilo 63.4(a); Vođenje saslušanja: Postupak saslušanja

CASE 19

Interpretation of the term 'damage'.

SLUČAJ 19

Tumačenje pojma „šteta“.

CASE 141

Interpretation of the term 'serious' in the phrase 'serious damage'

SLUČAJ 141

Tumačenje pojma „ozbiljno“ u izrazu „ozbiljna šteta“.



Rule 63.5(a), Conduct of Hearings: Decisions

Pravilo 63.5(a); Vođenje saslušanja: Odluke

CASE 104

Attempting to distinguish between facts and conclusions in a protest committee's findings is sometimes unsatisfactory because findings may be based partially on fact and partially on a conclusion. A national authority can change a protest committee's decision and any other findings that involve reasoning or judgment, but not its findings of fact. A national authority may derive additional facts by logical deduction. Neither written facts nor diagrammed facts take precedence over the other. Protest committees must resolve conflicts between facts when so required by a national authority.

SLUČAJ 104

Pokušati razlikovati činjenice od zaključaka u nalazima Odbora za prosvjede je koji puta bezuspješno jer nalazi mogu biti osnovani dijelom na činjenicama a dijelom na zaključcima. Nacionalni savez može izmijeniti odluku Odbora za prosvjede i bilo koji nalaz koji uključuje stvaranje zaključaka ili prosuđivanje, ali ne i njegov nalaz činjenica. Nacionalni savez može izvesti dodatne činjenice logičkom dedukcijom. Niti pisane činjenice niti činjenice prikazane crtežom nemaju prednost jedne pred drugima. Odbori za prosvjede moraju razriješiti suprotnosti između činjenica ako to od njih zatraži Nacionalni savez.

CASE 136

In finding facts, a protest committee will be governed by the weight of evidence. In general, a race committee member sighting the starting line is better placed than any competing boat to decide whether a boat was over the line at the starting signal and, if so, whether she returned to the pre-start side and started.

SLUČAJ 136

Prilikom utvrđivanja činjenica, odbor za prosvjede vodit će se težinom dokaza. Općenito, član regatnog odbora koji osmatra liniju starta je u boljem položaju od bilo koje natjecateljske jedrilice da odluči je li jedrilica bila preko linije u trenutku signala starta i, ako jest, dali se vratila na pred-startnu stranu i startala.

Rule 63.5(c), Conduct of Hearings: Decisions

Pravilo 63.5(c); Vođenje saslušanja: Odluke

CASE 98

The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicap or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

SLUČAJ 98

Pravila navedena u definiciji Pravilo primjenjuju se na natjecanja upravljana Pravilima jedriličarskih natjecanja bez obzira da li je ili nije izričito navedena njihova primjena u oglasu regate. Pravilo u oglasu regate ili uputama za jedrenje, pod uvjetom da je u skladu s bilo kojim propisom pravila 88.2, može promijeniti neke ili sve propise nacionalnog saveza. Općenito, oglas regate ne smije promijeniti pravilo klase Kada se jedrilica natječe u sustavu izjednačavanja ili u sustavu razvrstavanja, primjenjuju se pravila tog sustava, a neka ili sva pravila njezine klase mogu se također primjenjivati. Kada je oglas regate u suprotnost i uputama za jedrenje niti jedno ne prevladava.

Rule 63.7, Reopening a Hearing

Pravilo 63.7; Ponovno otvaranje saslušanja

CASE 115

Interpretation of the word 'new' as used in rule 63.7(a)(3).

SLUČAJ 115

Tumačenje riječi „novo“ kako je korišteno u pravilu 63.7(a)(3).



Section C – Misconduct

Poglavlje C - Nedolično ponašanje

Rule 69, Misconduct

Pravilo 69; Nedolično ponašanje

CASE 138

Generally, an action by a competitor that directly affects the fairness of the competition or failing to take an appropriate penalty when the competitor is aware of breaking a rule, should be considered under rule 2. Any action, including a serious breach of rule 2 or any other rule, that the committee considers may be an act of misconduct should be considered under rule 69.

SLUČAJ 138

Općenito, radnja natjecatelja koja izravno utječe na pravednost natjecanja ili neprihvatanje odgovarajuće kazne kada je natjecatelj svjestan kršenja pravila, treba se razmatrati prema pravilu 2. Svaka radnja, uključujući ozbiljno kršenje pravila 2 ili bilo kojeg drugog pravila, za koje odbor smatra da može biti čin nedoličnog ponašanja, treba se razmatrati prema pravilu 69.

Rule 69.1(a), Misconduct: Obligation not to Commit Misconduct; Resolution

Pravilo 69.1(a); Nedolično ponašanje: Obveza doličnog ponašanja; Rješavanje

CASE 78

In a fleet race either for one-design boats or for boats racing under a handicap or rating system, a boat may use tactics that clearly interfere with and hinder another boat's progress in the race, provided that, if she is protested under rule 2 for doing so, the protest committee finds that there was a reasonable chance of her tactics benefiting her final ranking in the event. However, she breaks rule 2, and possibly rule 69.1(a), if while using those tactics she intentionally breaks a rule.

SLUČAJ 78

U flotnom natjecanju, bilo za jedrilice istog tipa ili za jedrilice koje se natječu prema sustavu izjednačavanja ili razvrstavanja, jedrilica može koristiti taktike koje očito ometaju i sprječavaju napredak druge jedrilice u natjecanju, pod uvjetom da, ako se zbog toga protiv nje uloži prigovor prema pravilu 2, odbor za prosvjede utvrdi da je postojala opravdana vjerojatnoća da njezina taktika koristi njezinom konačnom plasmanu u utrci. Međutim, krši pravilo 2, a moguće i pravilo 69.1(a), ako koristeći te taktike namjerno krši pravilo.

Rule 69.2, Misconduct: Action by a Protest Committee

Pravilo 69.2; Nedolično ponašanje: Postupak odbora za prosvjede

CASE 34

Hindering another boat may be a breach of rule 2 and the basis for granting redress and for action under rule 69.2.

SLUČAJ 34

Ometanje druge jedrilice može predstavljati prekršaj Pravila 2 te osnovu za dobivanje ispravka odnosno djelovanja u skladu s Pravilom 69.2.

CASE 65

When a boat knows that she has broken the Black Flag rule, she is obliged to retire promptly. When she does not do so and then deliberately hinders another boat in the race, she commits a breach of sportsmanship and of rule 2, and her helmsman commits an act of misconduct.

SLUČAJ 65

Kada je jedrilica svjesna da je prekršila Pravilo "Crne zastave" ona je obvezna odmah se povući iz natjecanja. Ukoliko to ne učini i time hotimice ometa drugu jedrilicu u natjecanju, počinila je grubi prekršaj načela sportskog ponašanja odnosno Pravila 2, a njezin kormilar čini čin nedoličnog ponašanja.

CASE 67

When a boat is racing and meets a vessel that is not, both are bound by the government right-of-way rules. When, under those rules, the boat racing is required to keep clear but intentionally hits the other boat, her helmsman commits an act of misconduct.

SLUČAJ 67

Kada jedrilica koja se natječe susreće plovilo koje se ne natječe, oboje su obvezni udovoljiti pravilima prava puta prema važećim zakonskim odredbama. Ukoliko je prema ovim pravilima jedrilica koja se natječe ona koja se mora uklanjati no ona namjerno udari u drugo plovilo, njezin kormilar čini čin nedoličnog ponašanja.

CASE 122

An interpretation of the term 'comfortable satisfaction' and an example of its use.

SLUČAJ 122

Tumačenje pojma „bezbrizno zadovoljstvo“ i primjer njegove upotrebe.

CASE 139

Examples illustrating when it would be 'appropriate' under rule 69.2(j)(3) to report a rule 69 incident to a national authority or World Sailing.

SLUČAJ 139

Primjeri koji opisuju kada bi bilo „prikladno“ prema pravilu 69.2(j)(3) prijaviti incident prema pravilu 69 nacionalnom savezu ili World Sailingu.



Section D – Appeals
Poglavlje D- Žalbe

Rule 70, Appeals and Requests to a National Authority

Pravilo 70; Žalbe i Zahtjevi nacionalnom savezu

CASE 104

Attempting to distinguish between facts and conclusions in a protest committee's findings is sometimes unsatisfactory because findings may be based partially on fact and partially on a conclusion. A national authority can change a protest committee's decision and any other findings that involve reasoning or judgment, but not its findings of fact. A national authority may derive additional facts by logical deduction. Neither written facts nor diagrammed facts take precedence over the other. Protest committees must resolve conflicts between facts when so required by a national authority.

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SLUČAJ 104

Pokušati razlikovati činjenice od zaključaka u nalazima Odbora za prosvjede je koji puta bezuspješno jer nalazi mogu biti osnovani dijelom na činjenicama a dijelom na zaključcima. Nacionalni savez može izmijeniti odluku Odbora za prosvjede i bilo koji nalaz koji uključuje stvaranje zaključaka ili prosuđivanje, ali ne i njegov nalaz činjenica. Nacionalni savez može izvesti dodatne činjenice logičkom dedukcijom. Niti pisane činjenice niti činjenice prikazane crtežom nemaju prednost jedne pred drugima. Odbori za prosvjede moraju razriješiti suprotnosti između činjenica ako to od njih zatraži Nacionalni savez.

CASE 143

When the organizing authority for an event is not an organization specified in rule 89.1, a party to a hearing does not have access to the appeal process. Rule 71.6, National Authority Decisions.

SLUČAJ 143

Kada organizator regate nije organizacija navedena u pravilu 89.1, stranka na saslušanju nema pristup žalbenom postupku.

Rule 71.6, National Authority Decisions

Pravilo 71.6, odluke Nacionalnog saveza.

CASE 61

When the decision of a protest committee is changed or reversed upon appeal, the final standings and the awards must be adjusted accordingly.

SLUČAJ 61

Kada je odluka odbora za prosvjede nakon žalbe izmijenjena ili je donijeta suprotna odluka, konačni redoslijed i nagrade moraju biti u skladu s tim prilagođeni.



PART 6 – ENTRY AND QUALIFICATION

DIO 6 - PRIJAVA I UVJETI

Rule 75, Entering an Event

Pravilo 75; Prijava za regatu

CASE 40

Unless otherwise specifically stated in the class rules, notice of race or sailing instructions, the owner or other person in charge of a boat is free to decide who steers her in a race, provided that rule 46 is not broken.

SLUČAJ 40

Ukoliko nije izričito drugačije određeno pravilima Klase, oglasu regate ili uputama za jedrenje, vlasnik ili odgovorna osoba na jedrilici ima slobodu odlučivanja tko će kormilariti jedrilicom pod uvjetom da ne time ne prekrši Pravilo 46

CASE 143

When the organizing authority for an event is not an organization specified in rule 89.1, a party to a hearing does not have access to the appeal process.

SLUČAJ 143

Kada organizator regate nije organizacija navedena u pravilu 89.1, stranka na saslušanju nema pristup žalbenom postupku.

Rule 78, Compliance with Class Rules; Certificates

Pravilo 78; Udovoljavanje pravilima klase; Svjedodžbe

CASE 57

When a current, properly authenticated certificate has been presented in good faith by an owner who has complied with the requirements of rule 78.1, the final results of a race or series must stand, even though the certificate is later withdrawn.

SLUČAJ 57

Kada je valjana ispravno ovjerena svjedodžba predložena u dobroj namjeri od strane vlasnika koji udovoljava odredbama Pravila 78.1, konačni rezultat natjecanja ili serije mora ostati čak iako je kasnije povučena

CASE 131

If a boat has broken rule 78.2 by not producing a required certificate, or by not arranging for its existence to be verified before the start of the last day of an event, the race committee is required, without a hearing, to score her DSQ for all races of the event.

SLUČAJ 131

Ako je jedrilica prekršila pravilo 78.2 time što nije predložila potrebnu svjedodžbu ili nije osigurala provjeru njezinog postojanja prije početka posljednjeg dana regate, regatni odbor je dužan, bez saslušanja, bodovati ju DSQ za sva natjecanja regate.



PART 7 – EVENT ORGANIZATION DIO 7 - ORGANIZACIJA REGATE

Rule 85, Changes to Rules

Pravilo 85; Izmjene pravila

CASE 98

The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicap or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

SLUČAJ 98

Pravila navedena u definiciji Pravilo primjenjuju se na natjecanja upravljana Pravilima jedriličarskih natjecanja bez obzira da li je ili nije izričito navedena njihova primjena u oglasu regate. Pravilo u oglasu regate ili uputama za jedrenje, pod uvjetom da je u skladu s bilo kojim propisom pravila 88.2, može promijeniti neke ili sve propise nacionalnog saveza. Općenito, oglas regate ne smije promijeniti pravilo klase Kada se jedrilica natječe u sustavu izjednačavanja ili u sustavu razvrstavanja, primjenjuju se pravila tog sustava, a neka ili sva pravila njezine klase mogu se također primjenjivati. Kada je oglas regate u suprotnost i uputama za jedrenje niti jedno ne prevladava.

CASE 121

The procedure that must be followed in order to change a racing rule for an event is described in detail.

SLUČAJ 121

Detaljno je opisan postupak koji se mora slijediti za promjenu pravila natjecanja za neku regatu.

Rule 86, Changes to the Racing Rules

Pravilo 86; Izmjene pravila natjecanja

CASE 85

If a racing rule is not one of the rules listed in rule 86.1(c), class rules are not permitted to change it. If a class rule attempts to change such a rule, that class rule is not valid and does not apply.

SLUČAJ 85

Ako pravilo natjecanja nije jedno od pravila navedenih u pravilu 86.1(c), nije dopušteno mijenjati ga pravilima klase. Ako pravilo klase pokuša promijeniti takvo pravilo, to pravilo klase nije važeće i ne primjenjuje se.

CASE 121

The procedure that must be followed in order to change a racing rule for an event is described in detail.

SLUČAJ 121

Detaljno je opisan postupak koji se mora slijediti za promjenu pravila natjecanja za neku regatu.

Rule 87, Changes to Class Rules

Pravilo 87; Izmjene pravila klase

CASE 98 The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicap or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

SLUČAJ 98

Pravila navedena u definiciji Pravilo primjenjuju se na natjecanja upravljana Pravilima jedriličarskih natjecanja bez obzira da li je ili nije izričito navedena njihova primjena u oglasu regate. Pravilo u oglasu regate ili uputama za jedrenje, pod uvjetom da je u skladu s bilo kojim propisom pravila 88.2, može promijeniti neke ili sve propise nacionalnog saveza. Općenito, oglas regate ne smije promijeniti pravilo klase Kada se jedrilica natječe u sustavu izjednačavanja ili u sustavu razvrstavanja, primjenjuju se pravila tog sustava, a neka ili sva pravila njezine klase mogu se također primjenjivati. Kada je oglas regate u suprotnost i uputama za jedrenje niti jedno ne prevladava.



Rule 88.2, National Prescriptions: Changes to Prescriptions

Pravilo 88.2; Propisi nacionalnog saveza: Izmjene

CASE 98

The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicap or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

SLUČAJ 98

Pravila navedena u definiciji Pravilo primjenjuju se na natjecanja upravljana Pravilima jedriličarskih natjecanja bez obzira da li je ili nije izričito navedena njihova primjena u oglasu regate. Pravilo u oglasu regate ili uputama za jedrenje, pod uvjetom da je u skladu s bilo kojim propisom pravila 88.2, može promijeniti neke ili sve propise nacionalnog saveza. Općenito, oglas regate ne smije promijeniti pravilo klase Kada se jedrilica natječe u sustavu izjednačavanja ili u sustavu razvrstavanja, primjenjuju se pravila tog sustava, a neka ili sva pravila njezine klase mogu se također primjenjivati. Kada je oglas regate u suprotnost i uputama za jedrenje niti jedno ne prevladava.

Rule 89.1, Organizing Authority; Notice of Race; Appointment of Race Officials: Organizing Authority

Pravilo 89.1; Organizator; Oglas regate; Imenovanje dužnosnika regate: Organizator

CASE 143

When the organizing authority for an event is not an organization specified in rule 89.1, a party to a hearing does not have access to the appeal process.

SLUČAJ 143

Kada organizator regate nije organizacija navedena u pravilu 89.1, stranka na saslušanju nema pristup žalbenom postupku.

Rule 89.2, Organizing Authority; Notice of Race; Appointment of Race Officials:

Pravilo 89.2; Organizator; Oglas regate; Imenovanje dužnosnika regate

CASE 98

The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicap or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

SLUČAJ 98

Pravila navedena u definiciji Pravilo primjenjuju se na natjecanja upravljana Pravilima jedriličarskih natjecanja bez obzira da li je ili nije izričito navedena njihova primjena u oglasu regate. Pravilo u oglasu regate ili uputama za jedrenje, pod uvjetom da je u skladu s bilo kojim propisom pravila 88.2, može promijeniti neke ili sve propise nacionalnog saveza. Općenito, oglas regate ne smije promijeniti pravilo klase Kada se jedrilica natječe u sustavu izjednačavanja ili u sustavu razvrstavanja, primjenjuju se pravila tog sustava, a neka ili sva pravila njezine klase mogu se također primjenjivati. Kada je oglas regate u suprotnost i uputama za jedrenje niti jedno ne prevladava.

Rule 90, Race Committee; Sailing Instructions; Scoring

Pravilo 90; Regatni odbor; Upute za jedrenje; Bodovanje

CASE 61

When the decision of a protest committee is changed or reversed upon appeal, the final standings and the awards must be adjusted accordingly.

SLUČAJ 61

Kada je odluka odbora za prosvjede nakon žalbe izmijenjena ili je donijeta suprotna odluka, konačni redoslijed i nagrade moraju biti u skladu s tim prilagođeni.

Rule 90.2(c), Race Committee; Sailing Instructions; Scoring: Sailing Instructions

Pravilo 90.2(c), Regatni odbor; Upute za jedrenje; Bodovanje: Upute za jedrenje

CASE 32

A competitor is entitled to look exclusively to the notice of race or to written sailing instructions for all details relating to sailing the course. If the race committee wants to change the direction in which boats are required to cross the finishing line to finish, this must be stated in the sailing instructions. When a boat fails to finish correctly because of a race committee error, but none of the boats racing gains or loses as a result, an appropriate and fair form of redress is to score all the boats in the order they crossed the finishing line.

SLUČAJ 32

Natjecatelj ima pravo isključivo pregledati oglas regate ili pisane upute za jedrenje za sve detalje vezane uz jedrenje kursa. Ako regatni odbor želi promijeniti smjer u kojem jedrilice moraju prijeći ciljnu liniju kako bi završile, to mora biti navedeno u uputama za jedrenje. Kada jedrilica ne uspije ispravno završiti zbog pogreške regatnog odbora, ali niti jedna od jedrilica koje se natječu ne dobiva niti gubi kao rezultat toga, odgovarajući i pošten oblik ispravka je bodovanje svih jedrilica redoslijedom kojim su prošle liniju cilja.



CASE 98

The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicap or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

SLUČAJ 98

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APPENDIX A – SCORING
DODATAK A - BODOVANJE

Rule A3, Starting Times and Finishing Places

Pravilo A3; Vremena starta i Mjesta završavanja

CASE 119

When a race is conducted for boats racing under a rating system, the rating that should be used to calculate a boat's corrected time is her rating at the time the race is sailed. Her score should not be changed if later the rating authority, acting on its own volition, changes her rating.

SLUČAJ 119

Kada se natjecanje održava za jedrilice koje se natječu prema sustavu premjera, premjer koji bi se treba koristiti za izračun ispravljenog vremena jedrilice je njezin premjer u vremenu natjecanja. Njezin rezultat nesmiye se mijenjati ako kasnije tijelo za premjer, djelujući po vlastitoj volji, promijeni njezin premjer.

Rule A4, Scoring System

Pravilo A4; Sustav bodovanja

CASE 128

If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

SLUČAJ 128

Ako regatni odbor primijeti da je jedrilica napravila pogrešku prema pravilu 28.1 jedreći kursom i ne ispravi tu pogrešku, dužan je bodovati njezin plasman NSC. Ako primijeti da jedrilica dodiruje oznaku dok završava, mora je bodovati prema njezinoj završnoj poziciji. Protiv jedrilice RO može uložiti protest zbog kršenja pravila 31.

Rule A5, Scores Determined by the Race Committee

Pravilo A5; Bodovi koje određuje regatni odbor

CASE 28

When one boat breaks a rule and, as a result, causes another to touch a mark, the other boat is exonerated. The fact that a starting mark has moved, for whatever reason, does not relieve a boat of her obligation to start. A race committee may abandon under rule 32.1(c) only when the change in the mark's position has directly affected the safety or fairness of the competition.

SLUČAJ 28

Kada jedrilica prekrši pravilo i čineći to prouzroči dodir druge jedrilice s oznakom, ova druga jedrilica je iskupljena. Činjenica da se oznaka linije starta pomicala uslijed bilo kojeg uzroka ne oslobađa jedrilicu obveza da starta. Regatni odbor može prekinuti natjecanje prema Pravilu 32.1(c) samo ako pomak oznaka izravno utječe na sigurnost ili pravednost natjecanja.

CASE 128

If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

The boat may be protested for breaking rule 31.

SLUČAJ 128

Ako regatni odbor primijeti da je jedrilica napravila pogrešku prema pravilu 28.1 jedreći kursom i ne ispravi tu pogrešku, dužan je bodovati njezin plasman NSC. Ako primijeti da jedrilica dodiruje oznaku dok završava, mora je bodovati prema njezinoj završnoj poziciji. Protiv jedrilice RO može uložiti protest zbog kršenja pravila 31.

CASE 131

If a boat has broken rule 78.2 by not producing a required certificate, or by not arranging for its existence to be verified before the start of the last day of an event, the race committee is required, without a hearing, to score her DSQ for all races of the event.

SLUČAJ 131

Ako je jedrilica prekršila pravilo 78.2 time što nije predložila potrebnu svjedodžbuu ili nije osigurala provjeru njezinog postojanja prije početka posljednjeg dana regate, regatni odbor je dužan, bez saslušanja, bodovati ju DSQ za sva natjecanja regate.

Rule A9, Guidance on Redress

Pravilo A9; Naputak o ispravku

CASE 116

A discussion of redress in a situation in which a boat is damaged early in a series, is entitled to redress under rule 61.4(b)(2), and is prevented by the damage from sailing the remaining races. In such a situation, to be fair to the other boats in the series, the protest committee should ensure that fewer than half of the race scores included in her series score, after any exclusion(s), are based on average points.

SLUČAJ 116

Rasprava o ispravku u situaciji u kojoj je jedrilica oštećen na početku serije, ima pravo na ispravak prema pravilu 61.4(b)(2) i oštećenje mu onemogućuje jedrenje preostalih natjecanja. U takvoj situaciji, radi pravednosti prema ostalim jedrilicama u seriji, odbor za prosvjede trebao bi osigurati da manje od polovice bodova natjecanja uključenih u njezin rezultat serije, nakon bilo kakvih isključenja, bude temeljeno na prosječnim bodovima.



APPENDIX J – NOTICE OF RACE AND SAILING INSTRUCTIONS

DODATAK J - OGLAS REGATE I UPUTE ZA JEDRENJE

Rule J1; Notice of Race Contents

Pravilo J1; Sadržaj oglasa regate

CASE 98 The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicap or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

SLUČAJ 98

Pravila navedena u definiciji Pravilo primjenjuju se na natjecanja upravljana Pravilima jedriličarskih natjecanja bez obzira da li je ili nije izričito navedena njihova primjena u oglasu regate. Pravilo u oglasu regate ili uputama za jedrenje, pod uvjetom da je u skladu s bilo kojim propisom pravila 88.2, može promijeniti neke ili sve propise nacionalnog saveza. Općenito, oglas regate ne smije promijeniti pravilo klase. Kada se jedrilica natječe u sustavu izjednačavanja ili u sustavu razvrstavanja, primjenjuju se pravila tog sustava, a neka ili sva pravila njezine klase mogu se također primjenjivati. Kada je oglas regate u suprotnost i uputama za jedrenje niti jedno ne prevladava.

CASE 121

The procedure that must be followed in order to change a racing rule for an event is described in detail.

SLUČAJ 121

Detaljno je opisan postupak koji se mora slijediti za promjenu pravila natjecanja za neku regatu.

Rule J2; Sailing Instructions Contents

Pravilo J2; Sadržaj uputa za jedrenje

SLUČAJ 121

Detaljno je opisan postupak koji se mora slijediti za promjenu pravila natjecanja za neku regatu.

APPENDIX R – PROCEDURES FOR APPEALS AND REQUESTS

DODATAK R - POSTUPCI ŽALBI I ZAHTJEVA

Rule R5, Inadequate Facts; Reopening

Pravilo R5; Nedostatne činjenice; Ponovno otvaranje

CASE 104

Attempting to distinguish between facts and conclusions in a protest committee's findings is sometimes unsatisfactory because findings may be based partially on fact and partially on a conclusion. A national authority can change a protest committee's decision and any other findings that involve reasoning or judgment, but not its findings of fact. A national authority may derive additional facts by logical deduction. Neither written facts nor diagrammed facts take precedence over the other. Protest committees must resolve conflicts between facts when so required by a national authority.

SLUČAJ 104

Pokušati razlikovati činjenice od zaključaka u nalazima Odbora za prosvjede je koji puta bezuspješno jer nalazi mogu biti osnovani dijelom na činjenicama a dijelom na zaključcima. Nacionalni savez može izmijeniti odluku Odbora za prosvjede i bilo koji nalaz koji uključuje stvaranje zaključaka ili prosuđivanje, ali ne i njegov nalaz činjenica. Nacionalni savez može izvesti dodatne činjenice logičkom dedukcijom. Niti pisane činjenice niti činjenice prikazane crtežom nemaju prednost jedne pred drugima. Odbori za prosvjede moraju razriješiti suprotnosti između činjenica ako to od njih zatraži Nacionalni savez.

RACE SIGNALS

SIGNALI NATJECANJA

Race Signals: Recall Signals, X

Signali natjecanja, Signali opoziva; Zastava X

CASE 31

When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

SLUČAJ 31

Kad je vidljivi signal pojedinačnog opoziva istaknut ispravno popraćen neispravnim zahtijevanim zvučnim signalom, i kad je opozvana jedrilica u položaju čujnost zvučnog signala a ne zamijeti vidljivi signal i ne vrati se, ona ima pravo na ispravak. Bilo kako ako je jedrilica shvatila da je bila na strani krša linije starta, mora se vratiti i startati ispravno.



INTERNATIONAL REGULATIONS FOR PREVENTING
COLLISIONS AT SEA

MEĐUNARODNI PROPISI O IZBJEGAVANJU
SUDARA NA MORU

International Regulations for Preventing Collisions at Sea

Međunarodni propisi o izbjegavanju sudara na moru (IRPCAS)

CASE 38

The International Regulations for Preventing Collisions at Sea (IRPCAS) are intended to ensure the safety of vessels at sea by precluding situations that might lead to collisions. When the IRPCAS right-of-way rules replace the rules of Part 2, they effectively prohibit a right-of-way boat from changing course towards the boat obligated to keep clear when she is close to that boat.

SLUČAJ 38

Međunarodni propisi za izbjegavanje sudara na moru (IRPCAS) namijenjeni su osiguranju zaštite plovila na moru predusretanjem situacija koje bi mogle dovesti do sudara. Kada pravila IRPCAS-a o pravu puta zamijene pravila iz Dijela 2, ona djelotvorno zabranjuju jedrilici s pravom puta da mijenja kurs prema jedrilici koja se mora uklanjati. Ovi propisi izričito zabranjuju plovilu s pravom puta izmjenu kursa kada je ono u blizini plovila koje se mora uklanjati.

CASE 109

The IRPCAS or government right-of-way rules apply between boats that are racing only if a rule in the notice of race says so, and in that case all of the Part 2 rules are replaced. An IRPCAS or government rule, other than a right-of-way rule, may be made to apply by including it in the notice of race, the sailing instructions or another document governing the event.

SLUČAJ 109

Pravila IRPCAS-a ili vladina pravila o pravu puta primjenjuju se između jedrilica koje se natječu samo ako to kaže pravilo u oglasu regate. U tom slučaju se zamjenjuju sva pravila iz Dijela 2. Drugo pravilo IRPCAS-a ili vladino pravilo, osim pravila o pravu puta, može se primijeniti uključivanjem u oglas regate, upute za jedrenje ili drugi dokument koji uređuje regatu.



**SECTION 2
CASES**

**POGLAVLJE 2
SLUČAJEVI**



CASE 1

Rule 60.1, Protests: Right to Protest

Rule 60.5(b), Protests: Protest Decisions

Rule 60.5(c), Protests: Protest Decisions

A boat that breaks a rule while racing but continues to race may protest over a later incident, even though after the race she is penalized for her breach.

Facts

Boats A, B and C are racing with others. After an incident between A and B, A hails 'Protest' and displays a red flag, but B does not take a penalty. Later, B protests a third boat, C, after a second incident. The protest committee hears A's protest against B and disqualifies B.

Question

Does the fact that B is disqualified as a result of A's protest make B's protest against C invalid?

Answer

No. When a boat continues to race after an alleged breach of a rule, her rights and obligations under the rules do not change. Consequently, even though A's protest against B is upheld, the protest committee must hear B's protest against C and, if B's protest is valid and the protest committee is satisfied from the evidence that C broke a rule, C must also be penalized (see rules 60.1, 60.5(b) and 60.5(c)).

GBR 1962/25

SLUČAJ 1

Pravilo 60.1, Prosvjedi: Pravo na prosvjed

Pravilo 60.5(b), Prosvjedi: Odluke o prosvjedu

Pravilo 60.5(c), Prosvjedi: Odluke o prosvjedu

Jedrilica koja je prekršila Pravilo za vrijeme natjecanja ali se nastavila natjecati smije prosvjedovati u nekom kasnijem incidentu, premda je nakon završetka natjecanja diskvalificirana zbog kršenja Pravila.

Činjenice

Jedrilice A, B i C natječu se s ostalima. Nakon incidenta između A i B, A uzvikuje 'Protest' i ističe crvenu zastavu, ali B ne prihvaća kaznu. Kasnije, B prosvjeduje protiv treće jedrilice, C, nakon drugog incidenta. Odbor za prosvjede sasluša prosvjed A protiv B i diskvalificira B.

Pitanje

Čini li činjenica da je B diskvalificirana kao rezultat protesta A, protest B protiv C nevažećim?

Odgovor

Ne. Kada jedrilica nastavi natjecanje nakon navodnog kršenja pravila, njezina prava i obveze prema pravilima se ne mijenjaju. Posljedično, čak i ako je protest A protiv B prihvaćen, odbor za prosvjede mora saslušati protest B protiv C i, ako je protest B valjan a odbor za prosvjede je zadovoljan dokazima da je C prekršila pravilo, C također mora biti kažnjena (vidi pravila 60.1, 60.5(b) i 60.5(c)).

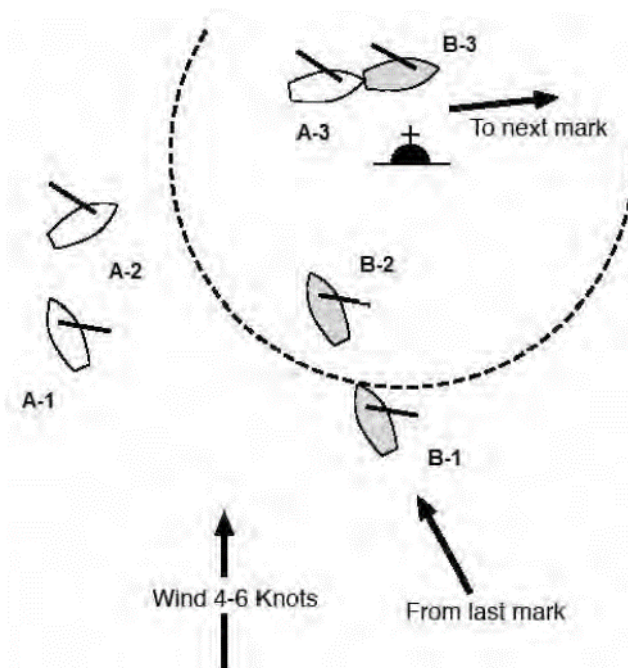
GBR 1962/25



CASE 2

Rule 12, On the Same Tack, Not Overlapped
Rule 14, Avoiding Contact
Rule 15, Acquiring Right of Way
Rule 18.2(a)(2), Mark-Room: Giving Mark-Room
Rule 43.1(c), Exoneration

This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.



Facts

A and B were both on port tack, reaching to a mark to be left to starboard. The wind was light. At position 1, when B reached the zone, A was clear ahead of B but four-and-a-half hull lengths from the mark. Between positions 1 and 2 A gybed and headed to the mark, becoming overlapped outside B. Then B gybed and headed to the mark. Between positions 2 and 3, after B had gybed and turned towards the mark, she became clear ahead of A. When B first became clear ahead of A there was about one-half of a hull length of open water between the boats. A few seconds after B became clear ahead, A, who was moving faster, struck B on the transom. There was no damage or injury. B protested A under rule 12 and 18.2(a)(2). A was disqualified and she appealed.

Decision

At position 1, B was the first of the two to reach the zone, even though she was clear astern of A. Therefore, rule 18.2(a)(2) applied, and it required A, which had not reached the zone at that moment, to give mark-room to B, which was room for B to sail to and past the mark on the required side in a seamanlike way. There are no facts that suggest B sailed outside of the mark-room to which she was entitled after position 1, or that she broke rule 10 while on port tack or rule 15 after gybing and becoming clear ahead of A. If she were to have broken rule 10 or rule 15, she would be exonerated by rule 43.1(b) for those breaches. When A hit B's transom, she obviously was not keeping clear of B, and so it was proper to disqualify A for breaking rule 12. A also broke rule 18.2(a)(2) when she hit B's transom because at that moment A was not giving B mark-room. Finally, A also broke rule 14(a) because it was possible for her to bear off slightly and avoid the contact with B.

After it became clear that A was not going to keep clear of B, it was not reasonably possible for B to avoid the contact. However, even if B could have avoided the contact but did not do so, she would have been exonerated by rule 43.1(c) because she was the right-of-way boat and the contact did not cause damage or injury.

The appeal is dismissed, and the protest committee's decision is upheld. Finally, A broke rules 12, 14(a) and 18.2(a)(2) and she remains disqualified.

USA 1962/87; revised by World Sailing 2025



SLUČAJ 2

Pravilo 12; Na istim uzdama, bez preklapanja

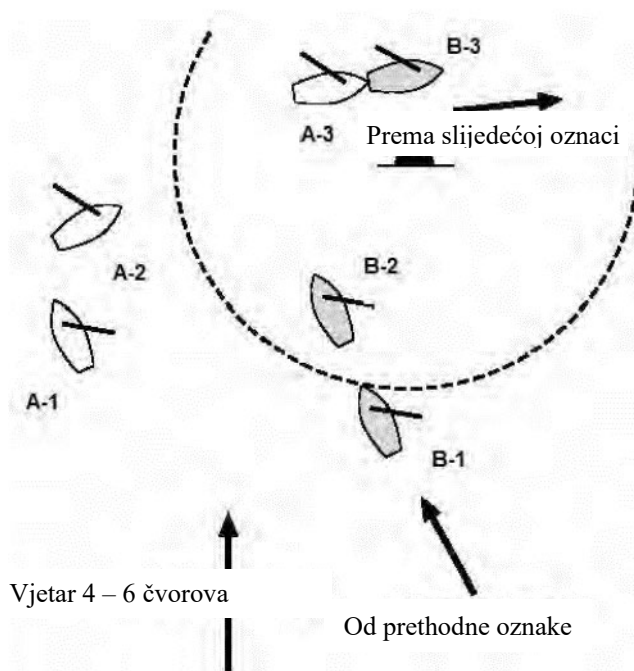
Pravilo 14; Izbjegavanje dodira

Pravilo 15, stjecanje prava puta

Pravilo 18.2(a)(2); Prostor oznake: Davanje prostora oznake

Pravilo 43.1(c), Iskupljenje

Ovaj slučaj se odnosi na situaciju koja uključuje dvije jedrilice kod oznake kursa niz vjetar u kojoj jedrilica koja je slobodna po krmi dosiže zonu prije jedrilice slobodne po pramcu. U toj situaciji, jedrilica slobodna po pramcu dužna je prema pravilu 18.2(a)(2) dati prostor oznake jedrilici slobodnoj po krmi.



Činjenice

A i B su jedrile lijevim uzdama s vjetrom u pola krme, dosežući oznaku koju treba ostaviti s desne strane. Vjetar je bio lagan. U položaju 1 kada je B dosegla zonu, A je bila slobodna po pramcu B ali četiri i pol duljine svojeg trupa udaljena od oznake. Između položaja 1 i 2 A je kružila i krenula prema oznaci, preklapajući se s B izvana. Tada je B kružila i krenula prema oznaci. Između položaja 2 i 3 nakon što je B kružila i krenula prema oznaci postala je slobodna po pramcu A. Kada je B prvi put postala slobodna po pramcu A bilo je među njima oko pola duljine trupa slobodne vode. Nekoliko sekundi nakon što je B postala slobodna po pramcu, A koja je bila brža, udarila je B u krmeno zrcalo. Nije prouzročena ni šteta ni ozljeda. B je prosvjedovala protiv A radi prekršaja pravila 12 i 18.2(a)(2). A je bila diskvalificirana ali se žalila.

Odluka

U položaju 1, B je bila prva od njih dvije koja je dosegla zonu, iako je bila slobodna po krmi A. Stoga se primjenjuje pravilo 18.2(a)(2) a koje traži da A, koja nije dosegla zonu u tom trenutku, da B da prostor oznake, koji je za B prostor da jedri do oznake i prođe ju na pomorački način.

Nema činjenica koje bi ukazivale da je B jedrila izvan prostora oznake na koji je imala pravo nakon položaja 1, ili da je prekršila pravilo 10 dok je bila na lijevim uzdama ili pravilo 15 nakon kruženja kojim je postala slobodna po pramcu A. Ako bi i prekršila pravilo 10 ili 15 bila bi iskupljena pravilom 43.1(b) za te prekršaje. Kada je A udarila u krmeno zrcalo B, očigledno se nije uklanjala B, te je bilo ispravno diskvalificirati ju za prekršaj pravila 12. A je također prekršila pravilo 18.2(a)(2) kada je udarila u krmeno zrcalo B jer u tom trenutku nije davala B prostor oznake. Konačno, A je također prekršila pravilo 14(a) jer je mogla malo otpasti i izbjeći dodir s B.

Nakon što je postalo jasno da se A ne uklanja B, nije bilo moguće da B izbjegne dodir. Čak i da je B mogla izbjeći dodir ali nije to napravila, bila bi iskupljena, pravilom 43.1(c), zbog prekršaja pravila 14 jer je bila jedrilica s pravom puta a dodir nije izazvao ni štetu ni ozljedu.

Žalba je odbačena, a odluka odbora za prosvjede je potvrđena. Konačno A je prekršila pravila 12, 14(a) i 18.2(a)(2) te ostaje diskvalificirana.

USA 1962/87; preinačeno World Sailing 2025



CASE 3

Rule 19.2(a), Room to Pass an Obstruction: Giving Room at an Obstruction

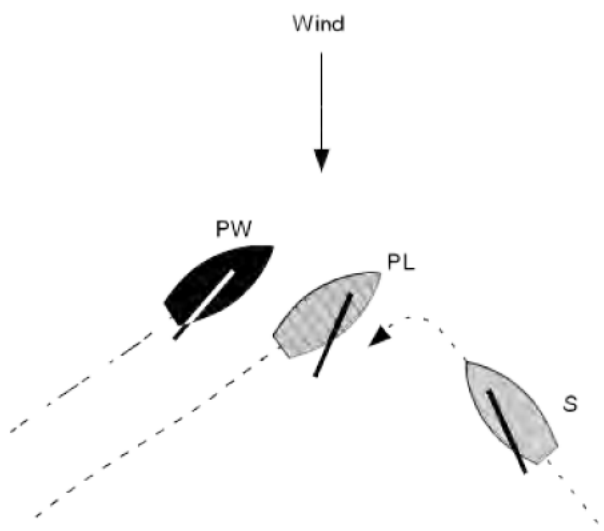
Rule 20, Room to Tack at an Obstruction

Rule 43.1(a), Exoneration

A leeward port-tack boat, hailing for room to tack when faced with an oncoming starboard-tack boat, an obstruction, is not required to anticipate that the windward boat will fail to comply with her obligation to tack promptly or otherwise provide room.

Facts

S hailed PL as the two dinghies approached each other on collision courses. PL then twice hailed 'Room to tack', but PW did not respond. PL, now unable to keep clear of S, hailed a third time, and PW then began to tack. At that moment, S, which was then within three feet (1 m) of PL, had to bear away sharply to avoid a collision. PW retired and S protested PL under rule 10. The protest committee disqualified PL observing that, not having had a timely response from PW, she should have used her right to luff and forced PW to tack.



PL appealed, claiming that:

- 1) she had no right to force PW onto the opposite tack;
- 2) even with both of them head to wind, S would still have had to change course to avoid a collision; and
- 3) she had foreseen the development and had hailed PW in ample time.

Decision

PL's appeal is upheld, and she is to be reinstated. Because S was an obstruction to PL and PW, PL, as the right-of-way boat, was entitled under rule 19.2(a) to choose between bearing away and hailing for room to tack (see rule 20.1). Having decided to tack and having hailed for room to do so three times, PL was entitled by rules 20.2(b) and 20.2(c) to expect that PW would respond and give her room to tack. She was not obliged to anticipate PW's failure to comply with rules 20.2(b) and 20.2(c). PL broke rule 10, but she was exonerated by rule 43.1(a) as the innocent victim of another boat's breach of a rule.

GBR 1962/37



SLUČAJ 3

Pravilo 19.2(a), Prostor za prolazak zapreke: Davanje prostora kod zapreke

Pravilo 20, Prostor za letanje kod zapreke

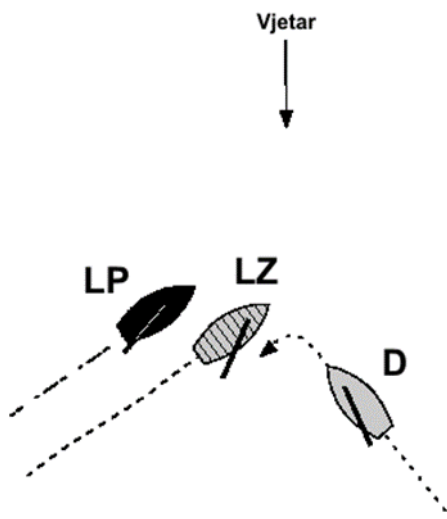
Pravilo 43.1(a), Iskupljenje

Jedrilica zavjetrine na lijevom uzdama koja dovikom zahtijeva prostor za letanje suočena s dolazećom jedrilicom na desnim uzdama, koja joj je zapreka nije obvezna predmnijevati (anticipirati) da jedrilica privjetrine neće ispuniti svoju obvezu da odmah leta bez odgađanja ili drugačije da prostor.

Činjenice

D je doviknula LZ dok su se dvije male jedrilice približavale kursovima sudara. LZ je tada dva puta doviknula "Prostor za letanje", ali LP nije odgovorila. LZ, koja se sada nije mogla uklanjati D, doviknula je treći put a tada je LP počela letati. U tom je trenutku, D, koja je bila oko 3 stope (1 m) udaljena od LZ morala oštro otpadati radi izbjegavanja sudara. LP se povukla iz natjecanja a D je prosvjedovala protiv LZ radi prekršaja pravila 10. Odbor za Prosvjede je diskvalificirao LZ primjećujući da budući LP nije na vrijeme udovoljila LZ, LZ je trebala upotrijebiti svoje pravo da okrene u vjetar i prisili LP na letanje. LZ se žalila tvrdeći da:

- 1) nije imala pravo prisiljavati LP na promjenu uzdi;
- 2) čak i da su obje jedrilice okrenule pramcem u vjetar, D bi još uvijek morala izmijeniti kurs radi izbjegavanja sudara; i
- 3) da je predvidjela tok događaja i doviknula LP dovoljno ranije.



Odluka

Žalba je usvojena i vraćen joj je plasman. Budući da je D bila zapreka, LZ jedrilica s pravom puta s obzirom na LP, imala je pravo prema pravilu 19.2(a) birati između otpadanja i dovikivanja za prostor za letanje (vidjeti pravilo 20.1). Odlučivši letati i dovikom zahtijevajući prostor za letanje tri puta, LZ je imala pravo očekivati prema pravilima 20.2(b) i 20.2(c) da će LP odgovoriti dajući joj prostor za letanje. LZ nije obvezna predmnijevati (anticipirati) nepoštivanje pravila 20.2(b) i 20.2(c) od strane LP. LZ je prekršila pravilo 10 ali je iskupljena pravilom 43.1(a) kao nedužna žrtva prekršaja pravila koje je počinila druga jedrilica.

GBR 1962/37



CASE 4

Rule 49, Crew Position; Lifelines

Rule 55.3, Setting and Sheeting Sails: Sheeting Sails

A competitor may hold a sheet outboard.

Question

Is it permissible for a competitor to hold the sheet of a headsail or spinnaker outboard?

Answer

Rule 55.3 states 'No sail shall be sheeted over or through any device that exerts outward pressure on a sheet.' No part of a person's body is a 'device'. It is therefore permissible for a competitor to hold a sheet outboard, provided that rule 49 is complied with.

GBR 1962/41

SLUČAJ 4

Pravilo 49, Položaj posade; ogradna užad

Pravilo 55.3, Postavljanje i pritezanje jedara: Pritezanje jedara

Natjecatelj smije držati jedro izvan palube.

Pitanje

Da li je takmičaru dozvoljeno pridržavanje pramčanog jedra ili spinakera izvan jedrilice?

Odgovor

Pravilo 55.3 navodi, „Nijedno jedro se ne smije pritezati preko ili kroz neku napravu koja napreže prema van škotu“. Niti jedan dio tijela osobe nije „naprava“. Stoga je dozvoljeno da takmičar držati škotu van trupa pod uvjetom da nije prekršeno pravilo 49.

GBR 1962/41



CASE 5

Definitions, Racing

Rule 22, Capsized, Anchored or Aground; Rescuing

Rule 42.1, Propulsion: Basic Rule

Rule 45, Hauling Out; Making Fast; Anchoring

A boat that is anchored during a race is still racing. A boat does not break rule 42.1 or rule 45 if, while pulling in her anchor line to recover the anchor, she returns to her position at the time the anchor was lowered. However, if pulling in the anchor line clearly propels her to a different position, she breaks those rules.

Facts

In races when the first leg is a beat to windward against adverse current and the wind is very light, some boats anchor at or near the starting line to prevent the current from sweeping them downwind. When the wind freshens or the current eases, they pull up their anchors and start to sail.

Question 1

Is a boat that is anchored still ‘racing’ as the term is used in the preamble to Part 4?

Answer 1

Yes. In the preamble to Part 4, the word ‘racing’ is printed in bold italics and, therefore, it is being used in the sense stated in the Definitions (see Terminology in the Introduction). The definition Racing makes no mention of a boat that is anchored, aground, capsized or otherwise not progressing in the race. Therefore anchored boats are still ‘racing’, which means that they are protected by rule 22 and governed by the racing rules including rules 42.1 and 45.

Question 2

Is a boat required to sail to a point above her anchor before she pulls it up, or can she recover her anchor even if the action of pulling in the anchor line results in her being propelled through the water or over the bottom?

Answer 2

Actions that are permitted by rule 45 are exceptions to rule 42.1. Rule 45 permits boats to anchor. To anchor a boat in a seamanlike way, additional anchor line must be let out after the anchor touches the bottom. Rule 45

requires boats to recover their anchors before continuing in the race unless unable to do so. To recover an anchor, it is first necessary to pull in the additional line, and that action will move the boat to a point above the anchor. As this action is permitted by rule 45, it does not break rule 42.1.

However, if the additional line is pulled in so forcefully or rapidly that after the anchor is lifted off the bottom the boat clearly has been propelled to a different position from where the anchor was lowered, she has continued in the race before recovering her anchor, and her action breaks both rule 42.1 and rule 45.

Revised by World Sailing 2012



SLUČAJ 5

Definicije; Natjecanje

Pravilo 22, Prevrnuta, usidrena ili nasukana jedrilica; Jedrilica koja spašava

Pravilo 42.1, Poriv; Osnovno pravilo

Pravilo 45, Izvlačenje; Privezivanje; Sidrenje

Jedrilica koja je usidrena tijekom natjecanja i dalje se natječe. Jedrilica ne krši pravilo 42.1 ili pravilo 45 ako se, dok povlači sidreno uže kako bi podigla sidro, vrati na svoju poziciju u trenutku kada je sidro oboreno. Međutim, ako se jedrilica povlačenjem sidrenog užeta očito pomakne na drugu poziciju, krši ta pravila.

Činjenice

U natjecanjima kad je prva stranica kursa uz vjetar protiv nepovoljne struje pri slabom vjetru, neke jedrilice sidre na liniji starta ili blizu nje sprječavajući da ih struja nosi niz vjetar. Kada vjetar ojača ili struja popusti, one dižu sidra i počinju jedriti.

Pitanje 1

Da li je se usidrena jedrilica još uvijek „natječe“ u smislu izraza kako se koristi u preambuli Dijela 4?

Odgovor 1

Da. U preambuli Dijela 4 riječ „natjecanje“ tiskana je podebljanim kurzivom i stoga se koristi u smislu navedenom u Definicijama (vidi Terminologiju u Uvodu Pravila). Definicija Natjecanje ne spominje jedrilicu koja je usidrena, nasukana, prevrnutu ili na drugi način ne napreduje u natjecanju. Stoga se usidrene jedrilice i dalje „natječu“, što znači da su zaštićene pravilom 22 i podvrgnute pravilima jedrenja, uključujući pravila 42.1 i 45.

Pitanje 2

Da li jedrilica mora jedriti do točke iznad njezinog sidra prije nego ga podigne, ili može li podući sidro čak i ako radnja povlačenja sidrenog užeta rezultira time da jedrilica postiže brzinu kroz vodu ili preko dna?

Odgovor 2

Radnje koje su dopuštene pravilom 45 su iznimke od pravila 42.1. Pravilo 45 dopušta jedrilicama sidrenje. Da bi se jedrilica usidрила na pomorački način, dodatna duljina sidrenog užeta mora se ispustiti nakon što sidro dotakne dno. Pravilo 45 zahtijeva od jedrilica izvuku svoja sidra prije nastavka natjecanja, osim ako to nisu u mogućnosti učiniti. Da bi se sidro izvuklo, najprije treba vući dodatnu duljinu užeta a ta radnja će pomaknuti jedrilicu do točke iznad sidra. Budući da je ova radnja dopuštena pravilom 45, ne krši pravilo 42.1.

Međutim, ako se dodatna duljina užeta povuče tako snažno ili brzo da je nakon što se sidro podigne s dna jedrilica očito pomaknuta na drugi položaj od onog gdje je sidro spušteno, ona se nastavila natjecati prije nego što je izvadila sidro, a tim postupkom krši i pravilo 42.1 i pravilo 45.

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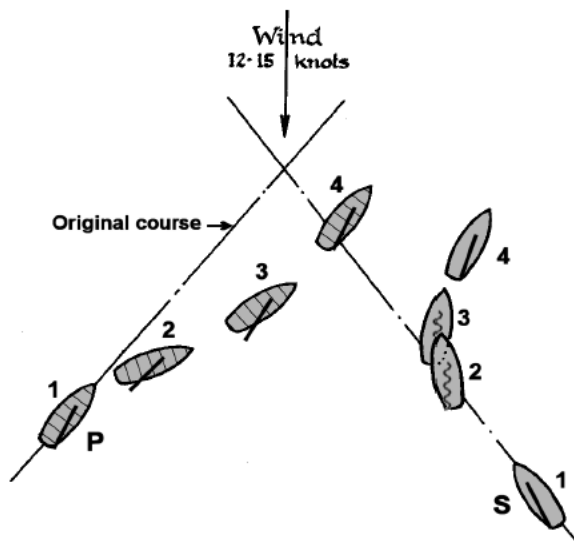


CASE 6

Rule 16.1, Changing Course

Rule 16.2, Changing Course

A starboard-tack boat that tacks after a port-tack boat has borne away to go astern of her does not necessarily break a rule.



Facts

Between positions 1 and 2, P bore away to pass astern of S. A moment later S chose to tack. After sailing free for about a hull length, P resumed her close-hauled course, having lost about a hull length to windward, and passed S a hull length to windward of her. After S tacked, P's luff to close-hauled was not caused by a need to keep clear of S. P protested S under rule 16.1. P claimed that, when S tacked after P had borne away to pass astern of S, S failed to give P room to keep clear. The protest committee disqualified S under rule 16.1. S appealed.

Decision

S's appeal is upheld. She is to be reinstated. S was subject to rule 16.1 only while luffing from a close-hauled starboard-tack course to head to wind. During that time P had room to keep clear, and so S did not break rule 16.1. Rule 16.2 did not apply because it applies only when a boat in S's position bears away. In this case, S luffed. At the moment S turned past head to wind, P became the right-of-way boat under rule 13, and rule 16.1 no longer applied to S. S kept clear of P as required by rule 13. No rule was broken by S.

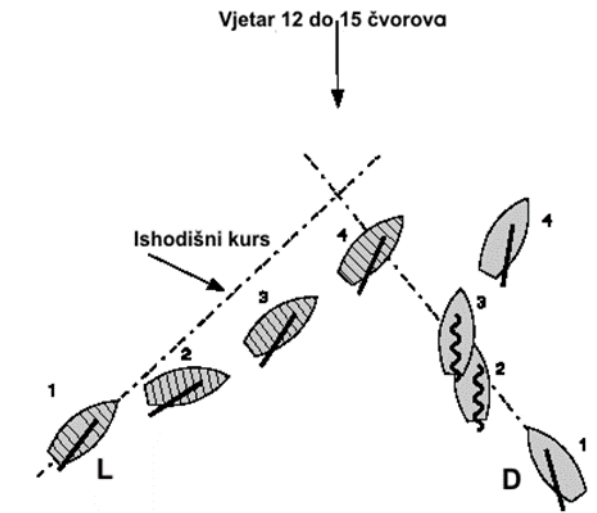
USA 1963/93



SLUČAJ 6

Pravilo 16.1, Mijenjanje kursa Pravilo 16.2, Mijenjanje kursa

Jedrilica na desnim uzdama koja leta nakon što je jedrilica na lijevim uzdama otpadala da joj prođe po krmi nije time prekršila pravilo.



Činjenice

Između položaja 1 i 2 L, je otpadala tako da prođe po krmi D. Trenutak kasnije D je odlučila letati. Nakon što je jedrila ravno, približno jednu dužinu trupa, L je obnovila raniji kurs sasvim uz vjetar pri čemu je izgubila oko jedne duljine trupa prema privjetrini te je prošla D s privjetrinske strane na udaljenosti jedne duljine trupa. Nakon što je D letala prihvaćanje L na kurs sasvim uz vjetar nije bilo izazvano potrebom da se L uklanja D. L je prosvjedovala protiv D zbog prekršaja Pravila 16.1. L je tvrdila da je D letanjem, nakon što je L otpala radi prolaženja po krmi D, propustila da omogući L da joj se uklanja. Prosvjedni odbor je diskvalificirao S zbog prekršaja Pravila 16.1. S se žalila.

Odluka

Žalba je usvojena. Vraćen joj je plasman. D je podlijegala Pravilu 16 samo za vrijeme prihvaćanja od kursa sasvim uz vjetar na desnim uzdama do položaja pramcem u vjetar. Za to vrijeme L je imala prostor za uklanjanje te D nije prekršila pravilo 16.1. Pravilo 16.2 nije primjenjivo jer se primjenjuje samo kada jedrilica D otpada. U ovom slučaju D je prihvaćala. Nakon što je D prošla položaj pramcem u vjetar, L je postala jedrilica s pravom puta prema pravilu 13 a time je prestala primjena pravila 16.1. na D. D se uklanjala L kao što zahtijeva Pravilo 13. D nije prekršila niti jedno pravilo.

USA 1963/93



CASE 7

Rule 11, On the Same Tack, Overlapped

Rule 14, Avoiding Contact

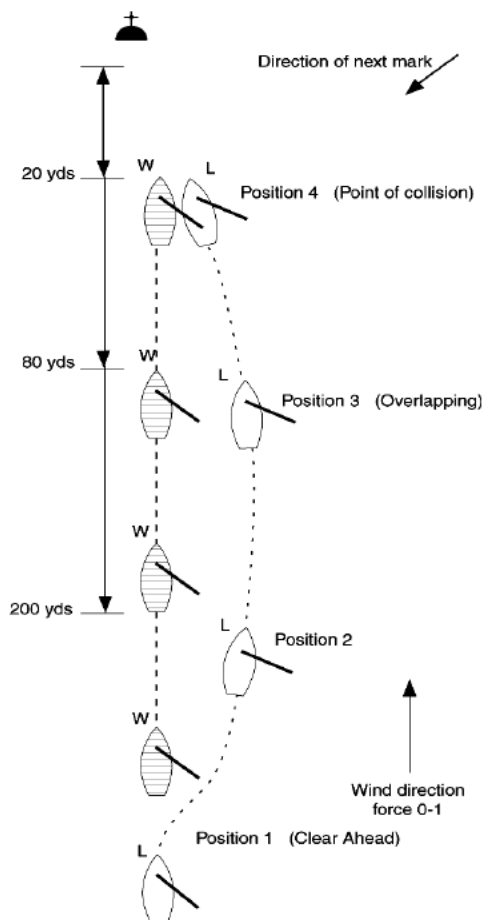
Rule 15, Acquiring Right of Way

Rule 16.1, Changing Course

Rule 17, On the Same Tack; Proper Course

Rule 43.1(c), Exoneration

When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.



Facts

Boats L and W were dinghies, 15 feet (5m) in length. About 200 yards (200 m) from the mark, L became overlapped to leeward of W from clear astern. L was less than two of her hull lengths from W. The two boats then sailed alongside each other, about one-and-a-half hull lengths apart, until they were 80 yards (80 m) from the mark. At this point, L luffed slightly to sail directly to the mark, a luff that did not affect W. W maintained a steady course. L never became clear ahead. W's boom touched L's shroud, without damage or injury, and L protested under rule 11. L's protest was dismissed, and she was disqualified on the grounds that she had not allowed W enough room to fulfil her obligation to keep clear as required by rule 15. L appealed.

(Note: Diagram is not to scale. Distances shown are approximate distances from the next mark. At the time of contact, neither boat had reached the zone around the mark.)

Decision

L's appeal is upheld.

From the moment L became overlapped to leeward of W, rule 11 required W to keep clear of L. At that moment, L was required by rule 15 to give W room to keep clear, but that obligation was not a continuing one, and, at the time of the contact, the overlap had been in existence for a considerable period during which W certainly had room to keep clear.



Rule 17 applied to L because, as the diagram shows, she had been clear astern before the boats became overlapped and was within two of her hull lengths of W when the overlap began. L was justified in changing course to sail directly to the mark, provided that she did not sail above her proper course. It is L's proper course that is the criterion for deciding whether she broke rule 17; W's proper course is not relevant. According to the agreed diagram, L at no time sailed above her proper course. Therefore L did not break rule 17.

Just after position 3 L luffed slightly. Clearly there was room for W to keep clear, and so L did not break rule 16.1. L broke rule 14(a) because she could have avoided contact with W, but she was exonerated by rule 43.1(c) because there was no damage or injury.

W broke rule 11 because she failed to keep clear of L. W could have avoided contact and so she also broke rule 14(a); and, as she was not sailing within the room to which she was entitled under rule 16.1, she was not exonerated by rule 43.1(c).

W is disqualified under rules 11 and 14(a), and L is reinstated.
GBR 1963/10



SLUČAJ 7

Pravilo 11, Na istim uzdama, U preklapanju

Pravilo 14; Izbjegavanje dodira

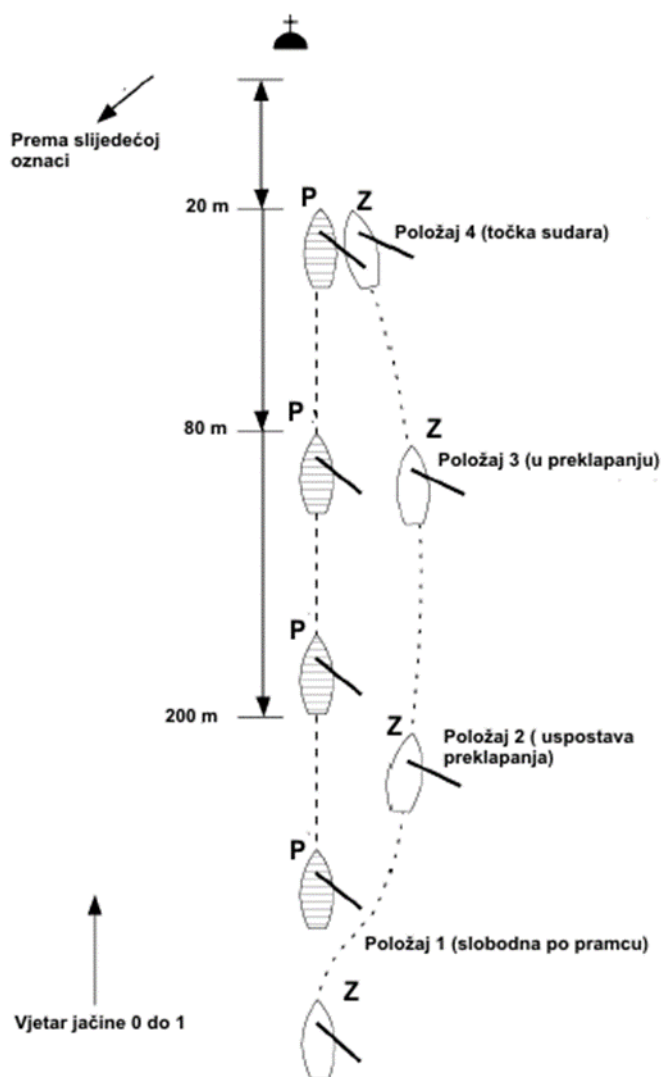
Pravilo 15, Stjecanje prava puta

Pravilo 16.1, Mijenjanje kursa

Pravilo 17, na istim uzdama; pravi kurs

Pravilo 43.1(c), Iskupljenje

Kada, nakon što je bila slobodna po krmi, jedrilica uspostavi preklapanje na strani zavjetrine i unutar svoje dvije duljine trupa od druge jedrilice, jedrilica privjetrine se mora uklanjati, ali jedrilica zavjetrine mora početno dati jedrilici privjetrine prostor za uklanjanje i ne smije jedriti iznad svojeg pravog kursa. Pravi kurs jedrilice privjetrine nije važan.



Činjenice

Jedrilice Z i P su bile male jedrilice, dugačke 15 stopa (5m). Oko 200 m prije oznake Z je iz položaja slobodna po krmi uspostavila preklapanje na strani zavjetrine P. Z je bila manje od dvije duljine trupa udaljena od P. Nakon toga su dvije jedrilice jedrile jedna uz drugu, međusobno udaljene oko jednu i pol duljinu trupa, sve dok se nisu približile oznaci na oko 80 jardi (80 m). U tom trenutku je Z lagano prihvatila da bi se usmjerila na oznaku. Ovo lagano prihvaćanje nije djelovalo na P. P je zadržala stalni kurs. Z nije postala slobodna po pramcu. P je deblenjakom dodirnula priponu jarbola Z, no nije prouzročena ni šteta ni ozljeda, Z je prosvjedovala radi prekršaja pravila 11. Prosvjed Z je odbačen a ona je diskvalificirana radi prekršaja Pravila 15 jer nije dala dovoljno prostora P za uklanjanje. Z se žalila.

(Napomena: Dijagram nije u mjerilu. Prikazane udaljenosti su približne udaljenosti od sljedeće oznake. U trenutku dodira, nijedna jedrilica nije stigla do zone oko oznake.)



Odluka

Žalba Z je usvojena.

Od trenutka kad je Z uspostavila preklapanje na strani zavjetrine P, P je postala, prema Pravilu 11 obvezna uklanjati se Z. Istovremeno Pravilo 15 obvezalo je Z da da P prostor za uklanjanje, međutim ova obveza nije trajna, a u trenutku dodira, preklapanje je postojalo tijekom značajnog vremenskog perioda tijekom kojeg je P svakako imala prostor za uklanjanje. Pravilo 17 primjenjuje se na Z jer kao što crtež pokazuje ona je bila slobodna po krmi prije preklapanja i bila je unutar divlje duljine svojeg trupa od P u trenutku uspostave preklapanja. L je opravdano promjenila kurs kako bi jedrila direktno do oznake, pod uvjetom da ne jedri iznad svojeg pravog kursa. Pravi kurs Z je kriterij za odluku da li je prekršila pravilo 17. Pravi kurs P nije mjerodavan. Prema usklađenom crtežu Z nije niti u jednom trenutku jedrila iznad svojeg pravog kursa. Stoga L nije prekršila pravilo 17.

Odmah nakon položaja 3 Z je neznatno prihvatila. Očito je bilo prostora za P da se uklanja, i stoga Z nije prekršila pravilo 16.1. L je prekršila pravilo 14(a) jer je mogla izbjeći dodir s P, ali je iskupljena pravilom 43.1(c) jer nije prouzročena ni šteta ni ozljeda. P je prekršila pravila 11 jer se nije uklanjala Z. P je mogla izbjeći dodir i tako je prekršila i pravilo 14(a); i, budući da nije jedrila unutar prostora na koji je imala pravo prema pravilu 16.1, nije bila iskupljena prema pravilu 43.1(c). P je diskvalificirana prema pravilima 11 i 14(a), a L je dobila ispravak plasmana.

GBR 1963/10



CASE 8

Rule 42.1, Propulsion: Basic Rule

Rule 42.2(d), Propulsion: Prohibited Actions

Repeated helm movements to position a boat to gain speed on each of a series of waves generated by a passing vessel are not sculling unless they are forceful, and the increase in speed is the result of a permitted use of the water to increase speed.

Facts

Two small dinghies, A and B, were reaching at about hull speed in an 8-knot wind. A large power cruiser passed by rapidly on a parallel course to leeward, creating several large waves. As each wave reached A's quarter, her helmsman moved his tiller without undue force, in a series of course changes rhythmically timed to the passage of the waves under his boat. These actions were repeated for each wave and A gained speed on each occasion. B protested A under rule 42.2(d) for sculling. The protest committee disqualified A, and she appealed.

Decision

A's appeal is upheld. She is to be reinstated.

The movement of the tiller, while repeated, was not forceful. Any gain in speed did not result directly from the tiller movement, but from positioning the boat to take advantage of wave action, which is consistent with rule 42.1. To do so, a helmsman may move his tiller as he thinks best, provided that his movements do not break rule 42.2(d).

USA 1962/91

SLUČAJ 8

Pravilo 42.1, Poriv: Osnovno pravilo

Pravilo 42.2(d), Poriv: Zabranjene radnje

Ponovljeni pokreti kormila za pozicioniranje jedrilice kako bi se ubrzala na svakom od niza valova koje generira prolazeće plovilo nisu veslanje osim ako su snažni, a povećanje brzine rezultat je dopuštene upotrebe vode za povećanje brzine.

Činjenice

Dvije male jedrilice, A i B, su jedrile niz vjetar brzinom približnom brzini trupa pri vjetru od 8 čvorova. Veliki motorni brod prošao je velikom brzinom usporednim kursom na strani zavjetrine stvarajući nekoliko velikih valova. Kad su valovi došli u područje jedrilice A njen je kormilar pokretao rudo kormila bez pretjerane sile preko središnjice jedrilice u nizu izmjena kursa ritmički usklađenih s prolazom valova ispod svoje jedrilice. To je ponavljao na svakom valu i A je pritom svaki put dobivala brzinu. B je prosvjedovala zbog prekršaja pravila 42.2(d) zbog zaveslavanja. Odbor za prosvjede je diskvalificirao A te se ona žalila.

Odluka

Žalba je usvojena. A je dobila ispravak plasmana

Pokretanje kormila, premda ponavljano, nije bilo snažno. Bilo kakvo povećanje brzine nije bilo izravna posljedica pokretanja kormila već je nastupilo postavljanjem trupa jedrilice tako da se iskoristi djelovanje valova, što je u skladu s pravilom 42.1. Da bi to polučio kormilar smije pokretati kormilo onako kako misli da je najbolje, pod uvjetom da pokretanjem kormila nije prekršio pravilo 42.2(d).

USA 1962/91



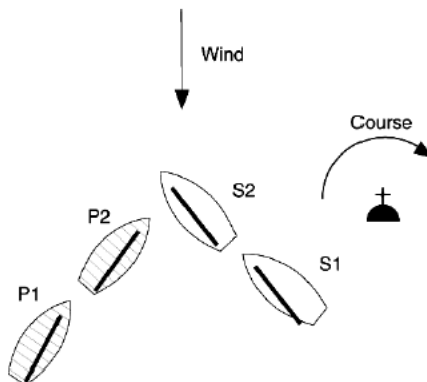
CASE 9

Definitions, Proper Course

Rule 10, On Opposite Tacks

Rule 18.1(a), Mark-Room: When Rule 18 Applies

When a starboard-tack boat chooses to sail past a windward mark, a port-tack boat must keep clear. There is no rule that requires a boat to sail a proper course.



Question

Two close-hauled boats on opposite tacks meet at a windward mark to be left to starboard. S has adequate room to tack and round the mark with due allowance for wind and current but instead of tacking, S holds her course with the intention of forcing P to tack to keep clear. Can P disregard rule 10 if she considers S to be sailing beyond her proper course and to have sufficient room to round the mark?

Answer

No.

Rule 10 applies. Rule 18 does not apply if the boats are in any of the four situations described in rules 18.1(a)(1), (2), (3) or (4). In this case, both rule 18.1(a)(1) and rule 18.1(a)(2) apply to S and P. They are on opposite tacks on a beat to windward (see Case 132), and the proper course for S, but not P, is to tack.

When S chooses to hold her course, P must keep clear. While in certain circumstances boats are prohibited from sailing above a proper course, there is no rule that requires a boat to sail her proper course.

GBR 1964/2; revised by World Sailing 2021



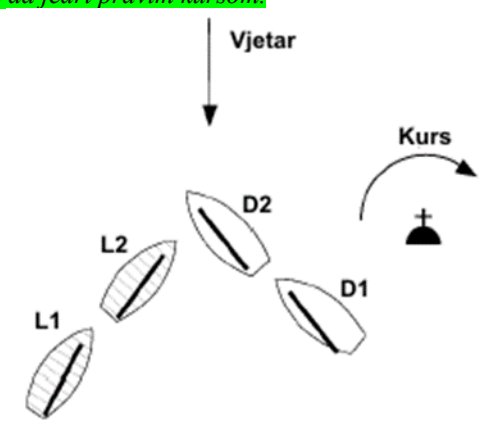
SLUČAJ 9

Definicije; Pravi kurs

Pravilo 10, Na suprotnim uzdama

Pravilo 18.1(a), Prostor oznake: Primjena pravila 18

Kada jedrilica na desnim uzdama odluči jedriti pored oznake privjetrine, jedrilica na lijevom uzdama mora se uklanjati. Ne postoji pravilo koje zahtijeva od jedrilice da jedri pravim kursom.



Pitanje

Dvije jedrilice jedreći na suprotnim uzdama sasvim uz vjetar susreću se kod oznake privjetrine koju treba ostaviti s desne strane. D ima odgovarajući prostor za letanje i obilaženje oznake uzimajući u obzir djelovanje struje i vjetra ali umjesto letanja D je zadržala svoj kurs s namjerom da prisili L na letanje radi uklanjanja. Smije li L zanemariti pravilo 10 ukoliko smatra da D jedri iznad svojeg pravog kursa te da ima dovoljno prostora za obilazak oznake?

Odgovor

Ne.

Pravilo 10 je u primjeni. Pravilo 18 se ne primjenjuje ukoliko se jedrilice nalaze se u bilo kojoj od četiri situacije opisane u pravilima 18.1(a)(1), (2), (3) ili (4). U ovom slučaju, i pravilo 18.1(a)(1) i pravilo 18.1(a)(2) se primjenjuju na D i L. One su na Nalaze se na suprotnim uzdama na stranici uz vjetar (vidjeti Slučaj 132), a pravi kurs za D, ali ne i za L, je letanje.

Kada D odabire zadržavanje svojeg kursa, L se mora uklanjati. Dok je u izvjesnim okolnostima jedrilicama pravilima zabranjeno jedrenje iznad pravog kursa, ne postoji pravilo koje zahtijeva da jedrilica jedri pravim kursom

GBR 1964/2; preinačeno World Sailing 2021

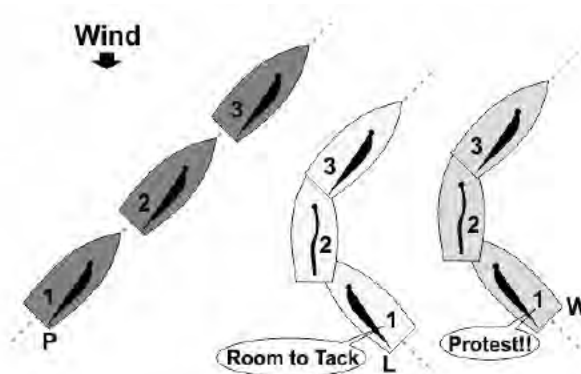


CASE 10

Rule 20, Room to Tack at an Obstruction

If a boat hails 'Room to tack' when she is neither approaching an obstruction nor sailing close-hauled or above, she breaks rule 20.1. The hailed boat is required to respond even if the hail breaks rule 20.1.

Facts for Question 1



L and W are close-hauled on starboard tack. L is on a collision course with P, a boat racing, close-hauled on port tack. L hails 'Room to tack'. W responds and protests.

Question 1

How does rule 20 apply to this situation?

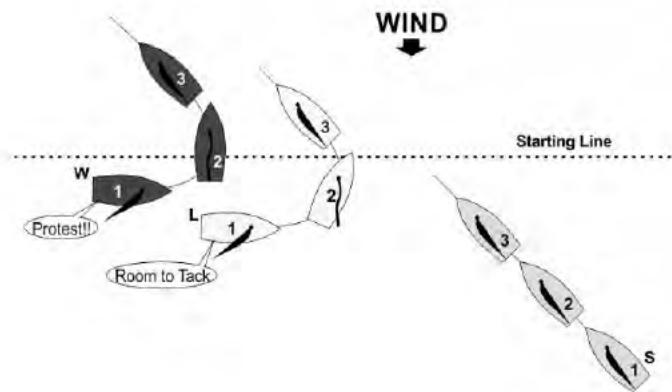
Answer 1

Although there is risk of collision between L and P, P is not an obstruction to L and W because neither L nor W is required to keep clear of her.

At the time L hails for room to tack, she is not approaching an obstruction and she breaks rule 20.1(a).

Rule 20.2(b) requires W to respond to L's hail even if the requirements of rule 20.1 are not met. Therefore, W must either tack as soon as possible or hail 'You tack' and then give room for L to tack and avoid her. When W responds, L must tack as soon as possible. W responds by tacking and breaks no rule.

Facts for Question 2



L and W are reaching along the starting line on port tack. L is on a collision course with S, approaching the line close-hauled on starboard tack. L hails 'Room to tack'. W responds and protests.

Question 2

How does rule 20 apply to this situation?

Answer 2

S is an obstruction to both W and L. At the time L hails for room to tack, she is approaching an obstruction and will need to make a substantial course change to avoid it. However, because she is not sailing close-hauled or above, she breaks rule 20.1(b).

As in Answer 1, rule 20.2(b) requires W to respond to the hail even if the requirements of rule 20.1 are not met. Therefore, W must either tack as soon as possible or hail 'You tack' and then give room for L to tack and avoid her. W responds by tacking and breaks no rule. If L fails to tack, and for example sails astern of S, she also breaks rule 20.2(d).

GBR 2016/1

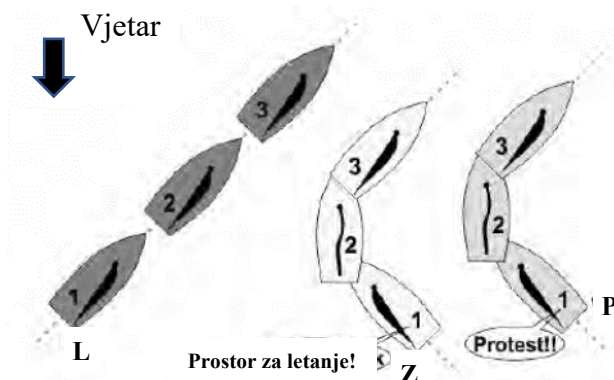


SLUČAJ 10

Pravilo 20, Prostor za letanje kod zapreke

Ako jedrilica dovikne „Prostor za letanje“ kada se ne približava zapreci niti jedri oštro uz vjetar ili iznad toga, prekršila je pravilo 20.1. jedrilica kojoj se dovikuje dužna je odgovoriti čak i ako dovik krši pravilo 20.1.

Činjenice za pitanje 1



Z i P jedre sasvim uz vjetar desnim uzdama. Z je na kursu sudara s L, jedrilicom koja jedri sasvim uz vjetar lijevom uzdama. Z dovikuje 'Mjesto za letanje'. P odgovara i prosvjeduje.

Pitanje 1

Kako se pravilo 20 primjenjuje na ovu situaciju?

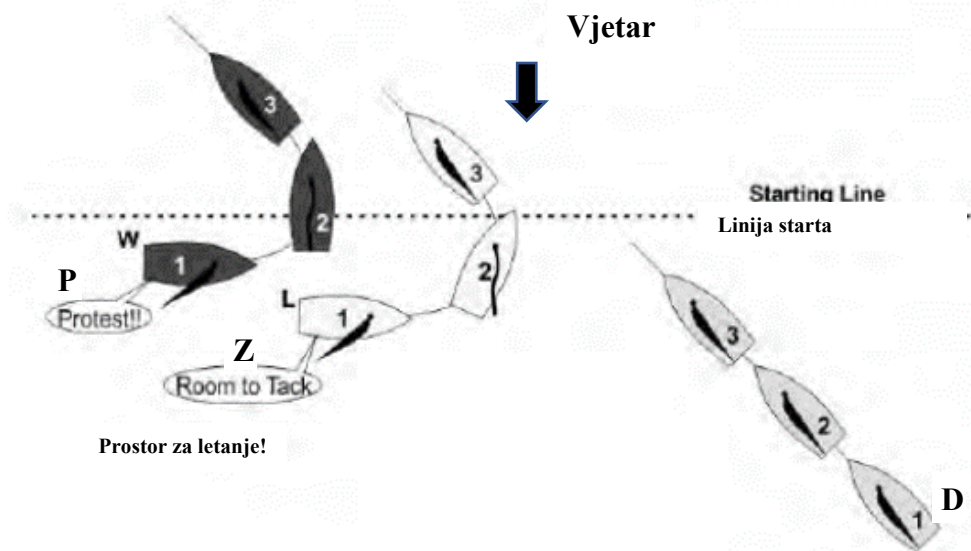
Odgovor 1

Iako postoji rizik od sudara između Z i L, L nije zapreka za Z i P jer joj se ni Z ni P nisu dužne uklanjati.

U trenutku kada L dovikuje „Prostor za letanje“, ona se ne približava zapreci i krši pravilo 20.1(a).

Pravilo 20.2(b) zahtijeva od P da odgovori na dovik Z čak i ako nisu ispunjeni zahtjevi pravila 20.1. Stoga P mora ili letati što je prije moguće ili doviknuti „Vi letajte“ i zatim Z dati prostor za letanje i izbjegne je. Kada P odgovori, L mora letati što je prije moguće. P je odgovorila letanjem i nije prekršila nijedno pravilo.

Činjenice za pitanje 2



Z i P jedre lijevom uzdama uzduž linije starta. Z je na kursu sudara s D, koja se približava liniji jedreći desnom uzdama sasvim uz vjetar. Z dovikuje „Prostor za letanje“. P odgovara i prosvjeduje.

Pitanje 2

Kako se pravilo 20 primjenjuje na ovu situaciju?

Odgovor 2

D je zapreka i za Z i za P. U trenutku kada Z dovikuje „Prostor za letanje“, približava se zapreci i morati će napraviti značajnu promjenu kursa kako bi je izbjegla. Međutim, budući da ne jedri sasvim uz vjetar ili iznad toga, krši pravilo 20.1(b).

Kao u Odgovoru 1, pravilo 20.2(b) zahtijeva od P da odgovori na dovik čak i ako nisu ispunjeni zahtjevi pravila 20.1. Stoga P mora ili letati što je prije moguće ili doviknuti „Vi letajte“ i zatim dati Z prostor za letanje i izbjegne ju. P odgovara letanjem i ne krši nijedno pravilo. Ako Z ne leta i, na primjer, jedri po krmi D, ona također krši pravilo 20.2(d).

GBR 2016/1



CASE 11

Definitions, Obstruction

Rule 14, Avoiding Contact

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

Rule 20.1, Room to Tack at an Obstruction: Hailing

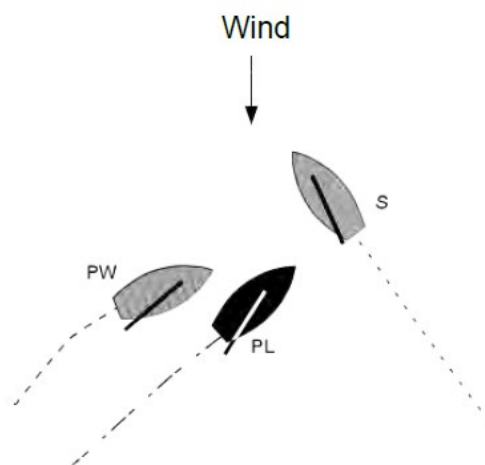
Rule 43, Exoneration

When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

Facts

PW and PL, close-hauled on port tack and overlapped, approached S on the windward leg. PL could pass safely astern of S. PW, on a collision course with S, hailed PL for room to pass astern of S when PW and PL were about three hull lengths from S. PL ignored the hail and maintained her course. When PW bore away to avoid S, she and PL had slight beam-to-beam contact with no damage or injury. PW protested under rule 19.2(b).

The protest committee held that rule 19.2(b) did not apply, stating that PW could easily have tacked into the open water to windward to keep clear, and should have done so. PW was disqualified under rule 11 and appealed.



Decision

S was an obstruction to PW and PL because both PW and PL would each have needed to change course substantially if they had been sailing directly towards S and were one hull length from her, and because they both were required by rule 10 to keep clear of her (see the definition Obstruction). Under rule 19.2(a),

PL, as the right-of-way boat, was entitled to pass S on either side. She chose to pass to leeward of S. Therefore, under rule 19.2(b) PW was entitled to room between PL and the stern of S. PL did not give PW that room, so PL broke rule 19.2(b). PL was subject to rule 14, but since she held right of way over PW and there was no damage or injury, she was exonerated by rule 43.1(c) for breaking that rule.

This would have been so even if PW had not hailed for room.

PW could not have known that PL was not going to give sufficient room until she was committed to pass between S and PL. PW broke rule 11, but, because she was sailing within the room to which she was entitled by rule 19.2(b), she was exonerated by rule 43.1(b).

When it became clear that PL was not giving room, it was not reasonably possible for PW to avoid the contact that occurred, so PW did not break rule 14.

PW was not required to 'tack into open water to windward to keep clear' because PL did not hail under rule 20.1 for room to tack and avoid S. Had PL hailed, PW would have been required by rules 20.2(b) and 20.2(c) to respond even though rule 20.1(a) prohibited PL from hailing because she did not have to make any change of course to avoid S.

PW's appeal is upheld. The decision of the protest committee disqualifying PW is reversed. PW is reinstated, and PL is disqualified for breaking rule 19.2(b). (See Case 125 for discussion of a similar situation.)

GBR 1964/18



SLUČAJ 11

Definicije; Zapreka

Pravilo 14; Izbjegavanje dodira

Pravilo 19.2(a), Prostor za prolazak zapreke: Davanje prostora kod zapreke

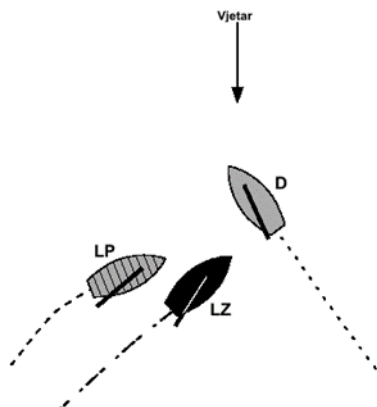
Pravilo 20.1, Prostor za letanje kod zapreke: Dovikivanje

Pravilo 43, Iskupljenje

Kada su jedrilice u preklapanju kod zapreke, uključujući zapreku koja je jedrilica s pravom puta, vanjska jedrilica mora dati unutarnjoj jedrilici prostor između sebe i zapreke.

Činjenice

LP i LZ, jedreći lijevom uzdama u preklapanju sasvim uz vjetar, približavaju se D na putu prema oznaci privjetrine. LZ bi mogla projedriti sigurno po krmi D. LP, na kursu sudara s D, zatražila je dovikom prostor za prolaz po krmi D na udaljenosti LP i LZ oko tri duljine trupa od D. LZ je ne obazirući se na dovik nastavila svojim kursom. Kad je LP otpala radi izbjegavanja sudara s D, došlo je do njenog dodira bok u bok s LZ bez štete ili ozljede. LP je prosvjedovala radi prekršaja pravila 19.2(b). Odbor za prosvjede zaključio je da se pravilo 19.2(b) ne primjenjuje, navodeći da je LP jednostavno mogla letati prema slobodnoj vodi u privjetrini radi uklanjanja, i trebala je tako i djelovati. LP je diskvalificirana zbog prekršaja pravila 11 ali se žalila.



Odluka

D je, za LP i LZ, bila zapreka jer bi i LP i LZ morale znatno promijeniti kurs da su jedrile izravno prema S i bile udaljene jednu duljinu trupa od nje, i jer su obje bile dužne njoj se uklanjati prema pravilu 10 (vidjeti definiciju Zapreka). Prema pravilu 19.2(a), LZ, kao jedrilica s pravom puta, imala je pravo proći pored S s bilo koje strane. Odabrala je proći u zavjetrini D. Stoga je prema pravilu 19.2(b) LP imala pravo na prostor između LZ i krme D. LZ nije dala taj prostor LP te je prekršila pravilo 19.2(b).

LZ je prilikom dodira prekršila pravilo 14 no bila je jedrilica s pravom puta prema LP te je iskupljena prema pravilu 43.1(c) jer nije bilo ni štete ni ozljede.

To bi bilo tako čak i da LP nije dovikom tražila prostor.

LP nije mogla znati da joj LZ ne daje dovoljan prostor sve dok već nije bila u prolazu između D i LZ. LP je prekršila pravilo 11 ali zato jer je jedrila u prostoru na koji je imala pravo prema pravilu 19.2(b), iskupljena je pravilom 43.1(b).

Kad je postalo jasno da joj LZ ne daje prostor LP nije bilo nikako moguće izbjegniti dodir što znači da nije prekršila pravilo 14.

LP nije bila dužna „letati u slobodnu vodu u privjetrini D kako bi se uklanjala LZ jer LZ nije doviknula prema pravilu 20.1 za prostor za letanje i izbjegavanje D. Da je LZ doviknula, LP bi bila dužna odgovoriti prema pravilima 20.2(b) i 20.2(c) iako je pravilo 20.1(a) zabranjivalo LZ dovik jer nije morala mijenjati kurs kako bi izbjegla D.

Žalba je usvojena. Odluka odbora za prosvjede je izmijenjena. LP je dobila ispravak a LZ je diskvalificirana za prekršaj pravila 19.2(b). (Vidjeti Slučaj 125 radi diskusije o sličnoj situaciji.)

GBR 1964/18



CASE 12

Definitions, Clear Astern and Clear Ahead; Overlap

Rule 11, On the Same Tack, Overlapped

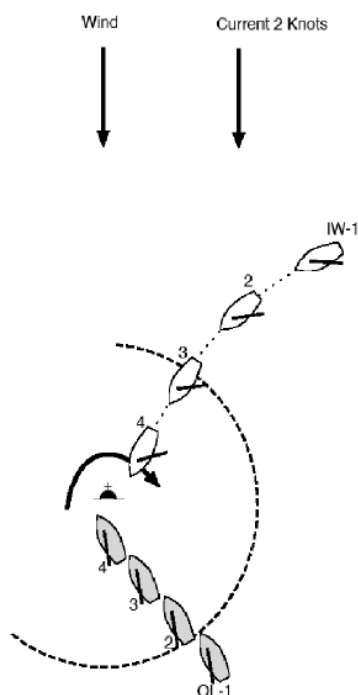
Rule 14, Avoiding Contact

Rule 18.1, Mark-Room: When Rule 18 Applies

Rule 18.2(a)(1), Mark-Room: Giving Mark-Room

Rule 43, Exoneration

In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.



Facts

OL and IW were approaching a mark to be left to starboard. The wind was light and there was a 2-knot current in the same direction as the wind. IW, which had sailed high on the course to the mark to offset the effect of the current, approached it with the current, almost on a run. OL, on the other hand, had been set to leeward and, at position 1, about three hull lengths from the mark, was sailing close-hauled slowly against the current. IW twice hailed for water, and OL twice replied, 'You can't come in here.' At the last moment, shortly after position 4 in the diagram, as IW luffed to begin her passing manoeuvre OL tried to give her room, but the two dinghies made contact. There was no damage or injury.

OL protested under rule 11 but was herself disqualified under rule 18.2(a)(1). She appealed, asserting that it was illogical and beyond the intention of the definition Clear Astern and Clear Ahead; Overlap and of rule 18 to consider as overlapped two boats whose headings differed by 90 degrees. She also asserted that the purpose of rule 18 was to protect a boat in danger of hitting the mark that was unable to go astern of the outside boat. She further argued that throughout IW's approach to the mark until she finally luffed, she was easily able to pass astern of OL, and that IW was not an 'inside' boat until a moment before contact.

Decision

OL's appeal is dismissed and her disqualification is confirmed.

The boats were required to leave the mark on the same side and were on the same tack, and so rule 18 applied after position 1 when OL reached the zone. From that time until contact occurred, neither boat was clear astern of the other and so they were overlapped (see the definition Clear Astern and Clear Ahead; Overlap). Therefore, the first sentence of rule 18.2(a)(1) applied, limiting the rights of OL, the outside boat, under rule 11 by requiring her to give IW, the inside boat, mark-room. OL did not give IW mark-room, and so OL is disqualified under 18.2(a)(1).

IW broke rule 11, but did so while sailing within the mark-room to which she was entitled, and therefore was exonerated by rule 43.1(b).

Both boats broke rule 14(a) because each of them could have avoided the contact. However, because OL was the right-of-way boat and IW was entitled to mark-room, and there was no damage or injury, both were exonerated by rule 43.1(c) for breaking rule 14.

Case 150 discusses issues regarding the definition Overlap and the right to room at an obstruction.

GBR 1964/19



SLUČAJ 12

Definicije; Slobodna po krmi i Slobodna po pramcu; Preklapanje

Pravilo 11, Na istim uzdama, U preklapanju

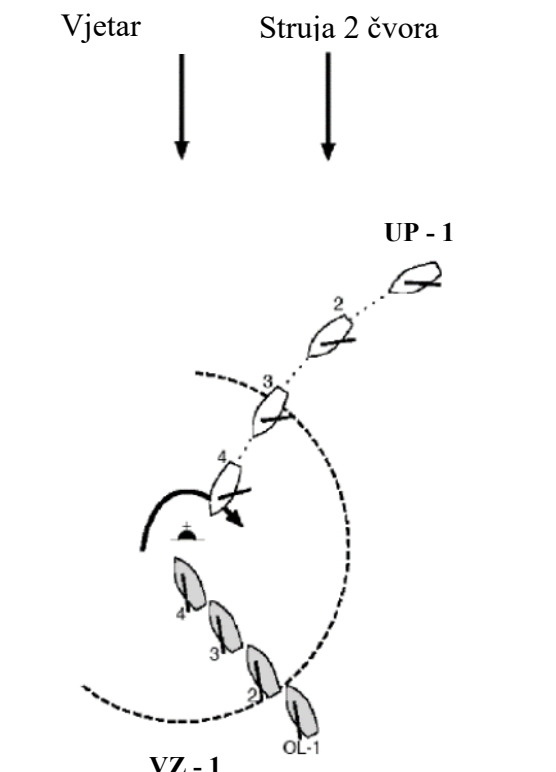
Pravilo 14; Izbjegavanje dodira

Pravilo 18.1(a), Prostor oznake; Primjena pravila 18

Pravilo 18.2(a)(2); Prostor oznake; Davanje prostora oznake

Pravilo 43., Iskupljenje

Pri određivanju prava unutarne jedrilice na prostor oznake, prema pravilu 18.2(a)(1) činjenica da su jedrilice potpuno različitog kursa nema značenja ukoliko postoji preklapanje u trenutku kada prva od njih dostigne zonu.



Činjenice

VZ i UP približavale su se oznaci koju je trebalo ostaviti s desne strane. Vjetar je bio slab, a struja od 2 čvora u istom smjeru kao i vjetar. UP, koja je jedrila visoko na kursu do oznake kako bi ublažila učinak struje, približila joj se sa strujom, gotovo jedreći u krmu. VZ, s druge strane, se nalazila u zavjetrini i na poziciji 1, oko tri duljine svojeg trupa od oznake, te je jedrila sasvim uz vjetar, polako protiv struje. UP je dva puta dovikom tražila vođu, a VZ je dva puta odgovorila: "Ne možete ovdje doći." U posljednjem trenutku, ubrzo nakon pozicije 4 na crtežu, dok je UP prihvaćala kako bi započela manevar pretjecanja, VZ joj je pokušala dati prostor, ali su se jedrilice sudarile. Nije bilo štete ni ozljeda.

VZ je prosvjedovala zbog prekršaja pravila 11, ali je diskvalificirana prema pravilu 18.2(a)(1). Žalila se, tvrdeći da je nelogično i izvan namjere definicije Slobodna po krmi i Slobodna po pramcu; Preklapanje i pravila 18 smatrati da su dvije jedrilice, čiji se kursovi razlikuju za 90 stupnjeva, u preklapanju. Također je tvrdila da je svrha pravila 18 zaštititi jedrilicu u opasnosti od udara u oznaku koju nije mogla proći po krmi vanjske jedrilice. Nadalje je tvrdila da je tijekom cijelog prilaska UP oznaci sve dok konačno nije prihvatila, lako mogla proći po krmi unatrag VZ, te da UP nije bil „unutarnja“ jedrilica do trenutka prije dodira.

Odluka

Žalba VZ se odbacuje i njezina diskvalifikacija se potvrđuje.

Jedrilice su morale ostaviti oznaku s iste strane i bile su na istim uzdama, pa se pravilo 18 primjenjivalo nakon pozicije 1 kada je VZ stigla u zonu. Od tog trenutka do dodira, niti jedana jedrilica nije bila slobodna po krmi i stoga su bile u preklapanju (vidjeti definiciju Slobodna po krmi, Slobodna po pramcu; Preklapanje). Stoga se primjenjuje prva rečenica pravila 18.2(a)(1), ograničavajući prava VZ, vanjske jedrilice, prema pravilu 11 tako što se od nje zahtijeva da da UP, unutarnjoj jedrilici, prostor oznake. VZ nije dala UP prostor oznake, pa je VZ diskvalificiran prema 18.2(a)(1).

UP je prekršila pravilo 11, ali je to učinila jedreći unutar prostora oznake na koji je imala pravo, te je stoga iskupljena prema pravilu 43.1(b).

Obje jedrilice su prekršile pravilo 14(a) jer je svaka od njih mogla izbjeći dodir. Međutim, budući da je VZ bila jedrilica s pravom puta, a UP je imala pravo na prostor oznake, te nije bilo štete ili ozljede, oba iskupljena prema pravilu 43.1(c) za kršenje pravila 14.

Slučaj 150 raspravlja o pitanjima u vezi s definicijom Preklapanje i pravom na prostor kod zapreke.

GBR 1964/19



CASE 13

Definitions, Proper Course

Rule 11, On the Same Tack, Overlapped

Rule 14, Avoiding Contact

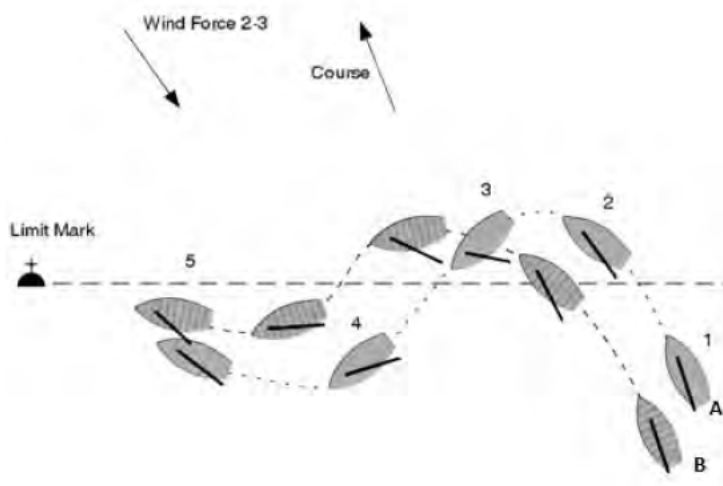
Rule 15, Acquiring Right of Way

Rule 16.1, Changing Course

Rule 17, On the Same Tack; Proper Course

Rule 43.1(c), Exoneration

Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.



Facts

As the two 14-foot (4 m) dinghies, A and B, manoeuvred before the starting signal, they crossed the starting line. While bearing away to return to the pre-start side, A, initially the windward boat, assumed a leeward position by sailing under B's stern. Immediately after position 4, A luffed to close-hauled and sailed straight or the port end of the line. B meanwhile, with sheets eased, sailed along the line more slowly. At position 5, there was contact, B's boom touching A's windward shroud. A protested B under rule 11; B counter-protested under rules 12 and 15.

The protest committee found that A had right of way under rule 11 from the time she assumed a steady course until contact. B had room to keep clear, although she would have had to cross the starting line prematurely to do so.

Therefore, it dismissed B's protest and upheld the protest by A. B appealed, this time citing rule 16.1.

Decision

B's appeal is dismissed.

Between positions 2 and 3 A became overlapped to leeward of B, acquiring right of way under rule 11 but limited by rule 15's requirement to initially give room to B to keep clear. A met that requirement because A gave B room to keep clear. Just after position 4, when A luffed to a close-hauled course, she was required by rule 16.1 to give B room to keep clear, and she did so.

A had been clear astern of B and was within two of her hull lengths of B when she became overlapped to leeward of B. Therefore, she was required by rule 17 to sail no higher than her proper course. However, she had no proper course before the starting signal (see the definition Proper Course) and the starting signal was not made until after the incident. Therefore, A's luff did not break rule 17 and she was in fact entitled to luff higher than she did, even as high as head to wind, as long as while so doing she complied with rule 16.1.

After A became overlapped to leeward of B, B was required by rule 11 to keep clear of A. She did not do so and accordingly her disqualification under rule 11 is upheld. In addition, B broke rule 14(a) because she could have avoided the contact with A; and as she was not sailing within the room to which she was entitled under rule 16.1, she was not exonerated by rule 43.1(c).

A also broke rule 14(a) because it would have been easy for her to bear off slightly and avoid the contact. However, she was exonerated by rule 43.1(c) because she was the right-of-way boat and there was no damage or injury.

GBR 1965/10



SLUČAJ 13

Definicije; Pravi kurs

Pravilo 11, Na istim uzdama, U preklapanju

Pravilo 14; Izbjegavanje dodira

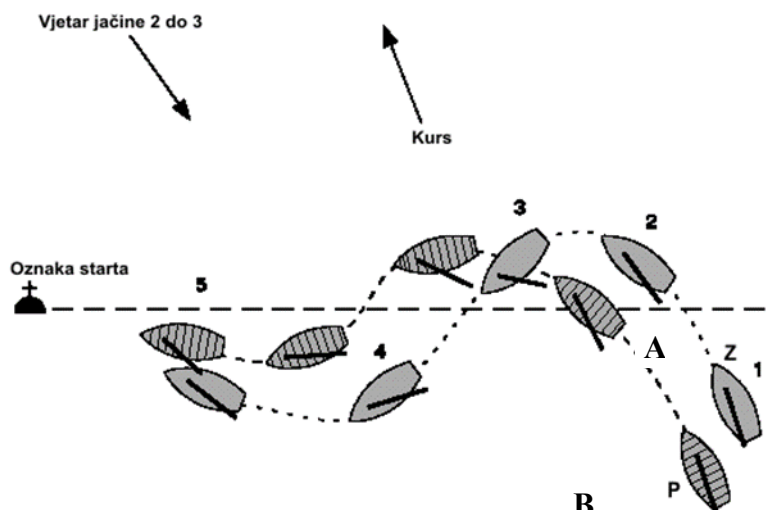
Pravilo 15, stjecanje prava puta

Pravilo 16.1, Mijenjanje kursa

Pravilo 17, na istim uzdama; pravi kurs

Pravilo 43.1(c), Iskupljenje

Prije svog signala starta, jedrilica u zavjetrini ne krši pravilo jedrenjem kursom višim od kursa jedrilice u privjetrini.



Činjenice

Dok su dvije jedrilice duljine 14 stopa (4 m), A i B, manevrirale prije signala starta, prešle su liniju starta. Dok su otpadale kako bi se vratile na pred-startnu stranu, A, koja je početno bila na strani privjetrine, zauzela je položaj u zavjetrini jedreći ispod krme B. Odmah nakon položaja 4, A je prihvaćala prema smjeru sasvim uz vjetar i zajedrila ravno prema lijevoj strani linije. B je u međuvremenu, popušenim jedrima, jedrila duž linije, manjom brzinom. U položaju 5 došlo je do dodira, debljenjak B je dodirnuo privjetrinsku priponu A. A je prosvjedovala zbog prekršaja Pravila 11; dok B je prosvjedovala zbog prekršaja Pravila 12 i 15. Odbor za prosvjede ustanovio je da je A imala pravo puta prema Pravilu 11 od trenutka kad je zauzela stalni kurs pa sve do dodira. B je imala dovoljno prostora za uklanjanje, premda bi pri tom morala prijeći liniju starta prije signala starta. Stoga je prosvjed B odbačen a prosvjed A prihvaćen. B se žalila ovaj put navodeći Pravilo 16.1.

Odluka

Žalba B je odbačena.

Između položaja 2 i 3 A je došla u preklapanje u zavjetrini B, stječući time pravo puta prema pravilu 11 ali ograničeno zahtjevom Pravila 15 da mora početno dati P prostor za uklanjanje. A je ispunila ovaj zahtjev dajući B prostor za uklanjanje.

Tek nakon položaja 4, kada je A prihvaćala prema kursu sasvim uz vjetar pravilo 16.1 zahtijevalo je da da B prostor za uklanjanje što je A i napravila.

A je bila slobodna po krmi B i unutar dvije duljine trupa B kada je postala preklapljen u zavjetrini B. Stoga prema pravilu 17 nije smjela jedriti iznad svojeg pravog kursa. Međutim, nije imala pravi kurs prije signala starta (vidi definiciju Pravi kurs) a signal starta je dan nakon incidenta.

Stoga A prihvaćanjem nije prekršila pravilo 17, a imala je pravo prihvaćati i više nego je učinila, čak sve do pramcem u vjetar, i sve dok je pritom postupala u skladu s pravilom 16.1.

Nakon što je A postala preklapljen u zavjetrini B, B je bila dužna prema pravilu 11 izbjegavati A. Ona to nije učinila i stoga se njezina diskvalifikacija prema pravilu 11 potvrđuje.

Dodatno, P je prekršila Pravilo 14(a) jer je mogla izbjegnuti dodir s A; i kako nije jedrila u prostoru na koji je imala pravo prema pravilu 16.1, nije iskupljena prema pravilu 43.1(c).

A je također prekršila Pravilo 14(a) jer je njoj bilo jednostavno lagano otpasti i izbjegnuti dodir. Bilo kako bilo iskupljena je prema pravilu 43.1(c) jer je imala pravo puta i jer nije bili ni štete ni ozljede.

GBR 1965/1



CASE 14

Definitions, Proper Course

Rule 11, On the Same Tack, Overlapped

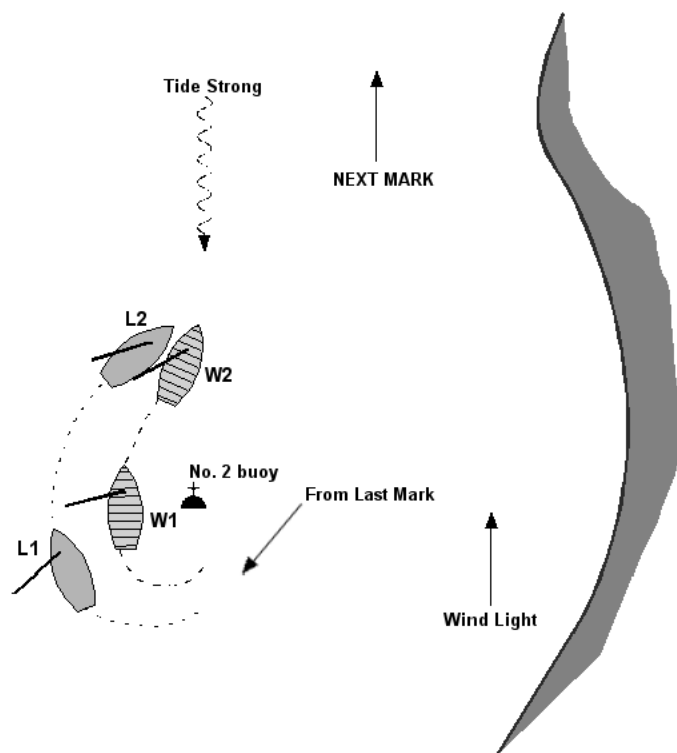
Rule 14, Avoiding Contact

Rule 16.1, Changing Course

Rule 17, On the Same Tack; Proper Course

Rule 43.1(c), Exoneration

When, because of a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.



Facts

After rounding the windward mark in light wind the fleet divided, some boats sailing towards shore to get out of the tide and others remaining offshore in hopes of a better wind. L had established an overlap to leeward of W from clear astern while within two of her hull lengths of W, and they rounded the mark overlapped. W chose to remain offshore, while L began to luff slowly and informed W of her intention to go inshore. W replied, 'You have no right to luff.' L replied that she was sailing her proper course and W was required to keep clear. The discussion took some time. L continued to gradually change course, and at no time did W state that she was unable to keep clear. The boats touched and both protested. The protest committee disqualified L under rule 17 for sailing above her proper course, and she appealed.

Decision

When, owing to a difference of opinion on the proper course to be sailed, two boats on the same tack converge, W is required by rule 11 to keep clear and by rule 14 to avoid contact.

This case illustrates the fact that two boats on the same leg sailing very near to one another can have different proper courses. Which of two different courses is the faster one to the next mark cannot be determined in advance and is not necessarily proven by one boat or the other reaching the next mark ahead.

The basis for W's protest was that L sailed above her proper course while subject to rule 17. L's defence and counter-protest were that she had decided that the inshore course out of the tide would result in her sailing the course more quickly and that, therefore, the course she was sailing was her proper course. In addition, L argued that W had broken rules 11 and 14.

The facts found do not show that L sailed above her proper course; therefore she did not break rule 17. When L luffed slowly between positions 1 and 2, W had room to keep clear, so L did not break rule 16.1. L could have avoided contact with W. By not doing so, she broke rule 14(a), but was exonerated by rule 43.1(c) for breaking it because she was the right-of-way boat and the contact caused no damage or injury.

By failing to keep clear of L, W broke rule 11. W could have avoided the contact, and by not doing so she too broke rule 14(a); but because she was not sailing within the room to which she was entitled under rule 16.1, she was not exonerated by rule 43.1(c). L's appeal is upheld. L is reinstated, and W is disqualified for breaking rules 11 and 14(a).

GBR 1966/3



SLUČAJ 14

Definicije; Pravi kurs

Pravilo 11, Na istim uzdama, U preklapanju

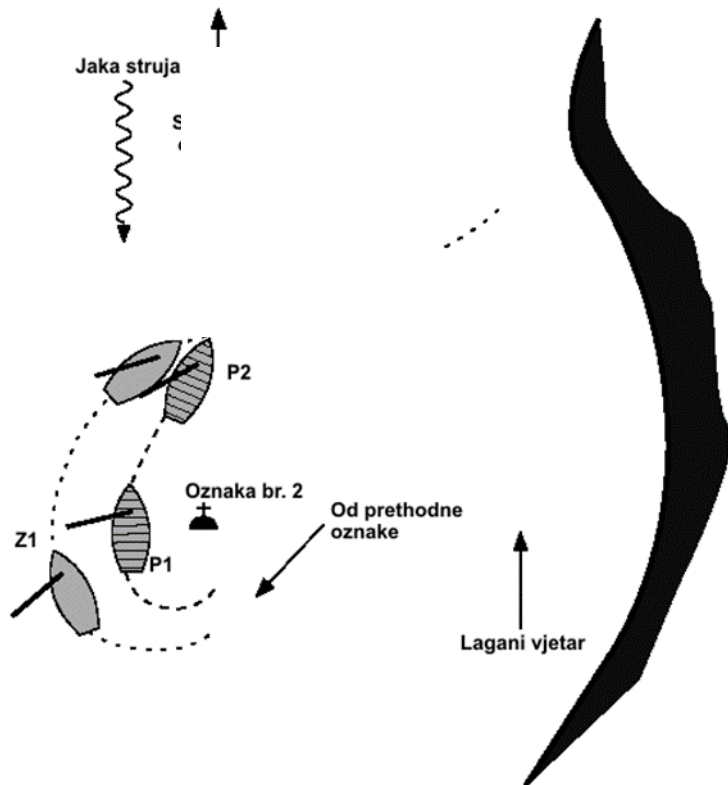
Pravilo 14; Izbjegavanje dodira

Pravilo 16.1, Mijenjanje kursa

Pravilo 17, na istim uzdama; pravi kurs

Pravilo 43.1(c), Iskupljenje

Kada se, zbog razlike u mišljenju o pravom kursu jedrilice u zavjetrini, dvije jedrilice na istim uzdama približe, jedrilica u privjetrini mora se uklanjati. Dvije jedrilice na istoj stranici kursa koje jedre blizu jedana drugoj mogu imati različiti pravi kurs.



Činjenice

Nakon obilaženja oznake privjetrine pri laganom vjetru, flota se razdijelila, te su neke jedrilice otišle prema obali da se maknu iz područja jake struje dok su druge ostale dalje od obale u nadi jačeg vjetra. Iz položaja slobodna po krmi Z je došla u preklapanje u zavjetrini P, unutar dviju duljina svojeg trupa te su obišle oznaku u preklapanju. P je odlučila jedriti dalje od obale dok je Z počela polako prihvaćati obavještavajući P o svojoj namjeri da jedri prema obali. P je odgovorila: "Nemate pravo prihvaćati!". Z je odgovorila da jedri svojim pravim kursom i da se P mora uklanjati. Raspravljanje je potrajalo neko vrijeme. Z je mijenjala kurs vrlo postepeno a P nije ni u jednom trenutku ustvrdila da se ne može uklanjati. Nakon dodira obje jedrilice su prosvjedovale. Odbor za prosvjede je diskvalificirao Z radi prekršaja pravila 17. jer je jedrila iznad svojeg pravog kursa. Z se žalila.

Odluka

Kada se, zahvaljujući različitom mišljenju o pravom kursu kojim treba jedriti, dvije jedrilice na istim uzdama međusobno približavaju, P se prema pravilu 11 mora uklanjati Z a prema pravilu 14 mora izbjegavati sudar.

Slučaj prikazuje činjenicu da dvije jedrilice jedreći na istoj stranici kursa vrlo blizu jedna drugoj mogu imati različiti pravi kurs. Koji od dva različita kursa je brži za dostizanje sljedeće oznake ne može su odrediti unaprijed i nije nužno dokazano tako da jedna ili druga jedrilica dosegne sljedeću oznaku ranije.

Osnova za prosvjed P bilo je da je Z jedrila iznad pravog kursa i prekršila Pravilo 17.1. Obrana Z i njezin protu-prosvjed tvrdio je da je da je odlučila da će kurs uz obalu i izvan struje rezultirati bržom plovidbom i da je kurs kojim je jedrila bio za nju pravi kurs. Dodatno, Z je tvrdila da je P prekršila pravila 11 i 14.

Uvrđene činjenice ne ukazuju da je Z jedrila iznad svojeg pravog kursa. Stoga nije prekršila pravilo 17. Kada je Z polagano prihvaćala između položaja 1 i 2, P je imala prostor za uklanjanje tako da Z nije prekršila pravilo 16.1

Z je mogla izbjeći sudar s P. Nije to učinila te je prekršila pravilo 14(a), ali je iskupljena prema pravilu 43.1(c) jer je imala pravo puta i jer nije bilo ni štete ni ozljede.

P se nije uklanjala Z te je prekršila pravilo 11. P je mogla izbjegniti dodir a kako to nije učinila prekršila je pravilo 14(a); budući da nije jedrila u nutar prostora na koji je imala pravo prema pravilu 16.1, nije iskupljena pravilom 43.1(c).

Žalba Z je usvojena. Z je dobila ispravak plasmana, a P je diskvalificirana radi prekršaja pravila 11 i 14(a).

GBR 1966/3



CASE 15

Definitions, Mark-Room

Rule 12, On the Same Tack, Not Overlapped

Rule 13, While Tacking

Rule 18.1(a)(1), Mark-Room: When Rule 18 Applies

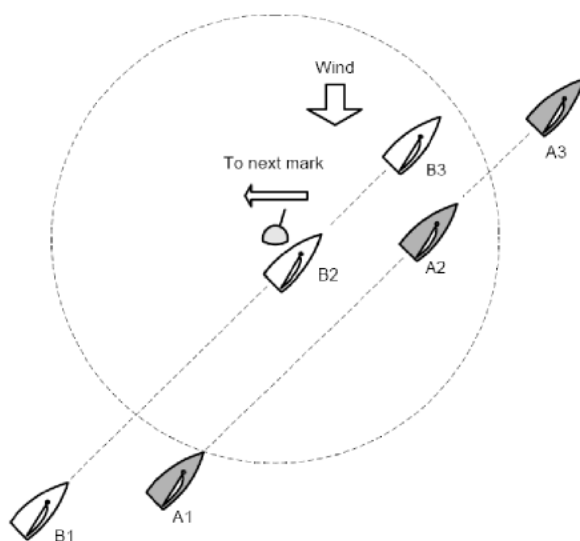
Rule 18.2(a)(2), Mark-Room: Giving Mark-Room

Rule 18.2(b), Mark-Room: Giving Mark-Room

In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

Facts

A and B are approaching the windward mark which they are required to leave to port. They are close-hauled on parallel courses with A clear ahead. A expects B, when she can tack and fetch the mark, to tack to round it and head for the next mark. Instead, B holds her course as shown in the diagram and sails on well past the mark.



Question

Has B the right to hold her course in this way and, thereby, prevent A from tacking?

Answer

Yes. While A remains on port tack, B is required to keep clear by rule 12 and, as A was clear ahead when she reached the zone, B is required by rule 18.2(a)(2) to give A mark-room as well. Provided B keeps clear of A and gives A mark-room if A luffs (even if A luffs as high as head to wind), B is entitled to sail any course she chooses, including holding her course. However, B is no longer required to give A mark-room after A leaves the zone (see rule 18.2(b)).

If A were to pass head to wind, then at that moment rule 18.2(a) would no longer apply (see rule 18.2(b)), and all other parts of rule 18 would cease to apply because the boats would be on opposite tacks on a beat to windward (see rule 18.1(a)(1) and Case 132). In addition, A would no longer have right of way under rule 12, and B would become the right-of-way boat under rule 13.

GBR 1966/8



SLUČAJ 15

Definicije; Prostor oznake

Pravilo 12, Na istim uzdama, Bez preklapanja

Pravilo 13, Tijekom letanja

Pravilo 18.1(a), Prostor oznake: Primjena pravila 18

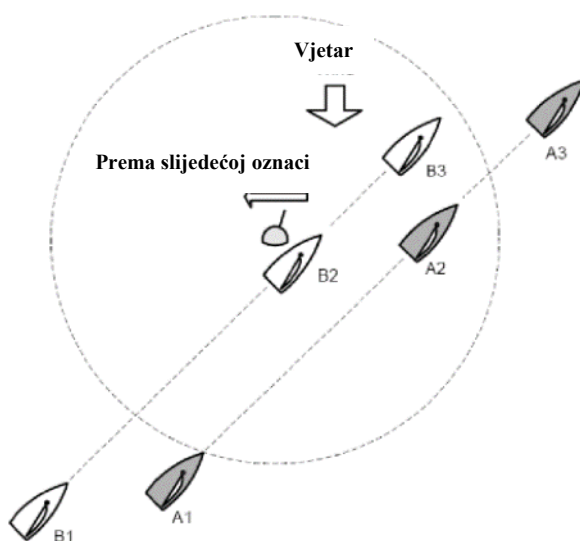
Pravilo 18.2(a)(2); Prostor oznake: Davanje prostora oznake

Pravilo 18.2(b), Prostor oznake: Davanje prostora oznake

Prilikom letanja radi obilaska oznake, jedrilica koji je slobodna po pramcu mora se pridržavati pravila 13; jedrilica koja je slobodna po krmu ima pravo zadržati svoj kurs i time spriječiti letanje druge jedrilice.

Činjenice

A i B se približavaju oznaci privjetrine koju moraju ostaviti lijevo. Jedre sasvim uz vjetar paralelnim kursovima pri tomu je A slobodna po pramcu.. A očekuje da B po dostizanju oznake leta obilazeći je i nastavljaajući prema slijedećoj oznaci. Umjesto toga B zadržava svoj kurs kako je crtežom prikazano i jedri daleko iznad.



Pitanje

Ima li B pravo držati svoj kurs na taj način, sprečavajući time A u letanju?

Odgovor

Da. Sve dok A ostaje na lijevim uzdama B se mora prema pravilu 12 uklanjati te budući da je A bila slobodna po pramcu kad je dostigla zonu B također mora prema pravilu 18.2(a)(2) dati A prostor oznake. Pod uvjetom da se B uklanja A i daje joj prostor oznake ukoliko a prihvaća (čak i do pramcem u vjetar), B ima pravo jedriti bilo kojim kursom koji izabere, uključivo i zadržavanjem svojeg dotadašnjeg kursa. Međutim, B više nije obvezna davati A prostor oznake nakon što A napusti zonu (vidi pravilo 18.2(b)).

Ako bi A letala, u trenutku prolaska njenog pramca kroz vjetar pravilo 18.2(a) više se ne u primjenjuje i svi drugi dijelovi pravila 18 također jer bi jedrilice od tog trenutka bile na suprotnim uzdama jedreći protiv vjetra (vidjeti pravilo 18.1(a)(1) and Slučaj 132). Dodatno, A više ne bi imala pravo puta prema pravilu 12, a B bi postala jedrilica s pravom puta prema pravilu 13.

GBR 1966/8



CASE 16

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SLUČAJ 16

Izbrisan



CASE 17

Rule 13, While Tacking

A boat is no longer subject to rule 13 when she is on a close-hauled course, regardless of her movement through the water or the sheeting of her sails.

Question

Rule 13 applies until the tacking boat 'is on a close-hauled course'. However, the rule does not say whether the boat must be moving when she assumes a close-hauled course. Is it intended that, at the moment rule 13 ceases to apply, the boat must actually be moving through the water on a close-hauled course and not merely be on such a course?

Answer

A boat is no longer subject to rule 13 when she is on a close-hauled course, regardless of her movement through the water or the sheeting of her sails.

GBR 1967/8

SLUČAJ 17

Pravilo 13, Tijekom letanja

Jedrilica ne podliježe više Pravilu 13 nakon što je na kursu sasvim uz vjetar, bez obzira na njeno kretanje kroz vodu ili položaj njenih jedara.

Pitanje

Pravilo 13 se primjenjuje sve dok jedrilica u letanju ne dođe na "kurs sasvim uz vjetar". Bilo kako, pravilo ne kaže da li se jedrilica mora kretati u trenutku zauzimanja kursa sasvim uz vjetar. Da li se smatra da se jedrilica, u trenutku kada prestaje primjena pravila 13, mora kretati kroz vodu kursom sasvim uz vjetar a ne samo biti u položaju takvog kursa.

Odgovor

Jedrilica ne podliježe Pravilu 13 kada se nađe na kursu sasvim uz vjetar, bez obzira da li se kreće kroz vodu i bez obzira na položaj njenih jedara.

GBR 1967/8



CASE 18

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SLUČAJ 18

Izbrisan



CASE 19

Part 2, Preamble

Rule 36(b), Races Restarted or Resailed

Rule 43.1(c), Exoneration

Rule 44.1(b), Penalties at the Time of an Incident: Taking a Penalty

Rule 60.2(c), Protests: Intention to Protest

Rule 60.4(c)(1), Protests: Protest Validity Rule 60.5(d)(1), Protests: Protest Decisions

Rule 61.4(b)(2) and (3), Redress: Redress Decisions

Rule 63.4(a)(2), Conduct of Hearings: Hearing Procedure

Interpretation of the term 'damage'.

Question

Is there a special meaning of 'damage' in the racing rules?

Answer

No. It is not possible to define 'damage' comprehensively, but one current English dictionary says, 'harm . . . impairing the value or usefulness of something.'

This definition suggests questions to consider. Examples are:

- Was the current market value of any part of the boat, or of the boat as a whole, diminished?
- Was any item of the boat or her equipment made less functional?

GBR 1968/2

SLUČAJ 19

Dio 2; Preambula

Pravilo 36(b), Ponovljena ili ponovno startana jedrenja

Pravilo 43.1(c), Iskupljenje

Pravilo 44.1(b), Kazne u trenutku incidenta: Prihvatanje kazne

Pravilo 60.2(c), Prosvjedi: Namjera prosvjedovanja

Pravilo 60.4(c)(1), Prosvjedi: Valjanost prosvjeda

Pravilo 60.5(d)(1), Prosvjed: Odluke prosvjeda

Pravilo 61.4(b)(2) i (3), Ispravak: Odluke o ispravku

Pravilo 63.4(a)(2), Vođenje saslušanja: Postupak saslušanja

Tumačenje pojma „šteta“.

Pitanje

Postoji li posebno značenje izraza "šteta" u Pravilima jedriličarskih natjecanja?

Odgovor

Ne. Nije moguće sveobuhvatno odrediti izraz "šteta" ali jedan od engleskih rječnika u upotrebi određuje ga kao "zlo koje narušava vrijednost ili korisnost nečega".

Ovo određenje nameće razna pitanja. Na primjer:

- Da li je umanjena trenutna tržišna vrijednost dijela jedrilice ili jedrilice u cijelosti?
- Da li je neki dio jedrilice ili njene opreme postao manje upotrebljiv?

GBR 1968/2



CASE 20

Rule 1.1, Safety: Helping Those in Danger Rule 61.4(b)(4), Redress: Redress Decisions

When it is possible that a boat is in danger, another boat that gives help is entitled to redress, even if her help was not asked for or if it is later found that there was no danger.

Facts

Dinghy A capsized during a race and seeing this dinghy B sailed over to her and offered help. A accepted help and B came alongside, taking the crew of two aboard. Then all hands worked for several minutes to right A, whose mast was stuck in the mud. Upon reaching shore, B requested redress under rule 61.4(b) (4).

The protest committee considered several factors in its decision. First, A's helmsman was a highly experienced sailor. Secondly, the wind was light, and the tide was rising and would shortly have lifted the mast free. Thirdly, she did not ask for help; it was offered. Therefore, since neither boat nor crew was in danger, redress was refused. B appealed, stating that rule 1.1 does not place any onus on a boat giving help to decide, or to defend, a decision that danger was involved.

Decision

B's appeal is upheld. A boat in a position to help another that may be in danger is required by rule 1.1 to do so. It is not relevant that a protest committee later decides that there was, in fact, no danger or that help was not requested. B is entitled to redress. The protest committee is directed to reopen the hearing and to grant appropriate redress following the requirements and advice given in rules 61.4(c), 61.4(d) and A9.

GBR 1968/14

SLUČAJ 20

Pravilo 1.1, Sigurnost: Pomaganje u opasnosti Pravilo 61.4(b)(4), Ispravak: Odluke o ispravku

Kada je moguće da je jedrilica u opasnosti, druga jedrilica koja pruža pomoć ima pravo na ispravak, čak i ako pomoć nije od nje zatražena ili ako se kasnije ustanovilo da nije bilo opasnosti.

Činjenice

Mala jedrilica A se prevrnula za vrijeme natjecanja. Vidjevši to jedrilica B je dojedrila do nje i ponudila pomoć. A je prihvatila pomoć i B je prišla te uzela na palubu dvočlanu posadu A. Tada su svi zajedno radili nekoliko minuta na ispravljanju A čiji je jarbol zapeo u mulju. Po dolasku na obalu B je zahtijevala ispravak plasmana prema pravilu 61.4(b) (4).

Odbor za prosvjede razmatrao je nekoliko čimbenika u ovom slučaju. Prvo, kormilar jedrilice A bio je vrlo iskusan jedriličar. Drugo vjetar je bio lagan i plima je dolazila te bi u kratkom vremenu jarbol bio oslobođen. Treće jedrilica A nije tražila pomoć; pomoć je bila ponuđena. Stoga budući da ni posada ni jedrilica nisu bili u opasnosti, ispravak je odbijen. B se žalila, navodeći da Pravilo 1.1 na nameće jedrilici koja pruža pomoć nikakvu odgovornost u pogledu odlučivanja ili obrani odluke o postojanju opasnosti.

Odluka

Žalba je usvojena. Jedrilica u mogućnosti da pruži pomoć drugoj koja je možda u opasnosti obvezna je pružiti pomoć. Pri tome je ne bitno to da je Odbor za prosvjede kasnije odlučio da u stvari nije bilo opasnosti ili da pomoć nije bila zatražena.

B ima pravo na ispravak. Odboru za prosvjede nalaže se ponovno otvoriti saslušanje i odobriti odgovarajući ispravak slijedeći zahtjeve i savjete dane u pravilima 61.4(c), 61.4(d) i A9.

GBR 1968/14



CASE 21

Definitions, Mark-Room Definitions, Room

When a right-of-way boat is obligated to give mark-room to a boat overlapped inside her, there is no maximum or minimum amount of space that she must give. The amount of space that she must give depends significantly on the existing conditions including wind and sea conditions, the speed of the inside boat, the sails she has set and her design characteristics.

Question

When rule 18 requires a right-of-way boat to give mark-room to an inside boat that overlaps her, what is the maximum amount of space that she must give?

What is the minimum amount of space that she must give?

Answer

In this situation, the definition Mark-Room states that the inside boat is entitled to room for three manoeuvres:

- Room to sail to the mark, but only if the inside boat's proper course is to sail close to the mark.
- Room to round or pass the mark on the required side.
- Room to leave the mark astern.

The definitions Room and Mark-Room do not include any reference to a maximum or minimum amount of space, and no rule implies that the right-of-way outside boat must give a maximum or minimum amount of space. She must give the inside boat the space she needs in the existing conditions to carry out those manoeuvres promptly in a seamanlike way. In addition, the inside boat is entitled to space to avoid breaking rule 31 and space for her to comply with her obligations under the rules of Part 2 with respect to the outside boat as well as any other nearby boats (see the definition Room and Case 114).

The term 'existing conditions' deserves consideration. For example, the inside one of two dinghies approaching a mark on a placid lake in light air will need relatively little space beyond that required for her hull and properly trimmed sails. At the other extreme, when two keel boats, on open water with steep seas, are approaching a mark that is being tossed about widely and unpredictably, the inside boat may need a full hull length of space or even more to ensure safety.

A boat with a spinnaker flying often needs more space than one with her spinnaker stowed. A boat that is planing or surfing may require less space to turn than a boat that is climbing a steep wave. The 'existing conditions' also include characteristics of the inside boat. For example, a boat with a long keel or a multihull may require more space to round a mark than a more easily turned monohull. A boat with a large rudder may need less space to turn than a boat with a small rudder.

The phrase 'manoeuvring promptly in a seamanlike way' has implications for both boats. First, it addresses the inside boat, saying she is not entitled to complain of insufficient space if she fails to execute with reasonable efficiency the handling of her helm, sheets and sails while manoeuvring. It also implies that the outside boat must provide enough space so that the inside boat need not manoeuvre in an extraordinary or abnormal manner (see also Case 103).

World Sailing 1969



SLUČAJ 21

Definicije; Prostor oznake

Definicije; Prostor

Kada je jedrilica s pravom puta obvezna dati prostor oznake jedrilici koja je s njom u preklapanju s unutarnje strane, ne postoji maksimalna ili minimalna količina prostora koji mora dati. Količina prostora koji mora dati značajno ovisi o postojećim uvjetima, uključujući vjetar i stanje mora, brzinu unutarnje jedrilice, jedra koja je postavila i karakteristike dizajna.

Pitanje

Kada pravilo 18 zahtijeva da jedrilica s pravom puta da prostor oznake unutarnjoj jedrilici koja je u preklapanju s njom, koliki je maksimalni prostor koji mora dati?

Koliki je minimalni prostor koji vanjska jedrilica mora dati?

Odgovor

U ovoj situaciji, definicija Prostor oznake navodi da unutarnja jedrilica ima pravo na prostor za tri manevra:

- Prostor za jedrenje prema oznaci kada je njen pravi kurs jedriti blizu nje,
- Prostor za obilazak ili prolaz oznake na zahtijevanoj strani
- Prostor za ostaviti oznaku iza krme,

Definicije Prostor i Prostor oznake ne uključuju nikakvo pozivanje na maksimalnu ili minimalnu količinu prostora, a nijedno pravilo ne podrazumijeva da vanjska jedrilica s pravom puta mora dati maksimalnu ili minimalnu količinu prostora. Mora dati unutarnjoj jedrilici prostor koji joj je potreban u postojećim uvjetima kako bi te manevre izvela brzo i na pomorački način. Osim toga, unutarnja jedrilica ima pravo na prostor kako bi izbjegla prekršaj pravila 31 i prostor kako bi ispunila svoje obveze prema pravilima iz Dijela 2 u odnosu na vanjsku jedrilicu, kao i na sve ostale obližnje jedrilice (vidi definiciju Prostor i Slučaj 114).

Izraz "postojećim uvjetima" zasluhuje razmatranje. Na primjer, unutarnja od dvije male jedrilice koje se približavaju oznaci na spokojnom jezeru po laganom vjetru trebat će relativno malo više prostora nego što zahtijeva prolaz njenog trupa s ispravno podešenim jedrima. Kao druga krajnost, kada se dvije velike jedrilice s kobilicama na otvorenom moru po uzburkanom moru približavaju oznaci koju more divlje i nepredvidivo trza, unutarnja jedrilica može trebati punu duljinu trupa ili čak i više za siguran prolaz.

Jedrilica koja koristi spinaker često treba više prostora od one sa spremljenim spinakerom. Jedrilica koja glisira ili surfa može zahtijevati manje prostora za obilazak nego jedrilica koja se penje uz strmi val. „Postojeći uvjeti“ također uključuju karakteristike unutarnje jedrilice. Na primjer, jedrilica s dugom kobilicom ili višetrupna jedrilica može zahtijevati više prostora za obilazak oznake nego jednotrupac koji se lakše okreće. Jedrilici s velikim kormilom može trebati manje prostora za okretanje nego jedrilici s malim kormilom.

Izraz "na pomorački način" odnosi se na obje jedrilice. Prvo se odnosi na unutarnju jedrilicu koja se nema pravo žaliti na nedovoljan prostor ukoliko nije izvela s prihvatljivom sposobnošću potrebne radnje kormilom, škotama i jedrima za vrijeme obilaženja.

Također uključuje i vanjsku jedrilicu od koje se zahtijeva da osigura dovoljno prostora tako da unutarnja jedrilica ne mora izuzetno ili nepravilno manevrirati (vidjeti i slučaj 103).

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CASE 22

Definitions, Protest

Rule 60.3(a), Protests: Delivering a Protest

Rule 60.4(a), Protests: Protest Validity

Rule 60.5(c), Protests: Protest Decisions

A written protest does not need to identify a rule that the protestor believes was broken. If it does identify such a rule, it is not relevant to the validity of the protest that the protest committee decides that a different rule had been broken.

Facts

After a collision near a mark, S hailed 'Protest' and displayed a red flag. Within the protest time limit, S delivered a written protest that identified the protestor, the protestee and the incident. In the section of the protest that identified the incident, S alleged that P broke rule 18.

The protest committee declared the protest invalid and refused to proceed with the hearing, because it said the protest should have cited rule 10 rather than rule 18. The protest committee said that, had the hearing gone ahead and the parties been questioned, the protest might have been upheld. S appealed.

Decision

The protest that S delivered satisfied the requirement of rules 60.2 and 60.3(a) and was therefore valid (see rule 60.4(a)(1)). A protest is defined as an allegation that a boat has broken a rule, but no rule requires a protest to identify the rule or rules that might have been broken. Furthermore, rule 60.5(c) states that it is not relevant to the protest committee's decision whether the rule it finds to be applicable was mentioned in the protest.

The appeal is upheld to the extent that the protest committee is instructed to reopen the hearing, declare the protest valid, and proceed with the hearing.

ITA 1967/4; revised by World Sailing 2025

SLUČAJ 22

Definicije; Prosvjed

Pravilo 60.3(a), Prosvjedi: Dostava prosvjeda

Pravilo 60.4(a),), Prosvjedi: Valjanost prosvjeda

Pravilo 60.5(c),), Prosvjedi: Odluke prosvjeda

Pisani prosvjedi ne mora navesti pravilo za koje prosvjednik smatra da je prekršeno. Ako navede takvo pravilo, nije relevantno za valjanost protesta da li je odbor za prosvjede odlučio da je prekršeno neko drugo pravilo.

Činjenice

Nakon sudara u blizini oznake, D je doviknula "Protest" i istaknula crvenu zastavu. Unutar vremenskog ograničenja za prosvjed, D je uručila pisani prosvjed u kojem je imenovala prosvjednika, prosvjedovanog i opisala incident. U dijelu prosvjeda koji je opisao incident, D je tvrdila da je L prekršila pravilo 18.

Odbor za prosvjede proglasio je prosvjed nevaljanim i odbio nastaviti sa saslušanjem, jer kako je rekao prosvjed je trebao navesti Pravilo 10 umjesto Pravila 18. Da se saslušanje nastavilo i da su stranke bile ispitane, rekao je odbor za prosvjede, prosvjed bi možda mogao biti potvrđen. D se žalila.

Odluka

Protest koji je S podnijela zadovoljio je zahtjeve pravila 60.2 i 60.3(a) te je stoga bio valjan (vidjeti pravilo 60.4(a)(1)). Prosvjed se definira kao tvrdnja da je jedrilica prekršila pravilo, ali nijedno pravilo ne zahtijeva da se u prosvjedu navede pravilo ili pravila koja su možda prekršena. Nadalje, pravilo 60.5(c) navodi da za odluku odbora za prosvjede nije bitno je li pravilo koje smatra primjenjivim spomenuto u prosvjedu.

Žalba se uvažava u mjeri u kojoj se odboru za prosvjede nalaže ponovno otvoriti saslušanje, proglasiti prosvjed valjanim i nastaviti sa saslušanjem.

ITA 1967/4; preinačeno World Sailing 2025



CASE 23

Definitions, Clear Astern and Clear Ahead; Overlap

Definitions, Continuing Obstruction

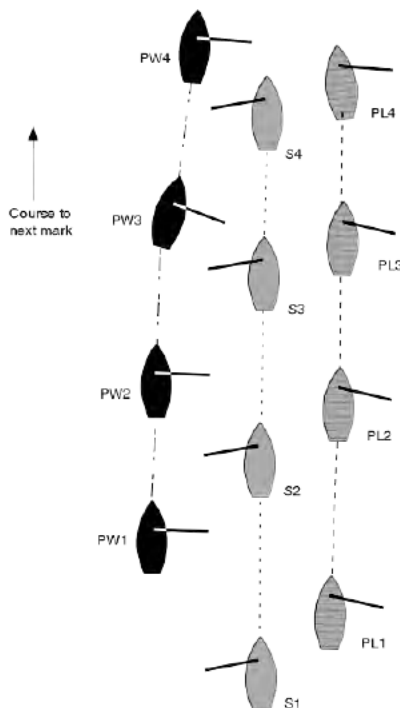
Definitions, Obstruction

Rule 10, On Opposite Tacks

Rule 14, Avoiding Contact

Rule 19, Room to Pass an Obstruction

On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.



Facts

Three boats, one on starboard tack and two on port, were running. S overtook PL and PW and passed between them as shown in the diagram. The three boats continued on slightly converging courses, as shown, until S touched first PW and then PL. PW protested S, alleging that she had broken rule 19.2(c) because PL was a continuing obstruction to PW, and S had no right to come between them. The protest committee disqualified both PL and PW under rule 10, and PW appealed.

Decision

While the boats sailed from position 1 to position 4, rule 10 required both PW and PL to keep clear of S. Because all three boats were sailing more than 90 degrees from the true wind, S and PL were overlapped from position 1 to position 4, and S and PW were overlapped from shortly after position 2 to position 4 (see the definition Clear Astern and Clear Ahead; Overlap).

While those overlaps existed, rule 19 did not apply because there was no obstruction that any two of the boats passed on the same side. The last sentence of the definition Obstruction means that PW was not an obstruction to either S or PL because neither of them was required to keep clear of PW. Similarly, PL was not an obstruction to either S or PW because S was not required to keep clear of PL. Because both PL and PW were required by rule 10 to keep clear of S, the last sentence of the definition means that S was an obstruction to both PL and PW. However, rule 19 did not apply because at no time did both PL and PW pass S on the same side.

Also, rule 19.2(c), which was cited by PW in her protest, applies only while boats are passing a continuing obstruction, and, as the last sentence of the definition Continuing Obstruction states, a boat racing is never a continuing obstruction.

There was contact between S and PW and between S and PL. However, because S became trapped between PW and PL as their courses converged, it was not 'reasonably possible' for S to avoid contact after it became clear that PW and PL were not keeping clear. Therefore, S did not break rule 14(a).

Under rule 10, S held right of way over both port-tack boats, PL and PW, neither of which kept clear of her. Therefore, both PL and PW broke rule 10. Both PL and PW could easily have avoided contact with S, so both of them also broke rule 14(a). The protest committee's decision to disqualify PL and PW is upheld and PW's appeal is dismissed.

GBR 1970/1



SLUČAJ 23

Definicije; Slobodna po krmi i Slobodna po pramcu; Preklapanje

Definicije; Kontinuirana zapreka

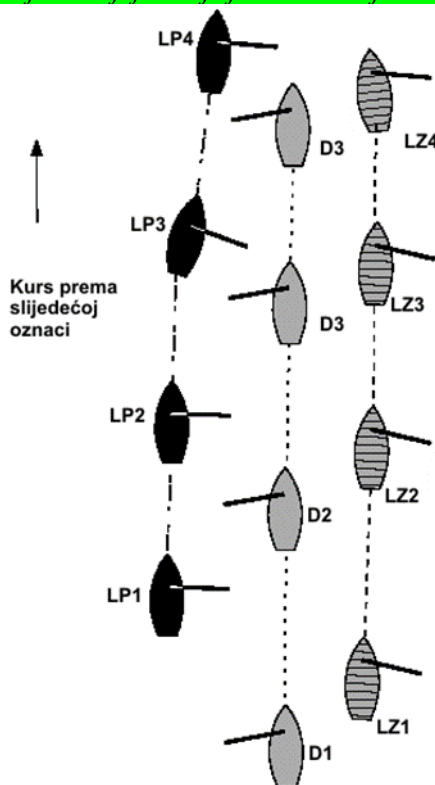
Definicije; Zapreka

Pravilo 10, Na suprotnim uzdama

Pravilo 14; Izbjegavanje dodira

Pravilo 19, Prostor za prolazak zapreke: Davanje prostora kod zapreke

Pri jedrenju niz vjetar, pravilo 19 se ne primjenjuje na jedrilicu na desnim uzdama koja prolazi između dvije jedrilice na lijevim uzdama koje jedre ispred nje. Pravilo 10 zahtijeva da joj se obje jedrilice na lijevim uzdama uklanjaju.



Činjenice

Tri su jedrilice, jedna na desnim uzdama a dvije na lijevim jedrile s vjetrom u krmu. D je prestizala LP i LZ ulazeći između njih kao što je prikazano na crtežu. Tri jedrilice su nastavile lagano kursovima koji se međusobno približavaju kao što je prikazano, sve dok D nije dodirnula najprije LP a zatim LZ. LP je prosvjedovala protiv D navodeći da je prekršila pravilo 19.2(c) jer je LZ kao jedrilica zavjetrine predstavljala kontinuiranu zapreku za LP koja je jedrilica privjetrine te da D nije imala pravo ući između njih. Odbor za prosvjede diskvalificirao je obje jedrilice LP i LZ zbog prekršaja pravila 10 a LP se žalila.

Odluka

Dok su jedrilice jedrile od pozicije 1 do pozicije 4, pravilo 10 zahtijeva od obje LP i LZ da se uklanjaju D. Budući da su sve tri jedrilice jedrile više od 90 stupnjeva od pravog vjetra, D i LZ su se preklapale od pozicije 1 do pozicije 4, a D i LP su se preklapale od ubrzo nakon pozicije 2 do pozicije 4 (vidi definiciju Slobodna po krmi i Slobodna po pramcu; Preklapanje).

Iako su ta preklapanja postojala, pravilo 19 nije se primjenjivalo jer nije bilo zapreke koju su bilo koje dvije jedrilice prošle s iste strane. Posljednja rečenica definicije Zapreka znači da LP nije bila zapreka ni D ni LZ jer se niti jedna od njih nije morala uklanjati LP. Slično tome, LZ nije bila zapreka ni D ni LP jer se D nije morala uklanjati LZ. Budući da su i LZ i LP prema pravilu 10 bile dužne uklanjati se D, posljednja rečenica definicije znači da je D bila zapreka i LZ i LP. Međutim, pravilo 19 nije se primjenjivalo jer ni u jednom trenutku ni LZ ni LP nisu prošle D s iste strane.

Također, pravilo 19.2(c), koje je LP navela u svom prosvjedu, primjenjuje se samo dok jedrilice prolaze pored kontinuirane zapreke, a, kako kaže posljednja rečenica definicije Kontinuirane zapreke, jedrilica koja se natječe nikada nije kontinuirana zapreka.

Došlo je do dodira između D i LP te između D i LZ. Bilo kako budući da je D bila uhvaćena između LP i LZ približavanjem njihovih kursova nije, za D nije bilo "ikako moguće" djelovati radi izbjegavanja dodira, nakon što je postalo očito da se LP i LZ ne uklanjaju. Stoga D nije prekršila pravilo 14(a).

Prema pravilu 10, D je imala pravo puta pred jedrilicama na lijevim uzdama LZ i LP od kojih se niti jedna nije uklanjala. Stoga su i LZ i LP prekršile pravilo 10. I LZ i LP su lako mogle izbjeći dodir s D, pa su oboje prekršili i pravilo 14(a). Odluka odbora za prosvjede o diskvalifikaciji LZ i LP je potvrđena, a žalba LP je odbijena.

GBR 1970/1



CASE 24

Definitions, Room

Rule 11, On the Same Tack, Overlapped

Rule 12, On the Same Tack, Not Overlapped

Rule 15, Acquiring Right of Way

Rule 43.1(b), Exoneration

When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

Facts

Two boats, A and B, are on a broad reach on starboard tack in a light breeze on their proper courses for the next mark some distance away. Initially, B is clear astern of and directly behind A but is travelling slightly faster and becomes overlapped close to leeward of A's stern.

Questions

- 1) When are B's obligations under rule 12 replaced by her rights as leeward boat under rule 11?
- 2) What are B's obligations under rule 15?
- 3) What are A's obligations under rule 11?

Answers

- 1) B's obligations under rule 12 are replaced by her rights as leeward boat under rule 11 at the moment that B and A become overlapped.
- 2) Rule 15 embodies the principle in the rules that when the right of way changes from one boat to another, the boat with the newly acquired right of way must give the other boat space and time for response, and thus a fair opportunity to manoeuvre to keep clear. B's obligation under rule 15 is not a continuing one; it protects A only temporarily, and only if A responds promptly after the overlap begins (see the definition Room).
- 3) Rule 11 requires A to keep clear and, if this requires her to luff, she must do so promptly. If A does so but some part of her hull, crew or equipment touches any part of B's hull, crew or equipment, A breaks rule 11. If contact occurs despite A having luffed in a seamanlike way, B breaks rule 15 by not giving A room to keep clear and A is exonerated by rule 43.1(b) for her breach of rule 11. However, if A luffs higher than is necessary to keep clear of B and, as a result, causes contact with B, A has been given the room required by rule 15 and is not exonerated.

GBR 1970/2



SLUČAJ 24

Definicije; Prostor

Pravilo 11, Na istim uzdama, U preklapanju

Pravilo 12, Na istim uzdama, Bez preklapanja

Pravilo 15, stjecanje prava puta

Pravilo 43.1(b), Iskupljenje

Kada jedrilica postane preklopljena u zavjetrini iz položaja slobodna po krmu, druga jedrilica mora brzo djelovati kako bi se uklanjala. Kada to ne može učiniti na pomorački način, nije dobila prostor kako to zahtijeva pravilo 15.

Činjenice

Dvije jedrilice A i B jedre na desnim uzdama s laganim vjetrom u pola krmu svojim pravim kursovima prema nešto udaljenoj slijedećoj oznaci. Početno, B je slobodna po krmu i ravno iza A ali jedri nešto brže i uspostavlja preklapanje blizu krmu A na strani zavjetrine.

Pitanja

- 1) Kada se obveze B prema pravilu 12 zamjenjuju s njezinim pravima prema pravilu 11?
- 2) Koje su obveze B prema Pravilu 15?
- 3) Koje su obveze A prema Pravilu 11?

Odgovori

- 1) Obveze B prema pravilu 12 zamjenjuju se njezinim pravima prema pravilu 11 kao jedrilice u zavjetrini u trenutku kada se B i A preklope.
- 2) Pravilo 15 utjelovljuje načelo u pravilima da kada se pravo puta promijeni s jedne jedrilice na drugu, jedrilica s novostečenim pravom puta mora dati drugoj jedrilici prostor i vrijeme za odgovor, a time i poštenu priliku za manevriranje kako bi se uklanjala. Obveza jedrilice B prema pravilu 15 nije trajna; ona štiti A samo privremeno i samo ako A odmah reagira nakon početka preklapanja (vidi definiciju Prostor).
- 3) Pravilo 11 zahtijeva od A da se uklanja i, ako to zahtijeva prihvatanje, mora to učiniti odmah. Ako A to učini, ali neki dio njezina trupa, posade ili opreme dodirne bilo koji dio trupa, posade ili opreme B, A krši pravilo 11. Ako dođe do dodira unatoč tome što je A prihvaćala na pomorački način, B krši pravilo 15 time što nije dala A prostor za uklanjanje i A je iskupljena prema pravilu 43.1(b) za svoj prekršaj pravila 11. Međutim, ako A prihvaća više nego što je potrebno da se uklanja B i, i kao rezultat toga, uzrokuje dodir s B, A je dobila prostor potreban prema pravilu 15 i nije iskupljena.

GBR 1970/2



CASE 25

Definitions, Mark-Room

Rule 11, On the Same Tack, Overlapped

Rule 14, Avoiding Contact

Rule 16.1, Changing Course

Rule 18.1(b), Mark-Room: When Rule 18 Applies

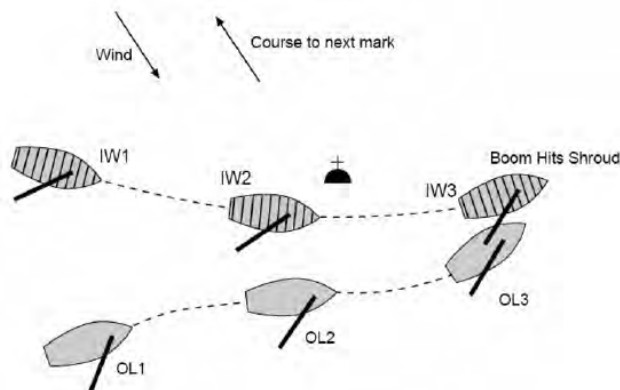
Rule 18.2(a)(1), Mark-Room: Giving Mark-Room

Rule 43, Exoneration

After an inside overlapped windward boat has been given markroom, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

Facts

Two 15-foot (4.5 m) dinghies, IW and OL, were approaching a downwind mark that they were required to leave to port. The next leg was a beat to windward. IW established an inside overlap on OL well before the boats reached the zone, and OL gave IW space to sail to the mark, round it on the required side, and leave it astern. After IW passed the mark, OL began to luff to her course to the next mark. IW was slower to luff, and her boom, still well out, touched OL's helmsman and shrouds. At the time of the contact IW was a hull length from the mark and sailing below a close-hauled course. No damage or injury occurred. IW protested OL under rule 18.2(a)(1), and OL protested IW under rule 11. The protest committee decided that, because IW did not luff promptly after sailing to the mark, she took more space than she was entitled to under rule 18.2(a)(1). IW did not deny this but attributed it to her main sheet being led from the end of her boom, as compared to the centre-boom lead used by OL. The protest committee dismissed IW's protest, upheld OL's, and disqualified IW for breaking rule 11. IW appealed.



Decision

IW's proper course was to sail close to the mark. Because IW and OL were overlapped when the first of them reached the zone, OL was required to give IW mark-room. Therefore, rule 18.2(a)(1) required OL to give IW room to sail to the mark, room to round it on the required side onto a close-hauled course, and room to leave it astern, without touching it. Between positions 1 and 2 OL gave IW room to sail to the mark and between positions 2 and 3 room to round the mark and leave it astern in a seamanlike way. Therefore, OL did not break rule 18.2(a)(1) (see also Cases 21 and 103).

The contact, which was the incident that led to the protests, occurred at position 3. At that time, IW had been given the space she needed to sail to and around the mark, leaving it on the required side without touching it, and to leave it astern. As OL had given all the components of mark room, as required, and as IW had left the mark astern, rule 18 no longer applied between OL and IW at the time of the contact (see rule 18.1(b)). Throughout the incident IW was required by rule 11 to keep clear of OL. IW sailed a hull length away from the mark on a course below close-hauled, and shortly before the contact at position 3, IW broke rule 11 by failing to keep clear. When OL luffed between positions 2 and 3, OL was required by rule 16.1 to give IW room to keep clear. OL luffed approximately 30 degrees while moving forward two hull lengths. Even with a boom-end mainsheet rig, a boat sailed in a seamanlike way can turn through 30 degrees and trim her mainsail appropriately while moving forward two hull lengths. Therefore, OL gave IW room to keep clear and did not break rule 16.1.

IW was not exonerated by rule 43.1(b) for breaking rule 11 because, when she did so, she was sailing to leeward of, not within, the room to which she was entitled under rule 16.1.

OL could have avoided contact with IW, and so OL broke rule 14(a). However, she was exonerated for doing so by rule 43.1(c) because she was the right-of-way boat and the contact did not result in damage or injury.

It was possible for IW to have avoided the contact, and therefore IW also broke rule 14(a). However, IW was not the right-of-way boat, nor was she sailing within the room to which she was entitled under rule 16.1. Therefore, she was not exonerated by rule 43.1(c).

IW's appeal is dismissed. IW is disqualified under rules 11 and 14(a).

CAN 1971/9; revised by World Sailing 2025



SLUČAJ 25

Definicije; Prostor oznake

Pravilo 11, Na istim uzdama, U preklapanju

Pravilo 14; Izbjegavanje dodira

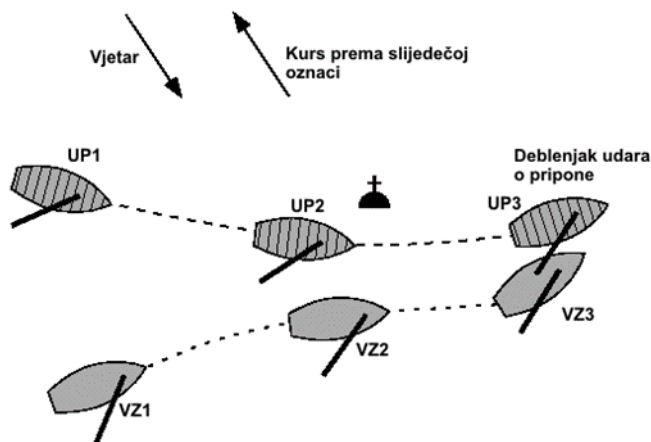
Pravilo 16.1, Mijenjanje kursa

Pravilo 18.1(a), Prostor oznake: Primjena pravila 18

Pravilo 18.2(a)(2); Prostor oznake: Davanje prostora oznake

Pravilo 43, Iskupljenje

Nakon što je jedrilici u privjetrini s unutarnjim preklapanjem dodijeljen prostor oznake, pravilo 18 više se ne primjenjuje, ali pravilo 11 i dalje vrijedi. Unutarnja jedrilica u privjetrini mora se uklanjati vanjskoj u zavjetrini, a jedrilica u zavjetrini smije prihvaćati pod uvjetom da jedrilici u privjetrini da prostor za uklanjanje.



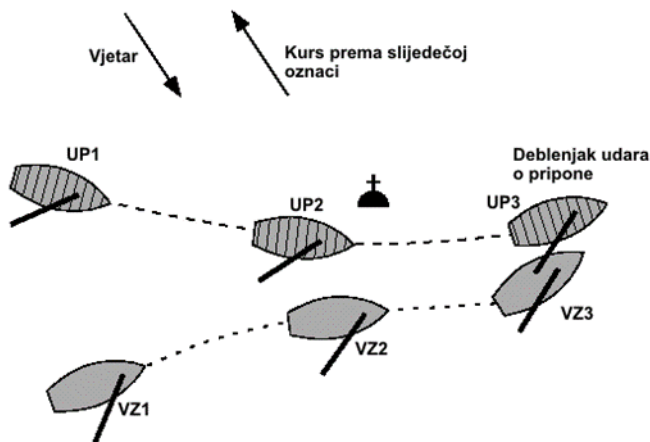
Činjenice

Dvije 15-stopa (4.5 m) duge jedrilice UP i VZ približavaju se oznaci zavjetrine koju treba ostaviti s lijeva. Sljedeća stranica kursa je uz vjetar. UP je uspostavila preklapanje iznutra VZ puno prije zone i VZ je UP joj je dala prostor za jedrenje do oznake, obilazak s zahtijevane strane i ostavljanje iz krme.. Nakon što je UP prošla oznaku, VZ je počela prihvaćati prema svom kursu do sljedeće oznake. UP je sporije prihvaćala, a njezin debljenjak, još uvijek prilično van jedrilice, dodirnuo je kormilara i pripone VZ. U trenutku dodira OP je bila udaljena duljinu trupa od oznake i jedrila je ispod kursa sasvim uz vjetar. Nije bilo ni štete ni ozljede.

UP je prosvjedovala protiv VZ radi prekršaja pravila 18.2(a)(1), a VZ je prosvjedovala protiv UP radi prekršaja pravila 11.

Odbor za prosvjede odlučio je da je IW, budući da nije odmah prihvatila nakon što je jedrila do oznake, uzela više prostora nego što je imala pravo prema pravilu 18.2(a)(1). UP nije to porela, ali je to pripisala činjenici da je njezina glavna škota učvršćena na kraju debljenjaka, za razliku od učvršćenja na sredini debljenjaka VZ.

Odbor za prosvjede odbio je prosvjed UP, potvrdio prosvjed VZ i diskvalificirao UP zbog prekršaja pravila 11. UP se žalila.



Odluka

Pravi kurs UP bio je jedriti blizu oznake. Budući da su UP i VZ bile u preklapanju kada je prva od njih stigla u zonu, VZ je bila dužna dati UP prostor oznake. Pravilo 18.2(a)(1) zahtijevalo je od VZ da UP da prostor za jedrenje do oznake, prostor za obilazak



s propisane strane na kurs sasvim uz vjetar i prostor za ostavljanje oznake iza krme, bez dodirivanja oznake. Između položaja 1 i 2 VZ je davala UP prostor za jedrenje do oznake, a između položaja 2 i 3 prostor za obilaženje oznake i ostavljanje oznake iza krme na pomorački način.

Dodir, koji je doveo do prosvjeda, dogodio se na položaju 3. U to vrijeme, UP je dobila prostor koji joj je bio potreban za jedrenje do oznake, prostor za obilazak s propisane strane bez dodirivanja i prostor za ostavljanje oznake iza krme. Budući da je VZ dala sve dijelove prostora oznake, kako je propisano, i budući da je UP nastavila oznaku iza krme, pravilo 18 više nije primjenjivo između VZ i UP u trenutku dodira (vidjeti pravilo 18.1(b)).

Tijekom cijelog incidenta, UP je bila dužna prema pravilu 11 uklanjati se OL. UP je jedrila duljinu trupa dalje od oznake na kursu ispod sasvim uz vjetar, a neposredno prije dodira na poziciji 3, UP je prekršila pravilo 11 jer se nije uklanjala.

Kada je VZ prihvaćala između položaja 2 i 3, VZ je prema pravilu 16.1 bila dužna dati UP prostor za uklanjanje. VZ je prihvatila za otprilike 30 stupnjeva dok je jedrila naprijed dvije duljine trupa. Čak i s glavnom škotom učvršćenom na kraju deblenjaka, jedrilica koja jedri na pomorački način može skrenuti za 30 stupnjeva i odgovarajuće podesiti glavno jedro dok jedri naprijed dvije duljine trupa. Stoga je VZ dala UP prostor za uklanjanje i nije prekršila pravilo 16.1.

UP nije bila iskupljena prema pravilu 43.1(b) za kršenje pravila 11 jer je, kada je to učinila, jedrila u zavjetrinu, a ne unutar prostora na koji je imala pravo prema pravilu 16.1.

VZ je mogla izbjeći dodir s UP, te je stoga prekršila pravilo 14(a). Međutim, iskupljena je za to prema pravilu 43.1(c) jer je bila jedrilica s pravom puta i dodir nije izazvao štetu ili ozljedu.

Bilo je moguće da UP izbjegne dodir, te je stoga UP također prekršila pravilo 14(a). Međutim, UP nije bila jedrilica s pravom puta, niti je jedrila unutar prostora na koji je imala pravo prema pravilu 16.1. Stoga nije iskupljena prema pravilu 43.1(c).

Žalba UP je odbijena. UP je diskvalificirana zbog prekršaja pravila 11 i 14(a).

CAN 1971/9; preinačeno World Sailing 2025



CASE 26

Rule 14, Avoiding Contact Rule 16.1, Changing Course

Rule 18.1(a), Mark-Room: When Rule 18 Applies

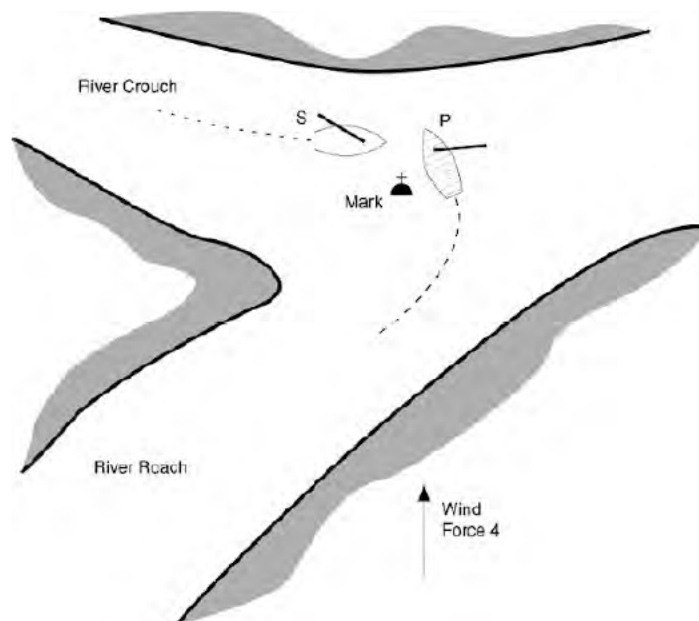
Rule 43.1(c), Exoneration

Rule 60.5(c), Protests: Protest Decisions

A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

Facts

A Soling, S, and a 505, P, in separate races, approached the same mark on opposite tacks. Unknown to P, which was lowering her spinnaker and luffing to leave the mark to port, S was required to leave it to starboard and was preparing to do so.



P heard no hail and was unaware of S's presence until the boats were in the positions shown in the diagram, at which time P's crew saw S. He shouted a warning and leaped out of the way just as S's bow struck P's hull behind the mast, causing damage. P protested S under rule 14 on the grounds that S could have avoided the collision after it became clear that P was not keeping clear. S and two witnesses testified that S did not at any time change her course before the collision. S, protesting under rule 10, claimed that if she had changed course she would have broken rule 16.1.

The protest committee disqualified P under rules 10 and 14(a). P appealed.

Decision

P, as the keep-clear boat, failed to keep a lookout and to observe her primary duties to keep clear and avoid contact. She broke both rule 10 and rule 14(a). An important purpose of the rules of Part 2 is to avoid contact between boats. To comply with rule 14, all boats, whether or not holding right of way, must keep a lookout, particularly when approaching a mark. If P had done so she would have become aware of S's presence sooner and been able to avoid the collision.

Rule 18 did not apply because S and P were not required to leave the mark on the same side (see rule 18.1(a)).

S was required by rule 14 to act to avoid contact with P at the moment it was clear that P was not keeping clear. Before the positions shown in the diagram it should have been clear to S that the boats were on converging courses and that P was not keeping clear. At that time S could have luffed and avoided contact with P. Such a change of course by S would have given P more room to keep clear and would not have broken rule 16.1. S broke rule 14 and, because the contact caused damage, she was not exonerated by rule 43.1(c) and must be penalized (see rule 60.5(c)).

P was correctly disqualified under rules 10 and 14(a). S is also disqualified, for breaking rule 14.

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SLUČAJ 26

Pravilo 14; Izbjegavanje dodira

Pravilo 16.1, Mijenjanje kursa

Pravilo 18.1(a), Prostor oznake: Primjena pravila 18

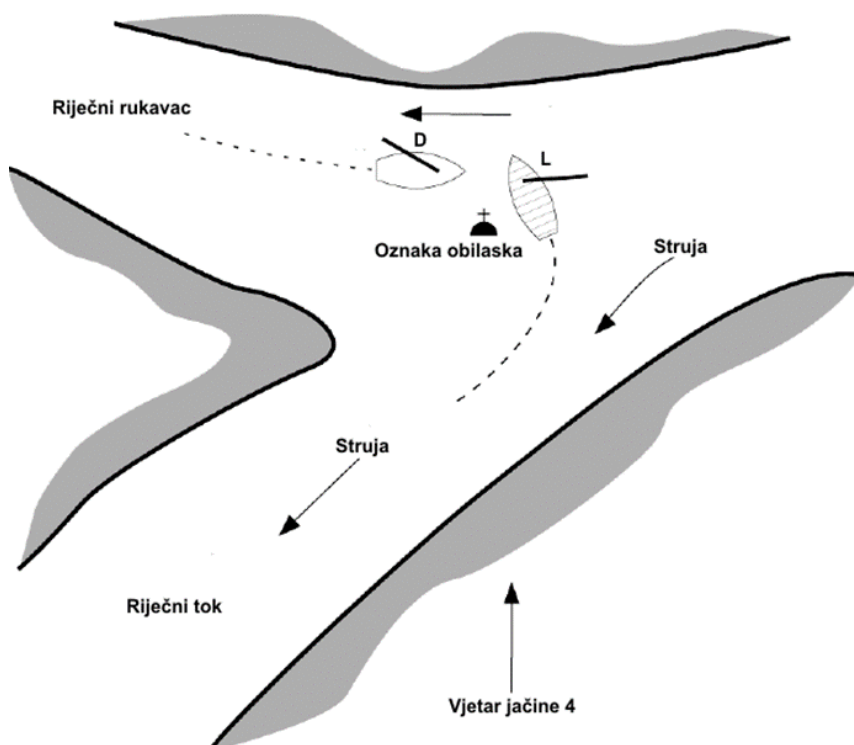
Pravilo 43.1(c), Iskupljenje

Pravilo 60.5(c), Prosvjedi: Odluke prosvjeda

Jedrilica s pravom puta ne mora djelovati kako bi izbjegla sudar sve dok ne postane jasno da se druga jedrilica ne uklanja. Međutim, ako je jedrilica s pravom puta tada mogla izbjgnuti sudar a nije to učinila te je sudar je izazvao štetu, mora biti kažnjena zbog kršenja Pravila 14.

Činjenice

Jedrilica D klase Soling i L klase 505 u odvojenim natjecanjima, približavale su se istoj oznaci na suprotnim uzdama. L koja je skidala spinaker i okretala prema vjetru da bi ostavila oznaku s lijeva nije znala da D mora ostaviti oznaku s desna i koja se na to pripremala.



P nije čula nikakav dovik i nije bila svjesna prisutnosti D sve dok jedrilice nisu došle u položaj prikazan crtežom., kad je član posade L ugledao D. On je uzviknuo za upozorenje i odskočio upravo kad je pramac D udario u trup P iza jarbola nanoseći štetu. P je prosvjedovala protiv D radi prekršaja Pravila 14 navodeći da je D mogla izbjegnuti sudar kad je postalo jasno da se L ne uklanja. D i dva očevica svjedočili su da D ni u jednom trenutku prije sudara nije mijenjala kurs. S je prosvjedovala protiv L radi prekršaja Pravila 10, tvrdeći da bi u slučaju mijenjanja kursa prekršila pravilo 16.1.

Odbor za prosvjede diskvalificirao je L zbog prekršaja Pravila 10 i 14(a). L se žalila.

Odluka

L kao jedrilica koja se trebala uklanjati propustila je držati stražu i osmatrati a što su njene osnovne dužnosti za uklanjanje i izbjegavanje sudara. Prekršila je i pravilo 10 i pravilo 14(a).

Važna svrha pravila Dijela 2 je izbjegavanje dodira između jedrilica. Kako bi se udovoljilo pravilu 14, sve jedrilice, bez obzira imaju li li pravo puta ili ne, moraju paziti, posebno kada se približavaju oznaci. Da je L to učinila, ranije bi postala svjesna prisutnosti D i mogla bi izbjeći sudar.

Pravilo 18 nije primjenjivo jer D i L nisu bile obvezne ostaviti oznaku s iste strane (vidi pravilo 18.1(a)).

S je bila u obvezi prema Pravilu 14 da izbjegava sudar s L kad je postalo jasno da se L ne uklanja.

Prije popoložaja prikazanih crtežom, D je trebalo biti jasno da su jedrilice na približavajućim kursovima i da se L ne uklanja. U tom trenutku D je mogla prihvaćati i izbjeći sudar s L. Takva promjena kursa od strane D dala bi L više prostora za izbjegavanje sudara i ne bi prekršila pravilo 16.1. D je prekršila pravilo 14 i, budući da je dodir uzrokovao štetu, nije iskupljena pravilom 43.1(c) i mora biti kažnjena (vidi pravilo 60.5(c)).

L je ispravno diskvalificirana prema pravilima 10 i 14(a). D je također diskvalificirana zbog kršenja pravila 14.

GBR 1971/4



CASE 27

Rule 2, Fair Sailing

Rule 13, While Tacking

Rule 14, Avoiding Contact

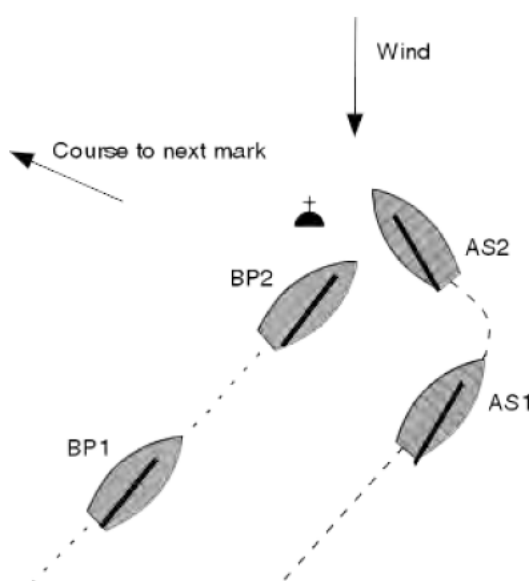
Rule 15, Acquiring Right of Way

Rule 43, Exoneration

A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

Facts

When AS reached the zone, she was clear ahead of BP. Between position 1 and 2, AS, a hull length to leeward and a hull length ahead of BP, tacked as soon as she reached the starboard-tack lay line. Almost immediately she was hit and damaged by BP travelling at about ten knots. The protest committee disqualified AS for breaking rule 15. It also disqualified BP under rule 2, pointing out that she knew AS was going to tack but did nothing to avoid a collision. BP appealed, asserting that she was not obligated to anticipate an illegal tack.



Decision

After AS reached the zone, BP was required by rule 12 to keep clear of her and by rule 18.2(a)(2) to give her mark-room. Both these obligations ended when AS passed head to wind (see rules 18.1(a)(1) and 18.2(b)). When AS passed head to wind, BP became the right-of-way boat under rule 13 and held right of way until AS assumed a close-hauled course on starboard tack. At that moment AS, having just acquired right of way under rule 10, was required by rule 15 to give BP room to keep clear.

The collision occurred almost immediately after AS assumed a close-hauled course on starboard tack. Therefore, BP needed to take avoiding action before AS had borne away to a close-hauled course. At that time BP had right of way under rule 13, and so AS broke rule 13.

It is a principle of the right-of-way rules, as stated in rule 15, that a boat that becomes obligated to keep clear by an action of another boat is entitled to sufficient time and space to respond. When AS acquired right of way under rule 10, she did not give BP room to keep clear and broke rule 15. Finally, AS broke rule 14(a) because she could have avoided the contact by turning back onto port tack after she passed head to wind.

BP took no action to avoid the collision, but what could she have done? The second sentence of rule 14 states that a right-of-way boat need not act to avoid contact until it is clear that the other boat is not keeping clear. Given her speed and the distance involved after it became clear that AS was not keeping clear, BP had perhaps one to two seconds to decide what to do and then do it. While it was obvious that AS would eventually tack to round the mark, no rule required BP to anticipate that AS would break a rule.

BP did break rule 10, but she was exonerated for that breach by either rule 43.1(a) or rule 43.1(b). BP did not break rule 14 because it was not reasonably possible for her to have avoided the collision after AS broke rule 13. BP did not violate any principle of sportsmanship or fair play and, therefore, did not break rule 2.

BP's appeal is upheld. She is to be reinstated. AS remains disqualified.

USA 1971/140

prijevod s engleskog i obrada:
Andrej Majcen NS (NJ)



SLUČAJ 27

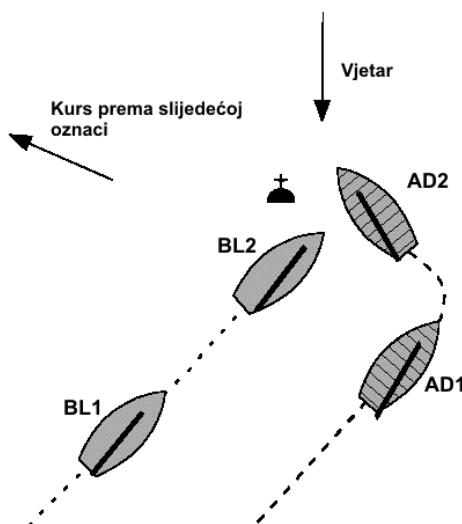
Pravilo 2, Korektno jedrenje
Pravilo 13, Tijekom letanja
Pravilo 14; Izbjegavanje dodira
Pravilo 15, stjecanje prava puta
Pravilo 43, Iskupljenje

Jedrilica ne mora predmnijevati da će druga jedrilica prekršiti pravilo. Kada jedrilica stekne pravo puta svojim djelovanjem, druga jedrilica ima pravo na prostor za uklanjanje.

Činjenice

Kad je AD stigla u zonu, bila je slobodna po pramcu BL. Između položaja 1 i 2, AD, za duljinu trupa u zavjetrini i duljinu trupa ispred BL, je letala čim je stigla na liniju dosizanja oznake desnim uzdama. Skoro u istom trenutku udarila ju je i oštetila BL koja je jedrila brzinom od oko 10 čvorova.

Odbor za prosvjede diskvalificirao je AD zbog prekršaja Pravila 15 Odbor je također diskvalificirao i BL zbog prekršaja Pravila 2 ističući da je ona znala da će AD letati a svejedno nije ništa poduzela da izbjegne sudar. BL se žalila, navodeći da nije njena obveza predmnijevati (anticipirati) nedozvoljeno letanje.



Odluka

Nakon što je AD stigla u zonu, BP je prema pravilu 12 bila dužna uklanjati se, a prema pravilu 18.2(a)(2) dati joj prostor oznake. Obje ove obveze prestale su kada je AD prošla kurs pramcem u vjetar (vidi pravila 18.1(a)(1) i 18.2(b)). Kada je AD prošla kurs pramcem u vjetar, BL je postala jedrilica s pravom puta prema pravilu 13 i zadržala je pravo puta sve dok AD nije zauzela kurs sasvim uz vjetar na desnim uzdama. U tom trenutku AD, nakon što je upravo stekla pravo puta prema pravilu 10, bila je prema pravilu 15 dužna dati BP prostora za uklanjanje.

Do sudara je došlo gotovo odmah nakon što je AD zauzela kurs sasvim uz vjetar na desnim uzdama. Stoga je BL morala poduzeti mjere izbjegavanja prije nego što je AD skrenula na kurs sasvim uz vjetar. U tom trenutku BP je imala pravo puta prema pravilu 13, te je AD prekršila pravilo 13.

Pravila o pravu puta vode se načelom, kako je navedeno u pravilu 15, da jedrilica koja postane obvezna uklanjati se djelovanjem druge jedrilice ima pravo na dovoljno vremena i prostora za odgovor. Kada je AD stekla pravo puta prema pravilu 10, nije dala BP prostor da se uklanja i prekršila je pravilo 15. Konačno, AD je prekršila pravilo 14(a) jer je mogla izbjeći dodir vraćanjem natrag na lijeve uzde nakon što je prošla pramcem u vjetar.

BL nije ničim djelovala da izbjegne sudar, no što je uopće mogla poduzeti? Druga rečenica pravila 14 navodi da jedrilica s pravom puta ne mora djelovati kako bi izbjegao dodir sve dok ne postane jasno da se druga jedrilica ne uklanja. S obzirom na brzinu BL i međusobnu udaljenost, nakon što je postalo jasno da se AD ne uklanja, BL je imala možda jednu do dvije sekunde da odluči što raditi i zatim tako djelovati. Isto tako premda je bilo očigledno da AD mora letati radi obilaženja oznake, nijedno pravilo ne zahtijeva od BL da predmjeva da će AD prekršiti pravilo.

BP je prekršila pravilo 10, ali je iskupljena za taj prekršaj pravilom 43.1(a) ili pravilom 43.1(b). BL nije prekršila pravilo 14 jer nije bilo ikako moguće da je izbjegne sudar nakon što je AD prekršila pravilo 13. BP nije prekršila nijedno načelo sportskog ponašanja ili fair playa i stoga nije prekršila pravilo 2.

Žalba BL je usvojena. BL je dobiva ispravak plasmana. AD ostaje diskvalificirana.

USA 1971/140



CASE 28

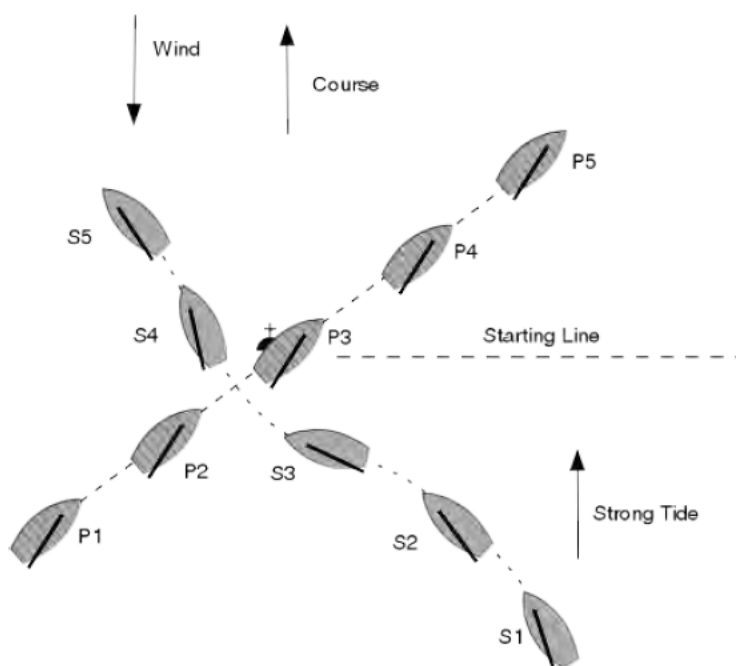
Rule 28.1, Sailing the Course

Rule 32.1, Shortening or Abandoning After the Start

Rule 43.1(a), Exoneration

Rule A5.1, Scores Determined by the Race Committee

When one boat breaks a rule and, as a result, causes another to touch a mark, the other boat is exonerated. The fact that a starting mark has moved, for whatever reason, does not relieve a boat of her obligation to start. A race committee may abandon under rule 32.1(c) only when the change in the mark's position has directly affected the safety or fairness of the competition.



Facts

As S and P, close-hauled, approached the port end of the starting line, a strong tide was setting them towards the line and the starting line mark. When S was two hull lengths from the mark, she hailed P to keep clear. There was no response, and S was forced to bear away to avoid a collision. Immediately after the starting signal, P sailed over the mark. As S luffed back to close-hauled, on a course to the wrong side of the mark, it jumped out from under P's hull and bounced against S. P did not take a penalty, and S did not return to start between the starting marks.

S protested P under rules 10 and 31, and also requested redress, asking that the race be abandoned, citing rule 32.1(c). The protest committee disqualified P for breaking rules 10 and 31, refused S's request for redress, and scored S DNS. The latter decision was referred to the national authority for confirmation or correction, along with a question: If S had returned to start as required by rule 28.1, could the race have been abandoned under rule 32.1(c) because of the mark having moved?

Decision

Although S touched the mark, she could not be expected to anticipate how it would move when another boat touched it. Therefore S was exonerated by rule 43.1(a) for breaking rule 31 because it was P's two breaches that caused the mark to touch S. However, S could have returned and started as required by rule 28.1. The fact that the starting mark moved does not relieve her of her obligation to start.

Because S did not start, the race committee was correct in scoring her DNS (see rule A5.1).

Rule 32.1(d) makes it clear that the most important criterion for abandoning a race is that, for some reason, the safety or fairness of the competition has been adversely affected. Rules 32.1(a), (b) and (c) give examples of reasons that may justify abandoning a race; rule 32.1(d) implies that there may be other reasons. In this case, the unexpected movement of the starting mark as a result of P sailing over it did not justify abandoning the race. Indeed, the exact position of a mark frequently and routinely changes as a result of wind, current, waves or it having been touched by a boat, even though its anchor does not move. Such movement is a risk that competitors must accept and does not justify abandoning a race.

RUS 1971

prijevod s engleskog i obrada:
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SLUČAJ 28

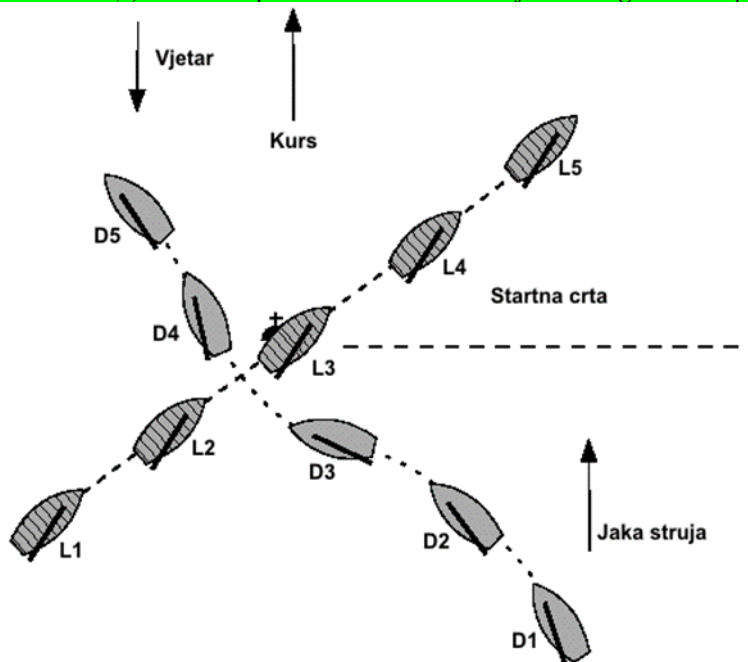
Pravilo 28.1, Jedrenje kursa

Pravilo 32.1, Skraćenje ili prekid nakon starta

Pravilo 43.1(a), Iskupljenje

Pravilo A5.1, Bodovi koje određuje regatni odbor

Kada jedrilica prekrši pravilo i čineći to prouzroči dodir druge jedrilice s oznakom, ova druga jedrilica je iskupljena. Činjenica da se oznaka linije starta pomaknula uslijed bilo kojeg uzroka ne oslobađa jedrilicu obveza da starta. Regatni odbor može prekinuti natjecanje prema Pravilu 32.1(c) samo ako pomak oznake izravno utječe na sigurnost ili pravednost natjecanja.



Činjenice

Dok su se D i L približavale kursom sasvim uz vjetar lijevom kraju linije starta, jaka struja ih je zanosila prema liniji i oznaci starta. Kad je D bila udaljena dvije duljine trupa od oznake dovikom je tražila od L da joj se uklanja. Nije bilo nikakvog odgovora te je D bila prisiljena otpadati radi izbjegavanja sudara. Odmah nakon signala starta L je prešla preko oznake. Dok je D prihvaćala natrag na kurs sasvim uz vjetar s pogrešne strane oznake, oznaka je iskočila ispod trupa L i odbila se od D. L nije prihvatila kaznu a D se nije vratila da bi startala između dviju oznaka starta.

D je prosvjedovala protiv L zbog prekršaja Pravila 10 i Pravila 31 a tražila je i ispravak zahtijevajući da natjecanje bude prekinuto navodeći Pravilo 32.1(c). Odbor za prosvjede je diskvalificirao L radi prekršaja pravila 10 i 31, odbio zahtjev D za ispravkom te bodovao D s DNS. Posljednja odluka je upućena nadležnom tijelu nacionalnog saveza radi potvrde ili ispravljanja uz pitanje: Da se D bila vratila i startala prema pravilu 28.1, da li bi natjecanje trebalo biti prekinuto, kao što je predviđeno Pravilom 32.1(c), jer se oznaka pomaknula?

Odluka

Iako je D dodirnula oznaku, ona nije mogla predmnijevati kuda će se oznaka pomaknuti nakon što ju je druga jedrilica dodirnula. Stoga je D iskupljena prema pravilu 43.1(a) za kršenje pravila 31 jer su dva prekršaja L uzrokovala da oznaka dodirne D. Međutim, D se mogla vratiti i startati kako to zahtijeva pravilo 28.1. Činjenica da se startna oznaka pomaknula ne oslobađa je obveze starta.

Budući da D nije startala regatni odbor ju je ispravno bodovao s DNS (vidjeti pravilo A5.1).

Pravilo 32.1(d) jasno daje do znanja da je najvažniji kriterij za prekid natjecanja to što je iz nekog razloga narušena sigurnost ili pravednost natjecanja. Pravila 32.1(a), (b) i (c) daju primjere razloga koji mogu opravdati prekid natjecanja; pravilo 32.1(d) ukazuje da mogu postojati i drugi razlozi. U ovom slučaju, neočekivano pomicanje oznake linije starta kao posljedica prelaska L preko nje ne opravdava prekid natjecanja. Točan položaj oznake često i uobičajeno se mijenja utjecajem vjetera, struje, valova ili dodira jedrilice s njom, iako se sidro ne pomiče. Takvo pomicanje je rizik koji natjecatelji moraju prihvatiti i ne opravdava prekid natjecanja.

RUS 1971



CASE 29

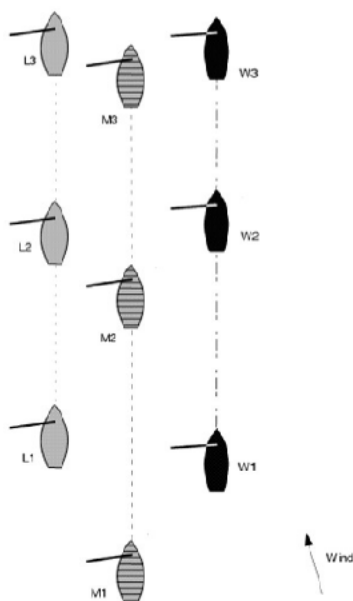
Definitions, Continuing Obstruction

Definitions, Obstruction

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

Rule 19.2(c), Room to Pass an Obstruction: Giving Room at an Obstruction

A leeward boat is an obstruction to an overlapped windward boat and a third boat clear astern. The boat clear astern may sail between the two overlapped boats and be entitled to room from the windward boat between her and the leeward boat, provided that the windward boat has been able to give that room from the time the overlap began.



Facts

When running on a downwind leg, W became overlapped with L when almost two hull lengths to windward of her. Subsequently, M sailed into the space between L and W. All three boats held their courses, with no narrowing of space between L and W and no contact. W protested M for taking room to which she was not entitled, citing rules 19.2(b) and 19.2(c). The protest was dismissed on the grounds that W had given room to M as required by rule 19.2(b). W appealed.

Decision

Rule 11 required W to keep clear of L throughout the incident. While M was clear astern of L, rule 12 required her to keep clear of L, and after she became overlapped with L rule 11 required her to keep clear of L. As the diagram shows, both M and W met these requirements.

Because both W and M were required to keep clear of L throughout the incident, L was an obstruction to W and M during that time (see the last sentence of the definition Obstruction). However, because L was a boat under way, L was not a continuing obstruction to them (see the definition Continuing Obstruction). When M became overlapped with W, rule 19.2(b) began to apply between them. It required W to give M room between her and the obstruction, unless she was unable to do so from the time the overlap began. As the facts clearly show, W was able to give M that room when the overlap began and continued to do so at all times until the boats finished. Therefore, W complied with rule 19.2(b). Rule 19.2(c) did not apply because the obstruction, L, was not a continuing obstruction. M broke no rule; therefore, W's appeal is dismissed.

USA 1974/163



SLUČAJ 29

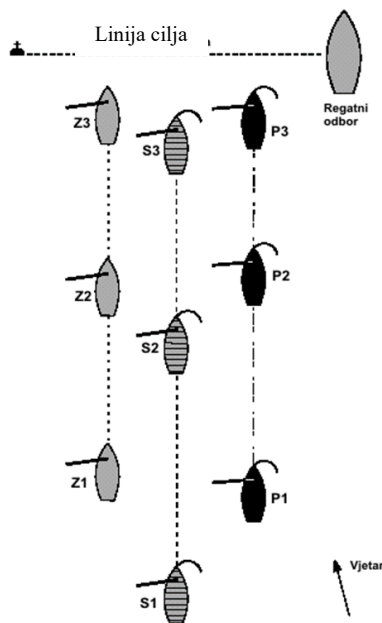
Definicije; Kontinuirana zapreka

Definicije; Zapreka

Pravilo 19.2(b), Prostor za prolazak zapreke: Davanje prostora kod zapreke

Pravilo 19.2(c), Prostor za prolazak zapreke: Davanje prostora kod zapreke

Jedrilica u zavjetrini je zapreka jedrilici u privjetrini s kojom je u preklapanju i trećoj jedrilici koja je slobodna po krmu. Jedrilica koja je slobodna po krmu smije jedriti između dvije jedrilice u preklapanju i ima pravo na prostor od jedrilice u privjetrini između sebe i jedrilice u zavjetrini, pod uvjetom da je jedrilica u privjetrini bila u mogućnosti dati taj prostor od trenutka kada je preklapanje počelo.



Činjenice

Jedreći s vjetrovom u krmu prema liniji cilja P je uspostavila preklapanje s privjetrinske strane Z na udaljenosti od oko dvije duljine trupa. Postepeno je S ujedrila u prostor između Z i P. Sve tri jedrilice su završile bez da se prostor između Z i P sužavao i bez dodira. P je prosvjedovala protiv S radi prekršaja pravila 18.2(c) uzimanjem prostora na koji nije imala pravo navodeći pravila 19.2(b) i 19.2(c). Prosvjed je odbijen jer je ustanovljeno da je P ostavila dovoljan prostor M prema pravilu 19.2(b). P se žalila.

Odluka

Pravilo 11 nalagalo je P da se uklanja Z tijekom cijelog događaja. Dok je S bila slobodna po krmu Z, pravilo 12 nalagalo je S da se uklanja Z, a nakon što je došla u preklapanje s Z, pravilo 11 nalagalo je S da se uklanja Z. Kao što crtež pokazuje, i S i P su ispunjavale ove zahtjeve.

Budući da su se i P i S morale uklanjati S tijekom cijelog događaja, Z je bila zapreka P i S tijekom tog vremena (vidjeti posljednju rečenicu definicije Zapreka). Međutim, budući da je Z bila jedrilica u pokretu, Z im nije bila kontinuirana zapreka (vidjeti definiciju Kontinuirana zapreka). Kada je S došla u preklapanje s P, počela je između njih primjena pravila 19.2(b). Zahtijevalo je od P da da S prostor između sebe i zapreke, osim ako to nije mogla učiniti od trenutka kada je preklapanje započelo. Kao što činjenice jasno pokazuju, P je mogla dati S taj prostor kada je preklapanje započelo i nastavila je to činiti cijelo vrijeme dok jedrilice nisu završile.

Stoga je P postupala u skladu s pravilom 19.2(b). Pravilo 19.2(c) nije se primjenjivalo jer zapreka, Z, nije bila kontinuirana zapreka. S nije prekršila nijedno pravilo; stoga se žalba P odbija.

Therefore, W complied with rule 19.2(b). Rule 19.2(c) did not apply because the obstruction, L, was not a continuing obstruction. M broke no rule; therefore, W's appeal is dismissed.

USA 1974/163



CASE 30

Definitions, Continuing Obstruction

Definitions, Keep Clear

Definitions, Obstruction

Rule 12, On the Same Tack, Not Overlapped

Rule 14, Avoiding Contact

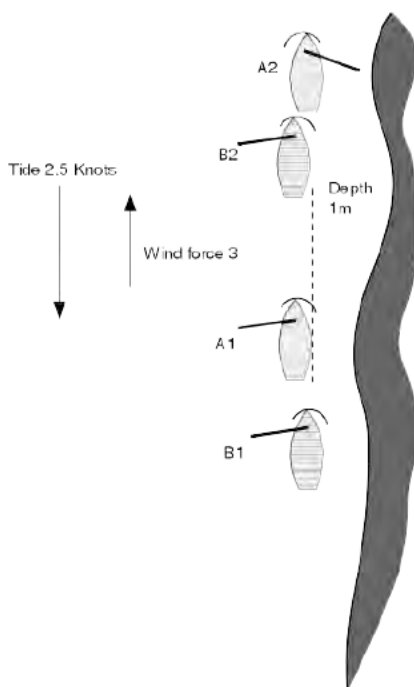
Rule 19, Room to Pass an Obstruction

Rule 43, Exoneration

A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

Facts

Boats A and B were running on starboard tack close to the shore against a strong ebb tide in a Force 3 breeze. At position 1, A was not more than half a hull length clear ahead of B. B blanketed A, causing A to slow and, at position 2, to gybe unintentionally. This was immediately followed by a collision, although without damage or injury, and B protested A under rule 10. The facts were agreed, and both boats were disqualified: B under rule 12 because, just before A gybed, B was too close to A to be keeping clear, and A under rule 10 for failing to keep clear of a starboard-tack boat.



A appealed on the grounds that she was compelled by B's action to break rule 10. The protest committee, commenting on the appeal, stated that B caused both A's gybe and the collision by not keeping clear when both boats were on the same tack.

Decision

The boats were passing close to the shoreline, which was an obstruction and also a continuing obstruction. Therefore, the conditions for rule 19 to apply were met. However, because the boats were not overlapped, neither of the two parts of rule 19 that place an obligation on a boat (rules 19.2(b) and 19.2(c)) applied. When B was clear astern of A she was required by rule 12 to keep clear but failed to do so. Her breach occurred before the collision, at the moment when A first needed 'to take avoiding action' (see the definition Keep Clear).

When B collided with A she also broke rule 14(a). However, at that time she held right of way under rule 10, and, because there was no damage or injury, she was exonerated by rule 43.1(c) for that breach.

After gybing, A became the keep-clear boat under rule 10, even though she had not intended to gybe. She broke that rule, but only because B's breach of rule 12 made it impossible for A to keep clear. A did not break rule 14(a) because it was not 'reasonably possible' for her to avoid contact.

Accordingly, B was properly disqualified by the protest committee under rule 12. However, A is exonerated by rule 43.1(a) for breaking rule 10. A's appeal is upheld, and she is to be reinstated.

GBR 1974/3



SLUČAJ 30

Definicije; Kontinuirana zapreka

Definicije; Uklanjanje

Definicije; Zapreka

Pravilo 12, Na istim uzdama, Bez preklapanja

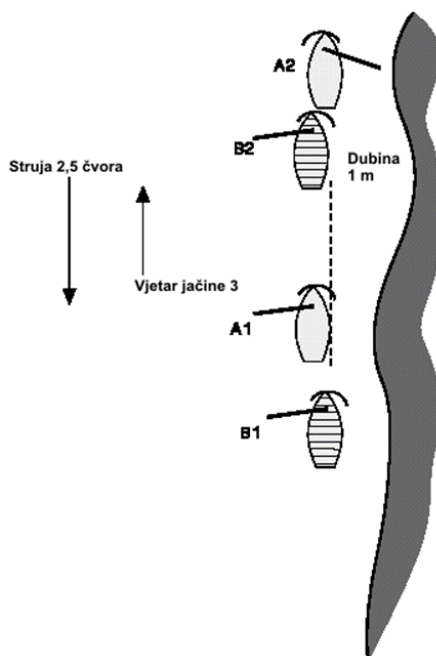
Pravilo 14; Izbjegavanje dodira

Pravilo 19, Prostor za prolazak zapreke: Davanje prostora kod zapreke

Jedrilica slobodna po krmi i koja se mora uklanjati, ali se dodirne s jedrilicom koja je slobodna po pramcu, krši pravilo prava puta koje je bilo primjenjivo prije nego što se dogodio dodir. Jedrilica koja je izgubila pravo puta nenamjernom promjenom uzda ipak se mora uklanjati.

Činjenice

Jedrilice A i B su jedrile desnim uzdama s vjetrom u krmu, jačine 3, protiv jake oseke, neposredno uz obalu. U položaju 1, A je bila slobodna po pramcu B za ne više od pola duljine trupa ispred B. B je A uzela vjetar te je A nehotično izvela kruženje. Tome je neposredno slijedio sudar premda bez štete i bez ozljede a B je prosvjedovala protiv A radi prekršaja Pravila 10. Činjenice su utvrđene i obje jedrilice su diskvalificirane: B zbog prekršaja Pravila 12 jer je bila previše blizu a da bi se A mogla uklanjati a A zbog prekršaja Pravila 10 jer se nije uklanjala jedrilici na desnim uzdama.



A se žalila da je bila prisiljena postupkom B prekršiti pravilo 10. Odbor za prosvjede, komentirajući žalbu, izjavio je da je B uzrokovala i kruženje A i sudar, time što se nije uklanjala kada su obje jedrilice bile na istim uzdama.

Odluka

Jedrilice su prolazile blizu obale, koja je predstavljala zapreku, a ujedno i kontinuiranu zapreku. Stoga su bili ispunjeni uvjeti za primjenu pravila 19. Međutim, budući da jedrilice nisu bile u preklapanju, nijedan od dva dijela pravila 19 koji nameću obvezu jedrilici (pravila 19.2(b) i 19.2(c)) nije primjenjiv. Dok je B bila slobodna po krmi jedrilice A morala se prema pravilu 12 uklanjati ali to nije činila. Njezin prekršaj se dogodio prije sudara u trenutku kad je A prvi put trebala "poduzeti mjere izbjegavanja" (vidjeti definiciju Uklanjanje). Kad se B sudarila s A također je prekršila pravilo 14(a). Međutim je u tom trenutku je imala pravo puta prema pravilu 10 i budući da nije bilo ni do štete ni ozljede iskupljena je pravilom 43.1(c). Nakon kruženja A je, prema pravilu 10, postala jedrilica koja se mora uklanjati premda nije namjerno kružila. Ona je prekršila to pravilo ali samo zato jer je prekršajem Pravila 12 jedrilica B onemogućila uklanjanje jedrilici A. A nije prekršila pravilo 14 jer je A bila spriječena izbjeći sudar "ako je to ikako moguće". Prema tome, B je ispravno diskvalificirana zbog prekršaja pravila 12. A je prema odredbi pravila 43.1(a) iskupljena za prekršaj pravila pravila 10. Žalba A je usvojena i dobila je ispravak plasmana.

GBR 1974/3



CASE 31

Sportsmanship and the Rules

Rule 2, Fair Sailing

Rule 26, Starting Races

Rule 29.1, Recalls: Individual Recall

Rule 61.4(b)(1), Redress: Redress Decisions

Rule 61.4(c), Redress: Redress Decisions Race Signals: Recall Signals, X

When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

Facts

At the start of a race the visual individual recall signal required by rule 29.1 was correctly made, but the required sound signal was not. One of the recalled boats, A, did not return, was scored OCS and later requested redress on the grounds that she started simultaneously with the starting signal and heard no recall sound signal.

The protest committee found that A was not entirely on the pre-start side of the starting line at the starting signal. It adjusted A's score by giving her a finishing place as redress because of the absence of the sound signal. This changed the finishing place of boat B. B then asked for redress, claiming that her finishing place was affected by what she believed to have been an improper decision to give a finishing place to A. B was not given redress, and she appealed on the grounds that rule 26 states, 'the absence of a sound signal shall be disregarded.'

Decision

Rule 61.4(b)(1) has three requirements for giving redress. The first is that 'an improper action or improper omission' has occurred. Here, the race committee did not make the sound signal required by rule 29.1, an omission that was clearly improper. The second requirement is that a boat's finishing place has been 'made significantly worse'. Here, this requirement is met since A was scored OCS. The third requirement is that a boat suffered the consequences of the improper action or improper omission 'through no fault of her own'. Here, A had no part in causing the race committee to omit the sound signal and she thought she had started correctly. The requirement in rule 29.1 and in Race Signals regarding the making of a sound signal when flag X is displayed is essential to call the attention of boats to the fact that one or more of them are being recalled. When the sound signal is omitted from an individual recall, and a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, a boat that realizes that she was on the course side of the line is not entitled to redress, and she must comply with rules 28.1 and, if it applies, rule 30.1. If she fails to do so, she breaks those rules. In addition, she fails to comply with the first Basic Principle, Sportsmanship and the Rules, and breaks rule 2.

When it is decided that a boat is entitled to redress, rule 61.4(c) requires the protest committee to 'make as fair an arrangement as possible for all boats affected.' When the situation involves a boat scored OCS, if the redress given is to adjust the boat's race score or finishing place, it should reflect the fact that, generally, when a recalled boat returns to the pre-course side of the line after her starting signal, she starts some time after boats that were not recalled. An allowance for that time should be made.

Concerning B's request, the provision of rule 26 that 'the absence of a sound signal shall be disregarded' applies only to the warning, preparatory, one-minute and starting signals. When the individual recall signal is made, both the visual and sound signals are required unless the sailing instructions state otherwise.

B's appeal is dismissed. The protest committee's decision to give redress to A is upheld.

GBR 1974/7



SLUČAJ 31

Sportsko ponašanje i pravila

Pravilo 2, Korektno jedrenje

Pravilo 26, Startanje natjecanja

Pravilo 29.1, Opozivi: Pojedinačni opoziv

Pravilo 61.4(b)(1), Ispravak: Odluke o ispravku

Pravilo 61.4(c), Ispravak: Odluke o ispravku: Signali natjecanja: Signali opoziva, X

Kad je vidljivi signal pojedinačnog opoziva istaknut ispravno popraćen neispravnim zahtijevanim zvučnim signalom, i kad je opozvana jedrilica u položaju čujnost zvučnog signala a ne zamijeti vidljivi signal i ne vrati se, ona ima pravo na ispravak. Bilo kako ako je jedrilica shvatila da je bila na strani krša linije starta, mora se vratiti i startati ispravno

Činjenice

Na startu natjecanja vidljivi signal pojedinačnog opoziva određen pravilom 29.1 je istaknut ispravno ali zahtijevani zvučni signal nije bio ispravan. A, jedna od opozvanih jedrilica nije se vratila, i bila je bodovana OCS te je kasnije zahtijevala ispravak tvrdeći da je startala istovremeno s signalom starta i da nije čula zvučni signal opoziva.

Odbor za prosvjede je ustanovio da A nije u potpunosti bila na predstartnoj strani linije starta u trenutku signala starta. Odbor je A prilagodio bodovanje, dajući joj mjesto završavanja kao ispravak plasmana zbog izostanka zvučnog signala opoziva. Time je promijenjeno mjesto završavanja jedrilice B. B je potom zatražila ispravak, tvrdeći da je na njezino mjesto završavanja utjecala odluka koju je smatrala nepravilnom, a to je da se mjesto završavanja dodijeli jedrilici A. B nije dobila ispravak, te se žalila na temelju pravila 26: „izostanak zvučnog signala neće se uzeti u obzir.“

Odluka

Pravilo 61.4(b)(1) ima tri uvjeta za davanje ispravka. Prvi je da je došlo do „neprikladnog djelovanja ili neprikladnog propusta“. Ovdje regatni odbor nije dao zvučni signal propisan pravilom 29.1, propust koji je očito bio neprikladan. Drugi uvjet je da je mjesto završavanja jedrilice „značajno slabije“. Ovdje je ovaj uvjet ispunjen jer je A bodovana OCS. Treći uvjet je da je jedrilica pretrpila posljedice neprikladnog djelovanja ili neprikladnog propusta „bez vlastite krivnje“. Ovdje A nije sudjelovala u tome da regatni odbor izostavi zvučni signal i mislila je da je ispravno startala. Zahtjev u pravilu 29.1 i u Signalima natjecanja u vezi s davanjem zvučnog signala kada je istaknuta zastava X ključan je kako bi se jedrilicama skrenula pozornost na činjenicu da se jedan ili više njih opoziva. Kada se zvučni signal izostavi iz pojedinačnog opoziva, a opozvana jedrilica koja je u položaju da čuje zvučni signal ne vidi vizualni signal i ne vrati se, ima pravo na obeštećenje. Međutim, jedrilica koja shvati da je bila na strani kursa linije starta nema pravo na ispravak i mora se pridržavati pravila 28.1 i, ako se primjenjuje, pravila 30.1. Ako to ne učini, krši ta pravila. Osim toga, ne pridržava se prvog Osnovnog načela, Sportskog ponašanja i Pravila, te krši pravilo 2.

Kada se odluči da jedrilica ima pravo na ispravak, pravilo 61.4(c) zahtijeva od odbora za prosvjede da „odluči što je poštenije moguće za sve time oštećene jedrilice“. Kada situacija uključuje jedrilicu bodovanu OCS, ako je dodijeljen ispravak da se prilagode bodovi natjecanja ili mjesto završavanja, taj ispravak treba odražavati činjenicu da, općenito, kada se opozvana jedrilica vrati na predstartnu stranu linije starta nakon svog signala starta, ona starta neko vrijeme nakon jedrilica koji nisu bile opozvane. Treba uzeti u obzir dodatak za to vrijeme.

Što se tiče zahtjeva B, odredba pravila 26 da se „izostanak zvučnog signala mora zanemariti“ primjenjuje se samo na signale: upozorenje, priprema, jedna minuta i signal starta. Kada se daje pojedinačni signal opoziva, potreban je i vizualni i zvučni signal, osim ako upute za jedrenje ne navode drugačije.

Žalba B se odbacuje. Odluka odbora za prosvjede da se A dodijeli Ispravak se potvrđuje.

GBR 1974/7



CASE 32

Definitions, Finish

Rule 90.2(c), Race Committee; Sailing Instructions; Scoring; Sailing Instructions

A competitor is entitled to look exclusively to the notice of race or to written sailing instructions for all details relating to sailing the course. If the race committee wants to change the direction in which boats are required to cross the finishing line to finish, this must be stated in the sailing instructions. When a boat fails to finish correctly because of a race committee error, but none of the boats racing gains or loses as a result, an appropriate and fair form of redress is to score all the boats in the order they crossed the finishing line.

Facts

The sailing instructions for the event included the following:

- 1) All races will be sailed under *The Racing Rules of Sailing* except as modified below.
- 2) A briefing will be held in the clubroom 60 minutes before the start of the first race each day.
- 3) Shortened Course will be signalled by two guns and raising of flag S and the class flag. Boats in that class will round the mark about to be rounded by the leading boat and go straight to the finishing line. This sailing instruction changes rule 32.2.

The sailing instructions did not include any statement about the direction in which boats were required to cross the finishing line. However, at one of the briefings, the race officer attempted to clarify the phrase ‘go straight to the finishing line’ in item 3 by stating that when the course was shortened, all boats should cross the finishing line in a windward direction. This would ensure that all classes, some of which might be finishing from different marks, would finish in the same direction even if that were not the direction of the course from the mark at which the course was shortened.

Subsequently, a race was shortened. Six boats, which had not attended the briefing, followed the written sailing instructions and crossed the finishing line from the course side of the line. To cross the line from its course side, it was necessary for those boats to cross while sailing downwind. The six boats were recorded as not finishing, and they requested redress. The boats alleged that the race committee had improperly changed the direction of the Finish and had failed to follow the requirements of rule 90.2(c). The protest committee upheld their requests for redress on the grounds they had cited, and it decided that the appropriate and fair form of redress was to score all the boats in the race in the order they crossed the finishing line.

The race committee appealed to the national authority, asserting that the briefing sessions were a numbered part of the sailing instructions, all competitors should have attended, and the briefings constituted a procedure for giving oral instructions. Also, it argued that the sailing instructions were not changed but merely clarified by the race officer as to what the words ‘go straight to the finishing line’ meant.

Decision

Appeal dismissed.

The definition Finish permits the sailing instructions to change ‘the direction in which boats are required to cross the finishing line to *finish*.’ However, the sailing instructions for the event did not do so. If the race committee had wanted to change the direction in which boats were required to cross the finishing line when the course was shortened, it would have had to clearly state this in the sailing instructions.

The remarks of the race officer amounted to more than mere clarification. This is borne out by the fact that the boats that did not attend the briefing acted as they did. Competitors are entitled to look exclusively to the notice of race and the sailing instructions, and to any amendments to them, for all particulars of the course, and rule 90.2(c) requires changes to the sailing instructions to be in writing.

GBR 1975/3; revised by World Sailing 2025



SLUČAJ 32

Definicije; Završavanje

Pravilo 90.2(c), Regatni odbor; Upute za jedrenje; Bodovanje; Upute za jedrenje

Natjecatelj ima pravo isključivo pregledati oglas regate ili pisane upute za jedrenje za sve detalje vezane uz jedrenje kursa. Ako regatni odbor želi promijeniti smjer u kojem jedrilice moraju prijeći ciljnu liniju kako bi završile, to mora biti navedeno u uputama za jedrenje. Kada jedrilica ne uspije ispravno završiti zbog pogreške regatnog odbora, ali niti jedna od jedrilica koje se natječu ne dobiva niti gubi kao rezultat toga, odgovarajući i pošten oblik ispravka je bodovanje svih jedrilica redoslijedom kojim su prešle liniju cilja.

Činjenice

Upute za jedrenje za regatu sadržavale su, uz ostalo i slijedeće:

- 1) Sva natjecanja će se voditi prema *Pravilima jedriličarskih natjecanja* osim dolje navedenih izmjena
- 2) Sastanak kormilara biti će održan svakog dana, u prostoriji kluba, 60 minuta prije starta prvog natjecanja.
- 3) Skraćenje kursa biti će signalizirano sa dva hitca i isticanjem zastave S i zastave klase. Jedrilice te klase će običi oznaku koju neposredno treba običi vodeća jedrilica i nastaviti ravno prema liniji cilja. Ovo mijenja pravilo 32.2.

Upute za jedrenje nisu uključivale nikakvu izjavu o smjeru u kojem su jedrilice morale prijeći liniju cilja. Međutim na jednom od sastanaka kormilara, predsjednik regatnog odbora je pokušao objasniti što znači izričaj "i nastaviti ravno prema liniji cilja" obrazlažući da kada kurs bude skraćen sve jedrilice moraju prijeći liniju cilja u smjeru privjetrine. Time se osigurava da sve klase, od kojih će neke završavati od različitih oznaka, prelaze liniju cilja u istom smjeru čak i ako to nije smjer kursa od oznake na kojoj je kurs skraćen.

Kasnije je došlo do skraćivanja natjecanja. Šest jedrilica koje nisu prisustvovala sastanku kormilara slijedile su pisane upute za jedrenje i prešle liniju cilja sa strane kursna linije cilja. Da bi prešli liniju s njezine strane kursa, bilo je potrebno da te jedrilice pređu liniju cilja jedreći niz vjetar. Tih šest jedrilica je bodovano kao da nisu završile i zatražile su ispravak.

Jedrilice su tvrdile da je regatni odbor nepravilno promijenio smjer Završavanja i nije postupio po zahtjevima pravila 90.2(c). Odbor za prosvjede je prihvatio njihov zahtjev za ispravak na osnovi njihove tvrdnje i odlučilo je da je prikladan i pravedan ispravak bodovanje svih jedrilica u natjecanju redoslijedom kojim su prešle liniju cilja.

Regatni odbor se žalio nacionalnom savezu ukazujući da su sastanci kormilara bili točka navedena u uputama za jedrenje, svi natjecatelji su morali prisustvovati i sastanci su činili postupak za davanje usmenih uputa. Također su naveli da upute za jedrenje nisu bile mijenjane nego samo pojašnjene od strane predsjednika regatnog odbora u smislu što znače riječi " i nastaviti ravno prema cilju".

Odluka

Žalba je odbijena.

Definicija Završavanje dopušta uputama za jedrenje da promijene „smjer u kojem jedrilice moraju prijeći liniju cilja kako bi završile“. Međutim, upute za jedrenje za tu regatu nisu to učinile. Ako je regatni odbor želio promijeniti smjer u kojem su jedrilice morale prijeći liniju cilja kada je kurs skraćena, morao bi to jasno navesti u uputama za jedrenje.

Opaske Predsjednika regatnog odbora zapravo su značile više od pukog objašnjenja. To proizlazi iz činjenice da su jedrilice koje nisu prisustvovala sastanku kormilara postupile onako kako i jesu postupile.

GBR 1975/3; revised by World Sailing 2025



CASE 33

Definitions, Clear Astern and Clear Ahead; Overlap

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

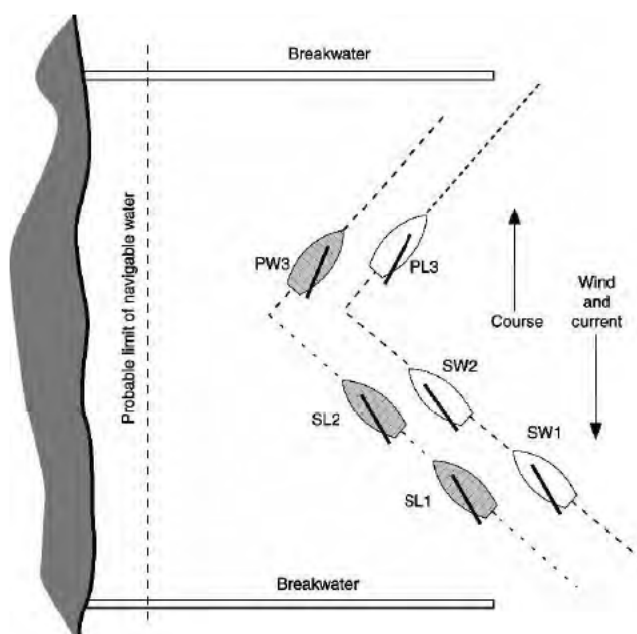
Rule 20.1, Room to Tack at an Obstruction: Hailing

Rule 20.2, Room to Tack at an Obstruction: Responding

When a boat approaching an obstruction hails 'Room to tack', but does so before the time when she needs to begin the process described in rule 20 to avoid the obstruction safely, she breaks rule 20.1(a). However, even if the hail breaks rule 20.1(a), the hailed boat must respond. An inside overlapped boat is entitled to room between the outside boat and an obstruction under rule 19.2(b) even though she has tacked into the inside overlapping position.

Facts for Question 1

There are breakwaters projecting from the shore at fairly regular intervals with a reasonable amount and depth of water between them. To be competitive when beating against a contrary current, it is advantageous to tack into and out of the area between adjacent breakwaters. SL and SW, small keelboats, enter one such area overlapped, close-hauled on starboard tack. In the absence of SW, SL would tack at a point where, on port tack and close-hauled, she would just clear the end of the next breakwater.



Question 1

If SL were to hail 'Room to tack' at position 2, would SW be required to respond as required by rule 20.2(c)?

Answer 1

Yes. SW is required to respond by rules 20.2(b) and 20.2(c), even if at position 2 SL was not yet in danger of running aground and her hail would therefore break rule 20.1(a). To avoid breaking rule 20.1(a), SL must not hail before the time when she needs to begin the process described in rule 20 to avoid the obstruction safely.

Additional Facts for Question 2

SL does not hail 'Room to tack'. However, SW tacks between positions 2 and 3 at a point where, after she completes her tack, her close-hauled course passes just to leeward of the end of the next breakwater. Seeing SW begin to tack, SL immediately begins to tack as well.

Question 2

After position 3, is PL (formerly SW), required to give PW (formerly SL) room between her and the breakwater?

Answer 2

Yes. When SW tacks, SL is able to tack without breaking a rule. When SW passes head to wind, the overlap between her and SL ceases to exist, because they are then on opposite tacks and sailing at less than 90 degrees to the true wind (see the definition Clear Astern and Clear Ahead; Overlap). A new overlap begins when SL passes head to wind, at which time the boats are once again on the same tack. After the new overlap begins PL, by bearing off, can easily give PW room between her and the breakwater. Therefore, rule 19.2(b) applies and, provided that PL and PW remain overlapped, it requires PL to give PW that room.

GBR 1975/8



SLUČAJ 33

Definicije; Slobodna po krmi i Slobodna po pramcu; Preklapanje

Pravilo 19.2(b), Prostor za prolazak zapreke: Davanje prostora kod zapreke

Pravilo 20.1, Prostor za letanje kod zapreke: Dovikivanje

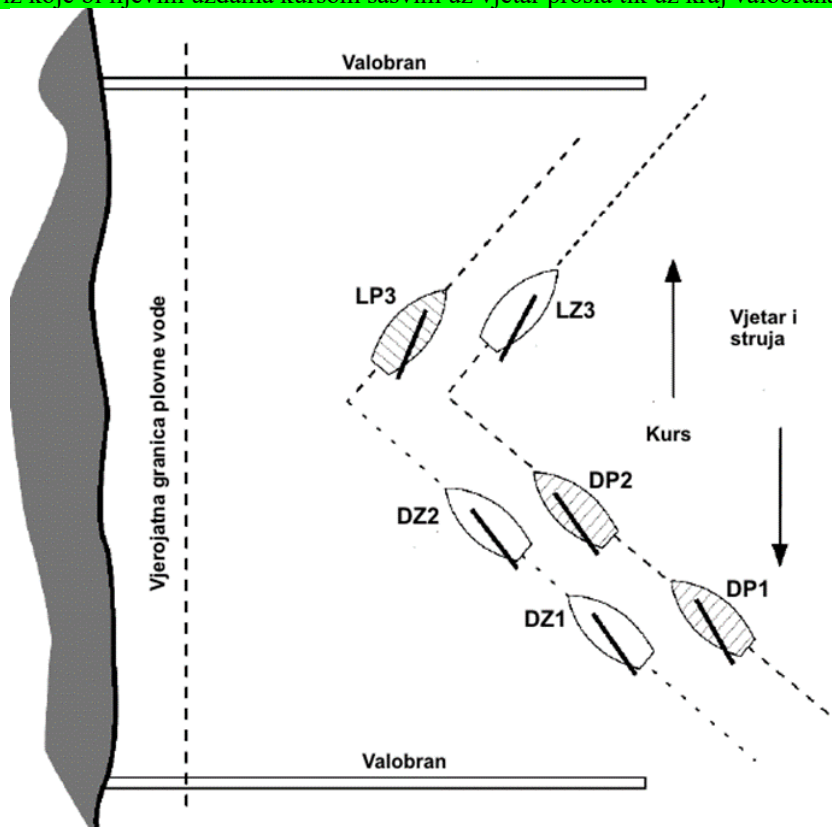
Rule 20.2, Prostor za letanje kod zapreke: Odgovaranje

Kada jedrilica koja se približava zapreci dovikne 'Prostor za letanje', ali to učini prije vremena kada treba započeti postupak opisan u pravilu 20 kako bi sigurno izbjegla zapreku, krši pravilo 20.1(a). Međutim, čak i ako dovik krši pravilo 20.1(a), jedrilica kojoj se dovikuje mora odgovoriti. Jedrilica s unutarnjim preklapanjem ima pravo na prostor između vanjske jedrilice i zapreke prema pravilu 19.2(b) iako je letala u položaj unutarnjeg preklapanja.

Činjenice za pitanje 1

Valobrani se protežu od obale u prilično pravilnim razmacima i priličnom dubinom vode između njih. Da bi se uspjelo napredovati protiv suprotne struje potrebno je izmaknuti struji naizmjeničnim letanjem vodom između dva valobrana.

Dvije male jedrilice s kobilicama, DZ i DP, su ušle u takvo područje jedreći desnim uzdama sasvim uz vjetar. Bez nazočnosti DP, DL bi letala u točki iz koje bi lijevim uzdama kursom sasvim uz vjetar prošla tik uz kraj valobrana.



Pitanje 1

Ako bi DZ doviknula „Prostor za letanje“ na poziciji 2, bi li DP bil dužna odgovoriti kako to zahtijeva pravilo 20.2(c)?

Odgovor 1

Da. SW je dužna odgovoriti prema pravilima 20.2(b) i 20.2(c), čak i ako na položaju 2 DZ još nije bila u opasnosti od nasukavanja i njezin dovik bi stoga prekršio pravilo 20.1(a). Kako bi izbjegla kršenje pravila 20.1(a), DZ nesmiye doviknuti prije vremena kada treba započeti postupak opisan u pravilu 20 kako bi sigurno izbjegla zapreku.

Dodatne činjenice za pitanje 2

DZ ne dovikuje „Prostor za letanje“. Međutim, DP leta između položaja 2 i 3 u točki gdje, nakon što završi letanje, njezin kurs sasvim uz vjetar prolazi odmah u zavjetrini od kraja sljedećeg valobrana. Vidjevši da DP počinje letati, DZ odmah također počinje letati.

Pitanje 2

Nakon položaja 3, je li LZ (prije DP) dužna dati LP (prije DZ) prostor između sebe i valobrana?

Odgovor 2

Da. Kada DP leta, DZ može letati bez kršenja pravila. Kada DP prođe pramcem smjer vjetra, preklapanje između nje i DZ prestaje postojati, jer su tada na suprotnim uzdama i jedre pod kutom manjim od 90 stupnjeva u odnosu na stvarni vjetar (vidi definiciju Slobodna po krmi; Slobodna po pramcu; Preklapanje). Novo preklapanje počinje kada DZ prođe pramcem smjer vjetra, u kojem trenutku su jedrilice ponovno na istim uzdama. Nakon što novo preklapanje počne, LZ, otpadanjem, može lako dati LP prostor između sebe i valobrana. Stoga se primjenjuje pravilo 19.2(b) i, pod uvjetom da LZ i LP ostanu u preklapanju, ono zahtijeva od LZ da da LP taj prostor.

GBR 1975/8



CASE 34

Rule 2, Fair Sailing

Rule 61.4(b)(5), Redress: Redress Decisions

Rule 69.2, Misconduct: Action by a Protest Committee

Hindering another boat may be a breach of rule 2 and the basis for granting redress and for action under rule 69.2.

Facts

As the sixth and final race of a championship series began, A's accumulated score was such that the only way she could lose the prize was for B to finish ahead of her and among the first three of the 48 competitors. A crossed the line early and was recalled by loud hailer. About 70 to 100 metres beyond the starting line, she turned back, but she had sailed only some 20 to 30 metres towards the line when she met B, which had started correctly. Instead of continuing towards the pre-start side of the line A turned and began to hinder B by covering her closely.

The race committee hailed A again that she was still above the line and received a wave of acknowledgement in return, but A continued to sail the course, hindering B throughout the windward leg. When A and B reached the windward mark, they were last but one and last respectively, whereupon A retired. B ultimately finished in 22nd place.

Since it was obvious to the race committee that A continued to race solely for the purpose of hindering B, it protested A under rule 2. A, which had been scored OCS, was disqualified by the protest committee for breaking rule 2 and, therefore, scored DNE, 'disqualification that is not excludable'. She appealed, asserting that she believed she had returned and started correctly.

Decision

A's appeal is dismissed. It is clear from the facts found that A knew she had not started as required by rule 28.1, and that she chose not to do so. Facts are not subject to appeal. The protest committee's decision was appropriate.

B could have requested redress and was entitled to receive it under rule 61.4(b) (5).

The facts show a breach of sportsmanship and, therefore, of rule 2. The protest committee could also have called a hearing under rule 69.2, as a result of which it could have disqualified A from the entire series or taken other action under rule 69.2(h).

A would not have broken rule 2 if she had returned to the pre-start side of the starting line and started and, after having done so and without intentionally breaking any rule, she had managed to overtake and pass B and then closely covered her.

See Case 78.

NOR 1975/1

SLUČAJ 34

Pravilo 2, Korektno jedrenje

Pravilo 61.4(b)(5), Ispravak: Odluke o ispravku

Pravilo 69.2, Nedolično ponašanje: Postupak odbora za prosvjede

Ometanje druge jedrilice može predstavljati prekršaj Pravila 2 te osnovu za dobivanje ispravka odnosno djelovanja u skladu s Pravilom 69.2.

Činjenice

Kad je započelo šesto posljednje jedrenje prvenstva A je imala takve prikupljene bodove da je jedini način da joj B preotme nagradu bio da B završi ispred nje i među prva tri od 48 natjecatelja. A je preuranjeno startala te je bila opozvana glasnim dovikom. Oko 70 do 100 metara preko linije starta A, A se okrenula i vratila prema liniji starta za 20 do 30 metara gdje je susrela B koja je ispravno startala. Umjesto da nastavi prema predstartnoj strani linije A se okrenula i počela ometati B blisko ju pokrivajući.

Regatni odbor je ponovo dovikom upozorio A da je još uvijek preko linije te je dobio potvrdu mahanjem no A je nastavila jedriti kursom, ometajući B čitavom stranicom kursa privjetrine. Kad su A i B došle do oznake privjetrine one su bile predzadnja i zadnja jedrilica nakon čega se A povukla iz natjecanja. B je na kraju završila na 22 mjestu.

Budući da je Regatnom odboru bilo jasno da je A nastavila jedriti samo zato da bi ometala B, prosvjedovao je protiv A zbog prekršaja Pravila 2. A koja je bila bodovana OCS, je tada diskvalificirana zbog prekršaja Pravila 2 i stoga bodovana DNE „diskvalifikacija koja se ne može isključiti“ Ona se žalila navodeći da je bila uvjerena kako se vratila i ispravno startala.

Odluka

Žalba A je odbijena. Diskvalifikacija zbog prekršaja Pravila 2 je primjerena.

Iz utvrđenih činjenica jasno je da je A znala da nije startala kako je propisano pravilom 28.1 i da je odlučila da to ne učini.

Činjenice nisu predmet žalbe. Odluka odbora za prosvjede bila je primjerena.

B je mogla tražiti ispravak i ima pravo na ispravak u skladu s odredbama Pravila 61.4(b) (5).

Činjenice ukazuju na narušavanje sportskog duha i stoga i pravila 2. Odbor za prosvjede je mogao sazvati saslušanje i temeljem odredbi pravila 69.2 i mogući rezultat bila bi diskvalifikacija A za čitavu seriju natjecanja ili poduzeo druge radnje prema pravilu 69.2(h).

A ne bi prekršila pravilo 2 da se vratila na predstartnu stranu linije starta i startala, te da je, nakon što je to učinila i bez namjernog kršenja bilo kojeg pravila, uspjela preći i proći B, a zatim ju blisko pokrila.

Vidjeti slučaj 78.

NOR 1975/1



CASE 35

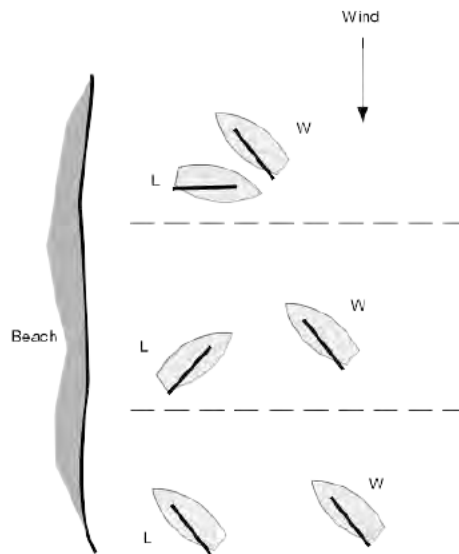
Definitions, Room

Rule 20.2(c), Room to Tack at an Obstruction: Responding

When a boat hails 'Room to tack' at an obstruction and the hailed boat replies 'You tack', and the hailing boat is then able to tack and avoid the hailed boat in a seamanlike way, the hailed boat has complied with rule 20.2(c).

Facts

As two close-hauled boats approached a shore, L hailed 'Room to tack'. W replied 'You tack' and L then tacked immediately. After tacking, L bore away in a controlled way and passed under W's stern, which she cleared by three feet (1 m) or more. L protested W under rule 20.2(c). The boats were 15 feet (4.5 m) in length and the wind was moderate. The protest committee decided that W failed to give room as required by rule 20.2(c) and disqualified her. W appealed.



Decision

W's appeal is upheld, and she is to be reinstated. L was able to tack and avoid W while manoeuvring promptly in a seamanlike way. W therefore met her obligation under rule 20.2(c) to give L room, as defined in the definition Room.

USA 1976/189



SLUČAJ 35

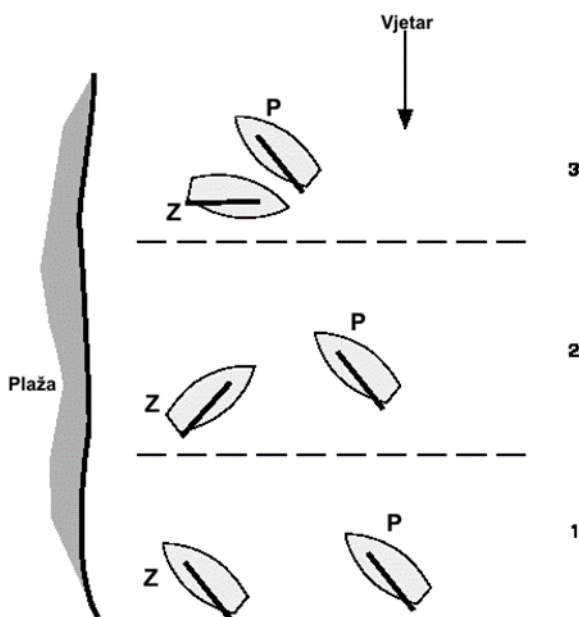
Definicije; Prostor

Pravilo 20.2(c), Prostor za letanje kod zapreke: Odgovaranje

Kad jedrilica dovikuje „Prostor za letanje“ kod zapreke i kad je doviknuta jedrilica odgovorila "Vi letajte" te je tada jedrilica koja je doviknula u mogućnosti letati i izbjegnuti na pomorački način jedrilicu kojoj je doviknula, jedrilica kojoj se dovikuje udovoljila je odredbama pravila 20.2(c).

Činjenice

Dok su se dvije jedrilice, kursom sasvim uz vjetar, približavale obali, Z je dovikom tražila od P „Prostor za letanje“. P je odgovorila "Vi letajte" i Z je odmah letala. Nakon letanja Z je otpadala kontroliranim načinom te prošla po krmi P na udaljenost od tri stope (1 m) ilitice. Z je prosvjedovala protiv P radi prekršaja Pravila 20.2(c). Jedrilice su bile duge 15 stopa (4,5 m), a vjetar je bio umjeren. Odbor za prosvjede je odlučio da P nije dala prostor kao to zahtijeva Pravilo 20.2(c) i diskvalificirao je jedrilicu P. P se žalila.



Odluka

Žalba P je prihvaćena i ona će biti vraćena na ranije stanje. Z je uspjela letati i izbjeći P manevrirajući odmah, otpadala je pomoračkim načinom. P je dakle ispunila obvezu određenu Pravilom 20.2(c) da da L prostor, kako je određen u definiciji Prostor.

USA 1976/189



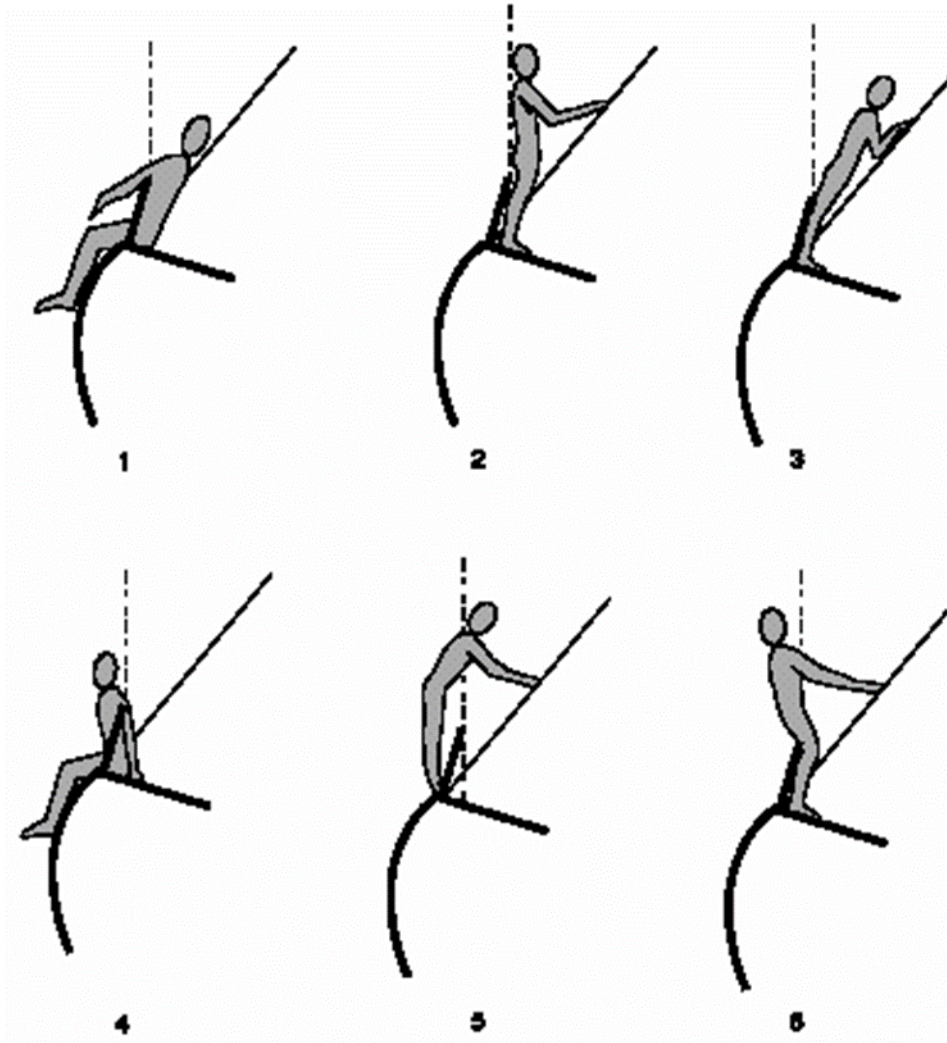
CASE 36

Rule 49.2, Crew Position; Lifelines

Positioning of crew members relative to lifelines.

Facts

A boat in an offshore class, while close-hauled, had a crew member positioned, for several minutes on two occasions, next to the shrouds with his feet on the deck and his legs inside but touching the lifelines. While his torso was substantially upright, part of it was outboard of an imaginary line projected vertically from the top of the lifelines. The boat was disqualified under rule 49.2 and appealed.



Decision

The appeal is dismissed. To clarify the rule, the drawing shows possible crew positions. Position 6 is the position of the appellant's crew member. Positions 1, 2 and 3 do not break the rule; positions 5 and 6 break it. On boats equipped with one lifeline, position 4 breaks the rule. On boats equipped with two lifelines, a crew member sitting facing outboard with his waist inside the lower lifeline and the upper part of his body outside the upper lifeline, as shown in position 4, does not break the rule.

USA 1976/194

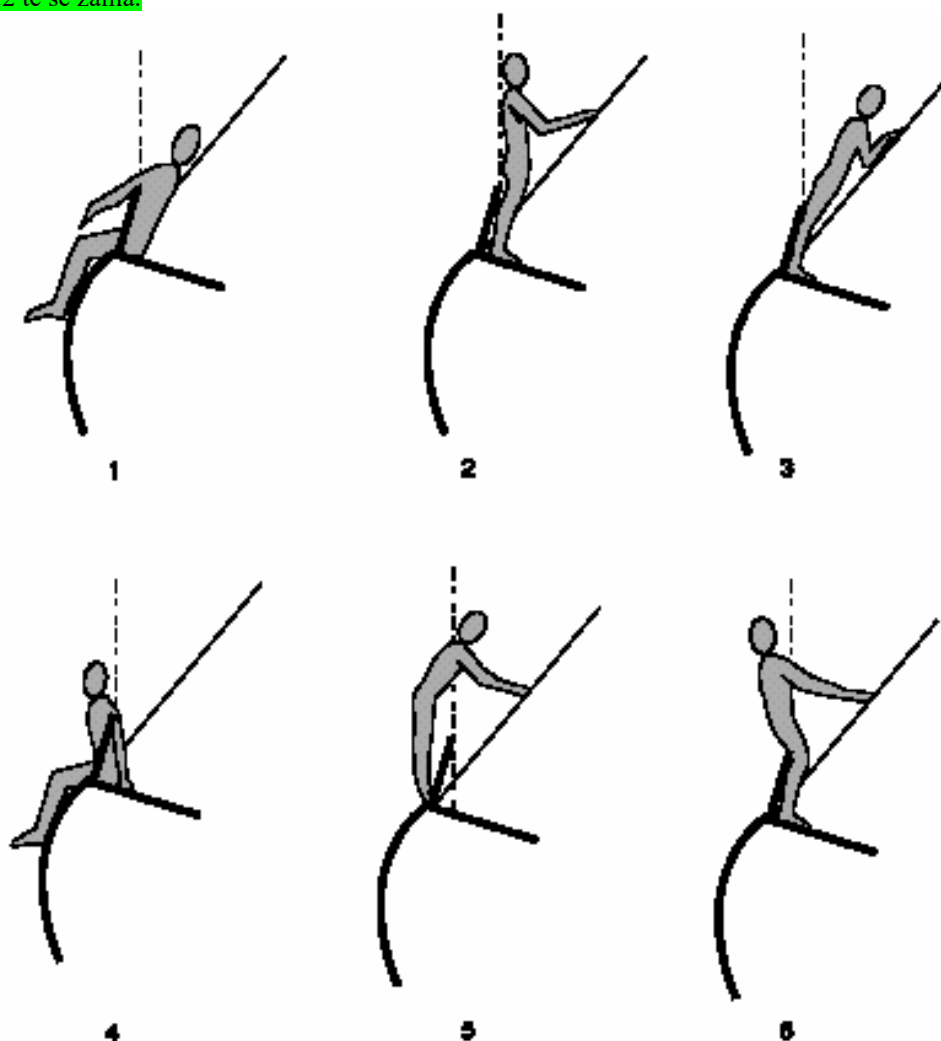
SLUČAJ 36

Pravilo 49.2, Položaj posade; ogradna užad

Položaj posade s obzirom na ogradnu užad.

Činjenice

Jedrilica iz jedne od klasa krstaša jedreći kursom sasvim uz vjetar postavila člana posade, u dva navrata po nekoliko minuta odmah uz pripone jarbola stopalima na palubi i nogama unutar palube ali uz dodirivanje ogradne užadi. Njegov torzo je bio prilično uspravan ali je ipak dio prelazio zamišljenu liniju spuštenu okomito na ogradnu užad. Jedrilica je bila diskvalificirana zbog prekršaja Pravila 49.2 te se žalila.



Odluka

Žalba je odbijena.. Radi pojašnjenja pravila, crtež prikazuje moguće položaje posade. Položaj 6 je položaj člana posade podnositelja žalbe. Položaji 1, 2 i 3 ne krše pravilo; položaji 5 i 6 ga krše. Na jedrilicama opremljenim s jednim sigurnosnim užetom, položaj 4 krši pravilo. Na jedrilicama opremljenim s dva sigurnosna užeta, član posade koji sjedi okrenut prema van sa strukom unutar donjeg sigurnosnog pojasa i gornjim dijelom tijela izvan gornjeg sigurnosnog pojasa, kao što je prikazano na položaju 4, ne krši pravilo.

USA 1976/194



CASE 37

Rule 32.1(c), Shortening or Abandoning After the Start Rule 61.4(b)(1), Redress: Redress Decisions

Each race of an event is a separate race. In a multi-class event, abandonment may be suitable for some classes, but not for all.

Facts

In the third race of an event for each of 15 offshore classes, all classes sailed the same course on which a reaching mark was found to have moved almost a mile (1.6 kilometres) out of position. Various boats in several classes sought redress because of it. The mark had moved out of position over an hour before any of the boats in the last two classes reached it. None of the boats in those two classes requested redress. The protest committee, however, abandoned the races for all classes. The boats in the last two classes then asked for redress, claiming that the abandonment of their races was improper. Redress was denied. They appealed.

Decision

The protest committee failed to distinguish between different procedures under which a race may be abandoned. The race committee could have abandoned the races under rule 32.1(c) because the mark was out of position. It did not do so, however, and appeared to have been satisfied to let the races stand.

If the protest committee had taken up the question on a class-by-class, race-by-race basis, it would have found that there was no requirement or need to abandon the races for the last two classes. There may have been sufficient reason to abandon the races of some classes, but the protest committee erred when it abandoned the races for the classes in which no redress was requested. Its decision to do so was an 'improper action' within the meaning of rule 61.4(b)(1). The appeals are upheld, and all of the boats in the races of the two classes in question are reinstated in their finishing places.

USA 1977/200

SLUČAJ 37

Pravilo 32.1(c), Skraćenje ili prekid nakon starta Pravilo 61.4(b)(1), Ispravak: Odluke o ispravku

Svako natjecanje u regati je zasebno natjecanje. U regati više klasa, prekid može biti opravdan za neke klase, ali ne i za sve klase.

Činjenice

U trećem jedrenju na regati zasvaku od 15 klasa krstaša, sve su klase jedrile istim poljem na kojem se oznaka zavjetrine pomakla iz početnog položaja za približno jednu nautičku milju (1,6 kilometara). Više jedrilica iz raznih klasa zatražile su ispravak plasmana zbog pomicanja oznake. Oznaka se pomaknula s položaja više od sat vremena prije nego što ju je dosegla bilo koja od jedrilica iz posljednje dvije klase. Niti jedna od jedrilica iz posljednjih dviju klasa, nije tražila ispravak. Odbor za prosvjede je prekinuo jedrenje svih klasa. Tada su jedrilice posljednje dvije klase zatražile ispravak tvrdeći da je prekid njihovih jedrenja posljedica "neprikladnog djelovanja". Ispravak je odbijen. One su se žalile.

Odluka

The appeals are upheld, and all of the boats in the races of the two classes in question are reinstated in their finishing places.

Odbor za prosvjede nije uspio razlikovati različite postupke prema kojima se natjecanje može prekinuti. Regatni odbor je mogao prekinuti jedrenje prema Pravilu 32.1(c) zbog pomaka oznake. On to međutim nije napravio i čini se da je bio zadovoljan timee da rezultati natjecanja ostanu.

Da je odbor za prosvjede razmatrao ovo pitanje za svaku klasu posebno natjecanje po natjecanje, ustanovio bi da nema zahtjeva ili potrebe za prekid natjecanja za dvije posljednje klase. Moglo je biti dovoljno činjenica za prekid natjecanja nekih klasa, ali je odbor za prosvjede pogriješio kada je prekinuo natjecanja za klase koje nisu tražile ispravak.

Njegova odluka o prekidu jedrenja tih klasa bila je "neprikladno djelovanje" u smislu Pravila 61.4(b)(1). Žalbe su prihvaćene, a sve jedrilice u natjecanjima dviju klasa u pitanju dobile su plasman prema redoslijedu svojeg završavanja.

USA 1977/200



CASE 38

International Regulations for Preventing Collisions at Sea

The International Regulations for Preventing Collisions at Sea (IRPCAS) are intended to ensure the safety of vessels at sea by precluding situations that might lead to collisions. When the IRPCAS right-of-way rules replace the rules of Part 2, they effectively prohibit a right-of-way boat from changing course towards the boat obligated to keep clear when she is close to that boat.

Facts

The notice of race for an overnight race had, between sundown and sunrise, replaced the rules of Part 2 with the *IRPCAS* right-of-way rules. At about 0030, L and W were running on starboard tack on parallel courses about two hull lengths apart. W was clear astern of L and on a track to windward of L's track, and was steadily closing up on L. L changed course to starboard, forcing W to respond in order to avoid a collision. W protested L on the grounds that 'luffing was forbidden at night.' The protest committee upheld the protest under the *IRPCAS*, Part B, Section II, Rule 17. L appealed on the grounds that the protest committee had misapplied the relevant *IRPCAS* rules.

Decision

IRPCAS Rule 13(a) states that 'any vessel overtaking any other shall keep out of the way of the vessel being overtaken,' and Rule 13(b) states 'A vessel shall be deemed to be overtaking when coming up with another vessel from a direction more than 22.5 degrees abaft her beam, that is, in such a position with reference to the vessel she is overtaking, that at night she would be able to see only the stern light of that vessel but neither of her sidelights.' In the above case W was the overtaking vessel. Rule 13(d) states, 'Any subsequent alteration of the bearing between the two vessels shall not . . . relieve [the overtaking vessel] of the duty of keeping clear of the overtaken vessel until she is finally past and clear.'

The overtaken vessel, in this case L, has obligations towards the overtaking vessel. These are in Rule 17, which states in part, 'Where one of two vessels is to keep out of the way, the other shall keep her course and speed.' It is this rule that prohibits the racing manoeuvre known as 'luffing' while the boats are so close that L's luff forces W to change course to avoid contact. Therefore, L's appeal is dismissed and the protest committee's decision to penalize her is upheld.

CAN 1976/32

SLUČAJ 38

Međunarodni propisi za izbjegavanje sudara na moru (IRPCAS)

Međunarodni propisi za izbjegavanje sudara na moru (IRPCAS) namijenjeni su osiguranju zaštite plovila na moru predusretanjem situacija koje bi mogle dovesti do sudara. Kada pravila IRPCAS-a o pravu puta zamijene pravila iz Dijela 2, ona djelotvorno zabranjuju jedrilici s pravom puta da mijenja kurs prema jedrilici koja se mora uklanjati. Ovi propisi izričito zabranjuju plovilu s pravom puta izmjenu kursa kada je ono u blizini plovila koje se mora uklanjati.

Činjenice

Oglas regate za noćno zamijenio je, između zalaska i izlaska sunca, pravila Dijela 2, MPZISNM pravilima prava puta. The protest committee upheld the protest under the *IRPCAS*, Part B, Section II, Rule 17. L appealed on the grounds that the protest committee had misapplied the relevant *IRPCAS* rules. Oko 00.30 sati, Z i P su jedrile desnim uzdama niz vjetar paralelnim kursovima međusobno udaljenim oko dvije duljine trupa. P je bila slobodna po krmi Z i na stazi u privjetrini staze Z te ju je sustizala. Z je promijenila kurs skretanjem u desno, prisiljavajući P da odgovori radi izbjegavanja sudara. P je prosvjedovala protiv Z navodeći da je "prihvaćanje zabranjeno tijekom noći". Odbor za prosvjede je prihvatio prosvjed radi prekršaja MPZISNM, Dio B, Poglavlje II, Pravila 17. Z se žalila navodeći da je Odbor za prosvjede krivo protumačio odnosna pravila MPZISNM.

Odluka

MPZISNM - Pravilo 13(a) određuje da "svako plovilo koje prestiže neko drugo plovilo mora se sklanjati s puta prestizanom plovilu" a Pravilo 13(b) određuje "Smatra se da plovilo prestiže ako dolazi prema drugom plovilu po krmi smjerom koji je pod kutom većim od 22,5 stupnja prema okomici na bok prestizanog plovila odnosno da je plovilo koje prestiže u takvom položaju prema prestizanom plovilu da u noći vidi samo krmeno svjetlo prestizanog plovila i ne vidi ni jedno od njegovi bočnih svjetala. U navedenom slučaju P je bila plovilo koje prestiže. Pravilo 13(d) određuje "Svaka slijedeća promjena položaja među plovilima ne oslobađa plovilo koje prestiže odgovornosti da se uklanja prestizanom plovilu sve dok ga konačno nije prošlo i slobodno je od njega".

Prestizano plovilo, u ovom slučaju Z, ima obveze prema plovilu koje ga prestiže. Te su određene Pravilom 17, koje dijelom glasi "U slučaju kada se jedno od dva plovila mora sklanjati drugome s puta, drugo mora zadržati svoj kurs i brzinu". To pravilo zabranjuje manevar "prihvaćanja" kada su jedrilice tako blizu da Z prihvaćanjem prisiljava P na izmjenu kursa radi izbjegavanja sudara. Stoga je žalba Z odbijena a odluka Odbora za prosvjede o kažnjavanju Z je prihvaćena.

CAN 1976/32



CASE 39

Sportsmanship and the Rules

Rule 60.1, Protests: Right to Protest

A race committee is not required to protest a boat. The primary responsibility for enforcing the rules lies with the competitors.

Facts

Throughout a five-race series, A competed with a crew of three. After the last race, B and others jointly protested A, alleging that she had broken a class rule that limited the crew to two. This was the first protest relating to the matter. The protest was found to be invalid because the hulls of the protesting boats were all over 6 metres long, but none of the boats displayed a red flag. This decision was appealed on the grounds that the race committee ought, on its own initiative, to have protested A in all the races.

Decision

As provided in rule 63.4(a), the protest was invalid because no red flag was displayed as required by rule 60.2(a)(1). To uphold this appeal would amount to a conclusion that a race committee ought to know the class rules of each class, and that it then has an obligation to enforce them when members of the class themselves fail to do so. No such obligation is placed on a race committee. Furthermore, rule 60.1 is clearly discretionary, as it says that 'A committee may (emphasis added) protest a boat'.

As stated in the first Basic Principle, Sportsmanship and the Rules, 'Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce.' The primary responsibility for enforcing the rules therefore rests with the competitors.

The appeal is dismissed, and the decision of the protest committee is upheld.

CAN 1977/35

SLUČAJ 39

Sportsko ponašanje i pravila

Pravilo 60.1, Prosvjedi: Pravo prosvjedovanja

Regatni odbor nije dužan prosvjedovati protiv jedrilice. Primarna odgovornost za provođenje pravila leži na natjecateljima.

Činjenice

Tijekom serije od 5 natjecanja, A se natjecala s tri člana posade. Nakon zadnjeg natjecanja, B i ostali zajedno su prosvjedovali protiv A navodeći da je prekršila pravilo klase koje ograničava posadu na dva člana. To je bio prvi prosvjed vezan uz tu stvar. Utvrđeno je da je prosvjed je nevaljan jer su sve jedrilice koje su prosvjedovale imale trup dulji od 6 m a niti jedna od njih nije istaknula crvenu zastavu. Jedrilice su se žalile navodeći da je bila dužnost Regatnog odbora prosvjedovati protiv A u svim natjecanjima.

Odluka

Kao što određuje Pravilo 63.4(a), prosvjed je nevaljan jer nije bila istaknuta crvena zastava kao što zahtijeva Pravilo 60.2(a)(1)). Prihvatanje žalbe dovodi do zaključka da Regatni odbor mora znati pravila klase za svaku klasu i da ima i obvezu provoditi ih dok članovi klase sami propuštaju to učiniti. Nikakva obveza u tom smislu nije nametnuta Regatnom odboru. Što više Pravilo 60.1 je u potpunosti diskreciono (prepušteno na volju) budući da navodi „Odbor može (dodatno naglašeno) prosvjedovati jedrilicu.

Kao što je navedeno u prvom Osnovnom načelu, Sportsko ponašanje i pravila, „Natjecatelji u jedriličarskom sportu upravljani su skupom pravila te se od njih očekuje da ih slijede i provode.“ Stoga je primarna odgovornost za provođenje pravila na natjecateljima.

Žalba je odbijena a odluka Odbora za prosvjede je prihvaćena.

CAN 1977/35



CASE 40

Rule 46, Person in Charge Rule 75, Entering an Event

Unless otherwise specifically stated in the class rules, notice of race or sailing instructions, the owner or other person in charge of a boat is free to decide who steers her in a race, provided that rule 46 is not broken.

Facts

In a series, A was entered by the owner, who steered her in race 1. In races 2 and 3 she was steered by another person from whom no entry had been received. The race committee protested her, alleging that she had broken class rule 11(e) in races 2 and 3. Class rule 11(e) reads, 'Distribution of duties between helmsman and crew shall be entirely at the discretion of the helmsman, unless otherwise stipulated in the sailing instructions.'

The protest committee decided that A was a non-entrant and a non-starter in races 2 and 3 and scored her DNS in those races, stating that class rule 11(e) did not allow permanent substitution by the crew at the helm for an entire race or races, since the only purpose of that would be to improve a boat's chances of winning a series. A appealed.

Decision

A's appeal is upheld. The owner of a boat may appoint another person to steer her. It is the boat that is entered in an event (see rule 75) and, unless otherwise specifically provided in the class rules, notice of race or sailing instructions (which was not so in this case), it is a matter for the owner or other person in charge of her to decide who steers her at any time, provided that rule 46 is not broken. A was properly entered in the event, and her series score is to be based on her finishing places in all three races.

GBR 1977/2

SLUČAJ 40

Pravilo 46, Odgovorna osoba Pravilo 75, Prijava za regatu

Ukoliko nije izričito drugačije određeno pravilima Klase, oglasom regate ili uputama za jedrenje, vlasnik ili odgovorna osoba na jedrilici ima slobodu odlučivanja tko će kormilariti jedrilicom pod uvjetom da ne time ne prekrši Pravilo 46

Činjenice

U seriji jedrenja vlasnik A je upravljao jedrilicom u prvom natjecanju. U 2. i 3. natjecanju kormilar je bila druga osoba bez ikakve prijave. Regatni odbor je prosvjedovao A, tvrdeći da je prekršila pravilo klase 11(e) u 2. i 3. natjecanju. Pravilo klase 11(e) glasi „Raspodjela dužnosti između kormilara i posade u potpunosti je u ovlasti kormilara, osim ako nije drugačije određeno uputama za jedrenje.

Odbor za prosvjede odlučio je da je A bila ne-sudjelujuća i nije-startala u 2. i 3. natjecanju te je u tim natjecanjima dosudio DNS, navodeći da pravilo klase 11(e) ne dopušta trajnu zamjenu posade za kormilom tijekom cijelog natjecanja ili više natjecanja jer bi jedina svrha takvog postupka bilo povećavanje izgleda na pobjedu. A se žalila.

Odluka

Zalba je prihvaćena. Vlasnik jedrilice smije ovlastiti drugu osobu da njome upravlja. Jedrilica je ta koja je prijavljena za regatu, ukoliko nije izričito drugačije određeno bilo pravilima klase, oglasom regate ili uputama za jedrenje (u ovom slučaju nije bilo izričito određeno drugačije). Stvar je vlasnika ili druge odgovorne osobe na jedrilici da odluči tko će njome upravljati u bilo kojem trenutku, pod uvjetom da nisu prekršene odredbe Pravila 46. A je bila ispravno prijavljena za regatu, a njezin rezultat serije temeljit će se na njezinim plasmanima na sva tri natjecanja.

GBR 1977/2



CASE 41

Definitions, Clear Astern and Clear Ahead; Overlap

Definitions, Continuing Obstruction

Definitions, Obstruction

Rule 11, On the Same Tack, Overlapped

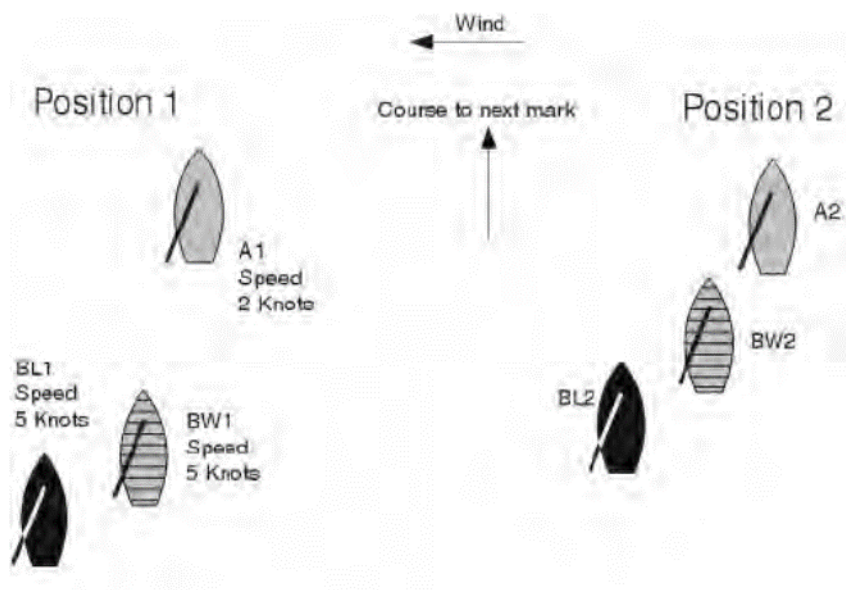
Rule 12, On the Same Tack, Not Overlapped

Rule 19.2, Room to Pass an Obstruction: Giving Room at an Obstruction

A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

Facts

Boats BL and BW, overlapped on starboard tack, are overtaking boat A, also on starboard tack but moving more slowly. Before the boats reached position 1, BW had overtaken BL from clear astern.



Question 1

What are the applicable rules

- while BW and BL are overtaking A?
- after BW becomes overlapped to leeward of A at position 2?

Answer 1

Because BW had overtaken BL from clear astern before the boats reached position 1, rule 17 does not apply between BW and BL at any time during the incident.

While BW and BL are overtaking A, rule 12 requires both BL and BW to keep clear of A. Therefore, as the last sentence of the definition Obstruction states, A is an obstruction to both BL and BW. However, A is not a continuing obstruction, as the last sentence of the definition Continuing Obstruction states. BL may choose to pass A on either side (see rule 19.2(a)). BL chooses to pass A to leeward. During the interval of time that BW is between BL and A and both BW and BL are still clear astern of A, rule 19.2(b) requires BL, the outside boat, to give BW, the inside boat, room between herself and A, the obstruction.

When BW becomes overlapped with A, the applicable rules change: BL becomes overlapped with A because BW is between A and BL (see the fourth sentence of the definition Clear Astern and Clear Ahead; Overlap); rule 12 ceases to apply; BL and BW obtain right of way under rule 11 over A, so A ceases to be an obstruction to BW and BL, and BL becomes an obstruction to BW and A; initially, rule 15 requires both BL and BW to give A room to keep clear; and, as soon as she is able to do so, A is required by rule 19.2(b) to give BW room between A and BL.

Question 2

When a boat is entitled to room under rule 19.2(b), is she required to hail for room?

Answer 2

No. A boat entitled to room under rule 19.2(b) is not required to hail for room, although that is a prudent thing to do to avoid misunderstandings.

GBR 1977/6



SLUČAJ 41

Definicije; Slobodna po krmi i Slobodna po pramcu; Preklapanje

Definicije; Kontinuirana zapreka

Definicije; Zapreka

Pravilo 11, Na istim uzdama, U preklapanju

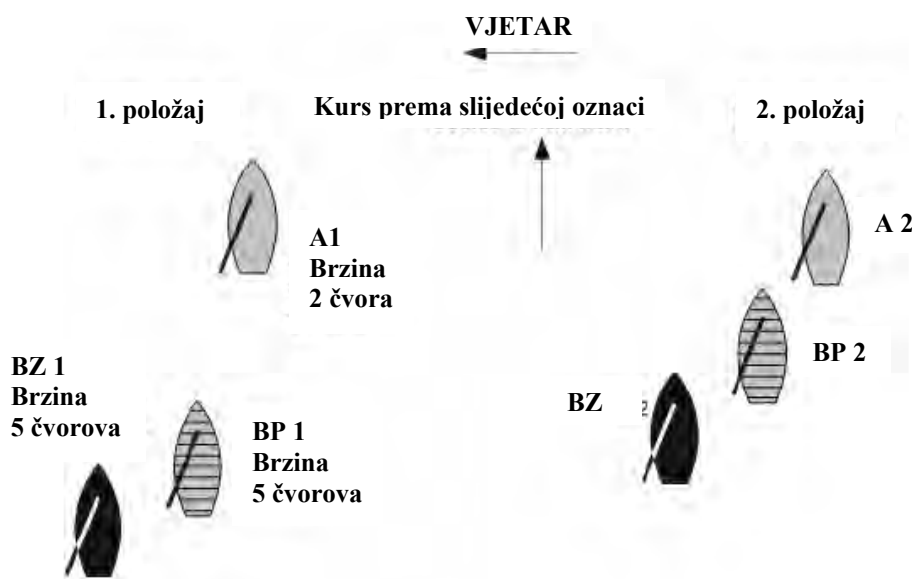
Pravilo 12, Na istim uzdama, Bez preklapanja

Pravilo 19.2 Prostor za prolazak zapreke: Davanje prostora kod zapreke

Rasprava o tome kako se pravilo 19.2(b) i definicije Zapreka, Neprekidna zapreka te Slobodna po krmi i Slobodna po pramcu, Preklapanje, primjenjuju kada dvije jedrilice u preklapanju na istim uzdama prestignu i prođu u zavjetrini jedrilicu ispred na istim uzdama. Nema obveze dovikivanja za prostor kod zapreke, ali je razborito to učiniti.

Činjenice

Jedrilice AZ i BP u preklapanju na desnim uzdama pretječu jedrilicu A, također na desnim uzdama ali dosta sporiju. Prije nego su jedrilice došle u položaj 1 BP je pretekla BZ iz položaja slobodna po krmi.



Pitanje 1

Koja pravila se primjenjuju među jedrilicama

- dok BP i BZ pretječu A?
- Nakon što BP dođe u preklapanje u zavjetrini A na položaju 2?

Odgovor 1

Budući da je BP pretekla BZ iz položaja slobodna po krmi prije nego su jedrilice dosegle položaj 1, pravilo 17 se ne primjenjuje na jedrilice BP i BZ u bilo kojem trenutku tijekom incidenta.

Dok BP i BZ pretječu A, pravilo 12 traži da se obje BP i BZ uklanjaju A. Stoga, kao što kaže posljednja rečenica definicije Zapreka, A je zapreka za obje BP i BZ. Međutim, A nije trajna zapreka, kako navodi posljednja rečenica definicije Kontinuirana zapreka. BZ može odabrati proći A s bilo koje strane (vidi pravilo 19.2(a)). BZ odlučuje proći A u njenoj zavjetrini. Tijekom vremenskog intervala u kojem se BP nalazi između BZ i A, a i BW i BL su još uvijek čisto iza A, pravilo 19.2(b) zahtijeva od BZ, vanjskoj jedrilici, da da BP, unutarnjoj jedrilici, prostor između sebe i A, koja je zapreka.

Kada BP postane preklapljen s A mijenjaju se pravila koja se primjenjuju.: Bzpostaje preklapljen s A jer je BP između A i BZ (vidjeti četvrtu rečenicu definicije Slobodna po krmi; Slobodna po pramcu; Preklapanje). Prestaje primjena pravila 12; BZ i BP dobivaju pravo puta obzirom na A prema pravilu 11, te tako A prestaje biti prepreka za BP i BZ, a BZ postaje zapreka za BP i A; u početku, pravilo 15 zahtijeva i od BZ i od BP da daju A prostor za uklanjanje; i, čim to može učiniti, A je dužna prema pravilu 19.2(b) dati BP prostor između A i BZ.

Pitanje 2

Kada jedrilica ima pravo na prostor prema pravilu 19.2(b), treba li jedrilica dovikom tražiti prostor?

Odgovor 2

Ne. Jedrilica s pravom na prostor prema pravilu 19.2(b) ne mora dovikom tražiti prostor, iako je to razborito učiniti kako bi se izbjegli nesporazumi.

GBR 1977/6



CASE 42

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SLUČAJ 42

Izbrisan



CASE 43

Definitions, Clear Astern and Clear Ahead; Overlap

Rule 10, On Opposite Tacks

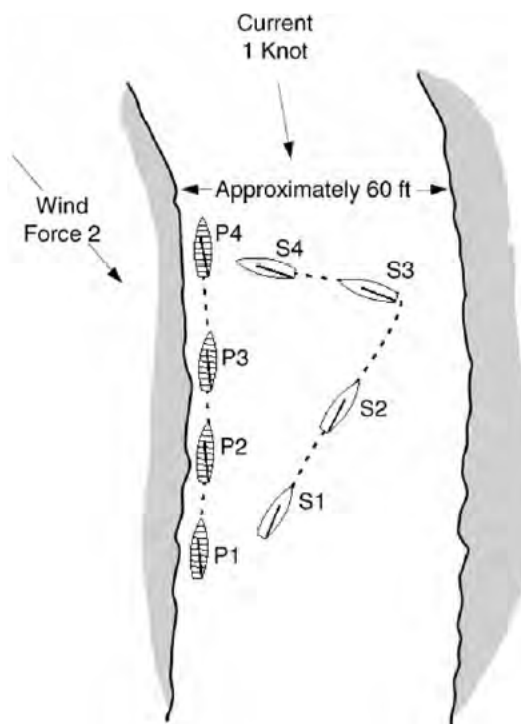
Rule 14, Avoiding Contact

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

A close-hauled port-tack boat that is sailing parallel and close to an obstruction must keep clear of a boat that has completed her tack to starboard and is approaching on a collision course.

Facts

P is sailing up-river, close-hauled on port tack, very close to the bank. S, unable to point as high as P, is forced to sail away from the bank. She then tacks onto starboard and immediately hails 'Starboard' to P. P sails on and, when she reaches a position at which she cannot luff without hitting the bank or bear away without colliding with S, she hails S for room.



Question

Which rule or rules apply?

Answer

P is subject to rule 10 and must keep clear. P is also required by rule 14 to avoid contact if reasonably possible. S establishes right of way over P when she tacks onto starboard, but must observe rules 13 and 15. S meets rule 13's requirement by not tacking so close that P has to take avoiding action before S reaches her close-hauled course. After S acquires right of way over P under rule 10, S complies with rule 15 by initially giving P room to keep clear.

Rule 19.2(b) does not apply because S and P are on opposite tacks, are not both sailing more than 90 degrees from the true wind, and so are not overlapped at positions 3 and 4 (see the last sentence of the definition Clear Astern and Clear Ahead; Overlap).

Rule 20 does not apply because P and S are not on the same tack. Therefore, S is not required to give P room in response to P's hail for room. However, after it becomes clear that P is not keeping clear, rule 14 requires S, if it is reasonably possible, to avoid contact with P. S would have risked disqualification if there had been contact that caused damage or injury.

GBR 1978/5



SLUČAJ 43

Definicije; Slobodna po krmi i Slobodna po pramcu; Preklapanje

Pravilo 10, Na suprotnim uzdama

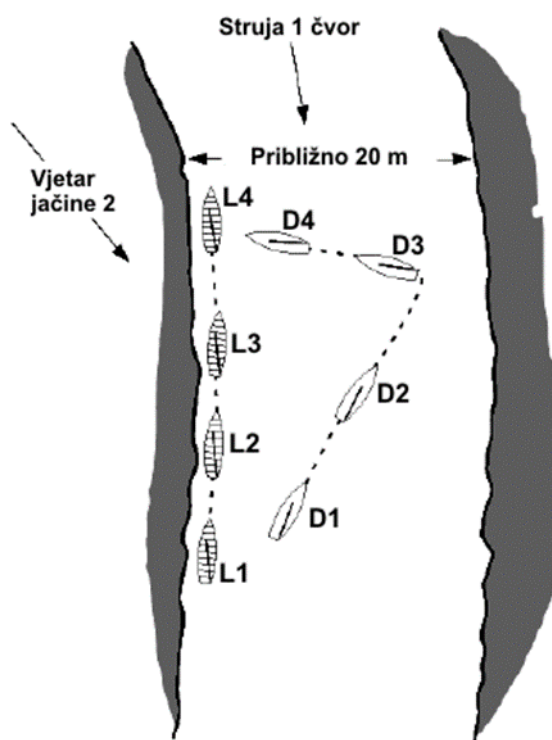
Pravilo 14; Izbjegavanje dodira

Pravilo 19.2(b), Prostor za prolazak zapreke: Davanje prostora kod zapreke

Jedrilica koja jedri lijevom uzdama, sasvim uz vjetar, paralelno i blizu zapreke mora se uklanjati jedrilici koja je završila svoje letanje na desne uzde i približava se na kursu sudara.

Činjenice

L jedri uz rijeku, sasvim uz vjetar na lijevom uzdama vrlo blizu obale. D, koja nije u stanju penjati tako visoko kao L, prisiljena je jedriti dalje od obale. Ona tada leta i odmah dovikuje "desne uzde" jedrilici L. L jedri dalje i dosiže točku u kojoj ne može prihvaćati bez sudara s obalom a ne može ni otpadati bez da se sudari s D i dovikom traži prostor od D.



Pitanje

Koje pravilo ili pravila su u primjeni?

Odgovor

Za L je u primjeni Pravilo 10 i ona se mora uklanjati. Također Pravilo 14 zahtijeva od L da izbjegne dodir, ako je ikako moguće. Letanjem na desne uzde D je stekla pravo puta pred L, ali ali se mora pridržavati pravila 13 i 15. D se pridržavala Pravila 13 jer nije letala tako blizu L da bi ju L morala izbjegavati prije nego što je D dostigla kurs sasvim uz vjetar. Nakon što je D stekla pravo puta pred L prema pravilu 10, D je poštovala odredbe Pravila 15 jer je početno dala L prostor za uklanjanje. Pravilo 19.2(b) se ne primjenjuje jer su D i L na suprotnim uzdama i obje ne jedre više od 90 stupneva od stvarnog vjetra, te nisu u preklapanju u položajima 3 i 4 (vidjeti posljednju rečenicu definicije Slobodna po krmi; Slobodna po pramcu; Preklapanje). Pravilo 20 se ne primjenjuje jer D i L nisu na istim uzdama. Stoga se od D ne zahtijeva da L da prostor kao odgovor na njezin dovik za prostor. However, after it becomes clear that P is not keeping clear, rule 14 requires S, if it is reasonably possible, to avoid contact with P. S would have risked disqualification if there had been contact that caused damage or injury.

Međutim, nakon što postane jasno da se L ne uklanja, pravilo 14 zahtijeva od D da, ako je ikako moguće, izbjegne dodir s L. D bi riskirala diskvalifikaciju da je došlo do dodira koji je uzrokovao štetu ili ozljedu.

GBR 1978/5



CASE 44

Rule 5, Rules Governing Organizing Authorities and Officials

Rule 61.2, Redress: Requests for Redress

Rule 61.4(b)(1), Redress: Redress Decisions

Rule 63.2(c), Conduct of Hearings: Hearings

A boat is not permitted to protest a race committee for breaking a rule. However, if she tries to do so, her 'protest' may meet the requirements of a request for redress, in which case the protest committee shall treat it accordingly.

Facts

In the sailing instructions for a multi-class event, instruction 18 provided for the starting line and first mark to be laid so that the first leg would be sailed to windward. After the race committee did so and had started one class, the wind backed some 55 degrees. The Finn class was next to start, but the first mark could not be moved, since the prior class was still sailing towards it and was well short of it. When the Finns started, none could fetch the first mark on a single tack, but subsequent further backing of the wind permitted some to do so. Boat A 'protested the race committee', asserting that, under rule 5 and the definition Rule, sailing instruction 18 was a rule and the race committee had broken it. The protest committee was satisfied that the first leg of the course was not a 'windward' leg within the meaning of the sailing instructions. On the other hand, it found no evidence to suggest that, within the terms of rule 61.4(b)(1), A's score or place in the race or series had, through no fault of her own, been made worse because the first leg was not a 'windward' leg. The protest committee ruled that the results of the race were to stand. A appealed, asserting that her protest had not been based on a claim for redress under rule 61.4(b)(1). It was based simply on the fact that the race committee had failed to comply with sailing instruction 18, a rule, and with rule 5, which bound race committees to be governed by the rules. The protest committee had based its decision on rule 61.4(b)(1), which was, in her opinion, incorrect. To allow a race to stand when it had not been sailed as required by the rules contravened rule 5 and could not come within the scope of rule 61.4(b)(1).

Decision

The racing rules do not permit a race committee to be protested or penalized. However, the protest committee recognized A's invalid 'protest' as having met the requirements of a valid request for redress under rules 61.4(b)(1) and 61.2, and correctly acted under rule 63.2(c) to treat it accordingly. It found that there was no evidence that A's score or place had been made worse by an improper action or omission of the race committee. Accordingly, A's appeal is dismissed.

GBR 1978/8

SLUČAJ 44

Pravilo 5, Primjena pravila za organizatore i dužnosnike

Pravilo 61.2, Ispravak: Zahtijevanje ispravka

Pravilo 61.4(b)(1), Ispravak: Odluke o ispravku

Pravilo 63.2(c), Vođenje saslušanja: Saslušanja

Jedrilici nije dopušteno prosvjedovati protiv regatnog odbora zbog kršenja pravila. Međutim, ako to pokuša učiniti, njezin „prosvjed“ može ispuniti uvjete zahtjeva za ispravak, u kojem slučaju će ga prosvjedni odbor tretirati u skladu s tim.

Činjenice

U uputama za jedrenje za regatu više klasa uputa 18 predviđeno je da će linija starta i prva oznaka biti tako postavljene da će se prvom stranicom kursa jedriti uz vjetar. Nakon što je regatni odbor tako postavio polje i dao start za jednu klasu, vjetar je promijenio smjer za približno 55 stupnjeva. Slijedeća je na startu bila klasa Finn, ali nije bilo moguće pomicati oznaku jer su jedrilice klase koja je prethodno startala još uvijek jedrile prema oznaci i bile daleko od nje. Kad su Finn-ovi startali niti jedan nije mogao dohvatiti oznaku na jednim uzdama, ali daljnji postepeni otklon vjetra je to nekima omogućio. Jedrilica A je prosvjedovala protiv Regatnog odbora tvrdeći da je, prema Pravilu 5 i definiciji Pravilo, uputa za jedrenje 18 pravilo, koje je prekršio Regatni odbor.

Odbor za prosvjede je prihvatio da prva stranica kursa nije bila „uz vjetar“ u smislu odredbi uputa za jedrenje. S druge strane, nije pronašao dokaze koji bi ukazivali na to da je, u skladu s uvjetima pravila 61.4(b)(1), rezultat ili mjesto u utrci ili seriji jedrilice A, bez njezine krivnje, pogoršan jer prva etapa nije bila 'uz vjetar'. Odbor za prosvjede odlučio je da rezultati natjecanja ostaju na snazi.

A se žalila tvrdeći da njezin prosvjed nije bio zasnovan na zahtjevu za ispravak prema Pravilu 61.4(b)(1). Prosvjed je zasnovan na činjenici da regatni odbor nije djelovao u skladu s uputom 18 koja je pravilo, te da je prekršio pravilo 5 koje obvezuje regatne odbore da postupaju po pravilima. Odbor za prosvjede donio je odluku na osnovi Pravila 61.4(b)(1) što je prema mišljenju A pogrešno. Dozvoliti da rezultati ostanu iako se nije natjecalo po pravilima u suprotnosti je s pravilom 5 i ne bi moglo spadati u opseg pravila 61.4(b)(1).

Odluka

Pravila natjecanja ne dopuštaju prosvjedovanje ili kažnjavanje regatnog odbora. Međutim, odbor za prosvjede je priznao da je nevažeći „prosvjed“ jedrilice A ispunio uvjete valjanog zahtjeva za ispravak prema pravilima 61.4(b)(1) i 61.2 te je ispravno postupio prema pravilu 63.2(c) tretirajući ga u skladu s tim. OZP je utvrdio da nema dokaza da je rezultat ili mjesto jedrilice A, pogoršano nepravilnom radnjom ili propustom regatnog odbora. Sukladno tome, A-ina žalba se odbacuje.

GBR 1978/8



CASE 45

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SLUČAJ 45

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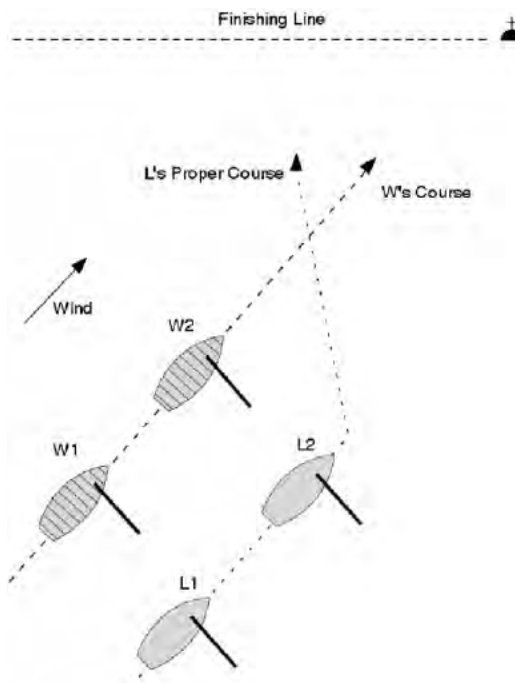
CASE 46

Definitions, Proper Course

Rule 11, On the Same Tack, Overlapped

Rule 16.1, Changing Course

Rule 17, On the Same Tack; Proper Course



A leeward boat is entitled to luff to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.

Facts

For some time, W had been sailing almost dead downwind on a straight course towards the starboard end of the finishing line when L, a boat that had been clear astern, became overlapped within two of her hull lengths to leeward of W. In the absence of W, L would have sailed a higher course directly towards the line. In order to do so, she hailed W to come up. There was no response. L hailed again and luffed to a position very close to W, but W still did not respond. L stopped luffing and bore away just before contact would have occurred. L protested under rule 11.

The protest committee held that there was insufficient evidence to show that W would have sailed the course more quickly by sailing a higher course. It said that even though there might be conflict between the courses of a windward and a leeward boat, a boat overtaking another from clear astern did not have the right to force a windward boat to sail above her proper course. The protest was dismissed and L appealed, claiming the right to luff to her proper course under rule 17.

Decision

Rule 11 says that when two boats on the same tack are overlapped the windward boat shall keep clear. A leeward boat's actions, however, are limited by rules 16.1 and 17. There was room for W to keep clear when L luffed, and so L did not break rule 16.1. The protest committee, although it did not say so explicitly, recognized that L's proper course was directly towards the finishing line. A direct course to the line was not only closer but would also have put L on a faster point of sailing. While L was not entitled to sail above her proper course, she was entitled to luff to her proper course, even though she had established the overlap from clear astern while within two of her hull lengths of W. Accordingly, L did not break rule 17.

W's proper course is not relevant to the application of the rules to this incident. She was required to keep clear of L. When L luffed, she gave W room to keep clear as required by rule 16.1. At the moment L needed to stop luffing and bear away to avoid contact, W broke rule 11. Therefore, L's appeal is upheld and W is disqualified for breaking rule 11.

USA 1979/224



SLUČAJ 46

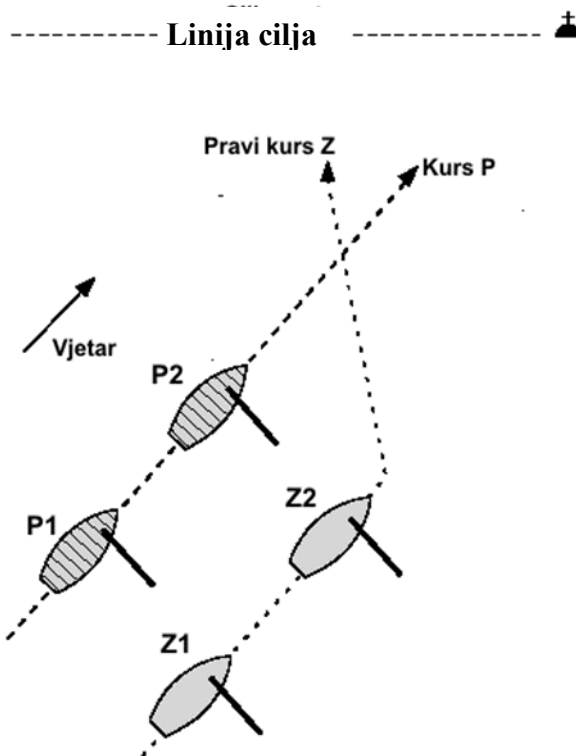
Definicije; Pravi kurs

Pravilo 11, Na istim uzdama, U preklapanju

Pravilo 16.1, Mijenjanje kursa

Pravilo 17, na istim uzdama; pravi kurs

Jedrilica u zavjetrini ima pravo prihvaćati prema svom pravom kursu, čak i kada je uspostavila preklapanje u zavjetrini iz položaja slobodna po krmu jedrilice u privjetrini i unutar dvije duljine svojeg trupa.



Činjenice

Neko vrijeme P je jedrila s vjetrom u čistu krmu ravnim kursom prema desnom kraju linije cilja kad je Z koja je bila slobodna po krmu uspostavila preklapanje na udaljenosti od dvije duljine svoga trupa s zavjetrinske strane P. Bez prisutnosti P, Z bi jedrila višim kursom ravno prema liniji cilja. Da bi mogla tako jedriti Z je dovikom tražila od P da prihvaća. Nije bilo nikakvog odgovora. Z je ponovno doviknula i prihvatila na položaj vrlo blizu P, ali P i dalje nije odgovorila. Z je prestala prihvaćati te je otpadala neposredno prije nego što bi došlo do dodira. Z je prosvjedovala radi prekršaja pravila 11.

Odbor za prosvjede smatrao je da nema dovoljno dokaza da bi P brže jedrila kursom jedreći višim kursom. Premda je moguće da može biti razlika među kursovima jedrilice privjetrine i zavjetrine, ustvrdio je odbor, jedrilica koja prestiže drugu iz položaja slobodna po krmu nema pravo prisiljavati jedrilicu privjetrine da jedri iznad svojeg pravog kursa. Prosvjed je odbijen a Z se žalila navodeći da prema pravilu 17. ima pravo prihvaćati sve do svojeg pravog kursa.

Odluka

Pravilo 11 određuje da kada su dvije jedrilice na istim uzdama u preklapanju, jedrilica privjetrine mora se uklanjati jedrilici zavjetrine. Djelovanje jedrilice zavjetrine je međutim ograničeno Pravilima 16.1 i 17. Bilo je prostora da se P uklanja kad je Z prihvaćala tako da Z nije prekršila Pravilo 16.1. Odbor za prosvjede, premda to nije izričito izrekao, prepoznao je da je pravi kurs Z bio direktno na liniju cilja. Direktni kurs ne samo da daje kraći put već omogućuje jedrilici L i veću brzinu. Z nije imala pravo jedriti iznad svojeg pravog kursa ali je imala pravo jedriti do njega iako je uspostavila preklapanje iz položaja slobodna po krmu na udaljenosti dvije duljine svojeg trupa od P. Prema tome nije prekršila pravilo 17.

Pravi kurs P nije mjerodavan za primjenu pravila na ovaj incident. Od nje se zahtijeva da se uklanja Z. Kada je Z prihvaćala dala je P prostor da se uklanja kako zahtijeva pravilo 16.1. U trenutku kada je L trebala prestati s prihvaćanjem i otpadati kako bi izbjegla dodir, P je prekršila pravilo 11. Stoga se žalba L prihvaća, a P je diskvalificiran zbog kršenja pravila 11.

USA 1979/224



CASE 47

Rule 2, Fair Sailing

A boat that deliberately hails 'Starboard' when she knows she is on port tack has not acted fairly, and has broken rule 2.

Facts

An experienced helmsman of a port-tack boat hails 'Starboard' to a beginner who, although on starboard tack, not being sure of himself and probably being scared of having his boat holed, tacks to port to avoid a collision. No protest is lodged.

Some people think that it is permissible to take advantage of inexperience and lack of rules knowledge in this way. Others reject this argument on the grounds that it is quite contrary to the spirit of the rules to deceive a competitor in that way.

It is known that such a trick is often played, particularly when novices are involved.

Question

In such a case, in addition to breaking rule 10, has the port-tack boat broken rule 2?

Answer

A boat that deliberately hails 'Starboard' when she knows she is on port tack has not acted fairly and has broken rule 2. The protest committee might also consider taking action under rule 69.

GBR 1980/1

SLUČAJ 47

Pravilo 2, Korektno jedrenje

Jedrilica koja namjerno dovikuje "Desne uzde" znajući da jedri lijevim uzdama nije se korektno ponašala i prekršila je Pravilo 2.

Činjenice

Iskusni kormilar jedrilice na lijevim uzdama dovikuje "Desne uzde" početniku koji premda jedri desnim uzdama, nesiguran u sebe i uplašen da će mu jedrilica biti probušena, leta na lijeve uzde da bi izbjegao sudar. Prosvjed nije uložen.

Jedna škola mišljenja smatra da je dozvoljeno iskoristiti neiskustvo i nedostatak znanja o pravilima na ovaj način. Druga škola odbija takvo obrazloženje jer je sasvim suprotno duhu pravila obmanjivati suparnika na taj način.

Poznato je da se takva varka često koristi a posebno kad se radi o početnicima.

Pitanje

U takvom slučaju, osim što je prekršila pravilo 10, je li jedrilica na lijevim uzdama prekršila i pravilo 2?

Odgovor

Jedrilica koja namjerno dovikuje "Desne uzde" znajući da je na lijevim uzdama nije se ponašala korektno i prekršila je Pravilo 2. Odbor za prosvjede može poduzeti i djelovanje u skladu s odredbama Pravila 69.

GBR 1980/1



CASE 48

Rule 63.1(a), Conduct of Hearings: Rights of Parties

Part 5 of the racing rules aims to protect a boat from being unfairly treated, not to provide loopholes for protestees. A protestee has a duty to protect herself by acting reasonably before a hearing.

Facts

Boat Y was protested by boat X over an incident between them. Y was disqualified, and she appealed.

Her appeal alleged that, contrary to rule 63.1(a), Y's representative became aware that a hearing was being held only when he was told to attend it; he was refused permission to read the hearing request form outside the hearing room but was required to read it while the hearing was in progress; and he was not given a reasonable time to prepare a defence.

The protest committee commented upon the appeal as follows: the time of the hearing was posted on the official notice board; X's protest was lodged with the race office and was available for reading for well over an hour prior to that time; her representative informed Y's representative that the protest had been lodged; he made no effort to prepare a defence; and he had to be summoned from the club's dining room when the protest committee, the other party, and the witnesses were assembled and ready to proceed.

Decision

Y's appeal is dismissed for the reasons given by the protest committee in its comments. Y's representative knew that his boat was being protested, and it was his duty to protect himself by acting reasonably, which included seeking out X's hearing request form, reading it, and using the ample time available to prepare for the hearing.

GBR 1980/5

SLUČAJ 48

Pravilo 63.1(a), Vodenje saslušanja: Prava stranaka

Dio 5 regatnih pravila ima za cilj zaštititi jedrilicu od nepravednog postupanja, a ne omogućiti prosvjedovanicima traženje rupa u sustavu pravila. Prosvjedovanik ima dužnost štititi se razboritim djelovanjem prije saslušanja.

Činjenice

Jedrilica Y je bio predmet prosveda jedrilice X zbog incidenta među njima. Y je diskvalificirana i uložila je žalbu.

U njezinoj žalbi tvrdilo se da je, suprotno pravilu 63.1(a), predstavnik Y saznao da se održava saslušanje tek kada mu je rečeno da mu prisustvuje; Nije mu dopušteno da pročita obrazac zahtjeva za saslušanje (prosvjeda) izvan sobe za saslušanje, te je morao pročitati obrazac dok je saslušanje bilo u tijeku; i nije mu dano primjereno vrijeme za pripremu obrane.

Odbor za prosvjede je komentirao žalbu slijedećim: vrijeme saslušanja bilo je objavljeno na službenoj oglasnoj ploči; Protest jedrilice X podnesen je uredu regate i bio je dostupan za čitanje više od sat vremena prije vremena saslušanja; Predstavnik X obavijestio je kormilara jedrilice Y da je uložio prosvjed; kormilar Y nije učinio ništa da bi pripremio obranu; i morao je biti pozvan iz klupske blagovaonice nakon što su se odbor za prosvjede, druga stranka i svjedoci okupili spremni da započne saslušanje.

Decision

Žalba Y-a se odbacuje iz razloga koje je odbor za prosvjede naveo u svojim komentarima. Predstavnik Y-a je znao da se na njegovu jedrilicu uložio prosvjed i bila mu je dužnost zaštititi se djelujući razborito, što je uključivalo pronalaženje obrasca zahtjeva za saslušanje (prosvjeda) jedrilice, čitanje obrasca i upotrebu dovoljno vremena raspoloživog za pripremu za saslušanje.

GBR 1980/5



CASE 49

Rule 14, Avoiding Contact

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

Rule 23.2, Interfering with another Boat

Rule 43.1(b), Exoneration

Rule 43.1(c), Exoneration

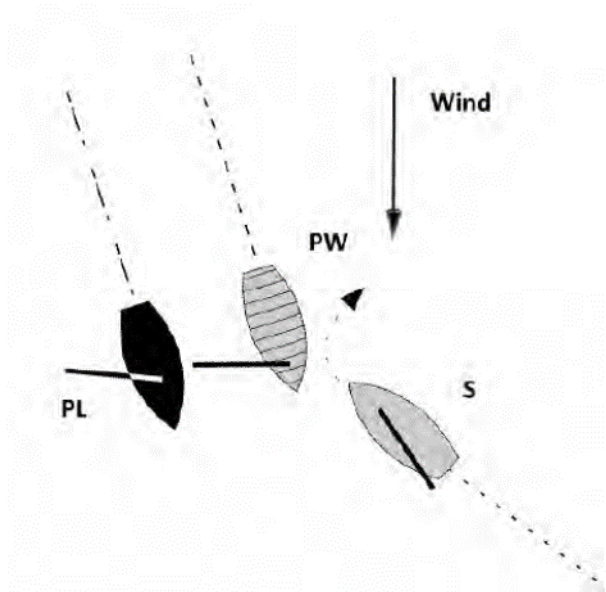
Rule 63.1(a)(4), Conduct of Hearings: Rights of Parties

Rule 63.2(b), Conduct of Hearings: Hearings

When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

Facts

In a moderate to rough sea and a fresh breeze, S, close-hauled on starboard tack on her proper course, converged with PW and PL, overlapped and broad reaching on port tack on a different leg of the course. The rigging of PW and S touched, in spite of S luffing sharply in an attempt to avoid the contact. There was no damage or injury.



Two protests arose from this one incident and were heard separately. In the first protest, S vs PW, the latter was disqualified under rule 10. The facts found in that hearing did not mention PL. During the hearing of the second protest, PW vs PL, PL stated that she knew that S was converging with PW and PL, that PW would be likely to need room from PL to avoid a possibly serious collision, and that the situation was developing rapidly. PL was disqualified under rule 19.2(b) for not giving PW room between her and S, an obstruction. PW appealed the decision of the protest committee disqualifying her for breaking rule 10.

Decision

In cases of this kind, the two protests should, as permitted by rule 63.2(b), be heard together in the presence of representatives of all the boats involved. This ensures that all of them hear all of the testimony given to the protest committee about the incident, as required by rule 63.1(a)(4). Had this procedure been followed, the protest committee would have learned that the collision between PW and S arose from the inability of PW to bear away because PL did not give her room to do so as required by rule 19.2(b), and PW was therefore exonerated by rule 43.1(b) for breaking rule 10. PL also broke rule 14(b).

Although there was contact between S and PW, neither broke rule 14(a) because (i) after it became clear that PW was not going to keep clear of S, it was not possible for S to have avoided the contact, and (ii) after it became clear to PW that PL was not going to give her the room to which she was entitled, it was not possible for PW to have avoided the contact.

S interfered with PW, a boat on another leg, but S did not break rule 23.2 because she was sailing her proper course.

PW's appeal is upheld. Because PW is exonerated by rule 43.1(b) for breaking rule 10, she is to be reinstated. The protest committee's decision to disqualify PL for breaking rule 19.2(b) was correct.

GBR 1981/6; revised by World Sailing 2025



SLUČAJ 49

Pravilo 14; Izbjegavanje dodira

Pravilo 19.2(b), Prostor za prolazak zapreke: Davanje prostora kod zapreke

Pravilo 23.2, Ometanje druge jedrilice

Pravilo 43.1(b), Iskupljenje

Pravilo 43.1(c), Iskupljenje

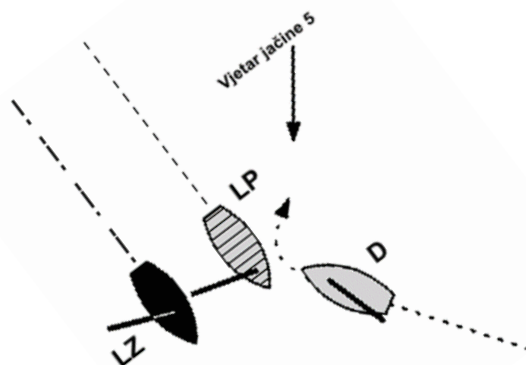
Pravilo 63.1(a)(4), Vođenje saslušanja: Prava stranaka

Pravilo 63.2(b), Vođenje saslušanja: Saslušanja

Kada dva prosvjeda nastanu iz istog incidenta ili iz vrlo blisko povezanih incidenata, treba ih saslušati ih zajedno u prisustvu predstavnika svih umiješanih jedrilica.

Činjenice

Po umjereno do uzburkanom moru i svježem povjetarcu, D je desnim uzdama jedrila sasvim uz vjetar na svom pravom kursu, ususret LP i LZ koje su, međusobno u preklapanju, jedrile lijevim uzdama s vjetrom u pola krme na različitoj stranici kursa. Snast LP i D se dodirnula usprkos oštrom prihvaćanju D u pokušaju izbjegavanja sudara. Nije bilo ni štete ni ozljede. Ovaj incident doveo je do dva prosvjeda koji su saslušani odvojeno. U prvom prosvjedu, D protiv LP, pri čemu je LP diskvalificirana radi prekršaja Pravila 10. U tom prosvjedu utvrđene činjenice nisu spominjale LZ. Za vrijeme saslušanja drugog prosvjeda LP protiv LZ, LZ je izjavila da je znala da se D približava LP i LZ, i da će LP vjerojatno trebati prostora od LZ kako bi izbjegla mogući ozbiljan sudar te da se situacija brzo razvijala. LZ je diskvalificirana radi prekršaja Pravila 19.2(b) budući da nije dala prostor LP da se uklanja D koja je bila zapreka. LP se žalila na odluku kojom je diskvalificirana radi prekršaja Pravila 10.



Odluka

U ovakvim slučajevima, dva prosvjeda trebaju biti saslušana zajedno, kako je dopušteno pravilom 63.2(b), uz nazočnost predstavnika svih jedrilica koje su bile uključene u incident. To osigurava da svi čuju sva svjedočenja dana prosvjednom odboru o incidentu, kako je propisano pravilom 63.1(a)(4). Da se ovaj postupak slijedio, odbor za prosvjede bi saznao da je sudar između LP i D nastao zbog nemogućnosti LP da se uklanja otpadanjem jer joj LZ nije dala prostor da to učini kako je propisano pravilom 19.2(b), te je LP stoga iskupljena prema pravilu 43.1(b) za kršenje pravila 10. LZ je također prekršila pravilo 14(b). . bi spoznao da je do dodira LP i D

Iako je došlo do dodira između D i LP, nijedna od njih nije prekršila pravilo 14(a) jer (i) nakon što je postalo jasno da se LP neće uklanjati D, D nije mogla izbjeći dodir, i (ii) nakon što je LP postalo jasno da joj LZ neće dati prostor na koji je imala pravo, LP nije mogla izbjeći dodir.

D je ometala LP, jedrilicu na drugoj stranici kursa, ali D nije prekršila pravilo 23.2 jer je jedrila svojim pravim kursom. Žalba LP je prihvaćena. Budući da je LP iskupljena prema pravilu 43.1(b) za kršenje pravila 10, mora biti vraćena u prijašnje stanje. Odluka odbora za prosvjede da diskvalificira LZ zbog kršenja pravila 19.2(b) bila je ispravna.

GBR 1981/6; preispitano od World Sailing 2025



CASE 50

Definitions, Keep Clear

Rule 10, On Opposite Tacks

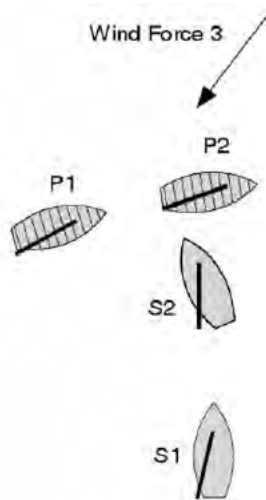
Rule 14, Avoiding Contact

When a protest committee finds that in a port-starboard incident S did not change course and that there was not a genuine and reasonable apprehension of collision on the part of S, it should dismiss her protest. When the committee finds that S did change course and that there was reasonable doubt that P could have crossed ahead of S if S had not changed course, then P should be disqualified.

Facts

On a windward leg, P met S and sailed a course to cross ahead of S. S bore away, displayed a protest flag, and hailed P her intent to protest. Both boats were identical 27-foot (8 m) keelboats, and the wind strength was Force 3.

S protested under rule 10, stating that she had to bear away to avoid colliding with P. The protest committee dismissed the protest by S, stating that 'The need to change course could not be substantiated by the conflicting testimony of the two helmsmen.' S appealed.



Decision

Rule 10 protests involving no contact are very common, and protest committees tend to handle them in very different ways. Some place an onus on the port-tack boat to prove conclusively that she would have cleared the starboard-tack boat, even when the latter's evidence is barely worthy of credence. No such onus appears in rule 10. Other protest committees are reluctant to allow any rule 10 protest in the absence of contact, unless the starboard-tack boat proves conclusively that contact would have occurred had she not changed course. Both approaches are incorrect.

S's diagram, later endorsed by the protest committee, shows that S bore away to avoid contact. P's diagram, which was not endorsed by the protest committee, showed a near miss if S did not bear away. P did not deny or confirm that S bore away but said that, if she did, it was unnecessary.

A starboard-tack boat in such circumstances need not hold her course so as to prove, by hitting the port-tack boat, that a collision was inevitable. Moreover, if she does so she will break rule 14. At a protest hearing, S must establish either that contact would have occurred if she had held her course, or that there was enough doubt that P could safely cross ahead to create a reasonable apprehension of contact on S's part and that it was unlikely that S would have 'no need to take avoiding action' (see the definition Keep Clear).

In her own defence, P must present adequate evidence to establish either that S did not change course or that P would have safely crossed ahead of S and that S had no need to take avoiding action. When, after considering all the evidence, a protest committee finds that S did not change course or that there was not a genuine and reasonable apprehension of collision on her part, it should dismiss her protest. When, however, it is satisfied that S did change course, that there was reasonable doubt that P could have crossed ahead, and that S was justified in taking avoiding action by bearing away, then P should be disqualified.

On the facts, as shown in the diagram and the report of the protest committee, the ability of P to cross ahead of S was doubtful at best. S's appeal is upheld, and P is disqualified.

CAN 1981/58



SLUČAJ 50

Definicije; Uklanjanje

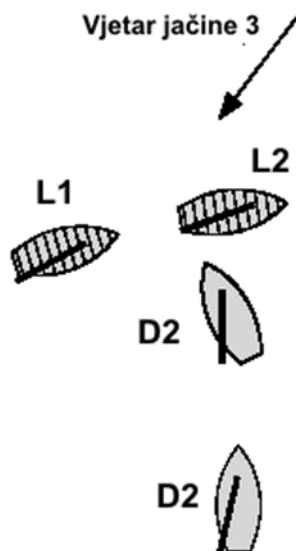
Pravilo 10, Na suprotnim uzdama

Pravilo 14; Izbjegavanje dodira

Kada odbor za prosvjede utvrdi da pri susretu lijevih - desnih uzdi, D nije promijenila kurs i da nije postojala istinska i opravdana strepnja od dodira od strane D, trebao bi odbaciti njezin prosvjed. Kada odbor utvrdi da je D promijenila kurs i da je postojala opravdana sumnja da bi L mogla proći ispred D da D nije promijenila kurs, tada L treba biti diskvalificirana.

Činjenice

Na stranici kursa uz vjetar, L je susrela D i jedrila kursom prolaska po pramcu D. D je otpala, istaknula crvenu zastavu i dovikom obavijestila L da će uložiti prosvjed. Obje jedrilice bile su identične 27 stopa (8 m) a jačina vjetra je bila 3 Beaufort-a. D je prosvjedovala protiv L radi prekršaja Pravila 10 navodeći da je morala otpadati radi izbjegavanja sudara s L. Odbor za prosvjede odbio je prosvjed D tvrdeći da „Potreba za promjenom kursa se nije mogla potkrijepiti oprečnim svjedočenjima dvojice kormilara“. D se žalila.



Odluka

Prosvjedi vezani uz prekršaj pravila 10 koji ne uključuju dodir su vrlo česti, a odbori za prosvjede naginju rješavanju ovih prosvjeda na vrlo različite načine. Neki Odbori, jedrilici koja je jedrila lijevom uzdama nameću dužnost da uvjerljivo dokaže svoju tvrdnju da bi na sigurnoj udaljenosti prošla po pramcu jedrilice koja jedri desnom uzdama pa čak i onda kada je svjedočenje jedrilice na desnom uzdama slabe vjerodostojnosti. Pravilo 10 ne sadrži nikakvu obvezu u tom smislu. Drugi Odbori za prosvjede oklijevaju prihvatiti prosvjed radi kršenja Pravila 10 ukoliko nije bilo dodira, osim kada jedrilica koja je jedrila desnom uzdama uvjerljivo dokaže da bi do dodira došlo da ona nije promijenila kurs. Oba pristupa su pogrešna. Skica koju je dala D, kasnije potvrđena od strane odbora za prosvjede, pokazuje da je D otpadala radi izbjegavanja dodira. Skica koju je dala L, a koja nije bila prihvaćena od strane odbora za prosvjede pokazuje blisko mimoilaženje u slučaju da D nije otpadala. L nije porekla ni potvrdila otpadanje D nego je tvrdila da ukoliko je D otpadala to je bilo nepotrebno. Jedrilica na desnom uzdama u takvim okolnostima ne mora zadržati svoj kurs da bi dokazala, udaranjem u jedrilicu na lijevom uzdama, da je sudar bio neizbježan. Što više ako bi tako djelovala prekršila bi Pravilo 14. Tijekom saslušanja prosvjeda D mora potkrijepiti ili da bi se sudar dogodio da je ona zadržala svoj kurs, ili da je postojala opravdana sumnja da će L proći po provi na sigurnoj udaljenosti koja je stvorila opravdanu bojazan D da će doći do sudara te da nije bilo vjerojatno da D "može jedriti svojim kursom bez potrebe izbjegavanja" (vidi definiciju Uklanjanje).

U svoju obranu L mora pružiti odgovarajuće dokaze da se ustanovi ili da D nije promijenila svoj kurs ili da bi L prošla po pramcu D na sigurnoj udaljenosti te da D nije imala potrebe izbjegavati. Kada nakon razmatranja svih dokaza odbor za prosvjede ustanovi da D nije mijenjala kurs ili da nije postojala opravdana bojazan od sudara treba njezin prosvjed odbiti. Kada je međutim uvjeren da je D mijenjala kurs, da je postojala opravdana sumnja da će L proći po pramcu i da je D opravdano poduzela manevar izbjegavanja otpadanjem tada treba diskvalificirati L.

Činjenice kako su prikazane skicom i izvještaj Odbora za prosvjede ukazuju da je mogućnost da L prođe po pramcu D bila u najmanju ruku sumnjiva. Žalba D je prihvaćena a L je diskvalificirana.

CAN 1981/58



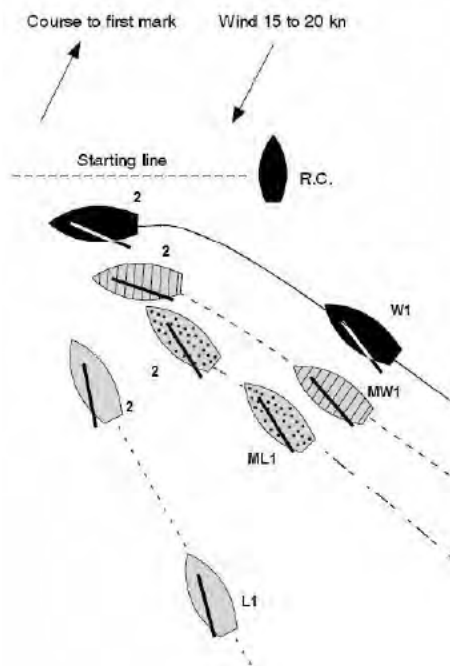
CASE 51

Rule 11, On the Same Tack, Overlapped Rule 43.1(a), Exoneration

A protest committee must find that boats were exonerated at the time of the incident when, as a result of another boat's breach of a rule, they were compelled to break a rule.

Facts

The diagram shows the tracks of four large boats from approximately thirty seconds before their starting signal until fifteen seconds before. At position 2, MW was forced to bear away to avoid collision with W, and almost immediately afterwards ML and L were also forced to bear away to avoid the boat to windward. There was no contact between any of the boats. Had W steered a course to keep clear, she would have crossed the starting line before her starting signal. Each boat to leeward hailed the boat to windward, and each protested the boat or boats to windward of her.



The protest committee disqualified W, MW, and ML and justified its action with respect to the middle boats by stating that 'failure to do so would limit the effectiveness of rule 11 because all boats, except the most windward one, would be immune from disqualification. MW and ML both appealed.

Decision

Both appeals are upheld. MW and ML are to be reinstated. Both of them, by their hails, attempted to avoid having to bear away, and neither bore away before becoming obligated to do so to avoid contact with the boat immediately to windward. Rule 14 required them to avoid contact if it was 'reasonably possible' to do so, and they complied with the rule. Each of them broke rule 11, but each was compelled to do so because W broke rule 11. Therefore, each of them was exonerated by rule 43.1(a) at the time of the incident.

USA 1950/37



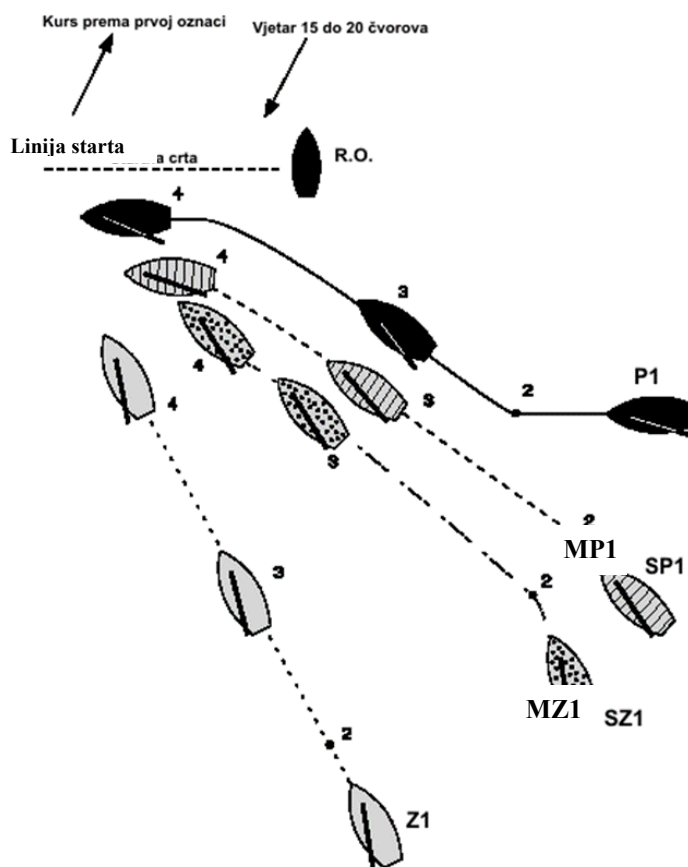
SLUČAJ 51

Pravilo 11, Na istim uzdama, U preklapanju Pravilo 43.1(a), Iskupljenje

Odbor za prosvjede mora ustanoviti iskupljenost jedrilica kada su, djelovanjem druge jedrilice, bile prisiljene na prekršaj pravila

Činjenice

Skica prikazuje putanje četiri velike jedrilice od otprilike trideset sekundi do petnaest sekundi prije njihovog signala starta. Na poziciji 2, MP je bila prisiljena otpadati kako bi izbjegla sudar s P, a gotovo odmah nakon toga ML i L su također bile prisiljene otpadati kako bi izbjegle sudar s jedrilicom privjetrine. Nije bilo dodira među jedrilicama. Da je P upravljala kursom kojim bi se uklanjala, prešla bi liniju starta prije svog signala starta. Svaka jedrilica zavjetrine dovikivala je jedrilici privjetrine i sve jedrilice zavjetrine su prosvjedovale protiv jedrilice ili jedrilica u njezinoj privjetrini.



Odbor za prosvjede je diskvalificirao P, MP i MZ pravdavajući svoju odluku za srednje jedrilice tvrdnjom da bi drugačija odluka "ograničila djelotvornost Pravila 11 jer bi sve jedrilice osim one u krajnjoj privjetrini bile izuzete od diskvalifikacije". Obje jedrilice, MP i MZ, su se žalile.

Odluka

Obje žalbe su prihvaćene. MP i MZ moraju vraćene u prijašnje stanje. Obje jedrilice svojim dovikivanjem pokušale su izbjeći potrebu za otpadanjem, a nijedna nije otpadala prije nego što je bila primorana to učiniti kako bi izbjegla dodir s jedrilicom neposredno u privjetrini. Pravilo 14 zahtijevalo je od njih da izbjegnu dodir ako je to „ikako moguće“, i one su se pridržavale pravila. Svaka od njih prekršila je pravilo 11, ali svaka je bila prisiljena to učiniti jer je P prekršila pravilo 11. Stoga je svaka od njih bila iskupljena prema pravilu 43.1(a) u vrijeme incidenta.

USA 1950/37



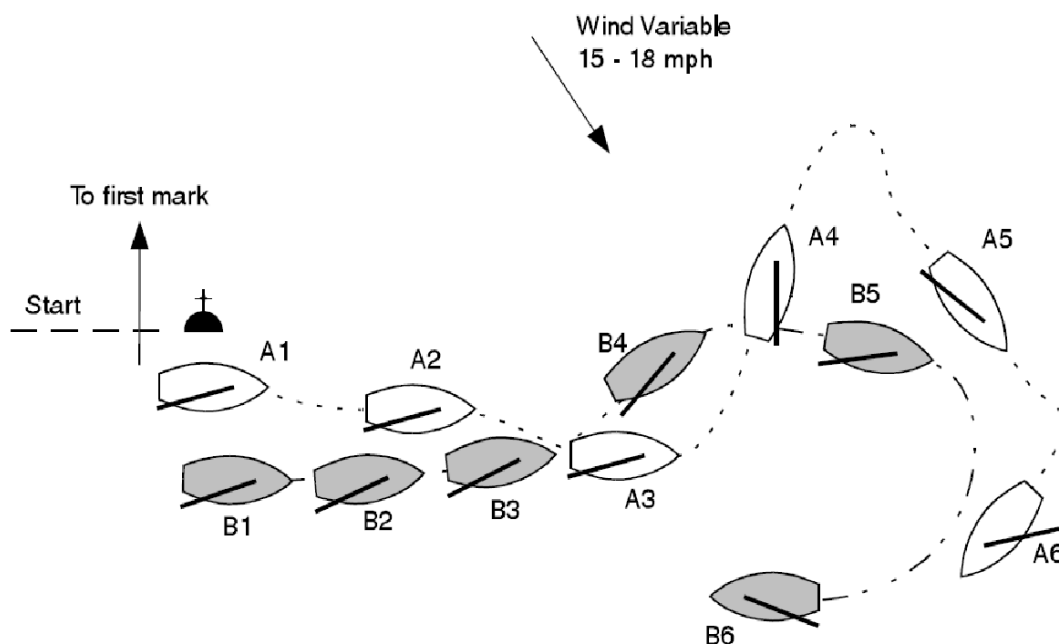
CASE 52

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, 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 to a 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



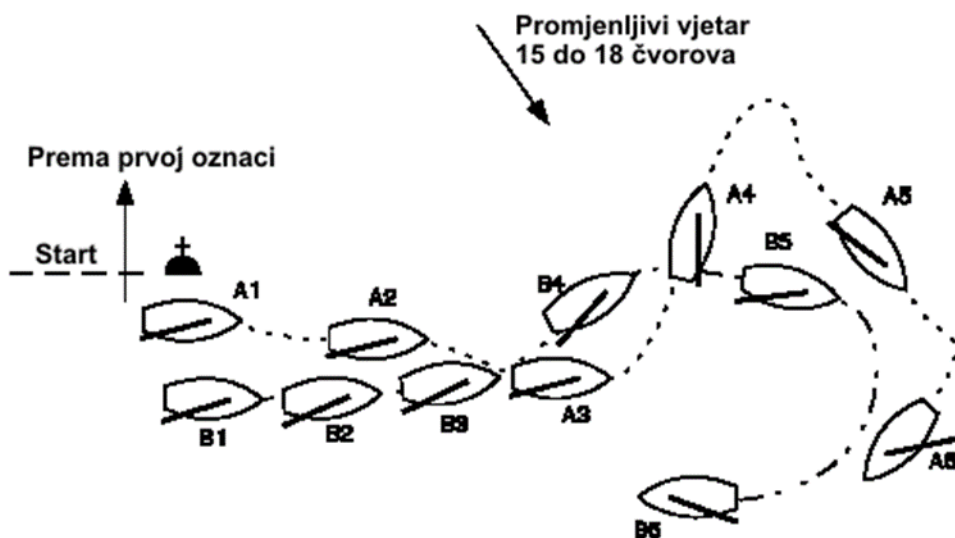
SLUČAJ 52

Pravilo 16.1, Mijenjanje kursa

Pravilo 16.1 ne ograničava kurs jedrilice koja se mora uklanjati. Manevriranje kojim se druga jedrilica odvlači od linije starta ne znači i prekršaj ovog pravila.

Činjenice

Prije signala starta, dvije jedrilice su se s vjetrom u bok udaljavale od linije starta. A koja je brže jedrila, prošla je ispred i bila je slobodna po pramcu B u položaju 3. U položaju 4, A je prihvaćala sve do kursa sasvim uz vjetar u namjeri da leta natrag prema liniji ali je ustanovila da je B također prihvaćala i došla u položaj u kojem bi u slučaju letanja A odmah došlo do sudara. A je tada otpadala do kruženja, da bi ustanovila da je B također otpadala u položaj gdje bi kruženje A dovelo do sudara. Konačno B je kružila i zajedrila prema liniji starta ostavljajući A daleko po krmu.



A je prosvjedovala protiv B radi prekršaja pravila 16.1 tvrdeći da je bila sprečavana za vrijeme uklanjanja. Odbor za prosvjede je diskvalificirao B, koja se žalila, smatrajući da su njezini osporavani manevri bili u skladu s pravilima i pravovaljani način da se drugog natjecatelja drži podalje od linije starta.

Odluka

Žalba je usvojena. B je dobila ispravak. Djelovanja B opisuju klasični manevar u dvobojskom jedrenju i momčadskom jedrenju, kojim se postiže položaj startanja koji daje prednost pred drugim natjecateljem. Bitno je da se pravilo 16.1 odnosi samo na jedrilicu s pravom puta a B u položajima 3 i 4 to nije bila.

U položaju 4, B se kao jedrilica privjetrine morala se uklanjati prema odredbama pravila 11, međutim A nije mogla letati a da ne prekrši Pravilo 13. U položaju 5 B je postala jedrilica zavjetrine s pravom puta prema odredbama Pravila 11. Da je A kružila na desne uzde, za A bi stupilo na snagu Pravilo 15 a ako bi mijenjala kurs na desnim uzdama i Pravilo 16.1. Činjenice ukazuju da niti jedna jedrilica nije prekršila pravila.

USA 1955/63



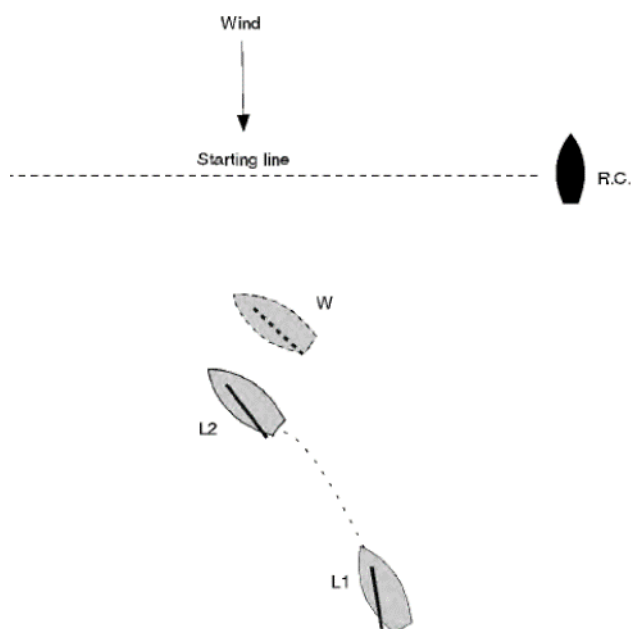
CASE 53

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 stationary, 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 speed to be able to respond immediately after the boats become overlapped?'



Decision

Allowing adequate time for response, when rights and obligations change between two boats, is implied in rule 15 by its requirement to allow a newly obligated boat 'room to keep clear'. This rule does not require a boat clear astern becomes overlapped to leeward.

ahead to take any action to keep clear as a windward boat before the boat clear astern becomes overlapped to leeward.

If L had not borne away immediately, she would have broken rule 15. After L became overlapped to leeward of W, W immediately trimmed her sails, headed up, and thereafter kept clear. By taking these actions, W fulfilled her obligations under rule 11. W's appeal is upheld; neither boat broke any rule. W is to be reinstated.

USA 1969/126



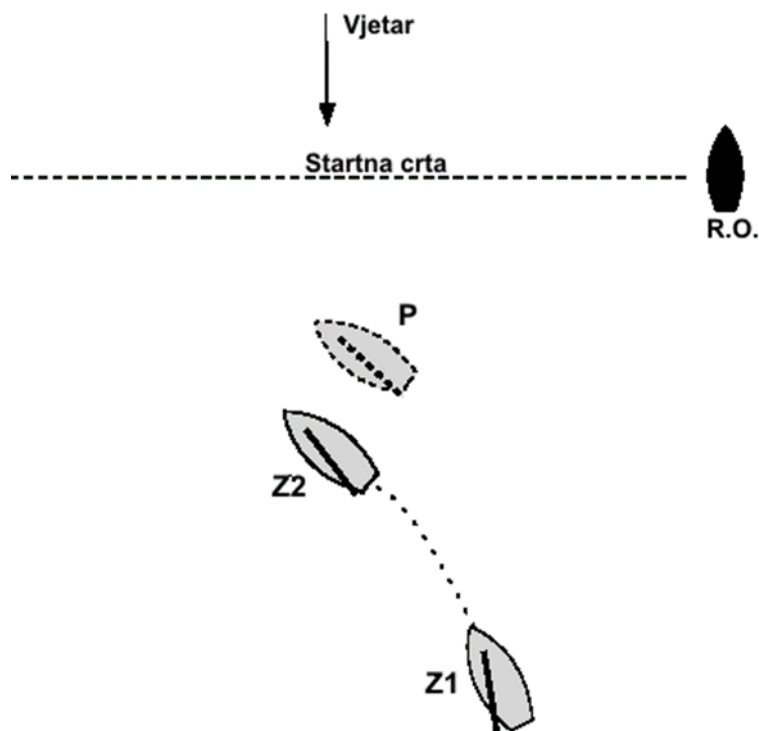
SLUČAJ 53

Pravilo 11, Na istim uzdama, U preklapanju Pravilo 15, stjecanje prava puta

Jedrilica slobodna po pramcu ne treba poduzeti nikakve radnje, da bi se uklanjala, prije nego druga jedrilica uspostavi preklapanje u njezinoj zavjetrini iz položaja slobodna po krmi.

Činjenice

30 sekundi prije signala starta, P je bila skoro nepokretne s praznim jedrima koja su lepršala. Najmanje tri duljine trupa prije uspostavljanja preklapanja s zavjetrinske strane P, Z je doviknula "Zavjetrinska jedrilica!". P nije poduzela ništa u smislu izbjegavanja. Odmah nakon uspostave preklapanja, Z je morala otpadati da bi izbjegla dodir s P; u međuvremenu, P je počela puniti jedra i kretati naprijed. Z je prosvjedovala. Odbor za prosvjede je ustanovio da se P, budući da je bila na odgovarajući način upozorena na predstojeću situaciju, nije uklanjala jedrilici zavjetrine čime je prekršila Pravilo 11. P se žalila pitajući: "Da li P prema odredbama Pravila 11 i 15 ima obvezu predmnijevati uspostavu preklapanja s zavjetrinske strane do te mjere da mora imati dovoljnu brzinu koja bi joj omogućila da odgovori trenutno nakon uspostave preklapanja?"



Odluka

Dopuštanje odgovarajućeg vremena za odgovor, u trenutku kada se prava i obveze između dvije jedrilice mijenjaju, podrazumijeva se odredbama pravila 15 i to zahtjevom za davanje prostora za uklanjanje novo obvezanoj jedrilici. Ovo pravilo ne zahtijeva jedrilicu slobodnu po krmi da predmnijeva svoju obvezu da se kao privjetrinska uklanja prije nego jedrilica slobodna po krmi uspostavi preklapanje s njene zavjetrinske strane.

Da L nije odmah otpadala, L bi prekršila Pravilo 15. Budući da je P odmah punila jedra i kretala naprijed te se time uklanjala ona je ispunila obveze određene Pravilom 11. Žalba je prihvaćena, niti jedna jedrilica nije prekršila pravila. P je dobila ispravak.

USA 1969/126



CASE 54

Rule 20, Room to Tack at an Obstruction

Interpretation of rule 20's requirements for hails and signals and their timing

Facts

Boat A is sailing close-hauled on port tack towards an obstruction that she must tack to avoid. Boat B is sailing close-hauled one boat length to windward and one boat length astern of A. A hails 'Room to tack'.

Question 1

As A is approaching the obstruction, how soon is she entitled to hail 'Room to tack'?

Answer 1

A may hail 'Room to tack' at the time that, to avoid the obstruction safely, she needs to begin the process described in rule 20. She may hail at the moment that allows her sufficient time in the prevailing conditions to

- hail 'Room to tack' to B and, if conditions are such that a hail may not be heard, make a signal that indicates her need for room to tack;
- repeat that process in the event B does not respond;
- give B time to respond (see Answer 2 below);
- give time for any additional boat that must respond for A to have room to tack (see Case 113); and
- tack herself, in a seamanlike manner as soon as possible after the hailed boat(s) respond, and then avoid the obstruction.

Question 2

How quickly must B respond?

Answer 2

When the boats are clearly approaching an obstruction at which A will need room to tack, B must be alert to the situation and anticipate a hail from A. Anticipation is necessary because rule 20.2(c) requires B to respond either by immediately replying 'You tack' or by tacking as soon as possible. If B does not immediately hail 'You tack', A must give B the time required for a competent, but not expert, crew to prepare for and execute her tack in a seamanlike manner as soon as possible in the prevailing conditions.

Question 3

What should A do if B does not respond to her hail?

Answer 3

The rule only requires one hail and, if conditions make it appropriate, an additional signal. However, if time permits it is prudent for A to repeat that process. The lack of a response from B does not mean that A must hold her course. If needed, A should avoid the obstruction in the safest manner, which may include luffing up to head to wind or gybing. A can then protest if B has not responded as required by rule 20.2(c).

Question 4

What action by A constitutes a 'hail' as that word is used in rule 20?

Answer 4

A hail by boat A must be directed towards another boat, B, and be as loud as is required in the prevailing conditions to be capable of being heard by B. A hail is primarily an oral signal, but, when the oral signal may not be heard, rule 20.4(a) requires an additional signal to draw attention to the hail. Examples are physical gestures, a whistle or horn signal, or, at night, a light signal. If boats are required to monitor a particular radio channel while racing, the hail may also be made over that channel. However, if the notice of race specifies an alternative communication, the hailing boat shall use it (see rule 20.4(b)).

GBR 2016/2



SLUČAJ 54

Pravilo 20, Prostor za letanje kod zapreke

Tumačenje zahtijeva pravila 20 za dovike i signale te određivanje trenutka njihove primjene.

Činjenice

Jedrilica A jedri sasvim uz vjetar lijevim uzdama prema zapreci koju mora letanjem izbjeći. Jedrilica B jedri sasvim uz vjetar jednu duljinu jedrilice u privjetrini i jednu duljinu jedrilice iza A. A dovikuje „Prostor za letanje“.

Pitanje 1

Dok se A približava zapreci, u kojem času ima pravo viknuti „Prostor za letanje“?

Odgovor 1

A smije doviknuti „Prostor za letanje“ u trenutku kada treba započeti postupak opisan u pravilu 20 kako bi sigurno izbjegla zapreku. Može doviknuti u trenutku koji joj daje dovoljno vremena u prevladavajućim uvjetima da

She may hail at the moment that allows her sufficient time in the prevailing conditions to

- doviknuti B „Prostor za letanje“ i, ako su uvjeti takvi da se dovik ne može čuti, dati signal koji označava njezinu potrebu za prostorom za letanje;
- ponoviti taj postupak u slučaju da B ne odgovori;
- dati B vremena za odgovor (vidi Odgovor 2 u nastavku);
- dati vrijeme i svakoj drugoj jedrilici koja mora odgovoriti da bi A imala prostor za letanje (vidjeti Slučaj 113); i
- letati na pomorački način što je prije moguće nakon što jedrilica(e) kojoj se dovikuje odgovori, a zatim izbjeći prepreku.

Pitanje 2

Koliko brzo B mora odgovoriti?

Odgovor 2

Kada se jedrilice očito približavaju zapreci na kojoj će A trebati prostor za letanje, B mora biti svjesna situacije i predvidjeti dovik A. Predviđanje je potrebno jer pravilo 20.2(c) zahtijeva od B da odgovori ili trenutnim odgovorom 'Vi letajte' ili letanjem što je prije moguće. Ako B odmah ne dovikne 'Vi letajte', A mora dati B vrijeme potrebno da se kompetentna, ali ne i stručna, posada pripremi i izvrši letanje na pomorački način što je prije moguće u prevladavajućim uvjetima.

Pitanje 3

Što bi A trebala učiniti ako B ne odgovori na njezin poziv?

Odgovor 3

Pravilo zahtijeva samo jedan dovik i, ako je to prikladno u vladajućim uvjetima, dodatni signal. Međutim, ako vrijeme dopušta, razborito je da A ponovi taj postupak. Nedostatak odgovora od B ne znači da A mora zadržati svoj kurs. Ako je potrebno, A treba izbjeći prepreku na najsigurniji način, što može uključivati prihvaćanje do smjera pramcem u vjetar ili kruženje. A tada može prosvjedovati ako B nije odgovorila kako je propisano pravilom 20.2(c).

Pitanje 4

Koja djelovanje A predstavlja „dovik“ kako se ta riječ upotrebljava u pravilu 20?

Odgovor 4

Dovik jedrilice A mora biti usmjeren prema drugoj jedrilici, B, i mora biti onoliko glasan koliko je potrebno u prevladavajućim uvjetima da bi ga B mogla čuti. Dovik je prvenstveno usmeni signal, ali kada se usmeni signal ne može čuti, pravilo 20.4(a) zahtijeva dodatni signal kako bi se skrenula pozornost na dovik. Primjeri su fizičke geste, signal zviždaljkom ili sirenom ili, noću, svjetlosni signal. Ako se od jedrilica traži da prate određeni radio kanal tijekom natjecanja, dovik se može uputiti i preko tog kanala. Međutim, ako oglas regate specificira alternativnu komunikaciju, jedrilica koja dovikuje mora je koristiti (vidi pravilo 20.4(b)).

GBR 2016/2



CASE 55

Withdrawn for Revision

SLUČAJ 55

Povučeno na pregled



CASE 56

Deleted

SLUČAJ 56

Izbrisan



CASE 57

Rule 60.1, Protests: Right to Protest

Rule 78, Compliance with Class Rules; Certificates

When a current, properly authenticated certificate has been presented in good faith by an owner who has complied with the requirements of rule 78.1, the final results of a race or series must stand, even though the certificate is later withdrawn.

Facts

A and B were among boats racing under a rating system in a summer-long series. After its completion, B requested redress on the grounds that the race committee had used an incorrect rating certificate for A throughout the series. After the request was lodged, the rating authority confirmed that there had been an unsuspected error made by the rating authority in A's certificate ever since her first hull measurement some years previously. B then stated that the race committee should have protested A. The protest committee found that the owner of A was not responsible for the error in the rating, nor was there any evidence that he had broken rule 78.1. It decided that no action or omission of the race committee was responsible for the error or for its remaining undiscovered, and that therefore B was not entitled to redress. It requested confirmation or correction of its decision under rule 70.2.

Decision

The decision of the protest committee is confirmed. B claimed that the race committee's failure to protest A was prejudicial to herself and the other boats in the class. However, the race committee's right to protest a boat under rule 60.1 is clearly discretionary and not mandatory. Furthermore, in this case the report of the error in A's certificate came after the completion of the series, and it came from the national rating authority, over which neither the organizing authority nor the race committee had any authority.

When a valid certificate is found to be defective, it may be withdrawn by the authority that issued it, but no retrospective action may be taken in regard to a completed series or any completed races in a series that is still in progress. Thus, when a current, properly authenticated certificate has been presented in good faith and a race or series has been completed, the results of that race or series must stand, even though at a later date the certificate is withdrawn.

GBR 1983/1

SLUČAJ 57

Pravilo 60.1, Prosvjedi: Pravo prosvjedovanja

Pravilo 78, Udobljavanje pravilima klase; Svjedodžbe

Kada je valjana ispravno ovjerena svjedodžba predložena u dobroj namjeri od strane vlasnika koji udovoljava odredbama Pravila 78.1, konačni rezultat natjecanja ili serije mora ostati čak i ako je kasnije povučena.

Činjenice

A i B su bile među jedrilicama klasificiranim sustavu izjednačavanja koje su se natjecale tijekom ljeta u seriji natjecanja. Po završetku B je zahtijevala ispravak tvrdeći da je regatni odbor uzeo u obzir nevaljano svjedočanstvo izjednačavanja za jedrilicu A tijekom čitave serije. Nakon što je zahtjev uloženo ovlašteno tijelo za izjednačavanje je potvrdilo da je došlo do neslućene pogreške u svjedočanstvu A od samog prvog premjera njezinog trupa izvršenog par godina ranije. B je ustvrdila da je regatni odbor morao prosvjedovati protiv A u skladu s odredbama Pravila 78.3.

Odbor za prosvjede je ustanovio da vlasnik jedrilice A ne snosi nikakvu odgovornost za pogrešni izračun izjednačavanja, a nije nađen niti jedan dokaz koji bi ukazao da je vlasnik prekršio Pravilo 78.1. Odbor je odlučio da nikakvo djelovanje ili propust regatnog odbora nije odgovorno što je ova pogreška ostala skrivena te da stoga B nema pravo na ispravak. Odbor je međutim zatražio potvrdu ispravnosti ili korekciju ove svoje odluke prema odredbama Pravila 70.2.

Odluka

Odluka Odbora za prosvjede je potvrđena. B je tvrdila da je propust Regatnog odbora da prosvjeduje protiv A, kako je određeno Pravilom 78.3 unaprijed osudio nju i druge jedrilice u klasi. Međutim, pravo regatnog odbora da prosvjeduje protiv jedrilice prema pravilu 60.1 je očito diskrecijsko i nije obvezno. Nadalje, u ovom slučaju izvješće o pogrešci u svjedočanstvu A došlo je nakon završetka serije, i došlo je od nacionalnog tijela za izjednačavanje, nad kojim ni organizator ni regatni odbor nisu imali nikakvu ovlast. Bilo kako pravilo 78.3 nije u ovom slučaju primjenjivo. Ono se odnosi na natjecanje ili seriju natjecanja za koje je imenovan premjerač. Pravilo 78.3 se ne odnosi na izvještaj uloženo od strane vanjskog premjerača. U ovom slučaju izvještaj je došao od strane nacionalnog ovlaštenog tijela za razvrstavanje, nad kojim niti Organizacioni niti Regatni odbor nemaju nikakvih ovlasti. Budući da premjerač nije bio posebno određen posebno za ovu seriju, nije se moglo održati saslušanje pozivom na odredbe Pravila 78.3.

Kada se ustanovi da je važeća svjedodžba neispravna ona može biti poništena samo od ovlaštenog tijela koje ju je izdalo, ali nikakva retroaktivna djelovanja ne mogu biti poduzeta u vezi završene serije natjecanja ili natjecanja koja su još u nadležnosti regatnog odbora. Stoga kada je važeća svjedodžba premjera predložena u dobroj vjeri a serija natjecanja je završena konačni rezultat ostaje čak i ako se kasnije svjedodžba poništi.

GBR 1983/1



CASE 58

Definitions, Finish

Definitions, Mark Room

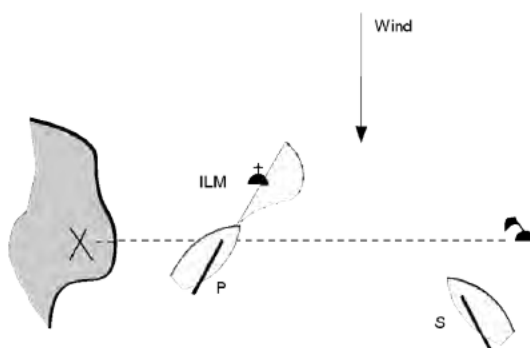
Definitions, Sail the Course

Rule 28.1, Sailing the Course

If a buoy or other object specified in the sailing instructions as a finishing-line limit mark is on the post-finish side of the finishing line, a boat may leave it on either side.

Facts

The sailing instructions stated that the finishing line was between a mast on shore and a mark, with an inner limit mark to be left to port. On the day in question, the inner limit mark lay on the post-finish side of the line. P crossed the line, and then rounded the inner limit mark as shown in the diagram. The race officer timed her as finishing when her bow crossed the line, before she had rounded the limit mark.



S requested redress on the grounds that the race officer acted incorrectly in recording P as having finished before she had completed the course. The protest committee did not give S redress and referred that decision, under rule 70.2, for confirmation or correction.

Decision

Rule 28.1 states, 'A boat shall *sail the course*.' The definition Sail the Course states, 'A *mark* that does not begin, bound or end the leg the boat is sailing does not have a required side.' Since the inner limit mark was beyond the finishing line it did not 'bound' or 'end' the last leg of the course. Only when a limit mark is on, or on the course side of, the finishing line must a boat leave it on the specified side before or when finishing. The race officer was correct to take P's finishing time when she crossed the finishing line.

GBR 1983/5



SLUČAJ 58

Definicije; Završavanje

Definicije; Prostor oznake

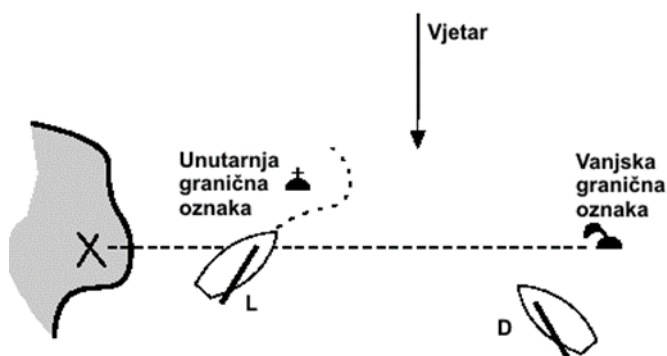
Definicije; Jedrenje kursa

Pravilo 28.1, Jedrenje kursa

Ukoliko je plutača ili drugi objekt određen uputama za jedrenje kao granična oznaka linije cilja u području iza zamišljene linije cilja jedrilica je može ostaviti s bilo koje strane

Činjenice

Upute za jedrenje su navodile da je linija cilja bila između jarbola na obali i oznake, sa unutarnjom graničnom oznakom koju je trebalo ostaviti s lijeve strane. Na dan o kojem je riječ unutarnja granična oznaka se nalazila iza linije cilja. L je prošla liniju cilja i tada je obišla unutarnju graničnu oznaku kao što pokazuje skica. Predsjednik regatnog odbora uzeo je vrijeme završavanja u trenutku kad je njezin pramac presjekao liniju cilja, prije nego je obišla unutarnju graničnu oznaku.



D je tražila ispravak tvrdeći da je predsjednik regatnog odbora djelovao neprikladno bilježeći završavanje L prije nego li je ona stvarno završila. Odbor za prosvjede nije dao D ispravak i naveo je odredbe pravila 70.2 u svrhu potvrde ispravnosti svoje odluke.

Odluka

Pravilo 28.2 kaže da "Jedrilica mora jedriti kurs". Definicija Jedrenje kursa navodi: „Oznaka kojom ne počinje, omeđuje se ili završava stranica kursa na kojoj jedrilica jedri nema zahtijevanu stranu." Budući da je unutarnja granična oznaka bila preko linije cilja ona nije omeđivala ili završavala zadnju stranicu kursa jedrenja. Samo u slučaju kada je granična oznaka na liniji ili na predciljnoj strani linije cilja ona predstavlja oznaku po definiciji i samo tada ju jedrilica mora ostaviti na određenoj strani prije ili u trenutku završavanja. Predsjednik regatnog odbora je bio u pravu što je izmjerio vrijeme završavanja P kada je njezin pramac presjekao liniju cilja.

Since the inner limit mark was beyond the finishing line it did not ‘bound’ or ‘end’ the last leg of the course. Only when a limit mark is on, or on the course side of, the finishing line must a boat leave it on the specified side before or when finishing. The race officer was correct to take P’s finishing time when she crossed the finishing line.

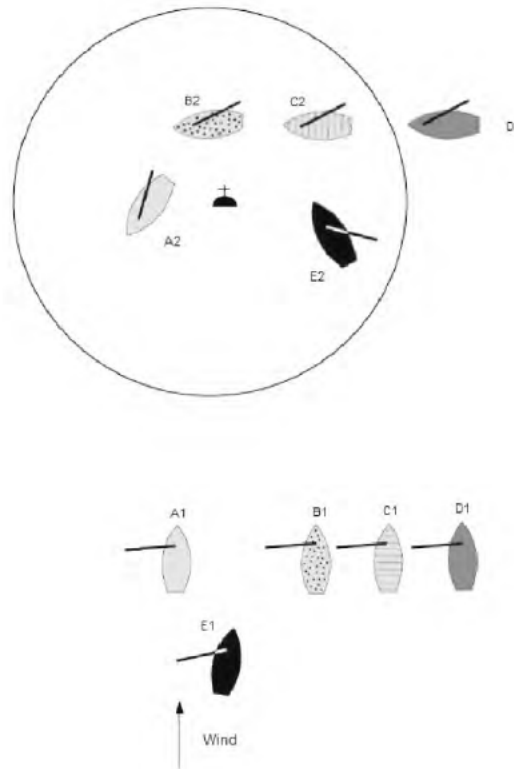
GBR 1983/5



CASE 59

Rule 18.2(a)(2), Mark-Room: Giving Mark-Room

When a boat comes abeam of a mark but is outside the zone, and when her change of course towards the mark results in a boat that is in the zone and that was previously clear astern becoming overlapped inside her, rule 18.2(a)(2) requires her to give mark-room to that boat, whether or not her distance from the mark was caused by giving mark-room to other boats overlapped inside her.



Facts

Five boats were sailing directly downwind to a leeward mark to be left to port. Four of them were overlapped in line with A nearest the mark. The fifth boat, E, was clear astern of A, B and C when those three boats reached the zone. When E reached the zone, D was outside the zone and clear ahead of E. When D came abeam of the mark and turned to round it, E became overlapped inside D. E rounded the mark behind A, B and C but inside D, which was able to give mark-room to E.

Question

Was E entitled to mark-room under rule 18.2(a)(2) from D?

Answer

Yes. In order to leave room for A, B and C, the three inside boats with their booms fully extended, D had to approach the mark on a course that brought her abeam of it outside the zone. When E reached the zone, D was outside the zone and D and E were not overlapped. Therefore, rule 18.2(a)(2) applied between D and E. E was entitled to mark-room under that rule, which D was able to give.

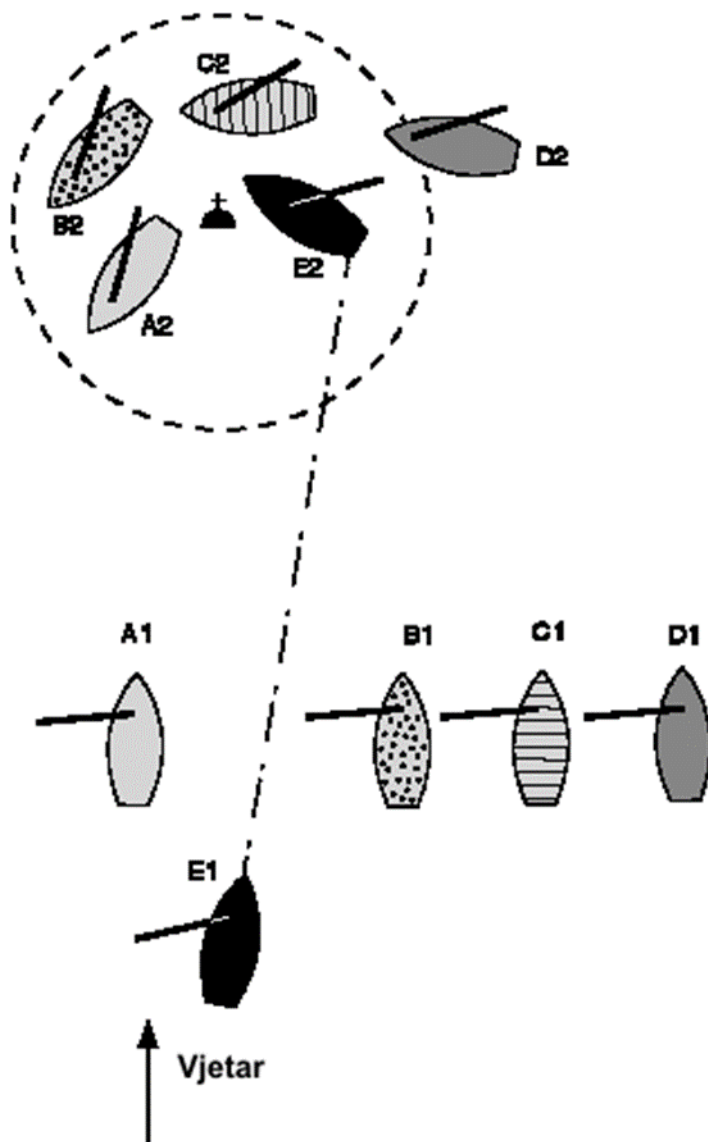
USA 1982/250



SLUČAJ 59

Pravilo 18.2(a)(2); Prostor oznake: Davanje prostora oznake

Kada jedrilica dođe bokom usporedno s oznakom ali je izvan zone i kada promjena njezinog kursa prema oznaci ima za posljedicu da jedrilica koja je ranije bila slobodna po krmu dolazi u preklapanje njoj iznutra, pravilo 18.2(a) traži od nje davanje prostora toj jedrilici bez obzira da li je ili nije njezina udaljenost od oznake bila izazvana davanjem prostora drugim jedrilicama u preklapanju s njom iznutra.



Činjenice

Pet jedrilica se približavaju oznaci zavjetrine jedreći s vjetrom sasvim u krmu. Četiri od njih su u preklapanju pri čemu je A najbliža oznaci. Peta jedrilica E, bila je slobodna po krmu A, B, C i D u trenutku kada A i B dosižu zonu, D je van zone i slobodna po pramcu E. Kada je D došla nasuprot oznaci i skrenula da bi ju obišla, E je došla u preklapanje inutra D. E je obišla oznaku iza A; B i C ali ikao unutarnja s obzirom na D koja joj je dala prostor oznake

Pitanje

Je li E imala pravo na prostor oznake prema pravilu 18.2(a)(2) od D?

Odgovor

Da. Kako bi ostavila prostor za A, B i C, tri unutarnje jedrilice s potpuno ispruženim deblenjacima, D se morala približiti oznaci kursom koji ju je doveo nasuprot oznaci izvan zone. Kada je E stigla do zone, D je bila izvan zone, a D i E nisu bile u preklapanju. Stoga se pravilo 18.2(a)(2) primjenjivalo između D i E. E je imala pravo na prostor oznake prema tom pravilu, što joj je D mogla dati.

USA 1982/250



CASE 60

Withdrawn for Revision

SLUČAJ 60

Povučeno na pregled



CASE 61

Rule 71.6, National Authority Decisions

Rule 90, Race Committee; Sailing Instructions; Scoring

When the decision of a protest committee is changed or reversed upon appeal, the final standings and the awards must be adjusted accordingly.

Question

May the notice of race or sailing instructions for an event state that, while the right of appeal is not denied, final standings and awards will not be affected by any appeal decision?

Answer

No. Rule 86.1 prohibits changing any part of rule 70, 71 or 90 in the notice of race or sailing instructions. An appeal involves not only the adjudication of a dispute on the meaning of a rule but also, in the event of a change or reversal of the decision of the protest committee, an adjustment of the results of the race and the final standings of the event on which the awards are based. Rule 71.6 states that the decision of the national authority is final, and rule 90.3(d) requires the race committee to implement any scoring changes directed by the national authority. In addition, the distribution of awards must be adjusted appropriately.

Rule 90.3(e) permits the notice of race to limit scoring changes after the end of an event. However, the rule clearly states that, even when it applies, changes resulting from an appeal must be implemented.

USA 1983/252

SLUČAJ 61

Pravilo 71.6, Odluke nacionalnog saveza

Pravilo 90, Regatni odbor; Upute za jedrenje; Bodovanje

Kada je odluka odbora za prosvjede nakon žalbe izmijenjena ili je donijeta suprotna odluka, konačni redoslijed i nagrade moraju biti u skladu s tim prilagođeni.

Pitanje

Smije li oglas regate ili uputame za jedrenje, navesti da premda se pravo na žalbe ne uskraćuje, bilo kakav rezultat žalbi neće djelovati na konačni redoslijed i nagrade?

Odgovor

Ne. Pravilo 86.1 zabranjuje izmjenu bilo kojeg dijela pravila 70, pravila 71 ili 90 u oglasu regate ili uputama za jedrenje. Žalba uključuje ne samo presuđivanje spora oko značenja odredbi pravila nego i u slučaju izmjene odluke ili donošenja odluke suprotne odluci odbora za prosvjede uključuje i ispravak plasmana u natjecanju i konačnih rezultata regate na kojima je zasnovano nagrađivanje. Pravilo 71.6 kaže da je odluka nacionalnog saveza konačna a pravilo 90.3(d) zahtijeva da regatni odbor provede svaku izmjenu bodovanja određenu od strane nacionalnog saveza. Osim toga, raspodjela nagrada mora se na odgovarajući način prilagoditi.

Pravilo 90.3(e) dopušta da oglas natjecanja ograniči izmjene bodovanja nakon završetka događaja. Međutim, pravilo jasno navodi da se, čak i kada se to primjenjuje, promjene koje proizlaze iz žalbe moraju provesti.

USA 1983/252



CASE 62

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SLUČAJ 62

Izbrisan



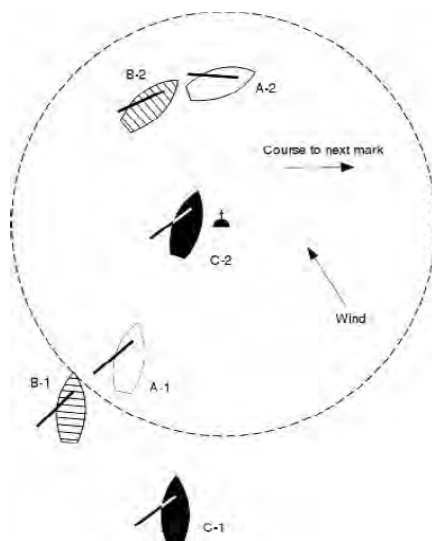
CASE 63

Definitions; Mark Room

Rule 18.2(a), Mark-Room: Giving Mark-Room

Rule 43.1(b), Exoneration

At a mark, when space is made available to a boat that is not entitled to it, she may, at her own risk, take advantage of the space.



Facts

Two boats, A and B, broad reaching and about to leave a mark to starboard, were overlapped with B outside. C was further astern. A passed the mark about one hull length to leeward, as did B, leaving ample space for C to round the mark inside them. B, because of her position outside A, was unable to deny C that space, and at no time during the incident sailed a course that would have resulted in a collision with C. No contact occurred. B protested C.

The next leg of the course was a close reach on starboard tack to the next mark (see direction to the next mark in the diagram).

The protest committee dismissed B's protest stating that C did not break any rule when she sailed between B and the mark and C did not cause B to take action prevented her from executing her intended manoeuvre, which had been to slow down by bearing away and then to harden up across A's transom, thereby denying space to C to pass inside.

Decision

B's appeal is dismissed.

Rule 12 (and later rule 11) required C to keep clear of B. When B reached the zone at position 1, she was clear ahead of C so rule 18.2(a)(2) required C to give B mark-room. C complied with those rules.

After C became overlapped inside B, C was also required by rule 18.2(a)'s last sentence to continue to give B mark-room. However, because B was overlapped outside A, B was prevented by A from sailing any closer to the mark than she did. As a result, there was ample space for C to sail between B and the mark while giving B room to round the mark on the required side and to leave it astern. Therefore, C did not break rule 18.2(a)'s last sentence.

When a boat voluntarily or unintentionally makes space between herself and a mark available to another that has no right to such space, the other boat may take advantage, at her own risk, of the space. The risk the other boat takes is that the boat entitled to mark-room may be able to close the gap between herself and the mark while sailing within the mark-room to which she is entitled. In that case, the boat entitled to mark-room is exonerated by rule 43.1(b) if she breaks a rule of Section A or rule 15 or 16, and only rule 14 will limit her course if she makes a rapid and aggressive attempt to close the gap between herself and the mark.

GBR 1984/1



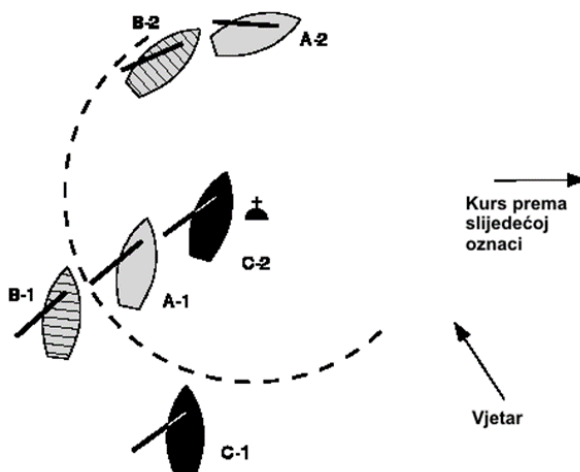
SLUČAJ 63

Definicije; Prostor oznake

Pravilo 18.2(a)(2); Prostor oznake; Davanje prostora oznake

Pravilo 43.1(b), Iskupljenje

Kod oznake, kada se prostor oslobodi jedrilici koja na njega nema pravo, ona smije, na vlastitu odgovornost, iskoristiti taj prostor.



Činjenice

Dvije jedrilice A i B, jedreći s vjetrom u pola krme približavale su se oznaci zavjetrine radi obilaženja. Jedrilice A i B su pri tome bile u preklapanju a B je bila izvana. C im je bila podalje po krmi. A je prošla oznaku s zavjetrinske strane na udaljenosti od oko jedne duljine trupa što je učinila i B ostavljajući C dovoljan prostor za obilazak oznake njima iznutra. B budući da je bila izvana A nije mogla C uskratiti ovaj prostor. Za vrijeme ovih događanja C niti u jednom trenutku nije jedrila kursom koji bi mogao dovesti do sudara s B i nije ni bilo nikakvog dodira. B je prosvjedovala protiv C. Sljedeća stranica kursa bila je jedrenje s vjetrom u bok na desnim uzdatom do sljedeće oznake (vidi smjer do sljedeće oznake na crtežu).

Odbor za prosvjede nije prihvatio prosvjed B navodeći da C nije prekršila pravila dok je jedrila između B i oznake i nije natjerala B da promijeni kurs radi izbjegavanja sudara i nije ju sprečavala da prihvata. B se žalila navodeći da ju je djelovanje C spriječilo u izvođenju namjeravanog manevra: Pražnjenjem jedara B bi usporila, izašla iz preklapanja s A te jakim prihvaćanjem i prolazom po krmi A unutra, uskratila C prostor za prolaz oznake iznutra.

Odluka

Žalba je odbijena.

Pravilo 12 (i kasnije pravilo 11) zahtijevalo je od C da se uklanja B. Kada je B stigla u zonu na poziciji 1, bila je slobodna po pramcu od C pa je pravilo 18.2(a)(2) zahtijevalo od C da B da prostor oznake. C je udovoljila tim pravilima.

Nakon što je C došla u preklapanje s B iznutra, C je također bila obvezana prema zadnjoj rečenici pravila 18.2(a) nastaviti davati B prostor oznake. Međutim, budući da je B bila u preklapanju s A koja je bila iznutra, A je sprečila B da jedri bliže oznaci nego što je to činila. Kao rezultat toga, bilo je dovoljno prostora da C jedri između B i oznake, a da B da prostor da obiđe oznaku s propisane strane i ostavi je iza krme. Stoga, C nije prekršila zadnju rečenicu pravila 18.2(a).

Kada jedrilica namjerno ili nenamjerno da prostor drugoj jedrilici koja nema pravo na taj prostor, ova druga jedrilica smije na svoj vlastiti rizik iskoristiti ovaj prostor u svoju korist. Rizik koji preuzima druga jedrilica je da jedrilica s pravom na prostor oznake može smanjiti razmak između sebe i oznake dok plovi unutar prostora oznake na koji ima pravo. U tom slučaju, jedrilica s pravom na prostor oznake je iskupljena prema pravilu 43.1(b) ako prekrši pravilo Poglavlja A ili pravilo 15 ili 16, a samo će pravilo 14 ograničiti njezin kurs ako brzo i agresivno pokuša smanjiti razmak između sebe i oznake.

GBR 1984/1



CASE 64

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SLUČAJ 64

Izbrisan



CASE 65

Sportsmanship and the Rules Rule 2, Fair Sailing

Rule 30.4, Starting Penalties: Black Flag Rule

Rule 69.2, Misconduct: Action by a Protest Committee

When a boat knows that she has broken the Black Flag rule, she is obliged to retire promptly. When she does not do so and then deliberately hinders another boat in the race, she commits a breach of sportsmanship and of rule 2, and her helmsman commits an act of misconduct.

Facts

At the start of race 4, boat A was clearly about three to four hull lengths on the course side of the starting line. Rule 30.4 was in effect, so the race committee disqualified her without a hearing. A, although she knew she was over the line at her starting signal, continued to race and covered boat B for the first part of the first beat. B protested A for breaking rule 2.

The protest committee confirmed the disqualification of A under rule 30.4. It also decided that, by continuing to race and cover B when she knew that she had broken rule 30.4, A broke rule 2. As required by rule 2, it penalized her by making her disqualification not excludable. Later the same day, acting under rule 69.2, it called a hearing alleging that the behaviour of A's helmsman in hindering B constituted acts of misconduct. It decided that the helmsman's actions were indeed acts of misconduct and that he had therefore broken rule 69.1(a). It excluded him and disqualified A from all races of the series. A appealed the protest committee's decisions.

Decision

A's appeal is dismissed.

A was correctly disqualified from race 4 for breaking rule 30.4. The protest committee found as fact that A's helmsman knew that he had been on the course side of the starting line at the starting signal; that he had broken rule 30.4; that he was, therefore, already disqualified; and that he had seriously hindered another boat in the race. A competitor who, while knowing that his boat has already been disqualified, intentionally hinders another boat clearly commits a breach of sportsmanship (see Sportsmanship and the Rules) and rule 2. The protest committee was justified in calling a hearing under rule 69.2, and it acted properly under rule 69.2(h) in excluding A's helmsman and disqualifying A from all races of the series. The committee could also call a hearing under rule 61.1(c) to consider redress for B (see rule 61.4(b)(5)).

GBR 1984/7

SLUČAJ 65

Sportsko ponašanje i pravila

Pravilo 2, Korektno jedrenje

Pravilo 30.4, Kazne na startu: Pravilo crne zastave

Pravilo 69.2, Nedolično ponašanje: Postupak odbora za prosvjede

Kada je jedrilica svjesna da je prekršila Pravilo "Crne zastave" ona je obvezna odmah se povući iz natjecanja. Ukoliko to ne učini i time hotimice ometa drugu jedrilicu u natjecanju, počinila je grubi prekršaj načela sportskog ponašanja odnosno Pravila 2. a njezin kormilar čini čin nedoličnog ponašanja.

Činjenice

Na početku četvrtog natjecanja, A je bila očigledno oko tri do četiri duljine trupa na strani kursa linije starta. U primjeni je bilo pravilo 30.4. pa ju je regatni odbor diskvalificirao bez saslušanja. A, premda je znala da je bila preko linije starta u trenutku njezinog signala starta, nastavila je s natjecanjem te je pokrivala B tijekom penjanja prvom stranicom kursa. B je prosvjedovala navodeći prekršaj pravila 2.

Odbor za prosvjede potvrdio je diskvalifikaciju A zbog prekršaja pravila 30.4. Također je odlučeno da je, nastavljajući natjecanje i pokrivajući B kada je znala da je prekršila pravilo 30.4, A prekršila pravilo 2. Kako je propisano pravilom 2, kažnjena je time što je njezina diskvalifikacija, diskvalifikacija koju se ne isključuje. Kasnije istog dana, postupajući prema pravilu 69.2, sazvaio je saslušanje tvrdeći da ponašanje kormilara jedrilice A prilikom ometanja jedrilice B predstavlja nedolično ponašanje. Odlučio je da su kormilarove radnje doista bile nedolično ponašanje te da je stoga prekršio pravilo 69.1(a). Isključio ga je i diskvalificirao jedrilicu A iz svih natjecanja serije. Jedrilica A se žalila na odluke odbora za prosvjede.

Odluka

Žalba je odbijena.

A je ispravno diskvalificirana u 4. natjecanju. Odbor za prosvjede utvrdio je kao činjenicu da je kormilar bio svjestan da se nalazi na strani kursa linije starta u trenutku njezinog signala starta te da je prekršio pravilo 30.4 i da je time automatski diskvalificiran ipak je ozbiljno ometao drugu jedrilicu u natjecanju. Natjecatelj koji, znajući da je njegova jedrilica već diskvalificirana, namjerno ometa drugu jedrilicu jasno čini kršenje sportskog ponašanja (vidi Sportsko ponašanje i Pravila) i pravila 2. Odbor za prosvjede je opravdano sazvaio saslušanje u skladu s pravilom 69.2 i djelovao je ispravno prema odredbama pravila 69.2(h) isključivši kormilara iz cijele serije natjecanja. Odbor bi također mogao sazvati saslušanje prema pravilu 61.1(c) kako bi razmotrio ispravak za B (vidjeti pravilo 61.4(b)(5)).

GBR 1984/7



CASE 66

Deleted

SLUČAJ 66

Izbrisan



CASE 67

Part 2, Preamble

Rule 69.2, Misconduct: Action by a Protest Committee

When a boat is racing and meets a vessel that is not, both are bound by the government right-of-way rules. When, under those rules, the boat racing is required to keep clear but intentionally hits the other boat, her helmsman commits an act of misconduct.

Facts

Under the government right-of-way rules applicable, W, a boat that was racing, was required to keep clear of a sailing vessel to leeward, L, that was not racing. W wished to sail a lower course to a mark and hailed L, which refused to respond. W then intentionally hit L by bumping her boom against L several times, thereby causing damage.

L informed the race committee of W's behaviour. The race committee protested W, and a hearing was called. W was disqualified for breaking rules 11 and 14. W appealed on the grounds that the racing rules did not apply, and consequently the protest committee was not entitled to disqualify her.

Decision

W's appeal is dismissed. The preamble to Part 2 of the racing rules makes it clear that, when W met L, W was required to comply with the government right-of-way rules. Moreover, W was also subject to the racing rules other than those of Part 2. W did not comply with the government rules and, by intentionally hitting and damaging L, her helmsman committed an act of misconduct (see rules 69.1(b)(1) and 69.1(b)(2)).

The decision of the protest committee is upheld, but W is disqualified under the government rule(s) applicable and not under racing rule 11 or rule 14. Both those rules are rules of Part 2, which would have applied only if both boats had been intending to race, were racing, or had been racing. W's helmsman also committed an act of misconduct, so it would have been appropriate for the protest committee to call a hearing under rule 69.2.

NED 2/1982

SLUČAJ 67

Dio 2; Preambula

Pravilo 69.2, Nedolično ponašanje: Postupak odbora za prosvjede

Kada jedrilica koja se natječe susreće plovilo koje se ne natječe, oboje su obvezni udovoljiti pravilima prava puta prema važećim zakonskim odredbama. Ukoliko je prema ovim pravilima jedrilica koja se natječe ona koja se mora uklanjati no ona namjerno udari u drugo plovilo, njezin kormilar čini čin nedoličnog ponašanja.

Činjenice

Prema primjenjivim važećim zakonskim odredbama o pravu puta, P se iako je bila jedrilica koja je učesnik natjecanja morala se uklanjati jedrilici Z koja joj je prilazila s zavjetrinske strane a koja nije učestvovala u natjecanju. P je željela otpadati na kurs prema oznaci i dovikom je tražila od Z da ju propusti. Z je odbila odgovoriti. Tada ju je P namjerno udarila bubnuvši deblenjakom u Z nekoliko puta što je izazvalo štetu.

Z je obavijestila regatni odbor o ponašanju P. Regatni odbor je prosvjedovao protiv P te je sazvano saslušanje. P je diskvalificirana radi prekršaja Pravila 11 i 14. P se žalila navodeći da se Pravila jedriličarskih natjecanja ne primjenjuju te stoga Odbor za prosvjede nije ovlašten da ju diskvalificira.

Odluka

Žalba P je odbijena. Uvod u Dio 2 Pravila jedriličarskih natjecanja jasno navodi da je pri susretu P i Z, P bila obvezna udovoljiti primjenjivim važećim zakonskim odredbama o pravu puta. Što više, P je također bila obvezna poštovati pravila jedriličarskih natjecanja ukupno a ne samo Dio 2. P nije poštovala važeće zakonske odredbe a namjerno udaranje i oštećivanje drugog plovila Z predstavlja nedolično ponašanje (vidjeti pravila 69.1(b)(1) i 69.1(b)(2)).

Odluka Odbora za prosvjede je potvrđena ali je P diskvalificirana rema primjenjivoj važećoj zakonskoj odredbi prava puta koju je prekršila a ne radi prekršaja pravila 11 ili pravila 14. Oba ova pravila spadaju u Dio 2, koji bi osim uvoda bio u primjeni samo da se obje jedrilice namjeravaju natjecati, natječu se ili su se natjecale. Kormilar P se također grubo nedolično ponašala te je odbor za prosvjede imao pravo sazvati saslušanje prema odredbama Pravila 69.2.

NED 2/1982



CASE 68

Definitions, Racing

Part 2, Preamble

Rule 61.4(b)(1), Redress: Redress Decisions

The failure of a race committee to discover that a rating certificate is invalid does not entitle a boat to redress. A boat that may have broken a rule and that continues to race retains her rights under the racing rules, including her rights under the rules of Part 2 and her rights to protest and appeal, even if she is later disqualified.

Facts

In a long-distance race, boat A protested boat B under a rule of Part 2 and B was disqualified.

B requested redress. She stated that it had come to light in a protest hearing after an earlier race that A had failed to revalidate her rating certificate and therefore had been ineligible to enter the long-distance race. B further claimed that, since A was ineligible when she entered that race, she was not racing in it; therefore, B had no reason to take a penalty or retire, nor did A have the right to protest under rule 60.1.

The protest committee denied B's request for redress, stating that the invalidity of A's rating certificate did not change the fact that she was racing within the terms of the definition and so was entitled to her rights under the rules of Part 2 and her right to protest under rule 60.1. B appealed.

Decision

B's appeal is dismissed. The failure of the race committee to discover the invalidity of A's rating certificate and prevent her from racing was not an omission which worsened B's finishing place within the meaning of rule 61.4(b)(1). Therefore, the protest committee properly denied B's request for redress.

A was a boat 'intending to race' prior to her preparatory signal and a boat 'racing' thereafter. The rules of Part 2 applied to her and to all other boats that were racing (see the preamble to Part 2). The principles of sportsmanship require a boat to take a penalty when she realizes that she has broken a rule, but if she continues racing she retains her rights under the racing rules, including her rights under the rules of Part 2 and her rights to protest and appeal. The rules of Part 2 govern all boats that are racing, whether or not one of them is later disqualified for some reason.

CAN 1978/40

SLUČAJ 68

Definicije; Natjecanje

Dio 2; Preambula

Pravilo 61.4(b)(1), Ispravak: Odluka o ispravku

Neuspjeh regatnog odbora da ustanovi da je svjedodžba premjera jedrilice nevaljana ne daje jedrilici pravo na ispravak. Jedrilica koja je možda prekršila pravilo i koja nastavlja natjecanje zadržava svoja prava prema pravilima natjecanja, uključujući svoja prava prema pravilima Dijela 2 i svoja prava na prosvjed i žalbu, čak i ako je kasnije diskvalificirana.

Činjenice

U navigacijskom natjecanju, jedrilica A je prosvjedovala protiv jedrilice B radi prekršaja pravila Dijela 2 te je B bila diskvalificirana.

B je zahtijevala ispravak. Navela je da se tijekom saslušanja prosvjeda vezanog za jedno ranije natjecanje pokazalo da je A propustila produljiti valjanost svjedodžbe izjednačavanja te stoga nije ispunjavala uvjete kada je započela navigacijsko natjecanje. B je dalje tvrdila da budući da A nije ispunjavala uvjete za natjecanje ona se u stvari i nije natjecala te stoga B nije imala nikakav razlog da prihvati kaznu ili da se povuče iz natjecanja, te da A nije imala pravo prosvjedovati protiv nje u smislu odredbi Pravila 60.1.

Odbor za prosvjede je odbio zahtjev B za ispravak, smatrajući da nevaljanost svjedodžbe premjera A nije izmijenilo činjenicu da se ona natjecala u okviru definicije i time imala svoja prava iz Dijela 2 pravila jedriličarskih natjecanja. B se žalila.

Odluka

Žalba je odbijena. Činjenica da je regatni odbor zakazao u otkrivanju da je svjedodžba premjera A nevažeća i da ju nije **spriječio** u natjecanju ne predstavlja propust koji je pogoršao plasman jedrilice B u smislu pravila 61.4(b)(1) te je odbor za prosvjede ispravno odbio dati B ispravak.

A je bila jedrilica koja se „namjerava natjecati“ prije njenog signala pripreme i jedrilica koja se „natječe“ nakon toga. Pravila Dijela 2 su se odnosila na nju i sve ostale jedrilice u natjecanju (vidjeti preambulu Dijela 2). Principi sportskog ponašanja zahtijevaju da jedrilica prihvati kaznu čim je spoznala da je prekršila pravilo no ukoliko se nastavi natjecati ona zadržava sva prava prema pravilima Dijela 2 a također i pravo na prosvjed i žalbu. Pravila Dijela 2 su obvezujuća za sve jedrilice koje se natječu bez obzira na to da li je neka od njih kasnije zbog nekog razloga diskvalificirana.

CAN 1978/40



CASE 69

Rule 42.1, Propulsion: Basic Rule

Momentum of a boat after her preparatory signal that is the result of being propelled by her engine before the signal does not break rule 42.1.

Facts

In a flat sea and 1-2 knots of wind a boat enters the starting area under power shortly before her preparatory signal at a speed of 5-6 knots. At the preparatory signal she is moving at the same speed but no longer motoring. At 2.5 minutes before her starting signal she hoists her sails and slows to 2 knots.

Question

Does she break rule 42.1?

Answer

No. A boat begins racing at her preparatory signal. During the period in which the boat was racing, she was using wind as a source of power as required by rule 42.1. Her motion also resulted from momentum created by engine power that propelled her before she began racing. Nothing in the rule requires that a boat be in any particular state of motion or non-motion when she begins racing. Therefore rule 42.1 was not broken.

USA 1986/269

SLUČAJ 69

Pravilo 42.1, Poriv: Osnovno pravilo

Zalet jedrilice nakon njezinog signala pripreme koji je posljedica pogona motorom prije signala nije prekršaj Pravila 42.1.

Činjenice

Pri mirnom moru i vjetru od 1 do 2 čvora jedrilica ulazi u područje startanja zaletom pogona motora neposredno prije njezinog signala pripreme brzinom od 5 do 6 čvorova. U trenutku signala pripreme kreće se istom brzinom ali bez pogona motorom. Oko 2,5 minute prije svojeg signala starta diže jedra i usporava na 2 čvora.

Pitanje

Da li je prekršila pravilo 42.1?

Odgovor

Ne. Jedrilica započinje natjecanje svojim signalom pripreme. Za vrijeme dok se natjecala jedrilica je koristila vjetar za svoj pogon kako je određeno Pravilom 42.1. Njezino kretanje je također nastalo zaletom stvorenim pogonom motora prije nego što se počela natjecati. Ništa u pravilima ne zahtijeva od jedrilice da u početku natjecanja bude u određenom stanju kretanja ili mirovanja. Stoga nije prekršila pravilo 42.1.

USA 1986/269



CASE 70

Withdrawn for Revision

SLUČAJ 70

Povučeno na pregled



CASE 71

Withdrawn for Revision

SLUČAJ 71

Povučeno na pregled



CASE 72

Rule 60.2(a)(1), Protests: Intention to Protest

Discussion of the word 'flag'.

Question

What is the test of whether an object is a flag within the meaning of rule 60.2(a) (1)?

Answer

In the context of rule 60.2(a)(1), a flag is used as a signal to communicate the message, 'I intend to protest.' Only if the object used as a flag communicates that message, with little or no possibility of causing confusion on the part of those on competing boats, will the object qualify as a flag. A flag must be seen primarily to be a flag.

USA 1988/277

SLUČAJ 72

Pravilo 60.2(a)(1), Prosvjedi: Namjera prosvjedovanja

Rasprava o riječi „zastava“.

Pitanje

Kojim se načinom može ustanoviti da je neki objekt zastava u smislu odredbi pravila 60.2(a) (1)?

Odgovor

U smislu pravila 60.2(a) (1) zastava se upotrebljava kao signal za objavu poruke "Namjeravam prosvjedovati". Samo ako predmet upotrijebljen kao zastava objavljuje ovu poruku sa malom ili nikakvom mogućnošću izazivanja zabune kod jedrilica koje se natječu, može se taj predmet smatrati zastavom. Zastava se u prvom redu mora vidjeti kao zastava.

USA 1988/277



CASE 73

Rule 2, Fair Sailing

Rule 11, On the Same Tack, Overlapped

When, by deliberate action, L's crew reaches out and touches W, which action could have no other intention than to cause W to break rule 11, then L breaks rule 2.

Facts

W and L were overlapped on starboard tack beating towards the windward mark. The crew of L, who was on a trapeze, reached out and deliberately touched W's deck with a hand and hailed that W should retire. L protested W. The protest committee disqualified W under rule 11 and she appealed.

Decision

W's appeal is upheld and she is reinstated. Because L could sail her course with no need to take avoiding action and there was no risk of immediate contact had L changed course in either direction, W was keeping clear of L. Therefore, W did not break rule 11. The deliberate action of L's crew, which could have had no other intention than to disqualify W, broke rule 2. L is penalized for breaking rule 2, and therefore her score is changed to 'Disqualification that is not excludable'.

GBR 1971/6

SLUČAJ 73

Pravilo 2, Korektno jedrenje

Pravilo 11, Na istim uzdama, U preklapanju

Kada namjernim djelovanjem posada Z pruži ruku i dodirne P koja radnja ne može imati drugu namjeru osim da navede P da prekrši pravilo 11, tada Z krši pravilo 2.

Činjenice

P i Z su u preklapanju desnim uzdama jedrile uz vjetar prema oznaci privjetrine. Posada Z koja je bila na trapezu namjerno je rukom dodirnula palubu P i priopćila da se P treba povući iz natjecanja. Z je prosvjedovala protiv P. Odbor za prosvjede diskvalificirao je P radi prekršaja Pravila 11 a ona se žalila.

Odluka

Zalba P je prihvaćena i dobila je ispravak. Budući da je Z mogla jedriti svojim kursom bez potrebe za izbjegavanjem i nije bilo opasnosti od neposrednog dodira da je Z promijenila kurs u bilo kojem smjeru, P se uklanjala Z. Stoga, P nije prekršila pravilo 11. Namjerno djelovanje posade Z, koje nije moglo imati drugu namjeru osim diskvalificirati P, prekršilo je pravilo 2. Z je kažnjena zbog kršenja pravila 2 i stoga se njezin rezultat mijenja u 'Diskvalifikacija koja se ne može isključiti'.

GBR 1971/6



CASE 74

Rule 2, Fair Sailing

Rule 11, On the Same Tack, Overlapped

There is no rule that dictates how the helmsman or crew of a leeward boat must sit. Contact with a windward boat does not break rule 2 unless the helmsman's or crew's position is deliberately misused.

Facts

W was overtaking L in sub-planing conditions on a close reach. L luffed slightly, the helmsman's back making contact with W just forward of the shroud. At this point the hulls were about an arm's length apart. Neither boat took a penalty. W protested L under rule 2. The protest committee penalized L under rule 2, stating that W was correctly trimmed with full sails and her crew sitting by the leeward shroud. 'Contact', it continued, 'could only have been made if L's helmsman was sitting out flat. In the prevailing conditions this was significantly beyond the normal sailing position required.' L appealed.

Decision

L's appeal is upheld; she is reinstated and W disqualified under rule 11. In Case 73 it is clear that L's crew deliberately touched W with the intention of protesting her out of the race. In this case there was no such deliberate action by L. There is no rule that dictates how a helmsman or crew must sit and, in the absence of deliberate misuse of his positioning, no breach of rule 2 took place.

GBR 1993/2

SLUČAJ 74

Pravilo 2, Korektno jedrenje

Pravilo 11, Na istim uzdama, U preklapanju

Ne postoji pravilo koje propisuje kako kormilar ili posada jedrilice zavjetrine mora sjediti; dodir s jedrilicom privjetrine nije prekršaj Pravila 2 ukoliko položaj kormilara ili posade nije namjerno zloupotrijebljen.

Činjenice

P je prestizala Z s vjetrom u pola krme u uvjetima plovidbe ispod brzine planiranja. Z je lagano prihvatila a leđa kormilara su dodirnula priponu P. U tom trenutku jedrilice su bile međusobno udaljene za dužinu ruke. Niti jedna jedrilica nije prihvatila kaznu dva okreta. P je prosvjedovala protiv Z za prekršaj pravila 2. Odbor za prosvjede je diskvalificirao Z radi prekršaja Pravila 2, navodeći da je P jedrila ispravno podešenih punih jedara s posadom koja je sjedila na rubu uz zavjetrinsku priponu. "Dodir se mogao dogoditi" tvrdio je Odbor za prosvjede "samo ako je kormilar Z sjedio isturen u vodoravnom položaju prema van. U postojećim uvjetima takvo sjedenje bilo je značajno izvan normalnog sjedećeg položaja potrebnog za jedrenje". Z se žalila.

Odluka

Žalba je prihvaćena. Z je dobila ispravak a P je diskvalificirana radi prekršaja Pravila 11. U Slučaju 73 jasno je da je posada Z namjerno dotaknula P s namjerom ulaganja prosvjeda i izbacivanja P iz natjecanja. U ovom slučaju nije bilo takvog namjernog djelovanja. Ne postoji pravilo koje određuje kako kormilar ili posada mora sjediti te u odsutnosti namjerne zloupotrebe svojeg položaja, nije bilo ni prekršaja Pravila 2

GBR 1993/2



CASE 75

Definitions, Proper Course

Rule 10, On Opposite Tacks

Rule 14, Avoiding Contact

Rule 16.1, Changing Course

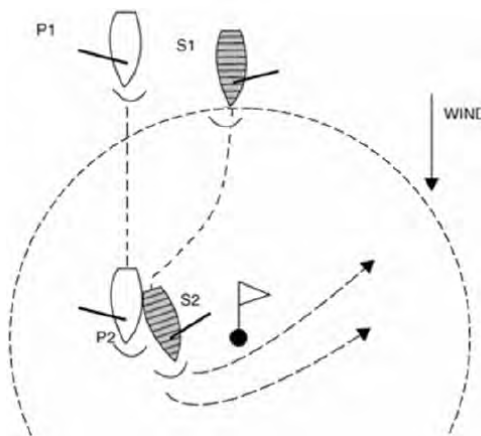
Rule 18.2(a)(1), Mark-Room: Giving Mark-Room

Rule 18.4, Mark-Room: Gybing in the Zone

When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

Facts

Two boats, S and P, were sailing directly downwind towards a leeward mark to be left to port. They had been overlapped for several lengths with S inside and slightly ahead. As S entered the zone, she luffed. As her bow came abreast of the mark she bore away to gybe, and there was contact, but no damage or injury. S protested P under rule 10 while P protested S under rule 18. The protest committee disqualified P for breaking rule 10. P appealed, asserting that she had given S mark-room and that S had broken rule 18.4.



Decision

At position 1, when S's hull reached the zone, S and P were overlapped, and P was required by rule 18.2(a)(1) to give S mark-room. In addition, until S gybed P was required by rule 10 to keep clear of S. When S changed course, she was required by rule 16.1 to give P room to keep clear, and until she gybed S was also required by rule 18.4 to sail no farther from the mark than needed to sail her proper course. The mark-room that P was required to give S was the space S needed in the existing conditions to sail promptly in a seamanlike way to the mark (see Case 118). P gave S that room. However, because S had right of way she was permitted to sail any course provided that she complied with rules 16.1 and 18.4.

After position 1, S luffed gradually through approximately 45 degrees while sailing about three lengths forward. If P had acted promptly there was space for her to have manoeuvred in a seamanlike way to keep clear of S; however, P made no effort to keep clear. Therefore, S did not break rule 16.1 when she luffed. Shortly before position 2, S needed to act to avoid P. At that moment P broke rule 10. In trying to avoid P, S bore away and there was contact. Because P was not keeping clear at that time, S could not give her 'room to keep clear' under rule 16.1; therefore, S did not break rule 16.1 when she bore away.

When S gybed just after position 2, she had not sailed farther from the mark than needed to sail her proper course. Indeed, in the absence of P (the boat 'referred to' in the definition Proper Course), S's proper course might well have been to sail even farther from the mark and higher than she did, so as to make a smoother, faster rounding, to avoid interference with her wind by being backwinded or blanketed by other boats ahead, and to be far enough upwind after leaving the mark astern that she could tack without breaking rule 13. Therefore, S did not break rule 18.4.

Concerning rule 14(a), both boats broke the rule because there was contact, and it was 'reasonably possible' for each of them to avoid it. P is therefore disqualified under rule 14(a) as well as rule 10. However, S is exonerated for breaking rule 14(a) because she was the right-of-way boat when the contact occurred and there was no damage or injury (see rule 43.1(c)).

P's appeal is dismissed. She was properly disqualified, and S did nothing for which she could be penalized.

USA 1976/195



SLUČAJ 75

Definicije; Pravi kurs

Pravilo 10, Na suprotnim uzdama

Pravilo 14; Izbjegavanje dodira

Pravilo 16.1, Mij enje kursa

Pravilo 18.2(a)(2); Prostor oznake: Davanje prostora oznake

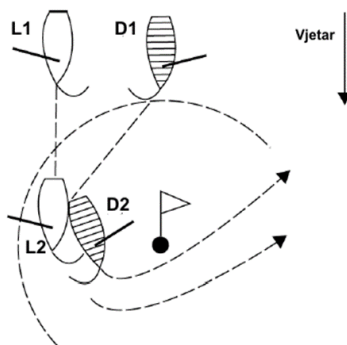
Pravilo 18.4, Prostor oznake: Kruženje u zoni

Kada se primjenjuje pravilo 18, primjenjuju se i pravila poglavlja A i B. Kada jedrilica s unutarnjim preklapanjem i pravom puta mora kružiti kod oznake, ima pravo jedriti svojim pravim kursom sve dok ne kruži. Jedrilica na desnim uzdama koja mijenja kurs ne krši pravilo 16.1 ako da, jedrilici na lijevom uzdama, dovoljno prostora za uklanjanje, a jedrilica na lijevom uzdama to odmah ne iskoristi.

Činjenice

Dvije jedrilice D i L jedre s vjetrom u krmu prema oznaci zavjetrine koju treba ostaviti s lijeve strane. Jedrilice su u preklapanju već nekoliko duljina pri čemu je D unutarnja i malo naprijed. Nakon što je D ušla u zonu prihvaćala je. Kad je njezin bok došao usporedno s oznakom D je otpadala da bi kružila te se dodirnula s L no nije bilo ni štete ni ozljede. D je prosvjedovala protiv L radi prekršaja Pravila 18.

Odbor za prosvjede diskvalificirao je L radi prekršaja pravila 10. P se žalila, tvrdeći da je dala S prostor kod oznake i da je S prekršila pravilo 18.4.



Odluka

Na poziciji 1, kada je trup S dosegao zonu, D i L su bile u preklapanju, a L je bila dužna prema pravilu 18.2(a)(1) dati D prostor oznake. Osim toga, sve dok D nije kružila, L je bila dužna uklanjati se D prema pravilu 10. Kada je D promijenila kurs, bila je dužna prema pravilu 16.1 dati L prostor za uklanjanje, a sve dok nije kružila, D je također bila dužna prema pravilu 18.4 jedriti ne dalje od oznake nego što je potrebno za jedrenje njenim pravim kursom. Prostor oznake koji je L bila dužna dati D bio je prostor potreban D u postojećim uvjetima da odmah jedri do oznake na pomorački način (vidjeti Slučaj 118). L je taj prostor dala S. Međutim, budući da je D imala pravo puta, bilo joj je dopušteno jedriti bilo kojim kursom pod uvjetom da se pridržava pravila 16.1 i 18.4.

Nakon pozicije 1, S je postupno prihvatila do otprilike 45 stupnjeva jedreći oko tri duljine naprijed. Da je L reagirala odmah, imala bi prostor za manevriranje na pomorački način kako bi se uklanjala D; međutim, L nije uložila nikakav napor da se uklanja. Stoga, S nije prekršila pravilo 16.1 kada je prihvatila. Neposredno prije pozicije 2, D je morala djelovati kako bi izbjegavala L. U tom trenutku L je prekršila pravilo 10. Pokušavajući izbjeći L, S je otpadala te je došlo do dodira. Budući da se L u tom trenutku nije uklanjala, D joj nije mogla dati „prostor za uklanjanje“ prema pravilu 16.1; stoga, D nije prekršila pravilo 16.1 kada je otpadnula.

Kad je D kružila odmah nakon pozicije 2, nije jedrila dalje od oznake nego što je bilo potrebno da jedri svojim pravilnim kursom. Doista, u odsutnosti L (jedrilica na koju se „poziva“ u definiciji Pravi kurs), pravi kurs D je mogao biti jedriti još dalje od oznake i više nego što je jedrila, kako bi napravila glatkiji, brži obilazak, kako bi izbjegla ometanje svojeg vjetra zbog odbijanja ili zaklanjanja vjetra djelovanjem drugih jedrilica ispred nje, te da bude dovoljno daleko uz vjetar nakon što ostavi oznaku iza krmе da može letati bez kršenja pravila 13. Stoga, D nije prekršila pravilo 18.4.

Što se tiče pravila 14(a), obje jedrilice su prekršile pravilo jer je došlo do dodira, a za svaku od njih bilo je „ikako moguće“ da ga izbjegne. L je stoga diskvalificirana prema pravilu 14(a), kao i prema pravilu 10. Međutim, D je ispuštena za kršenje pravila 14(a) jer je bila jedrilica s pravom puta kada se dogodio dodir i nije bilo štete ili ozljede (vidi pravilo 43.1(c)).

Žalba L se odbija. Pravilno je diskvalificirana, a D nije učinila ništa za što bi mogla biti kažnjena.

USA 1976/195



CASE 76

Withdrawn for Revision

SLUČAJ 76

Povučeno na pregled



CASE 77

Definitions, Keep Clear

Rule 12, On the Same Tack, Not Overlapped

Rule 14, Avoiding Contact

Rule 31, Touching a Mark

Contact with a mark by a boat's equipment constitutes touching it. A boat obligated to keep clear does not break a rule when touched by a right-of-way boat's equipment that moves unexpectedly out of normal position.

Facts

Boats A and B approached the leeward mark with spinnakers set. A rounds the mark clear ahead of B. A has difficulty lowering her spinnaker and, as she assumes a close-hauled course, her spinnaker guy trails astern by some 30 feet (9 m) and touches part of the mark above the water. Later, when the mark is about five lengths astern of B, the boats are sailing close-hauled on port tack and B is 20 feet (6 m) astern of A. A is still having difficulties handling her spinnaker and the head of her spinnaker unexpectedly streams astern and strikes B's headstay.

Question

What rules apply during these incidents and does any boat break a rule?

Answer

When A's spinnaker guy touched the mark, she broke rule 31. A boat touches a mark within the meaning of rule 31 when any part of her hull, crew or equipment comes in contact with the mark. The fact that her equipment touches the mark because she has manoeuvring or sail-handling difficulties does not excuse her breach of the rule.

When contact occurred later between the two boats, rule 18 no longer applied. Because A's spinnaker is not in its normal position, the boats are not overlapped and, therefore, rule 12 applies. That rule requires B to keep clear of A, which she is doing because nothing B did or failed to do required A 'to take avoiding action' (see the definition Keep Clear). This is shown by the fact that the contact between them results exclusively from A's equipment moving unexpectedly out of normal position. Therefore, B did not break rule 12.

Rule 14 also applied. A broke rule 14(a) by causing contact that she could have avoided. However, because there was no damage or injury, A is exonerated (see rule 43.1(c)). It was not reasonably possible for B to avoid contact with A's spinnaker as it streamed astern, and so B did not break rule 14(a).

Note that Case 91 also addresses an incident involving equipment out of its normal position.

USA 1980/232



SLUČAJ 77

Definicije; Uklanjanje

Pravilo 12, Na istim uzdama; Bez preklapanja

Pravilo 14; Izbjegavanje dodira

Pravilo 31, Dodirivanje oznake

Dodir oznake opremom jedrilice predstavlja dodirivanje oznake. Jedrilica koja se mora uklanjati ne krši pravilo kada ju dodirne oprema jedrilice s pravom puta koja se neočekivano pomakla iz normalnog položaja.

Činjenice

Jedrilice A i B približavaju se oznaci zavjetrine jedreći s postavljenim spinakerima. A obilazi oznaku slobodna po pramcu B. A ima poteškoća pri skidanju spinakera i kada uzima kurs sasvim uz vjetar njena škota spinakera se vuče oko 30 stopa (9 m) po krmi te se povlači preko nadvodnog dijela oznake.

Kasnije kad je oznaka oko pet duljina iza krme B jedrilice jedre lijevim uzdama kursom sasvim uz vjetar aB je 20 stopa (6 m) po krmi A. A još uvijek ima poteškoće u rukovanju spinakerom pa spinaker A vijoreći po krmi A udara u leto B.

Pitanje

Koja su pravila u primjeni za vrijeme ovih događanja i da li je neka od jedrilica prekršila neko pravilo?

Odgovor

Kada je škota spinakera jedrilice A dodirnula oznaku ona je prekršila pravilo 31. Jedrilica je dodirnula oznaku u smislu odredbi pravila 31 kada bilo koji dio njenog trupa, posade ili opreme dođe u dodir s oznakom. Činjenica da je njezina oprema dodirnula oznaku jer je imala problema pri manevriranju ili radu s jedrima ne oslobađa ju u slučaju kršenja pravila.

Kada se kasnije dogodio dodir među jedrilicama pravilo 18 nije više bilo u primjeni. Budući da spinaker A nije u svom normalnom položaju, jedrilice nisu u preklapanju te je u primjeni pravilo 12. To pravilo zahtijeva od B da se uklanja A što ona i čini jer ništa što je B radila ili propustila raditi nije od A zahtijevalo "da izbjegava" (vidjetičiju Uklanjanje). To se vidi iz činjenice da je dodir između njih nastupio isključivo zbog neočekivanog kretanja opreme A izvan normalnog položaja. Stoga B nije prekršila Pravilo 12.

Pravilo 14 je također u primjeni. A je prekršila Pravilo 14(a) izazvavši dodir koji je mogla izbjegnuti. Bilo kako bilo budući da nije bilo ni štete ni ozljede A je iskupljena (vidjeti pravilo 43.1(c)). Za B nije bilo „ikako moguće“ izbjegnuti dodir sa spinakerom A dok je vijorio po krmi A, dakle B nije prekršila pravilo 14(a).

Imajte na umu da se Slučaj 91 također odnosi na incident koji uključuje opremu izvan njenog normalnog položaja.

USA 1980/232



CASE 78

Rule 2, Fair Sailing

Rule 41, Outside Help

Rule 69.1(a), Misconduct: Obligation not to Commit Misconduct; Resolution

In a fleet race either for one-design boats or for boats racing under a handicap or rating system, a boat may use tactics that clearly interfere with and hinder another boat's progress in the race, provided that, if she is protested under rule 2 for doing so, the protest committee finds that there was a reasonable chance of her tactics benefiting her final ranking in the event. However, she breaks rule 2, and possibly rule 69.1(a), if while using those tactics she intentionally breaks a rule.

Facts for Question 1

In a fleet race for one-design boats, boat A uses tactics that clearly interfere with and hinder boat B's progress in the race. While using those tactics, A does not break any rule, except possibly rule 2 or rule 69.1(a). B protests A under rule 2.

Question 1

In which of the following circumstances would A's tactics be considered unsportsmanlike and a breach of rule 2 or of rule 69.1(a)?

- (a) The protest committee finds that there was a reasonable chance that A's tactics would benefit her final ranking in the event.
- (b) The protest committee finds that there was a reasonable chance that A's tactics would increase her chances of gaining selection for another event, but would not benefit her final ranking in the event.
- (c) The protest committee finds that there was a reasonable chance that A's tactics would increase her chances of gaining selection to her national team, but would not benefit her final ranking in the event.
- (d) The protest committee finds that A and a third boat, boat C, had agreed that they would both adopt tactics that benefited C and that there was a reasonable chance that A's tactics would benefit C's final ranking in the event.
- (e) The protest committee finds that A was attempting to worsen B's race or series score for reasons unconnected with sport.

Answer 1

In circumstance (a), A would be in compliance with recognized principles of sportsmanship and fair play.

In circumstances (b) and (c), A would break rule 2, and possibly rule 69.1(a).

In circumstance (d), both A and C would break rule 2, and possibly rule 69.1(a). In addition, by receiving help prohibited by rule 41 from A, C would also break rule 41.

In circumstance (e), A would break rule 2, and possibly rule 69.1(a) because, with no good sporting reason, her actions would clearly break recognized principles of sportsmanship and fair play.

Question 2

Would Answer 1 be different if the boats had been racing under a handicap or rating system and if A had been faster or more manoeuvrable than B?

Answer 2

No.

Question 3

Would Answer 1 be different if, while using tactics that clearly interfered with and hindered B's progress in the race, A had intentionally broken a rule?

Answer 3

Yes. Whenever a boat intentionally breaks a rule, she also breaks rule 2, and possibly rule 69.1(a).

USA 1991/282, revised by World Sailing 2009, 2013 and 2018



SLUČAJ 78

Pravilo 2, Korektno jedrenje

Pravilo 41, Pomoć izvana

Pravilo 69.1(a), Nedolično ponašanje: Obveza doličnog ponašanja; Rješavanje

U flotnom natjecanju, bilo za jedrilice istog tipa ili za jedrilice koje se natječu prema sustavu izjednačavanja ili razvrstavanja, jedrilica može koristiti taktike koje očito ometaju i sprječavaju napredak druge jedrilice u natjecanju, pod uvjetom da, ako se zbog toga protiv nje uloži prigovor prema pravilu 2, odbor za prosvjede utvrdi da je postojala opravdana vjerojatnoća da njezina taktika koristi njezinom konačnom plasmanu u utrci. Međutim, krši pravilo 2, a moguće i pravilo 69.1(a), ako koristeći te taktike namjerno krši pravilo.

Činjenice za pitanje 1

U flotnom natjecanju jedrilica jednake konstrukcije, jedrilica A koristi taktike koje očito ometaju i sprečavaju napredak jedrilice B u natjecanju. Korištenjem tih taktika, A ne krši nijedno pravilo, osim možda pravila 2 ili pravila 69.1(a). B prosvjeduje protiv A prema pravilu 2.

Pitanje 1

U kojima od sljedećih okolnosti bi se taktika natjecatelja A smatrala nesportskom i kršenjem pravila 2 ili pravila 69.1(a)?

- (a) Odbor za prosvjede smatra da je postojala opravdana vjerojatnoća da bi ta taktika koristila konačnom plasmanu A u natjecanju.
- (b) Odbor za prosvjede smatra da je postojala opravdana vjerojatnoća da bi taktika A povećala vjerojatnost izbora za uvrštenje na drugu regatu, ali ne bi koristila njezinom konačnom plasmanu u tom natjecanju.
- (c) Odbor za prosvjede smatra da je postojala opravdana vjerojatnoća da bi taktika A povećala vjerojatnoću izbora za uvrštenje unacionalnu reprezentaciju, ali ne bi koristila njezinom konačnom plasmanu u tom natjecanju.
- (d) Odbor za prosvjede utvrđuje da su se A i treća jedrilica C, dogovorili da će obje usvojiti taktiku koja koristi jedrilici C i da je postojala opravdana vjerojatnoća da će taktika A-a koristiti konačnom poredku jedrilice C u regati.
- (e) Odbor za prosvjede utvrđuje da je jedrilica A pokušavala pogoršati rezultat B u natjecanju ili seriji natjecanja iz razloga koji nisu povezani sa sportom.

Odgovor 1

U okolnostima (a), postupanje A bi bilo u skladu s priznatim načelima sportskog ponašanja i poštene igre.

U okolnostima (b) i (c), A bi prekršila pravilo 2, a moguće i pravilo 69.1(a).

U okolnostima (d), i A i C bi prekršile pravilo 2, a moguće i pravilo 69.1(a). Osim toga, primanjem pomoći zabranjene pravilom 41 od A, C bi također prekršila pravilo 41.

U okolnostima (e), A bi prekršila pravilo 2, a moguće i pravilo 69.1(a) jer bi, bez valjanog sportskog razloga, njezini postupci očito prekršili priznata načela sportskog ponašanja i poštene igre.

Pitanje 2

Bi li Odgovor 1 bio drugačiji da su se jedrilice natjecale po sustavu izjednačavanja ili razvrstavanja, i da je A bila brža ili okretnija od B?

Odgovor 2

Ne.

Pitanje 3

Bi li Odgovor 1 bio drugačiji da je, koristeći taktike koje su očito ometale i sprječavale napredak B-a u natjecanju, A namjerno prekršila pravilo?

Odgovor 3

Da. Kad god jedrilica namjerno prekrši pravilo, ona također krši pravilo 2, a moguće i pravilo 69.1(a).

USA 1991/282, preinačeno World Sailing 2009, 2013 i 2018



CASE 79

Rule 29.1, Recalls: Individual Recall Rule 61.4(b), Redress: Redress Decisions

When a boat has no reason to know that part of her hull crossed the starting line early and the race committee fails to signal 'Individual recall' promptly, yet scores her OCS, this is an error that significantly worsens the boat's score through no fault of her own, and therefore entitles her to redress.

Facts

At the start of a race for one-design boats, part of the hull of each of ten boats near the middle of the starting line was slightly across the line at their starting signal. The race committee signalled 'Individual recall' by displaying flag X with one gun. However, these signals were made approximately 40 seconds after the starting signal. None of the boats returned to start, and several of them lodged requests for redress upon learning after the race that they had been scored OCS.

Question 1

In rule 29.1, what does 'promptly display' mean?

Answer 1

No specific amount of time will apply in all circumstances, but in this rule it means a very short time. A race committee should signal 'Individual recall' within a very few seconds of the starting signal. Forty seconds is well beyond the limits of acceptability.

Question 2

Is it reasonable for a boat to request redress because of a less-than-prompt individual recall signal, even when she did not return to start?

Answer 2

Yes.

Question 3

Why should a boat be given redress because of the committee's failure to signal promptly, when the rules say that failure to notify a boat that part of her hull is on the course side of the starting line at her starting signal does not relieve her of her requirement to start?

Answer 3

The rules do not say this. Rule 29.1 requires the committee to signal all boats when part of the hull of one or more of them is on the course side of the starting line at the starting signal. Rule 28.1 and, if it applies, rule 30.1 requires each boat to return to the pre-start side of the line and then start, but this assumes that the signals, both visual and sound, have been made. When a signal is not made or, as in this case, when the signal is much too late, it places a boat that does not realize that she was slightly over the line at the starting signal at a significant disadvantage because she cannot use the information the signal provides, in combination with her observations of her position relative to other boats at the time the signal is made, to decide whether or not to return to the pre-start side of the line.

Question 4

How can a boat that fails to start properly be entitled to redress when rule 61.4(b) requires that her score be made significantly worse 'through no fault of her own'?

Answer 4

A boat that has no reason to believe that part of her hull was on the course side of the line at her starting signal has the right to assume that she started correctly unless properly signalled to the contrary. As Answer 3 indicates, a boat can be significantly disadvantaged by a delay by the race committee in making the recall signal. That error is entirely the race committee's fault, and not that of the disadvantaged boat. (See Case 31 for a discussion of appropriate redress in a similar situation.)

USA 1992/285



SLUČAJ 79

Pravilo 29.1, Opozivi: Pojedinačni opoziv
Pravilo 61.4(b), Ispravak: Odluka o ispravku

Kada jedrilica nema nikakvog razloga za spoznaju da je djelom trupa prešla prerano liniju starta i da je regatni odbor propustio da odmah signalizira "pojedinačni opoziv" a boduje ju OCS, to je pogreška koja značajno pogoršava njezino bodovanje bez njezine krivnje te joj stoga daje pravo na ispravak.

Činjenice

Na startu natjecanja jedrilica jednake konstrukcije dio trupa deset jedrilica u blizini sredine linije starta bio je neznatno lagano preko linije starta u trenutku njihovog signala starta. Regatni odbor je signalizirao "pojedinačni opoziv" ističući zastavu X uz jedan hitac. Bilo kako ovi signali su dani oko 40 sekundi nakon signala starta. Niti jedna jedrilica se nije vratila na start a nekoliko ih je uložilo zahtjeve za ispravak nakon što su poslije natjecanja saznale da su bodovane OCS.

Pitanje 1

Što znači "odmah istaknuti" u pravilu 29.1?

Odgovor 1

Nije primjenjivo neko određeno vrijeme za sve okolnosti, ali u ovom pravilu to znači vrlo kratko vrijeme. Regatni odbor mora signalizirati "pojedinačni opoziv" unutar nekoliko sekundi nakon signala starta. Četrdeset sekundi je daleko izvan prihvatljivih granica.

Pitanje 2

Da li je opravdano da jedrilica traži ispravak zbog signala pojedinačnog opoziva koji je dan kasnije od "odmah" čak i kada se nije vratila na start?

Odgovor 2

Da

Pitanje 3

Zašto bi jedrilica dobila ispravak radi propusta regatnog odbora da signalizira odmah, kada pravila kažu da propust u obavješćavanju jedrilice da je na strani kursa linije startanja u trenutku njezinog signala starta ne oslobađa jedrilicu obveze ispravnog startanja?

Odgovor 3

Pravila ne kažu tako. Pravilo 29.1 obvezuje regatni odbor da signalizira svim jedrilicama kada da je dio trupa jedne ili više jedrilica na strani kursa linije starta u trenutku signala starta. Pravilo 28.1 i ako je u primjeni pravilo 30.1 obvezuje svaku jedrilicu da se vrati na predstartnu stranu linije starta i tada starta, ali ovo pretpostavlja da su signali, vidljivi i zvučni, dani ispravno. Ukoliko nije dan signal ili kao u ovom slučaju kada je dan daleko prekasno, dovodi se jedrilica koja nije svjesna da se u trenutku signala starta nalazi lagano preko linije, u značajno nepovoljnu situaciju budući da ne može upotrijebiti informaciju koju daje signal u kombinaciji s vlastitim opažanjima položaja prema ostalim jedrilicama u trenutku davanja signala, za odlučivanje da li da se vrati na predstartnu stranu linije ili ne.

Pitanje 4

Kako može jedrilica koja nije ispravno startala imati pravo na ispravak kada pravilo 61.4(b) zahtijeva da je njezino bodovanje postalo značajno slabije ne njenom pogreškom?

Odgovor 4

Jedrilica koja nema nikakvog osnova smatrati da se u trenutku njezinog signala starta nalazi na strani kursa linije starta, ima pravo smatrati da je ispravno startala ukoliko nije ispravno signalizirano suprotno. Kao što odgovor 3 pokazuje jedrilica može biti dovedena u značajno nepovoljnu situaciju kašnjenjem regatnog odbora u davanju signala pojedinačnog opoziva. Ova pogreška je u potpunosti pogreška regatnog odbora a ne jedrilice u nepovoljnoj situaciji (vidjeti Slučaj 31 za diskusiju odgovarajućeg ispravka u sličnoj situaciji).

USA 1992/285



CASE 80

Deleted

SLUČAJ 80

Izbrisan



CASE 81

Rule 14, Avoiding Contact

Rule 15, Acquiring Right of Way

Rule 18.1(a)(1), Mark-Room: When Rule 18 Applies

Rule 18.1(a)(2), Mark-Room: When Rule 18 Applies

Rule 18.2(a)(2), Mark-Room: Giving Mark-Room

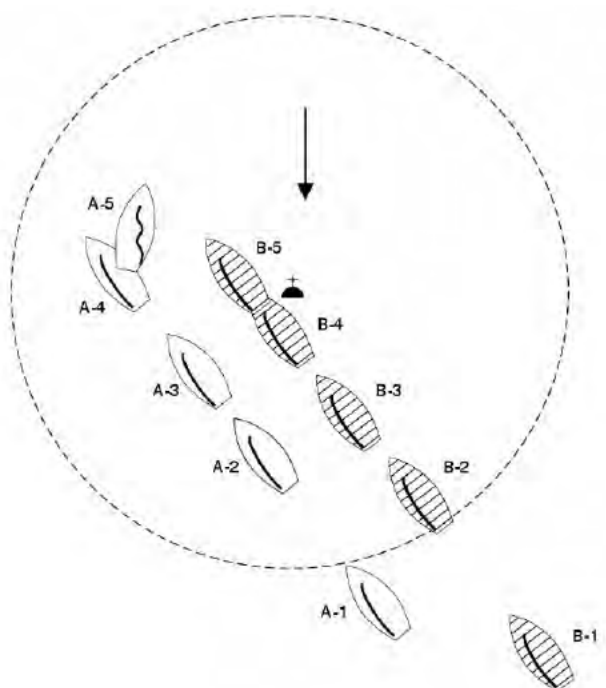
Rule 18.2(b), Mark-Room: Giving Mark-Room

When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

Facts

Two boats, A and B, close-hauled on starboard tack, approached a mark to be left to starboard. A entered the zone clear ahead on a track to leeward of B. Between positions 4 and 5, A tacked onto a close-hauled port-tack course in order to round the mark. B, still on starboard tack, made contact with A, then on port tack, causing no damage or injury. Both boats protested.

Citing rule 18.1(a)(2), the protest committee decided that rule 18 did not apply because just prior to the contact both boats were on opposite tacks and B had to tack to pass the mark on her proper course. Having decided that rule 18 did not apply, the protest committee disqualified A under rule 10. A appealed.



Decision

B was clear astern of A from position 1 to position 4. While B was clear astern, she kept clear of A as required by rule 12.

From the time A reached the zone until she passed head to wind, rule 18.2(a)(2) applied, requiring B to give A mark-room. B fulfilled this obligation until shortly before position 5, when, at the moment A passed head to wind, B's obligation to give A mark-room ended (see rules 18.1(a)(1), (18.1(a)(2) and 18.2(b). Note that Case 132 discusses the meaning of 'on a beat to windward'.

At that moment, B acquired right of way, and A was required to keep clear of B, first by rule 13 and later, from the moment A reached a close-hauled course, by rule 10.

Rule 15 did not apply because B acquired right of way as a result of A's tack.

It is not clear from the facts whether B needed to act to avoid A before or after A assumed a close-hauled course on port tack. However, it is clear that B needed to act to avoid A while B held right of way. Therefore, A is disqualified, under either rule 13 or rule 10. Because it was possible for A to have avoided the contact, she also broke rule 14(a).

Rule 14 applied to B, but the facts do not enable a determination of whether it was reasonably possible for B, acting after it became clear that A was not keeping clear, to have avoided the contact. However, it is not necessary to make that determination because B had right of way and the contact did not cause damage or injury. Therefore, if B had broken rule 14(a), she would have been exonerated by rule 43.1(c).

A's appeal is dismissed. She remains disqualified, and B is not to be penalized.

USA 1993/290



SLUČAJ 81

Pravilo 14; Izbjegavanje dodira

Pravilo 15, stjecanje prava puta

Pravilo 18.1(a)(1), Prostor oznake: Primjena pravila 18

Pravilo 18.1(a)(2), Prostor oznake: Primjena pravila 18

Pravilo 18.2(a)(2); Prostor oznake: Davanje prostora oznake

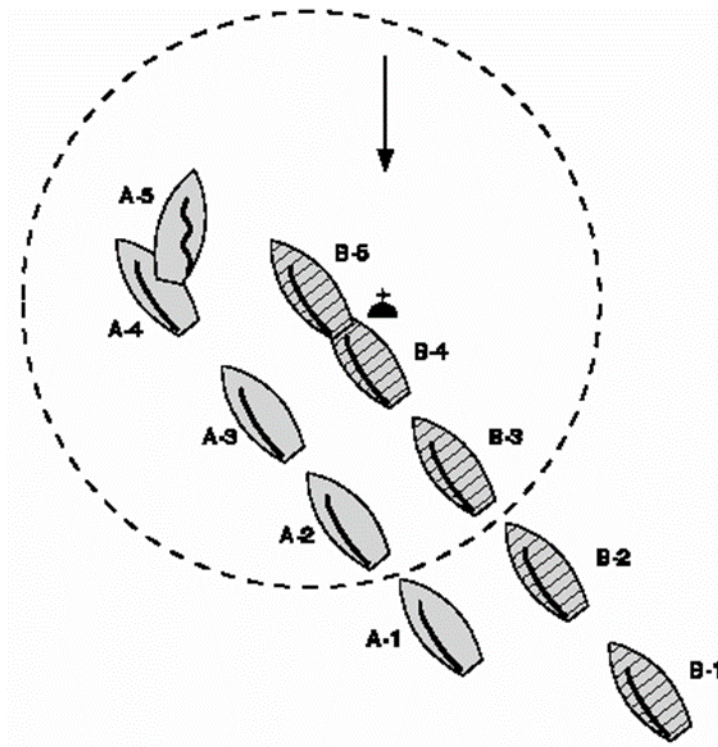
Pravilo 18.2(b) Prostor oznake: Davanje prostora oznake

Kada jedrilica koja ima pravo na prostor oznake prema pravilu 18.2(a)(2) prijeđe pramcem u vjetar, primjena pravila 18.2(a)(2) prestaje i ona se mora pridržavati primjenjivog pravila Poglavlja A.

Činjenice

Dvije jedrilice A i B jedreći desnim uzdama sasvim uz vjetar približavaju se oznaci koju moraju obići ostavljajući ju s desne strane. A je dostigla zonu dviju duljina trupa slobodna po pramcu i na zavjetrinskoj strani B. Između položaja 4 i 5 A je letala na kurs sasvim uz vjetar da bi obišla oznaku. B, još uvijek na desnim uzdama, sudarila se s A koja je u tom trenutku bila na lijevom uzdama. Sudar nije prouzročio ni štetu ni ozljedu. Obje jedrilice su prosvjedovale.

Navodeći pravilo 18.1(a)(2), odbor za prosvjede je odlučio da se Pravilo 18 ne primjenjuje jer su neposredno pred sudar jedrilice bile na suprotnim uzdama a B je trebala letati da bi prošla oznaku na svom pravom kursu. Odlučivši da je Pravilo 18 izvan snage odbor za prosvjede je diskvalificirao A radi prekršaja Pravila 10. A se žalila.



Odluka

B je bila slobodna po krmi A od položaja 1 do položaja 4. Za vrijeme dok je B bila slobodna po krmi A, ona se uklanjala prema pravilu 12.

U tom trenutku B je dobila pravo puta te se A morala uklanjati najprije po pravilu 13 a kasnije kad je A došla na kurs sasvim uz vjetar prema pravilu 10.

Pravilo 15 nije bilo u primjeni jer je B stekla pravo puta zbog letanja A

Iz činjenica nije bilo jasno je li B trebala izbjegavati A prije ili nakon što je A zauzela kurs sasvim uz vjetar na lijevom uzdama. Međutim, jasno je da je B trebala djelovati kako bi izbjegla A dok je B imala pravo puta. Stoga je A diskvalificirana, bilo prema pravilu 13 ili prema pravilu 10. Budući da je A bilo moguće izbjegnuti dodir, prekršila je i pravilo 14(a).

Pravilo 14 primjenjuje se i na B, ali činjenice ne dopuštaju utvrđivanje je li bilo ikako moguće da B, djelujući nakon što je postalo jasno da se A ne uklanja, izbjegne dodir. Međutim, nije potrebno donijeti tu odluku jer je B imala pravo puta a dodir nije uzrokovao ni štetu ni ozljedu. Stoga, i da je B prekršila pravilo 14(a), bila bi ispuštena prema pravilu 43.1(c).

Žalba A se odbacuje. Ona ostaje diskvalificirana i B se ne kažnjava.

USA 1993/290



CASE 82

Definitions, Finish

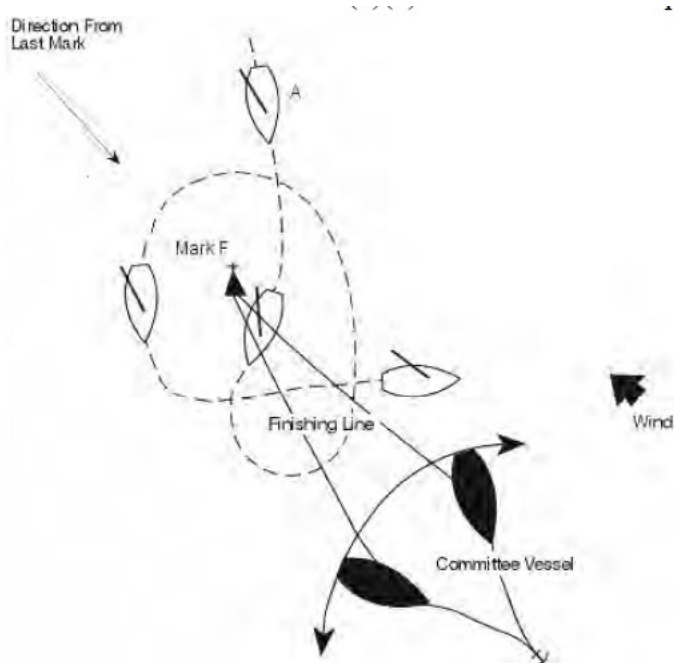
Rule 61.4(b)(1), Redress: Redress Decisions

When a finishing line is laid so nearly in line with the last leg that it cannot be determined which is the correct way to cross it in order to finish according to the definition, a boat may cross the line in either direction and her finish is to be recorded accordingly.

Facts

At the finish of a race, boat A crossed the finishing line from the side of the line that she believed was the course side, leaving mark F to starboard. She recorded the time she crossed the line. The race officer did not record her as having finished and did not make a sound signal. Hearing no sound signal, A sailed the track shown in the diagram and finally crossed the line leaving mark F to port, at which time the race officer recorded her as having finished and made a sound signal. A requested redress, asking that the time she recorded at her first crossing be used as her finishing time.

The protest committee found as a fact that the committee boat was swinging back and forth across a line parallel to the last leg, but believed that the race officer was watching closely to determine the correct direction for each boat to cross the line. Redress under rule 61.4(b)(1) was denied and A appealed.



Decision

A's appeal is upheld. Positioning the finishing line marks so that boats cannot easily determine in which direction they should cross the finishing line is an improper action on the part of the race committee. When a boat cannot reasonably ascertain in which direction she should cross the finishing line so as to conform to the definition Finish, she is entitled to finish in either direction. A is therefore entitled to redress under rule 61.4(b)(1) She is to be given her finishing place calculated from the time she herself recorded when she crossed the line for the first time.

(Note that no racing rule requires the race committee to make a sound signal when a boat finishes. Such a signal is a courtesy to reassure a boat that her finish has been recorded. Note also that the definition Finish allows the sailing instructions to change the direction in which boats are required to cross the finishing line; using such an option could have eliminated the confusion.)

GBR 1992/1



SLUČAJ 82

Definicije; Završavanje

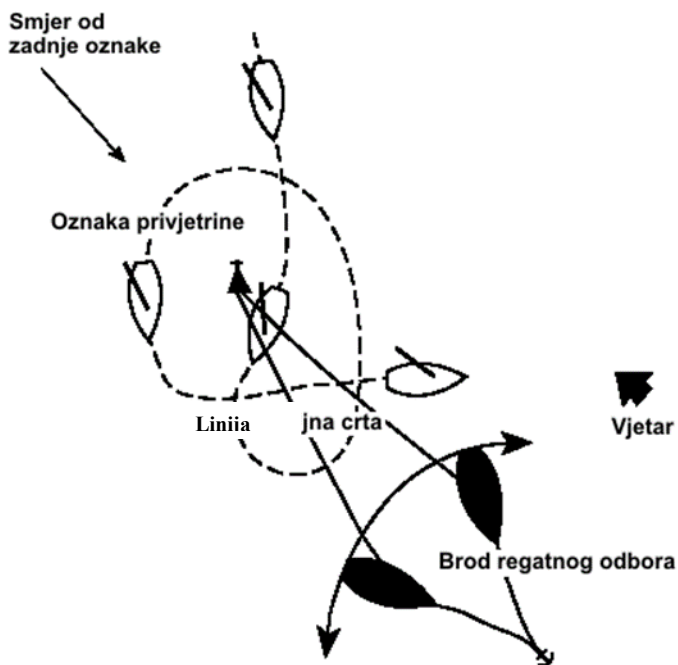
Pravilo 61.4(b)(1), Ispravak: Odluke o ispravku

Kada je linija cilja postavljena gotovo u liniji s posljednjom stranicom kursa, ta se ne može utvrditi koji je ispravan način njezina prelaska kako bi jedrilica završila prema definiciji, jedrilica može prijeći liniju cilja u bilo kojem smjeru i njezino završavanje se mora zabilježiti u skladu s tim.

Činjenice

Završavajući natjecanje jedrilica A je prešla liniju cilja u smjeru za koji je vjerovala da predstavlja stranu kursa od posljednje oznake ostavljajući oznaku Fna desnoj strani. Zabilježila je svoje vrijeme završavanja. Dužnosnik regatnog odbora nije zabilježio njezino završavanje i nije dao zvučni signal. Budući da nije čula signal A je jedrila putanjom prikazanom na crtežu i konačno završila ostavljajući oznaku F na lijevoj strani. u tom trenutku dužnosnik regate je zabilježio njezino vrijeme i dao je zvučni signal. A zahtijevala ispravak tražeći da za njezino vrijeme završavanja bude uzeto ono koje je ona zabilježila.

Odbor za prosvjede ustanovio je činjenicu da se plovilo regatnog odbora njihalo s jedne na drugu stranu linije zavjetrina/privjetrine ali je smatrao da je dužnosnik regate pažljivo osmatrao da bi odredio ispravan smjer završavanja za svaku jedrilicu. Ispravak prema pravilu 61.4(b)(1) je odbijen te se A žalila.



Odluka

Žalba je usvojena.

Postavljanje oznaka linije cilja tako da jedrilice ne mogu lako odrediti u kojem smjeru trebaju prijeći liniju ciljnu je neprikladna radnja regatnog odbora. Kada jedrilica ne može lako utvrditi u kojem smjeru treba prijeći liniju cilja kako bi se pridržavala definicije Završavanje ima pravo završiti u bilo kojem smjeru. A stoga ima pravo na ispravak prema pravilu 61.4(b)(1). Dodjeljuje joj se mjesto na cilju izračunato prema vremenu koje je sama zabilježila kada je prvi put prešla liniju cilja.

(Imajte na umu da nijedno regatno pravilo ne zahtijeva od regatnog odbora da zvučnim signalom označi da je jedrilica završila. Takav signal je znak uljudnosti kako bi se uvjerilo jedrilicu da je njezin cilj zabilježen. Također imajte na umu da definicija Završavanje dopušta uputama za jedrenje da promijene smjer u kojem jedrilice moraju prijeći liniju cilja. Korištenje takve mogućnosti moglo je ukloniti zabunu.)

GBR 1992/1



CASE 83

Rule 49.2, Crew Position; Lifelines

Repeated sail trimming with a competitor's torso outside the lifelines is not permitted.

Facts

In a race for boats whose class rules require lifelines the wind is about 15 knots with gusts lasting about three seconds; a choppy sea is striking the boats on the beam. A's spinnaker trimmer is standing on the windward side of the deck holding the sheet, which he is barely able to pull in. His posture changes to compensate for changes in the boat's trim and the load on the sheet. During some of the gusts he is seen to be leaning back with part of his torso outboard of the lifelines.

Questions

- 1) Is it correct to equate the words 'position any part' in rule 49.2 with a stationary position?
- 2) Is leaning against the load on a sheet 'to perform a necessary task', for example trimming the sheet?
- 3) Is the duration of a gust 'brief' in these circumstances?

Answers

It is clear from diagram 6 of Case 36 that the position adopted by A's crew member is capable of breaking rule 49.2. To 'position the torso' does not mean that the torso is stationary; it implies a deliberate act with some duration.

The phrase 'to perform a necessary task' contained within rule 49.2 means that the torso may be positioned outside the lifelines only to perform a task that could not reasonably be carried out from within the lifelines. The use of 'briefly' in the rule makes it clear that the torso must be moved inboard as soon as the task is completed.

The rule is clearly aimed at permitting an otherwise illegal action. Permission does not extend to normal sail trimming even when this would be more effectively achieved by positioning the torso outside the lifelines. Rule 49.2 is for the safety of the crew, and it is unavoidable that it inhibits the gains that might be obtained from optimizing weight distribution of the crew. The actions of A's crew member in leaning outboard of the lifelines break rule 49.2.

GBR 1992/10

SLUČAJ 83

Pravilo 49.2, Položaj posade; ogradna užad

Ponavljano prilagođavanje trima jedara s natjecateljevim gornjim dijelom tijela izvan ogradnih užeta nije dozvoljeno.

Činjenice

Za vrijeme natjecanja jedrilica čija pravila krase zahtjevaju ogradnu užad pri vjetru brzine 15 čvorova s udarima u trajanju od nekoliko sekundi uzburkano more je udaralo u bok. Trimer spinakera jedrilice A je stajao na palubi držeći škotu koju je jedva bio u stanju pritezati. Njegov stav tijela se mijenjao radi izjednačavanja promjene trima jedrilice i opterećenja škode. Za vrijeme nekih udara vjetra vidjelo se da je njegovo tijelo nagnuto unazad tako da mu je torzo bio izvan ogradne užadi.

Pitanja

- 1) Da li je ispravno povezati izričaj iz pravila 49.2 „i nijedan dio torza natjecatelja nesmiye biti" sa stanjem mirovanja?
- 2) Da li je nagnjanje radi izjednačavanja opterećenja na škoti za naprimjer podešavanje jedra, obuhvaćeno izričajem „radi izvođenja neophodnih radnji"?
- 3) Da li je u ovim uvjetima trajanje udara vjetra „kratko"?

Odgovori

Prema crtežu 6 prikazanom u Slučaju 36 očito je da položaj koji je zauzeo član posade A predstavlja mogući prekršaj pravila 49.2. "I nijedan dio torza natjecatelja ne smije biti " ne znači da je torzo u mirovanju; podrazumijeva se namjerni čin nekog trajanja.

Izričaj "radi izvođenja neophodnih radnji" sadržan u pravilu 49.2 znači da torzo može biti izvan ogradne užadi samo radi izvođenja radnje koju nikako ne bi mogao obaviti iz položaja unutar ogradne užadi. Upotreba riječi "nakratko" u rečenom pravilu jasno zahtijeva da se torzo mora pomaknuti unutra čim je radnja obavljena.

Pravilo je jasno namijenjeno dozvoljavanju jednog inače zabranjenog djelovanja. Dozvola se ne odnosi na normalno podešavanje jedara čak i kada bi to bilo učinkovitije postignuto izbacivanjem torza izvan ogradne užadi. Pravilo 49.2 je za sigurnost posade te je neizbježno da ono utječe na postignuća koja bi se dobila optimiziranjem rasporeda težine posade. Djelovanje člana posade jedrilice A nagnjanjem izvan ogradne užadi je prekršaj pravila 49.2

GBR 1992/10



CASE 84

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SLUČAJ 84

Izbrisan



CASE 85

Definitions, Rule

Rule 60.2(a)(1), Protests: Intention to Protest

Rule 86.1(c), Changes to the Racing Rules

If a racing rule is not one of the rules listed in rule 86.1(c), class rules are not permitted to change it. If a class rule attempts to change such a rule, that class rule is not valid and does not apply.

Facts

Boats in the XYZ Class have hulls longer than 6 m. Rule 5 in the XYZ Class Rules states:

The requirement in racing rule 60.2(a)(1) to display a red flag shall not apply to the XYZ Class unless specifically required in writing in the sailing instructions of a race or series of races.

In a race for XYZ Class boats, boat A protested boats B and C and noted on her protest form that she did not display a red flag because it was not required by her class rules. The protest committee, relying on class rule 5, decided the protest was valid and B objected to that decision on the grounds that class rule 5 was not valid. Despite B's objection, the protest committee proceeded with the hearing and disqualified B and C. B appealed.

Decision

B's appeal is upheld. Paragraph (d) of the definition Rule makes it clear that class rules apply to a race. Class rules may change racing rules, but only the rules listed in rule 86.1(c) and, with the approval of World Sailing, a rule in Appendix G (see rule G5). Rule 60 is not one of those rules, and therefore class rule 5, which attempts to change rule 60.2(a)(1), is not valid and cannot apply. The sailing instructions might have changed rule 60.2(a)(1) as permitted in rule 86.1(b), but did not do so. Therefore, A's protest was invalid and should have been refused. Accordingly, the protest committee's decisions are reversed, and the two boats are reinstated in their finishing places.

USA 1994/299

SLUČAJ 85

Definicije, Pravilo

Pravilo 60.2(a)(1), Prosvjedi: Namjera prosvjedovanja

Pravilo 86.1(c), Izmjene pravila natjecanja

Ako pravilo natjecanja nije jedno od pravila navedenih u pravilu 86.1(c), nije dopušteno mijenjati ga pravilima klase. Ako pravilo klase pokuša promijeniti takvo pravilo, to pravilo klase nije važeće i ne primjenjuje se.

Činjenice

Jedrilice klase XYZ imaju trup duljine veće od 6m. Pravilo 5 XYZ klase određuje:

Zahtjev isticanja crvene zastave pravila 60.2(a)(1) jedriličarskih natjecanja se ne primjenjuje za XYZ klasu osim ako se primjena izričito ne zahtijeva u pisanom obliku uputama za jedrenje natjecanja ili serije.

Prigodom natjecanja XYZ klase, jedrilica A je uložila prosvjed protiv jedrilica B i C i zabilježila je na obrascu za prosvjede da nije istaknula crvenu zastavu jer to nije bilo zahtijevano pravilima klase. Odbor za prosvjede je, oslanjajući se na pravilo klase 5 odlučio da je prosvjed valjan čemu se B usprotivila navodeći da pravilo klase 5 nije bilo valjano. Usprkos protivljenju B odbor za prosvjede je nastavio sa saslušanjem i diskvalificirao B i C. B se žalila.

Odluka

Žalba je usvojena. Stavak (d) definicije Pravilo jasno određuje da se pravila klase primjenjuju u natjecanju. Kada je pravilo nabrojeno u Pravilu 86.1(c) pravila klase ga smiju izmijeniti. Bilo kako bilo, Pravilo 60 nije među navedenim pravilima koja se mogu mijenjati. Stoga pravilo klase 5 koje pokušava mijenjati pravilo 60.2(a)(1) nema valjanosti i ono se ne primjenjuje. Upute za jedrenje su mogle izmijeniti pravilo 60.2(a)(1) kako je to predviđeno odredbama pravila 86.1(b) ali to nisu učinile. Stoga prosvjed nije valjan i mora biti odbijen. U skladu s tim odluke odbora za prosvjede su poništene i dvije jedrilice B i C dobivaju ispravak plasmata prema svojem redosljedu završavanja.

USA 1994/299



CASE 86

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SLUČAJ 86

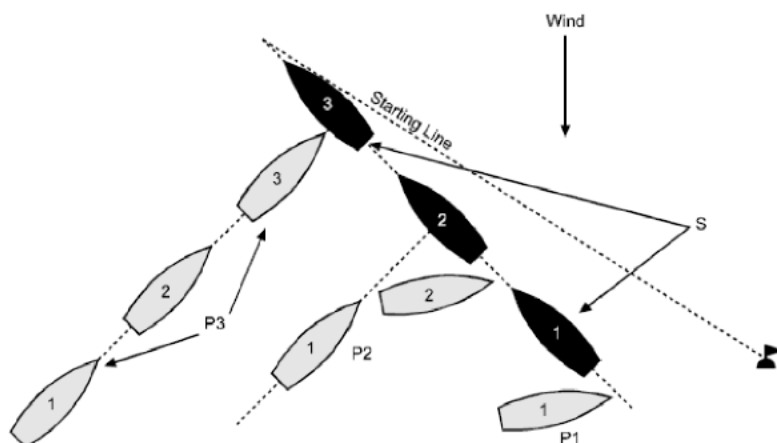
Izbrisan



CASE 87

Definitions, Keep Clear
Rule 10, On Opposite Tacks
Rule 14; avoiding contact

A right-of-way boat need not act to avoid contact until it is clear that the other boat is not keeping clear.



Facts

The angle of the starting line made it only just possible for a close-hauled boat on starboard tack to cross the line, and most boats approached on port tack. However, S approached on starboard tack from the right-hand end, continually hailing 'Starboard' to port-tack boats as they approached.

P1 and P2 bore off below S. P3, however, made no attempt to avoid S and struck her amidships at right angles, causing considerable damage. The protest committee disqualified both boats, P3 under rule 10 and S under rule 14. S appealed.

Decision

Rule 10 required P3 to keep clear of S. Rule 14 required each boat to avoid contact with the other boat if reasonably possible. In P3's case, rule 14's requirement to avoid contact with S was consistent with the broader requirement of rule 10 that she allow S to 'sail her course with no need to take avoiding action' (see the definition Keep Clear). P3 broke both rule 10 and rule 14.

In S's case, while rule 10 required P3 to keep clear of her, at the same time S was required by rule 14 to avoid contact if it was 'reasonably possible' to do so.

However, rule 14 allowed S to sail her course in the expectation that P3 would keep clear as required, until such time as it became clear that P3 would not do so. In this case, the diagram shows that P3 could readily have borne off and avoided S from a position very close to S. For that reason, the time between the moment it became clear that P3 would not keep clear and the time of the collision was a very brief interval, so brief that it was impossible for S to avoid contact. Therefore, S did not break rule 14. S's appeal is upheld, and she is to be reinstated.

CAN 1994/105



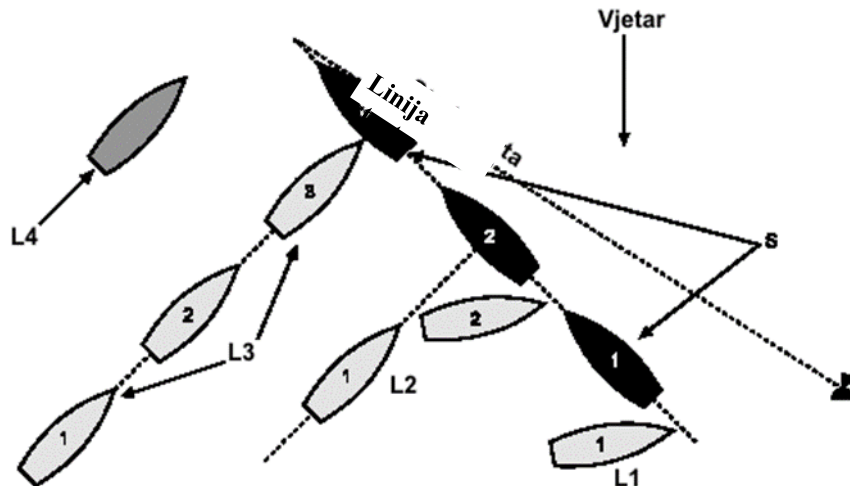
SLUČAJ 87

Definicije; Uklanjanje

Pravilo 10, Na suprotnim uzdama

Pravilo 14; Izbjegavanje dodira

Jedrilica s pravom puta ne mora djelovati kako bi izbjegla dodir sve dok ne postane jasno da se druga jedrilica ne uklanja.



Činjenice

Kut linije starta prema vjetru omogućavao je jedrilici D da desnim uzdama kursom sasvim uz vjetar starta prolazeći sasvim uz oznaku lijevog kraja linije. Većina ostalih jedrilica je prilazila liniji lijevom uzdama. D je dakle prilazila liniji desnom uzdama idući od desnog kraja linije stalno dovikujući "Desne uzde!" jedrilicama na lijevom uzdama redom kako su joj se približavale.

L1 i L2 su otpadale po krmi D. L3 nije međutim napravila nikakav napor radi izbjegavanja D te ju je udarila pod pravim kutom, posred boka, uzrokujući znatnu štetu. Odbor za prosvjede diskvalificirao je obje jedrilice. L3 radi prekršaja Pravila 10 a D radi prekršaja Pravila 14. D se žalila.

Odluka

Pravilo 10 obvezuje L3 da se uklanja D. Pravilo 14 obvezuje svaku jedrilicu da pokuša izbjeći sudar s drugom jedrilicom. U pogledu L3 obveza prema Pravilu 14 da izbjegne sudar s D bila je u skladu s širom obvezom prema Pravilu 10 da omogući D "jedriti svojim kursom bez potrebe izbjegavanja" (vidi definiciju uklanjanje). L3 je prekršila i pravilo 10 i pravilo 14.

Što se tiče D ona je imala prema Pravilu 10 pravo puta te joj se L3 morala uklanjati. Istovremeno prema Pravilu 14, D je imala obvezu izbjeći sudar ako je to "ikako moguće".

Međutim stavak a) druge rečenice pravila 14 dozvoljava D da jedri svojim kursom očekujući da će se L3 uklanjati i "ne treba izbjegavati sudar sve dok nije očito da se" L3 "ne uklanja". U ovom slučaju kao što prikazuje crtež L3 je bez problema mogla izbjeći sudar otpadanjem iz položaja vrlo blizu D. To je bio razlog da je vrijeme od trenutka kad je postalo očito da se L3 ne uklanja do trenutka sudara bilo vrlo kratko, tako kratko da D nije mogla izbjeći sudar. Stoga D nije prekršila Pravilo 14. Njezina žalba je prihvaćena a diskvalifikacija je poništena i vraćen joj je plasman.

CYA 1994/105



CASE 88

Definitions, Keep Clear

Rule 10, On Opposite Tacks

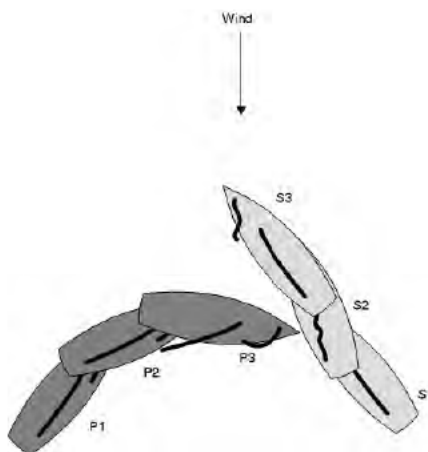
Rule 14, Avoiding Contact

A boat may avoid contact and yet fail to keep clear.

Facts

S and P, two keelboats about 24 feet (7 m) in length, approached each other on a windward leg, sailing at approximately the same speed in 12 to 15 knots of wind and 'minimal' sea conditions. S was slightly ahead. When approximately three hull lengths away, S hailed 'Starboard' and did so again at two hull lengths, but P did not respond or change course. At position 1 in the diagram both boats changed course at the same moment. S, fearing a collision, luffed sharply intending to tack and thereby minimize damage or injury, and P bore away sharply. As soon as she saw P bear away, S immediately bore away also. P, with her tiller turned as far to port as it would go, passed astern of S within two feet (0.6 m) of her. There was no contact. S protested under rule 10.

The protest committee decided that P did not break rule 10. It then considered whether S had broken rule 16.1 or 16.2 by luffing and then immediately bearing away. It concluded that she had not, after finding that her course changes did not affect P, which was already making a severe course change that would have been necessary even in the absence of S's actions. S's protest was dismissed, and she appealed.



Decision

S's appeal is upheld. P is disqualified for breaking rule 10.

Rule 10 required P to 'keep clear' of S. 'Keep clear' means something more than 'avoid contact'; otherwise the rule would contain those or similar words. Therefore, the fact that the boats did not collide does not necessarily establish that P kept clear. The definition Keep Clear in combination with the facts determines whether or not P complied with the rule. In this case, the key question raised by the definition is whether S was able to 'sail her course with no need to take avoiding action'.

The following considerations lead to the conclusions that P failed to keep clear of S and therefore broke rule 10:

- 1) the courses of the boats when the incident began. They were on collision courses, which meant that at least one of them would have to change course.
- 2) the distance between the boats at the moment both boats changed their courses. After position 1, if neither boat had changed course, P's bow would have struck the leeward side of S after the boats had sailed approximately two-thirds of a hull length.
- 3) the estimated time remaining before contact. When both boats changed course there was very little time remaining before a collision would have occurred. For example, at a speed of five knots one of these boats would travel two-thirds of her length in 1.9 seconds. At six knots it would be 1.5 seconds.
- 1) the extent of the course change needed by each boat to avoid a collision. This increased as the boats came closer. At the time P changed course, the change required was such that 'with her tiller turned as far to port as it would go' she passed S's stern 'within two feet' (0.6 m). At the same moment, the course change S would have needed to avoid P if P did not change course was approximately 90 degrees because S would have had to tack.



- 2) the time required by either boat to make the necessary course change. This factor was itself determined by several others: the boat's weight and speed, her underwater hull shape, the size of her rudder, the sail handling required, and wind and sea conditions.

When the boats reached position 1 in the diagram, P was not keeping clear. A collision was imminent, and almost unavoidable, as shown by the fact that with helm hard over P passed less than two feet (0.6 m) from S's stern. At that diagram position, S had no assurance that P had heard her hails, or was preparing to change course, or even that P was aware of the presence of S. Also, P had sailed beyond the point at which she should have borne off, either to minimize the time and distance to reach the windward mark or to sail a course chosen for tactical reasons. For all these reasons, S was clearly unable to sail her course 'with no need to take avoiding action' and so P broke rule 10. S was fully justified in expecting a collision and in concluding that only her action would prevent it.

There is no need to address the question of whether or not S broke rule 16.1 or 16.2 because, by the time S changed course, P had already broken rule 10, and S, acting as required by rule 14, changed course to avoid a collision. Even if the facts had indicated that S had broken rule 16.1 or 16.2, she would have been exonerated by rule 43.1(a).

See also Case 50.

USA 1996/305



SLUČAJ 88

Definicije; Uklanjanje

Pravilo 10, Na suprotnim uzdama

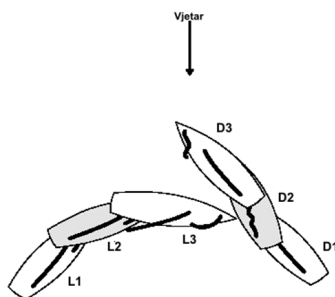
Pravilo 14; Izbjegavanje dodira

Jedrilica može izbjeći dodir, a da se ipak nije uklanjala.

Činjenice

D i L dvije jedrilice s kobilicama duljine 24 stope (oko 7m) približavale su se jedna drugoj jedreći na stranici kursa uz vjetar podjednakom brzinom pri vjetru brzine 12 do 15 čvorova i slabo valovitom moru. D je bila po visini malo iznad L. Na međusobnoj udaljenost od oko tri duljine trupa D je doviknula "Desne uzde!" a isto je ponovila i na udaljenost dvije duljine trupa no L nije niti odgovorila niti je mijenjala kurs. U položaju D1 i L1 prikazanom na crtežu obje jedrilice su mijenjale kurs u istom trenutku. D je, plašeći se sudara, oštro prihvaćala namjeravajući letati i time smanjiti štetu ili ozljeđivanje, a L je naglo otpadala. Vidjevši da L otpada D je odmah počela isto tako otpadati. L je, s kormilom u krajnjem položaju, prošla po krmi D na udaljenost od oko dvije stope (0,6m). Nije bilo dodira. D je prosvjedovala protiv L radi prekršaja pravila 10.

Odbor za prosvjede je odlučio da L nije prekršila pravilo 10. Nakon toga je razmatrao da li je D svojim djelovanjem, prihvaćajući a nakon toga odmah otpadajući, možda prekršila pravila 16.1 odnosno 16.2. Nakon što je ustanovio da izmjene kursa D nisu utjecale na L koja je već bila u nagloj izmjeni svojeg kursa što je bilo potrebno čak i u slučaju da D nije mijenjala kurs, zaključak je bio da nije prekršila niti jedno od navedenih pravila. Protest D je odbačen a ona se žalila.



Odluka

Žalba je usvojena. L je diskvalificirana radi prekršaja Pravila 10.

Pravilo 10 zahtijeva od L da se uklanja D. Uklanjanje znači nešto više od „izbjegavanja dodira“ u protivnom definicija Uklanjanje bi navodila te ili slične riječi. Stoga činjenica da se jedrilice nisu sudarile istovremeno ne znači da se L uklanjala. Definicija Uklanjanje zajedno s činjenicama određuje da li je, ili nije, L udovoljila zahtjevima pravila. U ovom slučaju ključno pitanje koje nameće definicija Uklanjanje je: Da li je D mogla jedriti svojim kursom "bez potrebe izbjegavanja". „jedriti svojim kursom bez potrebe izbjegavanja“

Slijedeća razmatranja su dovela do zaključka da se L nije uspjela uklanjati D i time prekršila pravilo 10.

1. kursovi jedrilica u trenutku početka incidenta. Jedrilice su bile na kursovima sudara što znači da je najmanje jedna od njih morala mijenjati kurs.

2. udaljenost među jedrilicama u trenutku kad su obje jedrilice mijenjale svoj kurs. Nakon pozicije 1, da nijedna jedrilica nije promijenio kurs, pramac L bi udario u zavjetrinsku stranu D nakon što su jedrilice prešle otprilike dvije trećine duljine trupa.

3. procijenjeno vrijeme koje preostaje do sudara. Kad su jedrilice počele mijenjati kurs vrijeme koje je preostalo do mogućeg sudara bilo je vrlo kratko. Na primjer: pri brzini od 5 čvorova takva jedrilica prevaljuje put od dvije trećine svoje duljine za 1,9 sekundi. Pri brzini od 6 čvorova to vrijeme bi bilo oko 1,5 sekunde.

4. veličina izmjene kursa svake jedrilice potrebne za izbjegavanje sudara. Veličina izmjene raste s približavanjem jedrilica. U trenutku kad je L mijenjala kurs potrebna veličina izmjene je bila takva da je L s kormilom u krajnjem položaju prošla po krmi D na udaljenosti od „dvije stope“ (0,6m). Istovremeno veličina izmjene kursa potrebna da D zbjegne L pod uvjetom da L nije i sama mijenjala kurs bila bi oko 90 stupnjeva jer bi D morala letati.

5. vrijeme potrebno svakoj jedrilici da izvrši potrebnu izmjenu kursa. Ovaj čimbenik određen je s nekoliko drugih: masa i brzina jedrilice, oblik podvodnog dijela trupa, veličina kormila, potrebne radnje s jedrima te uvjeti vjeta i mora.

Kad su se jedrilice našle u položaju D1 i L1 na crtežu, L se nije uklanjala. Sudar je ozbiljno prijetio i bio je gotovo neizbježan što pokazuje činjenica da je s "kormilom do kraja" L prošla po krmi D na udaljenosti manjoj od dvije stope (oko 0,6m). U tom položaju D nije imala nikakvih naznaka da je L čula njezine dovike ili da se priprema za izmjenu kursa ili da je L uopće svjesna nazočnosti D. Isto tako L je jedrila daleko od točke u kojoj bi otpadala kako bi smanjila vrijeme i udaljenost do oznake privjetrine ili da zajedri kursom odabranim zbog taktičkih razloga. Zbog svih ovih razloga D očito nije mogla jedriti svojim kursom "bez potrebe izbjegavanja" te je L prekršila Pravilo 10. D je potpuno opravdano očekivala sudar i opravdano je zaključila da samo svojim djelovanjem može sudar spriječiti.

Pitanje da li je ili nije D prekršila pravila 16.1 odnosno 16.2 nije potrebno postaviti jer je, u trenutku kad je D mijenjala kurs, L već prekršila Pravilo 10 a D je djelujući prema odredbama Pravila 14 mijenjala kurs radi izbjegavanja sudara. Čak i da su činjenice ukazale da je D prekršila pravilo 16.1 odnosno 16.2, bila bi iskupljena temeljem odredbi pravila 43.1(a).

Vidjeti i Slučaj 50.

USA 1996/305



CASE 89

Rule 50.1(a), Competitor Clothing and Equipment

Except on a windsurfer or a kiteboard, a competitor may not wear or otherwise attach to his person a drinking container.

Question

Does rule 50.1(a) permit a competitor to wear or otherwise attach to his person a drinking container while racing?

Answer

No. Except on a windsurfer or a kiteboard, there is no necessity for such a practice, and therefore its primary purpose must be considered to be to increase the competitor's weight. (Note that rules B4 and F4 modify rule 50.1(a) for windsurfing competition and kiteboard racing.)

SLUČAJ 89

Pravilo 50.1(a), Odjeća i oprema natjecatelja

Izuzevši windsurfere ili zmajeve natjecatelj ne smije nositi, niti na drugi način pričvrstiti na sebe, čaturicu.

Pitanje

Dozvoljava li pravilo 50.1(a) natjecatelju nositi ili na drugi način na sebe pričvrstiti čaturicu za vrijeme natjecanja?

Odgovor

Ne. Osim u slučaju daske za jedrenje ili daske sa zmajem nema potrebe za takav čin te se stoga mora smatrati da je njegova prvenstvena svrha povećanje natjecateljeve težine. Uočiti treba da je pravilo 50.1(a) preinačeno pravilima B4 pravila za natjecanja dasaka za jedrenje i F4 pravila za natjecanja dasaka sa zmajem.



CASE 90

Definitions, Sail the Course

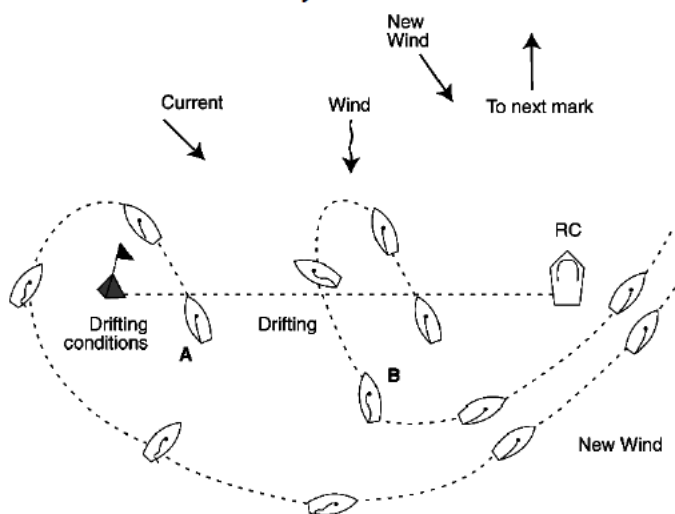
Rule 28.1, Sailing the Course

When a boat's string passes a mark on the required side, she does not break rule 28.1 if her string, when drawn taut, also passes that mark on the non-required side.

Facts

The first leg of a race on the Panama River was to windward, in a weak and fluky wind and against a strong current. Boats A and B started correctly, but the wind died and they drifted backwards. A passed outside the port end of the line, and B crossed back over the line. Later, the wind returned but from a new direction, and both boats passed to starboard of the race committee boat at the starboard end of the line and continued up the leg.

A protested B for breaking the 'string rule' (see the definition Sail the Course and rule 28.1) but the protest committee decided that the protest was invalid. However, it sent a request for interpretation of the definition Sail the Course and rule 28.1 to the national authority under rule 72.



Question

Did boats A and B comply with rule 28.1?

Answer

Boat A complied with rule 28.1. After starting, she left each starting mark on its required side. Then she sailed around the entire starting line as shown. Even so, the string representing her track, when drawn taut, leaves each starting mark on the required side as it crosses the starting line. Rule 28.1 does not prohibit extra turns around a mark, provided that the string described in the definition Sail the Course, when drawn taut, lies on the required side of each mark. For example, if a boat touches a rounding mark while leaving it on her starboard side as required by the sailing instructions, and then makes a clockwise penalty turn around it, she complies with rule 28.1. Another example, as boat A illustrates in this case, is when a boat's string passes the two starting-line marks on the required side, she does not break rule 28.1 when her string also passes one of those marks (in this case the race committee boat) on the non-required side.

Boat B broke rule 28.1. After starting, she left the port-end mark to port and the starboard-end mark to starboard, as required. However, she later drifted back across the starting line and then left the starboard-end mark to port. When the string representing her track is drawn taut it will not pass through the starting line and therefore will not leave the starboard-end mark on the required side.

See Case 106 for a discussion of a similar incident at a finishing line.

ARG 1996/3



SLUČAJ 90

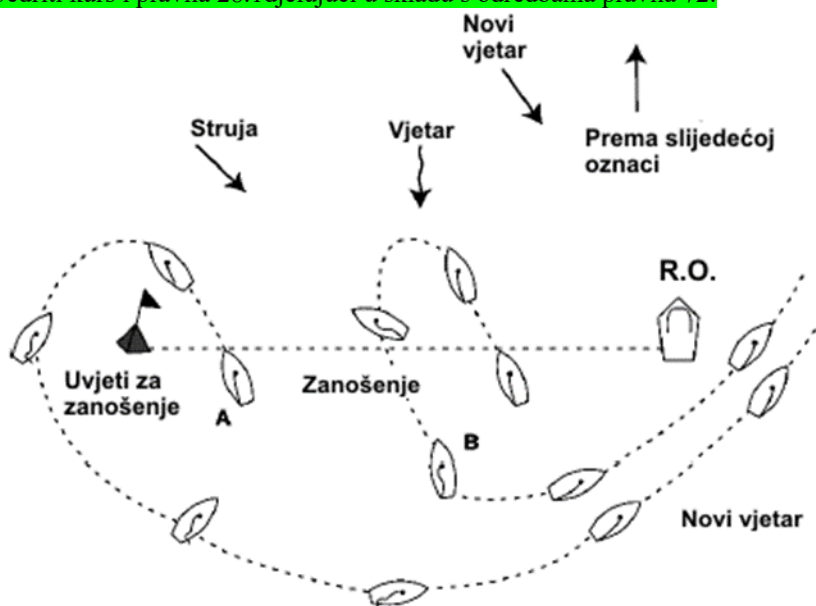
Definicije, Jedrenje kursa Pravilo 28.1, Jedrenje kursa

Kada uzica jedrilice prolazi oznaku na zahtijevanoj strani, ona ne krši pravilo 28.1 ako njezina uzica, kada je zategnuta, također prolazi tu oznaku na neobaveznoj strani.

Činjenice

Prva stranica kursa natjecanja na rijeci Parana bila je uz vjetar pri slabom i slučajnom vjetru i protiv vrlo jake struje. Jedrilice A i B su startale ispravno ali je nestalo vjetra i one su strujom zanošene unazad. A je prošla izvan lijevog kraja linije starta a B je prešla natrag preko linije. Kasnije vjetar se pojavio ali iz novog smjera i obje jedrilice su prošle desno od plovila regatnog odbora na desnom kraju linije starta i nastavile se penjati stranicom kursa.

A je prosvjedovala protiv B radi prekršaja pravila "nategnute uzice" (vidjeti definiciju Jedrenje kursa ipravilo 28.1) ali je Odbor za prosvjede odlučio da je prosvjed neosnovan. Bilo kako poslao je nacionalnom ovlaštenom tijelu zahtjev za tumačenje definicije Jedriti kurs i pravila 28.1djelujući u skladu s odredbama pravila 72.



Pitanje

Jesu li jedrilice A i B udovoljavale pravilu 28.1?

Odgovor

Jedrilica A je udovoljila pravilu 28.1. Nakon startanja ona je ostavila svaku oznaku starta s zahtijevane strane. Nakon toga je jedrila oko čitave linije starta kako je prikazano crtežom. Čak i tako uzica koja predstavlja njezinu brazdu kada se zategne ostavlja svaku oznaku s zahtijevane strane prelazeći liniju starta. Pravilo 28.1 ne zabranjuje dodatna obilaženja oznake pod uvjetom da uzica opisana u definiciji Jedrenje kursa kad se zategne leži s zahtijevane strane svake oznake. Na primjer ukoliko jedrilica dodirne oznaku pri obilaženju ostavljajući ju po svojem desnom boku kako se i zahtijeva uputama za jedrenje i tada prihvati kazneni okret krećući se u smjeru kazaljke na satu oko oznake ona je udovoljila Pravilu 28.1. Drugi primjer, koji u ovom slučaju prikazuje jedrilica A, je: kada uzica prolazi dvije oznake linije starta sa zahtijevane strane svake oznake, ona ne krši pravilo 28.1 kada njena uzica također prolazi jednu od tih oznaka (u ovom slučaju plovilo regatnog odbora) i s ne zahtijevane strane.

Jedrilica B je prekršila Pravilo 28.1. Nakon startanja ona je ostavila oznaku lijevog kraja linije starta po lijevom boku a desnu oznaku kraja linije po desnom boku kako je i pravilima zahtijevano. Bilo kako kasnije je zanošenjem prešla natrag preko startne linije i tada je oznaku desnog kraja linije starta ostavila po lijevom boku.

Kada se zategne uzica koja predstavlja njezinu brazdu uzica neće prolaziti kroz liniju starta te stoga neće ni ostaviti oznaku desnog kraja linije s zahtijevane strane.

Vidjeti Slučaj 106 rasprava o sličnom incidentu na liniji cilja.

ARG 1996/3



CASE 91

Definitions, Clear Astern and Clear Ahead; Overlap

Definitions, Keep Clear

Rule 12, On the Same Tack, Not Overlapped

Rule 14, Avoiding Contact

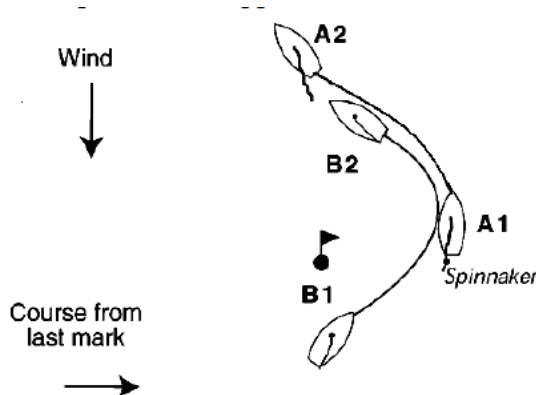
Rule 43.1(c), Exoneration

A boat required to keep clear must keep clear of another boat's equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

Facts

Boats A and B were reaching on port tack and approaching a mark to be left to port. B was clear astern of A. A's spinnaker had been flying out of control from the top of her mast for the entire leg. Both boats tacked around the mark. After both had tacked, B sailed a short distance close-hauled. She then bore away, and her rigging made contact with A's spinnaker, which was still flying from the top of A's mast. The contact did not result in damage. A protested.

The protest committee disqualified B for breaking rule 12 when her rigging made contact with A's spinnaker. B appealed.



Decision

The contact was caused by B bearing away. At the time of contact, A's spinnaker was not in its normal position, and B's bow was astern of A's hull and all of her equipment that was in normal position. Therefore, there was no overlap (see the definition Clear Astern and Clear Ahead; Overlap), and rule 12 applied. It required B to keep clear of A's hull, equipment and crew, including her spinnaker.

B broke rule 12 by failing to keep clear, because by sailing towards A's spinnaker she created a need for A to take avoiding action (see the definition Keep Clear). B's crew had been able to see A's spinnaker streaming from the top of her mast for quite some time before the contact, so B's failure to keep clear could not be blamed on the fact that A's spinnaker was not in its normal position.

Case 77 addresses an incident that appears to be similar but is significantly different. There, B passed the mark close astern of A with no knowledge that A would lose control of her spinnaker. B could not have been expected to foresee that A's spinnaker would suddenly trail astern by 20 feet (6 m).

In this case, B also broke rule 14(a) by causing contact she could have avoided. However, A did not break rule 14 because, after it became clear that B was not keeping clear, it was not reasonably possible for her to avoid the contact. Even if it had been possible, as a right-of-way boat she would have been exonerated by rule 43.1(c).

B was properly disqualified for breaking rule 12. She also broke rule 14(a). Her appeal is dismissed.

USA 1987/271



SLUČAJ 91

Definicije; Slobodna po krmi i Slobodna po pramcu; Preklapanje

Definicije; Uklanjanje

Pravilo 12, Na istim uzdama, Bez preklapanja

Pravilo 14; Izbjegavanje dodira

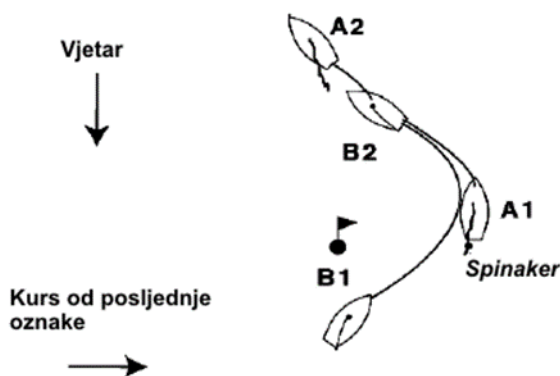
Pravilo 43.1(c), Iskupljenje

Jedrilica koja se treba uklanjati mora se uklanjati od opreme druge jedrilice koja je izvan njenog normalnog položaja ukoliko je oprema bila izvan svog normalnog položaja dovoljno dugo da je oprema mogla biti uočena i izbjegnuta.

Činjenice

Jedrilice A i B su jedrile niz vjetar približavajući se oznaci zavjetrine koju je trebalo ostaviti po lijevom boku. B je bila slobodna po krmi jedrilice A. Spinaker jedrilice A je vijorio s vrha njezinog jarbola potpuno izvan kontrole čitavom stranicom kursa. Obje jedrilice su letale oko oznake. Nakon letanja obje jedrilice, B je kratko vrijeme jedrila kursom sasvim uz vjetar. Nakon toga je B otpadala te je svojom oputom jarbola dodirnula spinaker jedrilice A koji se još uvijek vijorio s vrha jarbola. Dodir nije izazvao štetu ni ozljedu. A je prosvjedovala.

Odbor za prosvjede je diskvalificirao B radi prekršaja Pravila 12 u trenutku kad je oputom svojeg jarbola dodirnula spinaker jedrilice A. B se žalila.



Odluka

Dodir je izazvan otpadanjem jedrilice B. U trenutku dodira spinaker jedrilice A nije bio u normalnom položaju a pramac B je bio po krmi A dok je jedrilica B imala svu opremu u normalnom položaju. Stoga dakle nije bilo preklapanja (vidi definiciju Slobodna po krmi i Slobodna po pramcu; Preklapanje) te je u primjeni bilo Pravilo 12. Ono zahtijeva da se B uklanja A i to njenom trupu, opremi i posadi što uključuje i spinaker jedrilice A.

B je prekršila Pravilo 12 jer se nije uklanjala jer je jedreći prema spinakeru A stvorila potrebu da A poduzme izbjegavanje (vidi definiciju Uklanjanje). Posada jedrilice B mogla je vidjeti spinaker jedrilice A koji je vijorio s vrha jarbola već neko duže vrijeme prije dodira tako da se činjenica da se B nije uklanjala ne može pravdati činjenicom da spinaker nije bio u svojem normalnom položaju.

Slučaj 77 obrađuje incident koji se čini sličan ali se u biti znatno razlikuje. U tom slučaju B je prolazila oznaku blizu krme A bez saznanja da će A izgubiti kontrolu nad svojim spinakerom. Ne može se očekivati od B da će predvidjeti da će se iznenada spinaker naći u povlačenju po krmi A na udaljenosti od 20 stopa (6m).

U ovom slučaju, B je prekršila i Pravilo 14 izazivajući dodir koji je mogla izbjeći. Bilo kako A nije prekršila pravilo jer njoj nije bilo ni na koji način moguće izbjeći dodir. Čak i da je bilo moguće A kao jedrilica s pravom puta bila bi iskupljena pravilom 43.1(c) jer nije bilo ni štete ni ozljede.

B je ispravno diskvalificirana zbog prekršaja pravila 12. Ona je pri tom prekršila i pravilo 14(a). Njena žalba je odbijena.

USA 1987/271



CASE 92

Rule 14, Avoiding Contact

Rule 16.1, Changing Course

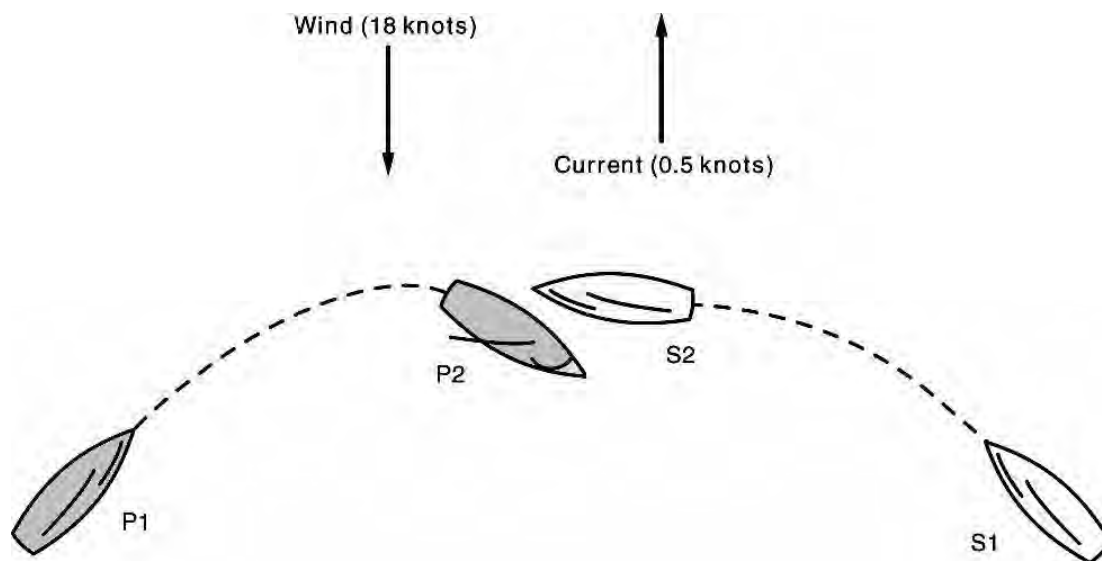
Rule 16.2, Changing Course

When a right-of-way boat changes course, the keep-clear boat is required to act only in response to what the right-of-way boat is doing at the time; she is not required to anticipate what the right-of-way boat might do subsequently.

Facts

On a windward leg in winds of 18 knots, S and P approached each other on opposite tacks. P bore off to avoid S. S also bore off, and P continued bearing off in order to pass astern of S. S also continued to bear off, without easing her sheets, heeling further to leeward as a result. There was contact between the masts and rigging of the two boats and P's mast was broken.

The protest committee disqualified S for breaking rule 16 and she appealed.



Decision

S's appeal is dismissed. The protest committee's decision to disqualify her is upheld, under rules 14, 16.1 and 16.2.

Initially the boats were on collision courses. P bore away to keep clear of S as required by rule 10. The written facts and the diagram established that P would have kept clear of S by passing to leeward of her if S had not changed her course. However, S bore away, causing P to immediately bear away still further to be able to continue keeping clear. By changing course as she did, S broke rule 16.2.

S continued changing course, at an increasing rate of turn. At some time before the collision, nothing that P could have done in a seamanlike way would have made it possible for her to keep clear. Therefore, by continuing to change course S also broke rule 16.1.

In addition, S broke rule 14 and must be penalized under that rule because, as the right-of-way boat, she failed to avoid contact that caused damage when it was reasonably possible for her to have done so.

S argued that P could have tacked or gybed, and claimed that this was P's obligation. This is a misunderstanding of the obligations of a keep-clear boat under rule 10 and other right-of-way rules. A keep-clear boat is required to act only in response to what a right-of-way boat is doing at the time; she is not required to anticipate what the right-of-way boat might do subsequently. Until she was unable to do so, P did as she was required, keeping clear by changing course in such a way that S, had she not continued to bear away towards P, would have had 'no need to take avoiding action' (see the definition Keep Clear).

In failing to keep clear, P broke rule 10, but that was a consequence of S's breaches of rules 16.1 and 16.2. Therefore, P was exonerated by either rule 43.1(a) or rule 43.1(b). P was not able to avoid contact after it became clear that S was failing to give her room to keep clear; therefore, P did not break rule 14.

USA 1997/75



SLUČAJ 92

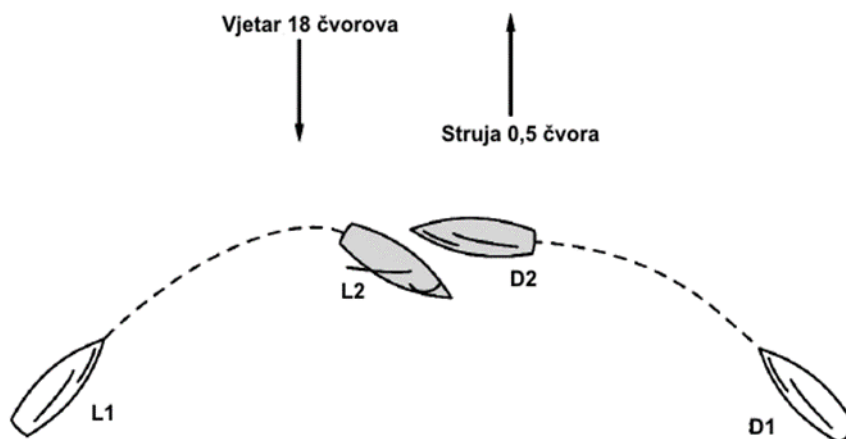
Pravilo 14; Izbjegavanje dodira
Pravilo 16.1, Mijenjanje kursa
Pravilo 16.2, Mijenjanje kursa

Kada jedrilica s pravom puta mijenja kurs, jedrilica s obavezom uklanjanja mora djelovati samo u smislu odgovora na ono što jedrilica s pravom puta čini trenutno a ne na ono što bi možda činila nakon toga.

Činjenice

Na stranici kursa uz vjetar pri brzini vjetra od 18 čvorova, D i L su se približavale jedna drugoj suprotnim uzdama. L je otpala radi izbjegavanja D. D je također otpadala i L je nastavila skretati niz vjetar nastojeći proći po krmi D. D je međutim nastavila skretati niz vjetar bez otpuštanja jedara zbog čega se još više nagnula na zavjetrinski bok. Došlo je do sudara jarbola i oputa dviju jedrilica a jarbol jedrilice L se slomio.

Odbor za prosvjede je diskvalificirao jedrilicu D radi prekršaja pravila 16 a ona se žalila.



Odluka

Žalba D je odbijena. Odluka Odbora za prosvjede je potvrđena i D je diskvalificirana zbog prekršaja pravila 14, 16.1 i 16.2.

Početno su jedrilice L i D jedrile kursovima sudara. L je skretala niz vjetar uklanjajući se D prema odredbama Pravila 10. Utvrđene i zapisane činjenice i crtež pokazuju da bi se L uklonila D prolazeći joj u zavjetrini po krmi da nije D mijenjala svoj kurs. Bilo kako D je također skretala niz vjetar prisiljavajući L da odmah skreće još dalje niz vjetar uklanjajući se. Mijenjanjem kursa onako kako je to učinila D je prekršila Pravilo 16.2.

D je nastavila mijenjati kurs povećavajući iznos zakreta. Nekoliko trenutaka prije sudara nikakvo djelovanje L na pomorački način ne bi joj omogućilo da se uklanja. Stoga nastavljajući s izmjenom kursa D je prekršila i Pravilo 16.1.

Dodatno D je prekršila i pravilo 14 i mora biti kažnjena po tom pravilu jer nije kao jedrilica s pravom puta izbjegla sudar koji je izazvao štetu iako joj je to bilo moguće.

D je navela u svoju korist da je L mogla letati ili kružiti i da joj je to bila obveza. To je nerazumijevanje obveza jedrilice koja se mora uklanjati prema pravilu 10 kao i drugih pravila o pravu puta. Jedrilica s obavezom uklanjanja mora djelovati samo u smislu odgovora na ono što jedrilica s pravom puta čini trenutno i ne mora predviđati ono što bi ona možda činila nakon toga. Sve dok je to mogla L se uklanjala mijenjajući kurs u toj mjeri da bi jedrilica D (u slučaju da D nije i dalje skretala prema L) mogla jedriti "bez potrebe izbjegavanja" (vidi definiciju Uklanjanje).

Budući da se nije uklonila L je prekršila Pravilo 10 ali to je bila posljedica prekršaja koje je počinila jedrilica D kršeći Pravila 16.1 i 16.2. Stoga je L iskupljena u skladu s odredbama jednog ili drugog - pravila 43.1(a) ili 43.1(b). L nije mogla izbjeći dodir nakon što je postalo jasno da joj D ne daje prostor za uklanjanje; stoga L nije prekršila pravilo 14.

USA 1997/75



CASE 93

Definitions, Room

Rule 14, Avoiding Contact

Rule 15, Acquiring Right of Way

Rule 16.1, Changing Course

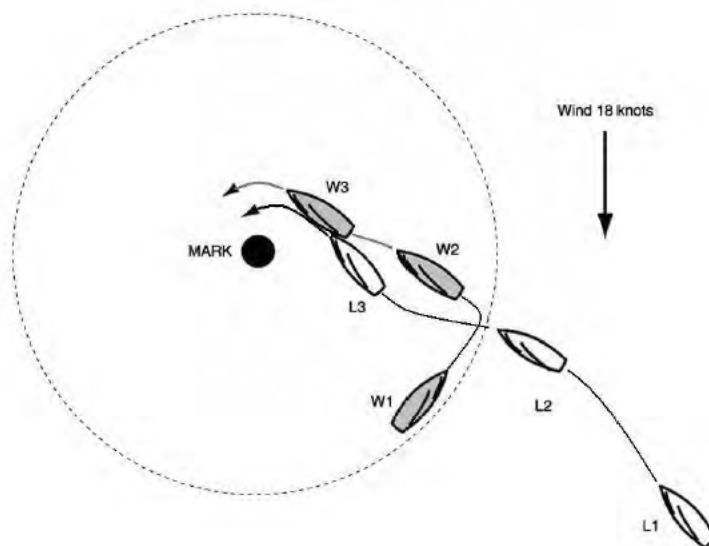
Rule 18.3, Mark-Room: Tacking in the Zone

Rule 43.1(b), Exoneration

If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

Facts

At position 1, W and L were on opposite tacks approaching a windward mark that they were required to leave to port. After W passed head to wind within the zone and was on her new close-hauled course, L was directly astern of her. W's course was far enough above the layline to allow L to pass between W and the mark. In position 2, L had borne off from a point close astern of W and was about to overlap W to leeward. When the overlap began, L immediately luffed and struck W's port side. The boats then continued around the mark without further incident. L protested W but L was disqualified for breaking rule 16.1. She appealed.



Decision

Between positions 1 and 2, while in the zone, W passed head to wind. At that time, W was fetching the mark, so rule 18.3 began to apply. In her appeal L argued that W broke rule 18.3. That rule required W to give L mark-room if L became overlapped inside her. The facts indicate that W's course was far enough above the layline to allow L room to sail to the mark and round it. Therefore, W gave mark-room to L and did not break rule 18.3.

At position 2, W had right of way over L under rule 12. A short time later, between positions 2 and 3, the boats became overlapped at which time L acquired right of way under rule 11, and initially rule 15 required L to give W room to keep clear. At all times after the boats became overlapped, rule 16.1 applied. L's luff, which was made immediately after the overlap began, deprived W of room to keep clear. No seamanlike action was available to her to do so. L thus broke rules 15 and 16.1.

L was not exonerated by rule 43.1(b) because, at the time she broke rules 15 and 16.1, she was not sailing within the mark-room to which she was entitled and which W gave her.

When L luffed, W broke rule 11, but she was exonerated by rule 43.1(b) because she was sailing within the room to which she was entitled under rules 15 and 16.1.

L became overlapped from clear astern within two of her hull lengths of W, and so rule 17 prohibited L from sailing above her proper course. The protest committee did not find facts as to whether or not L sailed above her proper course after the overlap began. If she did, she broke rule 17. However, nothing is to be gained by seeking the facts needed to resolve this question because L would remain disqualified under rules 15 and 16.1.

The protest committee did not discuss rule 14. W did not break rule 14(a), as it was not reasonably possible for her to avoid contact. L, however, did break rule 14(a); the fact that she caused the contact showed that it was possible for her to avoid it. She would have been penalized for this breach if there had been damage or injury to either boat. No facts were found about damage or injury, but this issue need not be addressed since L would remain disqualified under rules 15 and 16.1.

For the above reasons L's appeal is denied.

USA 1998/76



SLUČAJ 93

Definicije; Prostor

Pravilo 14; Izbjegavanje dodira

Pravilo 15, stjecanje prava puta

Pravilo 16.1, Mijenjanje kursa

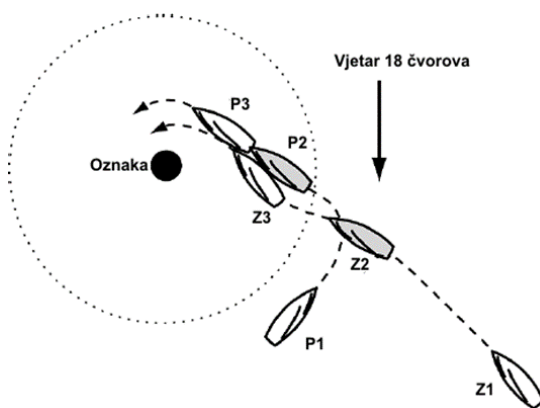
Pravilo 18.3, Prostor oznake: Letanje u zoni

Pravilo 43.1(b), Iskupljenje

Ako jedrilica odmah nakon što se preklopila u zavjetrini druge jedrilice, skrene s kursa bez pomoračkog načina koji bi drugoj jedrilici omogućio da se uklanja, jedrilica koja je skrenula s kursa prekršila je pravila 15 i 16.1. Druga jedrilica je prekršila pravilo 11, ali je iskupljena.

Činjenice

U položaju 1 P i Z su bile na suprotnim uzdama dok su se približavale oznaci privjetrine, koju su trebale ostaviti lijevo. Nakon što je P prošla pramcem u vjetar unutar zone i došla na svoj novi kurs sasvim uz vjetar, Z je bila odmah po krmi P. Kurs P je bio daleko iznad linije dostizanja oznake omogućujući Z prolaz između P i oznake. U položaju 2, Z je otpadala iz točke blizu krme P i spremala se uspostaviti preklapanje s zavjetrinske strane P. U trenutku uspostave preklapanja Z je odmah prihvaćala i udarila P u lijevi bok. Jedrilice su tada nastavile obilazak oznake bez novog incidenta. Z je prosvjedovala protiv P ali je Z bila diskvalificirana radi prekršaja pravila 16.1. Jedrilica Z se žalila.



Odluka

Između položaja 1 i 2, dok je bila u zoni, P je prošla pramcem u vjetar. U tom trenutku, P je pokušavala doći do oznake, pa je pravilo 18.3 počelo važiti. U svojoj žalbi Z je tvrdila da je P prekršila pravilo 18.3. To pravilo je zahtijevalo od P da Z da prostor oznake ako se L s njom preklopi s unutarnje strane. Činjenice ukazuju na to da je kurs P bio dovoljno iznad linije dostizanja oznake tako da Z omogući prostor za jedrenje do oznake i njen obilazak. Stoga je P dala Z prostor oznake i nije prekršila pravilo 18.3.

Na položaju 2, P je imala pravo puta nad Z prema pravilu 12. Kratko vrijeme kasnije, između položaja 2 i 3, jedrilice su se preklapale, u kojem trenutku je Z stekla pravo puta prema pravilu 11, a u početno je pravilo 15 zahtijevalo od Z da P da prostor za uklanjanje. U svakom trenutku nakon što su se jedrilice preklapale, primjenjivalo se pravilo 16.1. Prihvaćanje Z, koje je napravila odmah nakon početka preklapanja, lišilo je P prostora za uklanjanje te se P nikako nije mogla na pomorački način uklanjati. L je time prekršila pravila 15 i 16.1.

Z nije iskupljena prema pravilu 43.1(b) jer, u trenutku kada je prekršila pravila 15 i 16.1, nije jedrila unutar prostora oznake na koji je imala pravo i koji joj je P dala.

Kad je Z prihvatila, P je prekršila pravilo 11, ali je iskupljena prema pravilu 43.1(b) jer je jedrila unutar prostora na koji je imala pravo prema pravilima 15 i 16.1.

Z je uspostavila preklapanje iz položaja slobodna po krmi unutar dvije duljine trupa od P, te je pravilo 17 zabranilo Z jedrenje iznad svog pravog kursa. Odbor za prosvjede nije utvrdio činjenice o tome da li je Z jedrila iznad svog pravog kursa nakon što je preklapanje započelo. Ako jest, prekršila je pravilo 17. Međutim, ništa se ne postiže traženjem činjenica potrebnih za rješavanje ovog pitanja jer bi L ostala diskvalificirana prema pravilima 15 i 16.1.

Odbor za prosvjede nije diskutirao primjenu pravila 14. P nije prekršila pravilo 14(a), jer joj nije bilo moguće izbjeći dodir. Bilo kako bilo, Z je prekršila Pravilo 14(a); činjenica da je ona izazvala dodir pokazuje je da ga je mogla izbjeći. Z bi bila kažnjena za taj prekršaj u slučaju da je bilo štete ili ozljede na nekoj od jedrilica. Nisu utvrđene ni šteta ni ozljeda te ova stvar ne treba daljnjeg razmatranja budući Z ostaje diskvalificirana radi prekršaja Pravila 16.1.

Zbog navedenog žalba je odbijena.

USA 1998/76



CASE 94

Deleted

SLUČAJ 94

Izbrisan



CASE 95

Definitions, Mark-Room

Definitions, Room

Rule 18.1(a)(1), Mark-Room: When Rule 18 Applies

Rule 18.2(a)(1), Mark-Room: Giving Mark-Room

Rule 18.3, Mark-Room: Tacking in the Zone

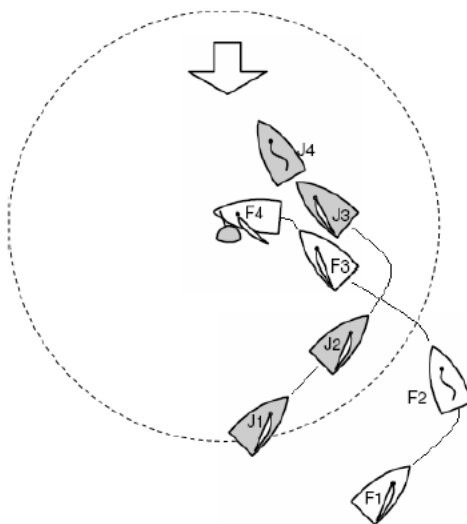
Rule 43.1(b), Exoneration

If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

Facts

Approaching the windward mark, *Jagga* and *Freebird* were overlapped on port tack, *Freebird* being between one and two boat-lengths to leeward. *Freebird* tacked and entered the zone on starboard tack. *Jagga* then tacked into a position to windward of *Freebird*. *Jagga* luffed so that her swinging stern required *Freebird* to change course to avoid contact, which she did, touching the mark as a result. *Freebird* protested.

The protest committee disqualified *Jagga* under rule 18.3. *Jagga* appealed on the grounds that, because she was an inside overlapped boat when she entered the zone, she was entitled to room to pass the mark.



Decision

When *Jagga* reached the zone, she was overlapped inside *Freebird*. From that time until *Freebird* turned past head to wind, rule 18.2(a)(1) required *Freebird* to give *Jagga* mark-room. When *Freebird* turned past head to wind, the boats were on opposite tacks on a beat to windward, and so rule 18 ceased to apply (see rule 18.1(a)(1)). After *Freebird* completed her tack, she had right of way under rule 10, but initially she was subject to rule 15. She complied with that rule because *Jagga* had room to keep clear by crossing ahead of her.

Between positions 2 and 3 *Jagga* passed head to wind in the zone of a mark to be left to port. At that time *Freebird* was fetching the mark, so rule 18.3 began to apply and hence rule 18.2 did not. A short time later, when *Jagga* completed her tack, *Freebird* was overlapped inside her, and *Jagga* was then required by rule 18.3(b) to give *Freebird* mark-room because *Freebird* had been on starboard tack since entering the zone.

After *Jagga* crossed ahead of *Freebird*, *Freebird* had right of way, first under rule 10, then under rule 13 and finally under rule 11. Therefore, *Jagga* had no protection from rule 15 during that time.

After position 3, rule 11 required *Jagga* to sail so that *Freebird* could 'sail her course with no need to take avoiding action' (see the definition Keep Clear). The fact that, when *Jagga* luffed, *Freebird* had to change course to avoid contact was evidence that *Jagga* broke rule 11 by not keeping clear. Also, when *Jagga* luffed she did not give *Freebird* space to sail to the mark and comply with her obligation under rule 31. Therefore, *Jagga* broke rule 18.3(b) (see also the definitions Mark-Room and Room).

The protest committee correctly disqualified *Jagga* under rule 18.3(b), but she also broke rule 11. *Freebird* broke rule 31 when she touched the mark, but she was exonerated by rule 43.1(b). *Jagga*'s appeal is dismissed.

GBR 2000/4

prijevod s engleskog i obrada:
Andrej Majcen NS (NJ)



SLUČAJ 95

Definicije; Prostor oznake

Definicije; Prostor

Pravilo 18.1(a), Prostor oznake: Primjena pravila 18

Pravilo 18.2(a)(2); Prostor oznake: Davanje prostora oznake

Pravilo 18.3, Prostor oznake: Letanje u zoni

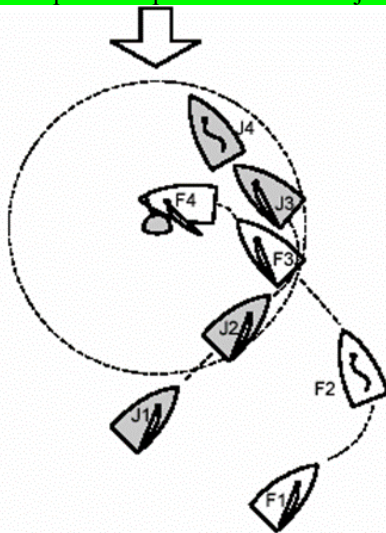
Pravilo 43.1(b), Iskupljenje

Ako dvije u jedrilice preklapanju na istim uzdama jedre uz vjetar i podliježu pravilu 18.2(a)(1), pravilo 18 prestaje važiti kada bilo koja od njih prijeđe pramcem u vjetar. Kada je jedrilica dužna dati drugoj jedrilici prostor oznake, prostor koji mora dati uključuje prostor da druga jedrilica udovolji pravilu 31. Kada je jedrilica koja ima pravo na prostor oznake prisiljena dodirnuti oznaku dok jedri unutar prostora oznake na koji ima pravo, iskupljena je za prekršaj Pravila 31.

Činjenice

Prilazeći oznaci privjetrine *Jagga* i *Freebird* su bile u preklapanju na lijevim uzdama pri čemu je *Freebird* bila između jedne do dvije duljine trupa na strani zavjetrine. *Freebird* je letala i ušla u zonu na desnim uzdama. *Jagga* je letala za njom u položaj u privjetrini *Freebird*. *Jagga* je prihvaćala tako da je izboj njene krme natjerao *Freebird* na izmjenu kursa radi izbjegavanja dodira što je i uspjelo ali je dodirnula oznaku. *Freebird* je prosvjedovala.

Odbor za prosvjede je diskvalificirao jedrilicu *Jagga* radi prekršaja Pravila 18.3. *Jagga* se žalila navodeći da je kao unutarnja jedrilica u preklapanju kada je ušla u zonu, imala pravo na prostor za obilaženje oznake.



Odluka

Kad je *Jagga* stigla do zone, bila je u preklapanju s unutarnje strane *Freebird*. Od tada, sve dok *Freebird* nije okretom prešla pramcem u vjetar, pravilo 18.2(a)(1) zahtijevalo je od *Freebird* da *Jaggi* da prostor oznake. Kad je *Freebird* okretom prešla pramcem u vjetar, jedrilice su bile na suprotnim uzdama u penjanju uz vjetar, te je stoga pravilo 18 prestalo važiti (vidi pravilo 18.1(a)(1)).

Nakon što je *Freebird* završila letanje, imala je pravo puta prema pravilu 10, ali u početno je podlijeerala pravilu 15. Poštivala je to pravilo jer je *Jagga* imala prostor da se uklanja prolazeći ispred nje.

Između položaja 2 i 3, *Jagga* je prošla pramcem u vjetar u zoni oznake koju je trebalo ostaviti lijevo. U tom trenutku *Freebird* je dosizala oznaku, pa je pravilo 18.3 počelo važiti, a stoga pravilo 18.2 nije. Malo kasnije, kada je *Jagga* završila letanje, *Freebird* je bila u preklapanju s njom s unutarnje strane, te je *Jagga* tada bila dužna prema pravilu 18.3(b) dati *Freebird* prostor oznake jer je *Freebird* bila na desnim uzdama od ulaska u zonu.

Nakon što je *Jagga* prošla ispred *Freebird*, *Freebird* je imala pravo puta, prvo prema pravilu 10, zatim prema pravilu 13 i konačno prema pravilu 11. Stoga *Jagga* nije imala zaštitu pravila 15 tijekom tog vremena.

Nakon položaja 3, pravilo 11 je zahtijevalo od *Jagge* da jedri tako da *Freebird* može 'jedriti svojim kursom bez potrebe za izbjegavanjem' (vidi definiciju Uklanjanje). Činjenica da je, kada je *Jagga* prihvatila, *Freebird* morala promijeniti kurs kako bi izbjegla dodir dokaz je da je *Jagga* prekršila pravilo 11 time što se nije uklanjala. Također, kada je *Jagga* prihvatila, nije dala *Freebird* prostor da jedri do oznake i ispuni svoju obvezu prema pravilu 31. Stoga je *Jagga* prekršila pravilo 18.3(b) (vidi također definicije Prostor oznake i Prostor).

Odbor za prosvjede je ispravno diskvalificirao *Jagga* radi prekršaja pravila 18.3(b) no ona je i prekršila pravilo 11. *Freebird* je prekršila Pravilo 31 dodirujući oznaku ona je iskupljena u skladu s pravilom 43.1(b). Žalba *Jagga* je odbijena.

GBR 2000/4



CASE 96

Rule 30.4, Starting Penalties: Black Flag Rule

When after a general recall a boat learns from seeing her sail number displayed that she has been disqualified by the race committee under the second sentence of rule 30.4 and believes the race committee has made a mistake, her only option is not to start, and then to seek redress. However, if the race committee does not display her sail number and she sails in the restarted race, she should be scored BFD, and not DNE.

Facts for Question 1

The race committee displayed the black flag as the preparatory signal for the start of a class. Boat A's hull was identified in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. After the starting signal, the race committee signalled a general recall. The race committee disqualified A without a hearing for breaking rule 30.4, and displayed her sail number before the next warning signal for the race.

Question 1

If A believes that the race committee made a mistake when it identified her in the triangle during the last minute, do the rules permit her to sail in the race when it is restarted and then request redress?

Answer 1

Rule 30.4 clearly requires A not to sail in the restarted race and states that her disqualification will become non-excludable if she does. Her only remedy is to request redress, which, if given in a series, would normally be based on her results in other races.

Facts for Question 2

The facts are the same as for Question 1 except that the race committee failed to display A's sail number before the next warning signal for the race, and A sailed in the race when it was restarted.

Question 2

Is A entitled to a finishing place?

Answer 2

No. A should be disqualified as required by the second sentence of rule 30.4. However, because the race committee erred by not displaying her sail number between the general recall and the next warning signal for the race, she should be scored BFD (Disqualification under rule 30.4), and not DNE (Disqualification that is not excludable). If she requests redress claiming that she is entitled to a finishing place because the race committee erred by not displaying her sail number, her request should be denied. While not displaying her sail number is an improper omission by the race committee, it is not the omission that deprived her of her finishing place, but the fact that she had been in the triangle formed by the ends of the starting line and the first mark in the minute before her starting signal. However, if she was scored DNE, redress should be granted to the extent of changing her score to BFD.

GBR 2000/1



SLUČAJ 96

Pravilo 30.4, Kazne na startu: Pravilo crne zastave

Kada jedrilica nakon općeg opoziva uvidi (vidjevši svoj broj na jedru prikazan) da je bila diskvalificirana od strane regatnog odbora radi prekršaja pravila 30.4 i smatrajući da je R.O. pogriješio njezina jedina mogućnost je da ne starta te da zahtijeva ispravak. Međutim, ako regatni odbor ne prikaže njezin broj a ona jedri u ponovljenom natjecanju ona mora biti bodovana BFD, a ne DNE.

Činjenice za pitanje 1

Regatni odbor istaknuo je crnu zastavu kao pripremni signal za start klase. Trup jedrilice A bio je prepoznat u trokutu koji tvore krajevi linije starta i prva oznaka tijekom posljednje minute prije njezina signala starta. Nakon signala starta, regatni odbor je signalizirao opći opoziv. Regatni odbor diskvalificirao je A bez saslušanja zbog kršenja pravila 30.4 i istaknuo njezin broj na jedru prije sljedećeg signala upozorenja za regatu.

Pitanje 1

Ako A smatra da je regatni odbor pogriješio kada ju je prepoznao u trokutu u posljednjoj minuti, dopuštaju li joj pravila da jedri u natjecanju kada se ponovno pokrene postupak startanja i zatim zatraži ispravak?

Odgovor 1

Pravilo 30.4 jasno zahtijeva od A da ne jedri u ponovno započetom natjecanju i navodi da će njezina diskvalifikacija postati diskvalifikacija koja se ne može isključiti ako to učini. Njezin jedini pravni lijek je tražiti ispravak, koji bi se, ako se dodijeli u seriji, obično bio temeljen na njezinim rezultatima u drugim natjecanjima.

Činjenice za pitanje 2

Činjenice su iste kao i za pitanje 1, osim što regatni odbor nije istaknuo broj jedra A prije sljedećeg signala upozorenja za natjecanje, a A je jedrila u natjecanju kada je ponovno pokrenut postupak startanja.

Pitanje 2

Da li A ima pravo na mjesto završavanja?

Odgovor 2

Ne. A mora biti diskvalificirana kao što zahtijeva druga rečenica pravila 30.4. Bilo kako bilo, budući da je Regatni odbor pogriješio jer nije prikazao njezin broj na jedru u vremenu između općeg opoziva i sljedećeg signala upozorenja za natjecanje, ona mora biti bodovana BFD (Diskvalifikacija prema pravilu 30.4), a ne DNE (Diskvalifikacija koja se ne može isključiti).. Ukoliko jedrilica zahtijeva ispravak navodeći da ima pravo na svoje bodove završavanja jer je Regatni odbor pogriješio ne prikazujući njezin broj na jedru, njezin zahtjev mora biti odbijen. Premda činjenica da Regatni odbor nije prikazao njen broj na jedru predstavlja propust Regatnog odbora, nije taj propust ono što ju lišava njezinog bodovanja završavanja već je to činjenica da je bila na strani kursa linije starta tijekom minute prije svojeg signala starta. Bilo kako bilo ako je bodovana DNE, treba dobiti ispravak do te mjere da se njeno bodovanje izmjeni u DSQ.

GBR 2000/1



CASE 97

Rule 55.3, Setting and Sheeting Sails: Sheeting Sails

The use of a jockey pole attached to a spinnaker guy is permitted.

Question

Is the use of a jockey pole (a pole that exerts outward pressure on the line that controls the fore and aft position of a spinnaker pole) permitted under rule 55.3?

Answer

Yes. When a spinnaker pole is set, the line that controls the fore and aft position of that pole is a guy, not a sheet. A jockey pole putting outward pressure on a guy is therefore not a 'device that exerts outward pressure on a sheet or clew of a sail'.

GBR 2000/2

SLUČAJ 97

Pravilo 55.3, Postavljanje i pritezanje jedara: Pritezanje jedara

Upotreba jockey pole (rašljaste motke) pričvršćene na pritegu spinakera je dozvoljena.

Pitanje

Da li je upotreba jockey pole (motka za rašlje koja napreže prema van konop - pritegu koji određuje položaj tanguna spinakera naprijed nazad) dozvoljena pravilom 55.3?

Odgovor

Da. Kada je tangun spinakera postavljen konop - pritega koja određuje položaj tanguna spinakera naprijed nazad je pritega a ne škota. Jockey pole (motka za rašlje) koja napreže prema van pritegu stoga nije „neka naprava koja napreže prema van škotu ili uzdeni rogalj jedra“.

GBR 2000/2



CASE 98

Definitions, Rule

Rule 4, Acceptance of the Rules

Rule 5, Rules Governing Organizing Authorities and Officials

Rule 63.5(c), Conduct of Hearings: Decisions

Rule 85.1, Changes to Rules

Rule 87, Changes to Class Rules

Rule 88.2, National Prescriptions: Changes to Prescriptions

Rule 89.2, Organizing Authority; Notice of Race; Appointment of Race Officials:

Rule 90.2(c), Race Committee; Sailing Instructions; Scoring: Sailing Instructions

Rules J1.1(2), J1.1(3) and J1.2(3), Notice of Race Contents

The rules listed in the definition Rule apply to races governed by The Racing Rules of Sailing whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

Facts

The notice of race for the Spring Tune-Up Race stated that *The Racing Rules of Sailing* would apply, but made no reference to the prescriptions of the national authority, the sailing instructions, the class rules, the notice of race or any other document or rule. Starts were given for a class of boats racing under a handicap system and for two one-design classes. *Buttercup*, a J/24, raced in the handicap class and was protested for breaking a J/24 class rule.

Question 1

Did any of the following apply?

- (1) the prescriptions of the national authority
- (2) the class rules
- (3) rules in the notice of race
- (4) rules in the sailing instructions
- (5) other documents governing the event

Answer 1

Rule J1.1(2) requires that the notice of race inform competitors ‘that the event will be governed by the *rules* as defined in *The Racing Rules of Sailing*.’ If the notice of race includes such a statement, then the following all apply: the prescriptions of the national authority, the class rules, rules in the notice of race and the sailing instructions, as well as the World Sailing Regulations that have been designated by World Sailing as having the status of a rule and are published on the World Sailing website. These apply because they are all defined to be rules (see the definition Rule).

In this case the notice of race for the Spring Tune-Up did not comply with rule J1.1(2). It stated only that ‘*The Racing Rules of Sailing* would apply.’ Nevertheless, documents 1, 2, 3 and 4 all applied. The reasoning that leads to this conclusion is presented in the next paragraph.

If a term appears in italics in a racing rule, that term is used in the sense stated in the Definitions (see Terminology in the Introduction). Rules 4.1(a) and 4.3(a), in which ‘rules’ is in italics, make it clear that, by participating in the race, each competitor and boat owner agrees to be governed by the racing rules and by the rules in the documents listed in the definition Rule. Rule 5, in which ‘rules’ again appears in italics, implies that the rules in all the documents listed in the definition Rule also govern the organizing authority, the race committee, the technical committee and the protest committee while they are conducting and judging an event. The list in the definition Rule includes items 1, 2, 3 and 4 in Question 1.

Other documents governing the event (item 5 in Question 1) apply only if they are listed in the notice of race (see rule J1.1(3)).

Question 2

May a national authority prescription, or a rule in the notice of race or in the sailing instructions, be changed?

Answer 2



Yes, provided that the procedures stated in the racing rules for making such a change are followed. (Note that an addition to a rule, or deletion of all or part of it, is a 'change' to the rule. See rule 85.1.)

The notice of race or sailing instructions may change a prescription or state that some or all of the prescriptions will not apply, provided that the national authority has not restricted changes to those prescriptions in a prescription to rule 88.2. In the absence of such a change in the notice of race or sailing instructions, all the prescriptions apply.

Rule 89.2 states that a rule in the notice of race may be changed provided adequate notice is given, and rule 90.2(c) covers the procedures for changing a rule in the sailing instructions.

Question 3

May a class rule be changed?

Answer 3

Generally, no. However, the notice of race may change a class rule if the class rules themselves permit the change, or if written permission of the class association for the change has been obtained and is posted on the official notice board (see rules 87 and J1.2(3)).

Question 4

Buttercup, a J/24, raced in the handicap class. Did the J/24 Class Rules or the handicap system rules apply to her?

Answer 4

The rules of the handicap system applied to *Buttercup* (see paragraph (d) in the definition Rule). If her handicap was explicitly based on the assumption that she race in compliance with some, or all, of the J/24 class rules, then those J/24 class rules, or all the J/24 class rules, applied to her. However, if *Buttercup*'s handicap was not based on such an assumption, then none of the J/24 class rules applied to her.

Question 5

If a rule in the notice of race conflicts with a rule in the sailing instructions, which takes precedence? Can the conflict be resolved?

Answer 5

Neither takes precedence. Rule 63.5(c) governs a protest or request for redress arising from such a conflict. It requires the protest committee to apply the rule that it believes will provide the fairest result for all boats affected. If such a conflict arises outside of a hearing of a protest or request for redress, the conflict can be removed by changing either the notice of race (as permitted by rule 89.2(b)) or the sailing instructions (as permitted by rule 90.2(c)).

USA 2000/80



SLUČAJ 98

Definicije, Pravilo

Pravilo 4, prihvaćanje pravila

Pravilo 5, Primjena pravila za organizatore i dužnosnike

Pravilo 63.5(c), Vođenje saslušanja: Odluke

Pravilo 85.1, Izmjene pravila

Rule 87, Izmjene pravila klase

Pravilo 88.2, Propisi nacionalnog saveza: Izmjene propisa

Pravilo 89.2, Organizator; Oglas regate; Imenovanje dužnosnika regate;

Pravilo 90.2(c), Regatni odbor; Upute za jedrenje; Bodovanje; Upute za jedrenje

Pravila J1.1(2), J1.1(3) i J1.2(3), Sadržaj oglasa regate

Pravila navedena u definiciji Pravilo primjenjuju se na natjecanja upravljana Pravilima jedriličarskih natjecanja bez obzira da li je ili nije izričito navedena njihova primjena u oglasu regate. Pravilo u oglasu regate ili uputama za jedrenje, pod uvjetom da je u skladu s bilo kojim propisom pravila 88.2, može promijeniti neke ili sve propise nacionalnog saveza. Općenito, oglas regate ne smije promijeniti pravilo klase. Kada se jedrilica natječe u sustavu izjednačavanja ili u sustavu razvrstavanja, primjenjuju se pravila tog sustava, a neka ili sva pravila njezine klase mogu se također primjenjivati. Kada je oglas regate u suprotnost i uputama za jedrenje niti jedno ne prevladava.

Cinjenice

U oglasu za „Proljetnu regatu za zagrijavanje“ navedeno je da će se primjenjivati *Pravila jedriličarskih natjecanja*, ali nije bilo pozivanja na propise nacionalnog saveza, upute za jedrenje, pravila klase, oglas za regatu ili bilo koji drugi dokument ili pravilo. Startovalo se klasu jedrilica koje se natječu po sustavu izjednačavanja i za dvije klase iste izvedbe. Buttercup, J/24, natjecala se u sustavu izjednačavanja i bila je prosvjedovana zbog kršenja pravila klase J/24.

Pitanje 1

Primjenjuje li se nešto od sljedećeg?

1. propisi nacionalnog saveza
2. pravila klase
3. pravila u oglasu regate
4. pravila u uputama za jedrenje
5. drugi dokumenti koji služe odvijanju događanja.

Odgovor 1

Pravilo J1.1(2) zahtijeva da oglas regate obavjesti natjecatelje „da će se regata voditi *pravilima* kako su definirana u *Pravilima jedriličarskih natjecanja*“. Ako oglas za regatu uključuje takvu izjavu, tada se primjenjuju sljedeći propisi: propisi nacionalnog saveza, pravila klase, pravila u oglasu za regatu i upute za jedrenje, kao i Pravilnik World Sailinga koji je World Sailing odredio kao pravila i objavljeni su na web stranici World Sailinga. Primjenjuju se jer su svi definirani kao pravila (vidi definiciju Pravilo). U ovom slučaju, oglas za „Regatu za proljetno zagrijavanje“ nije bio u skladu s pravilom J1.1(2). U njemu je samo navedeno da će se „primjenjivati „Pravila jedriličarskih natjecanja“. Ipak, dokumenti 1, 2, 3 i 4 su se primjenjivali. Obrazloženje koje dovodi do ovog zaključka prikazano je u sljedećem odlomku.

Ako se pojam pojavljuje pisan kurzivom u pravilu natjecanja, taj se pojam koristi u smislu navedenom u Definicijama (vidi Terminologiju u Uvodu). Pravila 4.1(a) i 4.3(a), u kojima su „pravila“ u kurzivu, jasno daju do znanja da sudjelovanjem u natjecanju svaki natjecatelj i vlasnik jedrilice pristaje da njime upravljaju pravila natjecanja i pravila u dokumentima navedenim u definiciji Pravila. Pravilo 5, u kojem se „pravila“ ponovno pojavljuju u kurzivu, implicira da pravila u svim dokumentima navedenim u definiciji Pravila također upravljaju i organizacijskim tijelom, regatnim odborom, tehničkim odborom i odborom za prosvjede dok provode i ocjenjuju događaj. Popis u definiciji Pravila uključuje stavke 1, 2, 3 i 4 u pitanju 1.

Ostali dokumenti koji upravljaju regatom (točka 5 u pitanju 1) primjenjuju se samo ako su navedeni u oglasu za regatu (vidi pravilo J1.1(3)).

Pitanje 2

Može li se izmijeniti propis nacionalnog saveza ili pravilo u oglasu regate ili uputama za jedrenje

Odgovor 2

Da, pod uvjetom da se slijede postupci navedeni u pravilima natjecanja za takvu izmjenu. (Imajte na umu da je dodatak pravilu ili brisanje cijelog pravila ili njegovog dijela „izmjena“ pravila. Vidi pravilo 85.1.)

Oglas za regatu ili upute za jedrenje mogu izmijeniti propis ili navesti da se neki ili svi propisi neće primjenjivati, pod uvjetom da nacionalni savez nije ograničio izmjene tih propisa u propisu na pravilo 88.2. U nedostatku takve izmjene u oglasu za regatu ili uputama za jedrenje, primjenjuju se svi propisi.

Pravilo 89.2 navodi da se pravilo u oglasu za regatu može izmijeniti pod uvjetom da je dana odgovarajuća obavijest, a pravilo 90.2(c) pokriva postupke za izmjenu pravila u uputama za jedrenje.

Pitanje 3

Može li se izmijeniti pravilo klase?

Odgovor 3



Općenito, ne. Međutim, oglasom regate može se izmijeniti pravilo klase ako sama pravila klase dopuštaju izmjenu ili ako je dobiveno pismeno dopuštenje udruženja klase za izmjenu i ako je objavljeno na službenoj oglasnoj ploči (vidi pravila 87 i J1.2(3)).

Pitanje 4

Buttercup, J/24, utrivala se u sustavu izjednačavanja. Jesu li se na nju primjenjivala pravila klase J/24 ili pravila sustava izjednačavanja?

Odgovor 4

Pravila sustava izjednačavanja primjenjivala su se na *Buttercup* (vidi stavak (d) u definiciji Pravilo). Ako je njezino izjednačavanje bilo izričito utemeljeno na pretpostavci da se natječe u skladu s nekim ili svim pravilima klase J/24, tada su se ta pravila klase J/24, ili sva pravila klase J/24, primjenjivala na nju. Međutim, ako *Buttercup*-ino izjednačavanje nije bilo utemeljeno na takvoj pretpostavci, tada se na nju nije primjenjivalo nijedno pravilo klase J/24.

Pitanje 5

Ako je pravilo u oglasu regate u sukobu s pravilom u uputama za jedrenje, koje ima prednost? Može li se sukob riješiti?

Odgovor 5

Niti jedno nema prednost. Pravilo 63.5(c) uređuje prosvjed ili zahtjev za ispravak koji proizlazi iz takvog sukoba. Zahtijeva od odbora za prosvjede da primijeni pravilo za koje smatra da će osigurati najpravedniji rezultat za sve pogođene jedrilice. Ako se takav sukob pojavi izvan saslušanja prosvjeda ili zahtjeva za ispravak, sukob se može ukloniti promjenom ili oglasu za regatu (kako je dopušteno pravilom 89.2(b)) ili uputa za jedrenje (kako je dopušteno pravilom 90.2(c)).

USA 2000/80

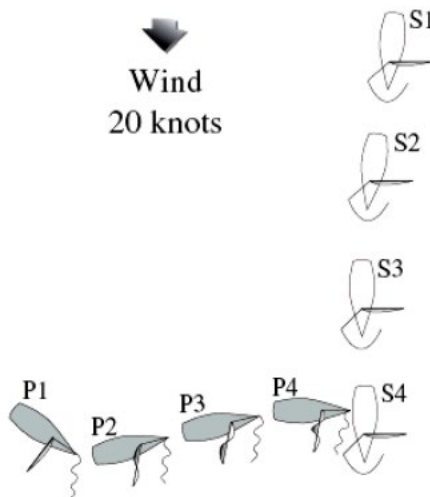


CASE 99

Rule 10, On Opposite Tacks Rule 14, Avoiding Contact

Rule 44.1(b), Penalties at the Time of an Incident: Taking a Penalty Rule 60.5(c), Protests: Protest Decisions

The fact that a boat required to keep clear is out of control does not entitle her to exoneration for breaking a rule of Part 2. When a right-of-way boat becomes obligated by rule 14 to 'avoid contact . . . if reasonably possible' and the only way to do so is to crash-gybe, she does not break the rule if she does not crash-gybe. When a boat's penalty under rule 44.1(b) is to retire, and she does so (whether because of choice or necessity), she cannot then be disqualified.



Facts

Farr 30s were racing in difficult conditions. Boat S was running at 10-14 knots. Before boat P reached position 1 she had broached and was out of control. P struck S amidships resulting in serious damage. Both boats retired. S protested P.

The protest committee found that S had made minor changes of course when the boats were well apart; that these were thwarted by the erratic motion of P, still out of control; and that when it became apparent that P was not going to keep clear the only action available to S was to crash-gybe, which risked considerable damage to S.

The protest committee disqualified both boats, P for breaking rule 10 and S for breaking rule 14, stating that S should have been aware of the difficulties experienced by P and should have taken more significant action earlier. It referred its decision to the national authority for confirmation or correction.

Decision

The decisions of the protest committee are reversed. Both boats are to be scored RET.

Clearly, P broke rules 10 and 14(a). No rule exonerated her, even though she was out of control. In breaking rules 10 and 14(a), P caused serious damage. Rules 10 and 14(a) are rules of Part 2, and rule 44.1 permits a boat that breaks one or more rules of Part 2 to take a penalty. Because P caused serious damage, the applicable penalty for her was to retire (see rule 44.1(b)). P did retire (whether because of choice or necessity does not matter) and was, therefore, exempt from disqualification (see rule 60.5(c)). Her disqualification is reversed, and she is to be scored RET.

Turning to S, rule 14 makes special provisions in the case of a right-of-way boat. First, for her to be penalized, there must be contact that caused damage or injury. This is not in doubt. Second, she was not required to act to avoid contact until it was clear that P was not keeping clear. It was only at that time that rule 14 required her to avoid contact if reasonably possible. The protest committee found that, when it became clear to S that P was not going to keep clear, the only action available to S was to crash-gybe, which risked considerable damage to S. That finding was equivalent to a finding that it was not reasonably possible for S to avoid contact. Therefore, S did not break rule 14. Her disqualification is reversed, and she too is to be scored RET.

Finally, the protest committee should note that, in light of the changed decision, rule 61.1(c) entitles it to call a hearing to consider giving S redress under rule 61.4(b)(2).

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SLUČAJ 99

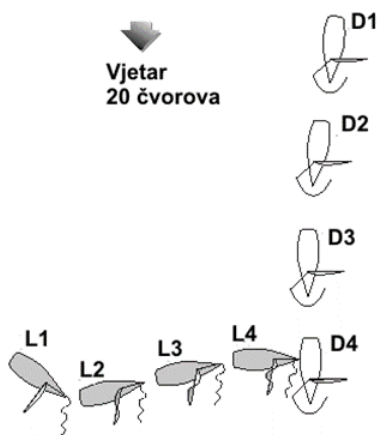
Pravilo 10, Na suprotnim uzdama

Pravilo 14; Izbjegavanje dodira

Pravilo 44.1(b), Kazne u trenutku incidenta: Prihvatanje kazne

Pravilo 60.5(c), Prosvjedi: Odluke prosvjeda

Činjenica da je jedrilica koja se mora uklanjati, neupravljiva, ne oslobađa je poštivanja pravila Dijela 2. Kada jedrilica s pravom puta postane obvezna prema Pravilu 14 "izbjegavati sudar ako je to ikako moguće" a jedini način da to učini je naglim nekontroliranim kruženjem, jedrilica nije prekršila pravilo ukoliko ne napravi taj manevar. Kada se jedrilica povuče iz natjecanja u skladu s odredbama Pravila 44.1, (bilo svojom odlukom ili zbog potrebe) ona tada ne može biti diskvalificirana.



Činjenice

Jedrilice Farr 30 su se natjecale u teškim uvjetima. Jedrilica D je jedrila s vjetrom u krmu brzinom od 10 do 14 čvorova. Prije nego li je jedrilica L došla u položaj 1 već je bila plegla bokom na vjetar i bila je ne upravljiva. L je udarila D posred boka izazvavši ozbiljnu štetu. Obje jedrilice su se povukle. S je prosvjedovala protiv P.

Odbor za prosvjede je ustanovio daje D radila manje izmjena svojeg kursa dok su jedrilice bile još prilično udaljene jedna od druge; da su te izmjene bile osuđene nepredvidivim kretanjem L koja je još uvijek bila ne upravljiva; i kad je postalo očigledno da se P neće uklanjati jedino što je D mogla učiniti bilo je da naglo nekontrolirano udarno kruži čime bi se izvrgla opasnosti znatne štete.

Odbor za prosvjede je diskvalificirao obje jedrilice, L radi prekršaja pravila 10 a D zbog prekršaja pravila 14, navodeći da je D trebala biti svjesna poteškoća u kojima se nalazila L te je trebala ranije poduzeti odlučnije mjere. Odbor za prosvjede podnio je ove svoje odluke na odobrenje odnosno ispravljanje ovlaštenom tijelu nacionalnog saveza.

Odluka

Odluke Odbora za prosvjede su poništene. Obje jedrilice trebaju biti bodovane s RET (Povukla se).

Očigledno L je prekršila pravilo 10 i 14(a). Niti jedno pravilo je ne isključuje premda je bila ne upravljiva. Prekršivši pravila 10 i 14(a), L je izazvala ozbiljnu štetu. Pravila 10 i 14(a) su pravila iz Dijela 2, a pravilo 44.1 dopušta jedrilici koja prekrši jedno ili više pravila iz Dijela 2 da prihvati kaznu. Budući da je L prouzročila ozbiljnu štetu, primjenjiva kazna za nju bila je povlačenje (vidi pravilo 44.1(b)). L se povukla (nije važno je li izborom ili zbog nužde) i stoga je bila izuzeta od diskvalifikacije (vidi pravilo 60.5(c)). Njezina diskvalifikacija se poništava i ona će dobiti RET.

Što se tiče D, pravilo 14 daje posebne odredbe u slučaju jedrilice s pravom puta. Prvo, da bi ona bila kažnjena mora biti sudar koji je izazvao štetu ili ozljedu. O tome nema sumnje. Drugo, ona "ne treba izbjegavati dodir sve dok nije očito da se" L "ne uklanja". Tek od tog trenutka pravilo 14 zahtijeva od D da izbjegava dodir "ako je ikako moguće". Odbor za prosvjede je ustanovio da je u trenutku kad je D postalo jasno da se L ne uklanja jedino što je D mogla učiniti radi izbjegavanja bilo je da naglo nekontrolirano udarno kruženje, kojim bi se izvrgla opasnosti znatne štete. Taj nalaz je jednak nalazu da D nije bilo moguće izbjeći dodir. Stoga, D nije prekršila pravilo 14. Diskvalifikacija D je poništena i ona također mora biti bodovana RET.

Konačno, Odbor za prosvjede treba obratiti pažnju na to da u svijetlu izmijenjene odluke pravilo 61.1(c) daje mu pravo sazvat i saslušanje kako bi se razmotrilo davanje ispravka D prema pravilu 61.4(b)(2).

GBR 2001/7



CASE 100

Rule 41, Outside Help

When a boat asks for and receives tactical racing advice she receives outside help, even if she asks for and receives it on a public radio channel.

Facts

Three large boats were to round a mark near coastal rocks and then sail into a 6-knot current. The wind was light. Boat A radioed to boat B, whose skipper was more familiar with the area, asking whether it was safe to anchor in the vicinity of the mark. B replied that it was not safe to anchor. Boat C protested both boats under rule 41, for discussing what tactics were to be used for rounding the mark and sailing the next leg.

The protest committee dismissed the protest against B and disqualified A for receiving outside help. It noted that she could have sailed or motored away from the mark in perfect safety at any time, and that the only reasons for anchoring at the mark were to overcome the adverse current and to win the race.

A appealed, on the grounds that she did not believe she had received help, that she believed that advice given on a public radio channel was not outside help, and that a national authority should not condone disqualification for receiving safety information.

Decision

A's appeal is dismissed. A asked for help for tactical racing reasons and received it. It is irrelevant that A's question and the information she received in response were broadcast on a public radio channel. The help A received did not come within the scope of the exceptions to rule 41, especially not rule 41(d) since she asked for the information. Therefore A broke rule 41.

GBR 2001/4

SLUČAJ 100

Pravilo 41, Pomoć izvana

Kada jedrilica zatraži i primi taktički savjet o natjecanju, ona prima vanjsku pomoć, čak i ako je zatraži i primi putem javnog radijskog kanala.

Činjenice

Tri velike jedrilice su se spremale obići oznaku blizu stjenovite obale i nakon toga ujedriti u struju brzine 6 čvorova. Vjetar je bio slab. Jedrilica A je radiostanicom pozvala B čiji je kormilar bio bolje upoznat s mjesnim uvjetima, pitajući da li je sigurno sidriti blizu oznake. Jedrilica B je odgovorila da sidrenje nije sigurno. Jedrilica C je prosvjedovala protiv obje A i B radi prekršaja pravila 41, razgovorom o taktici koju treba primijeniti pri obilasku oznake i jedrenju slijedećom stranicom kursa.

Odbor za prosvjede je odbio prosvjed protiv B i diskvalificirao A radi primanja pomoći izvana. Odbor se osvrnuo na to da A nije bila u opasnosti jer je mogla odjedriti od oznake ili se odmaknuti motornim pogonom u područje sigurnosti u bilo kom trenutku te da je jedini razlog za sidrenje blizu oznake bilo prevladavanje suprotne struje i pobjeda u natjecanju.

Jedrilica A se žalila, navodeći da je uvjerena da nije dobila nikakvu pomoć, da savjet dobiven preko javne radio frekvencije nije pomoć izvana te da nacionalno ovlašteno tijelo ne bi trebalo progledati kroz prste davanje diskvalifikacije zbog dobivanja priopćenja vezanog za sigurnost.

Odluka

Zalba A je odbijena. Jedrilica A je zahtijevala pomoć iz taktičkih razloga natjecanja i dobila pomoć izvana. Činjenica da su zahtjev i odgovor objavljeni na javnoj frekvenciji nema nikakvog značenja. Pomoć koju je A primila ne spada u opseg iznimki od pravila 41, a posebno ne pravila 41(d) budući da je tražila informaciju. Stoga je A prekršila pravilo 41.

GBR 2001/4



CASE 101

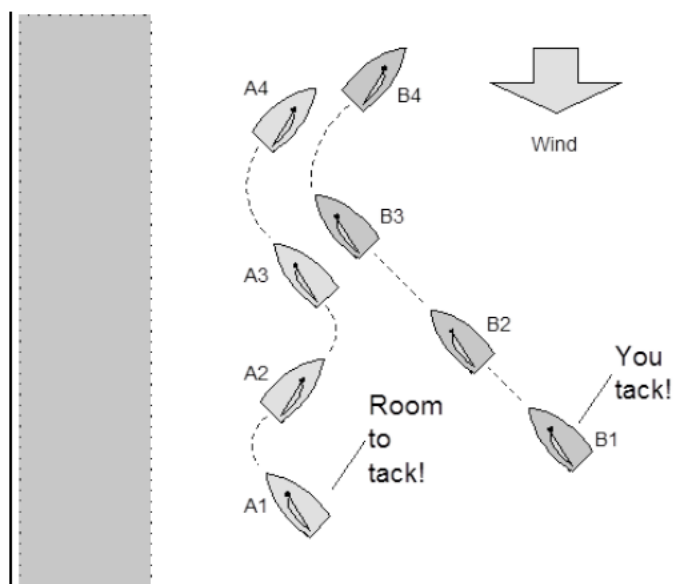
Rule 20.2(c), Room to Tack at an Obstruction: Responding

When a boat with right of way is required to give another boat room for a manoeuvre, right of way does not transfer to the boat entitled to room. When, in reply to her hail 'Room to tack' when approaching an obstruction, a boat is hailed 'You tack', and when she does so and is then able to tack again to keep clear in a seamanlike way, the other boat has given the room required.

Facts

A and B were International Dragons. A was approaching the shore close-hauled on starboard tack, clear ahead and on a track to leeward of B. A hailed 'Room to tack', and B replied 'You tack'. A tacked and B held her course. A was then on a collision course with B and tacked again. Both of A's tacks were made in a normal, seamanlike way. After A's second tack she was overlapped to leeward of B. Shortly afterwards B tacked and A did likewise. A protested B for not giving room as required by rule 20.2(c).

The protest committee concluded that B failed to give A 'room to tack and avoid her', and disqualified B, stating that she had 'failed to keep clear of A after her tack.' B appealed.



Decision

B's appeal is upheld, and she is to be reinstated. A's actions show that she had room to tack and avoid B. B therefore met her obligation under rule 20.2(c).

It is important to distinguish a requirement to keep clear from a requirement to give room. When a boat with right of way is required to give another boat room for a manoeuvre, right of way does not transfer to the boat entitled to room. After A tacked onto port tack, B was not required to keep clear of A; instead, it was A that was required by rule 10 to keep clear of B. B was only required by rule 20.2(c) to give A room to tack and avoid B, and B did so.

GBR 2001/11



SLUČAJ 101

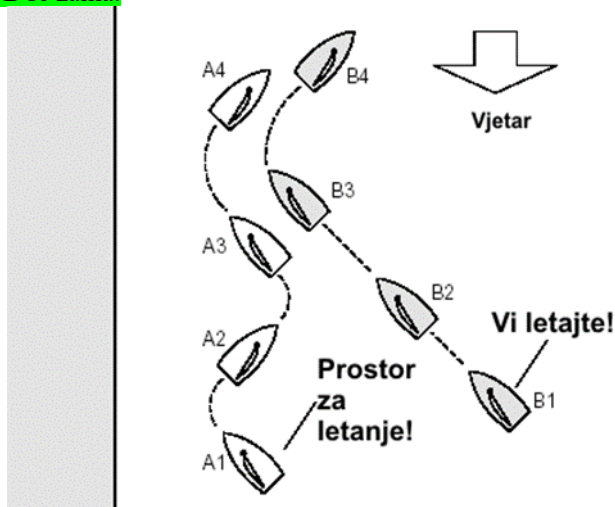
Pravilo 20.2(c), Prostor za letanje kod zapreke: Odgovaranje

Kada je jedrilica s pravom puta dužan dati drugoj jedrilici prostor za manevar, pravo puta se ne prenosi na jedrilicu koja ima pravo na prostor. Kada kao odgovor na svoj dovik „Prostor za letanje“ dobije odgovor „Vi letajte“ i kad to učini te nakon toga može na pomorački način letati radi uklanjanja; druga jedrilica joj je dala zahtijevani prostor.

Činjenice

A i B su bile Međunarodni Dragoni. A je desnim uzdama sasvim uz vjetar prilazila obali slobodna po pramcu i na zavjetrinskoj strani B. A je doviknula „Prostor za letanje“ a B je odgovorila "Vi letajte". A je letala a B je zadržala svoj kurs. A je tada bila na kursu sudara s B te je ponovno letala. Oba letanja A je izvela na pomorački način. Nakon drugog letanja A je došla u preklapanje u zavjetrini B. Kratko nakon toga B je letala te je za njom letala i A. A je prosvjedovala protiv B jer joj nije dala prostor u skladu s odredbama pravila 20.2(c).

Odbor za prosvjede je zaključio da B nije dala A "prostor za letanje i izbjegavanje" i diskvalificirao je B navodeći da se ona "nije uklanjala A nakon što je A letala". B se žalila.



Odluka

Žalba B je usvojena mora joj se dati plasman. Djelovanje A pokazuje da je imala prostor za letanje i izbjegavanje B. B je dakle ispunila svoju obvezu prema Pravilu 20.2(c).

Važno je razlikovati zahtjev uklanjanjem od zahtjeva davanja prostora. Kada je jedrilica s pravom puta dužna dati drugoj jedrilici dati prostor za manevar, pravo puta se ne prenosi na jedrilicu koja ima pravo na prostor. Nakon što je A letala na lijeve uzde, B nije bila dužna izbjegavati A; umjesto toga, A je bila dužna prema pravilu 10 izbjegavati B. B je bila dužna samo dati A prostor za letanje i izbjegavanje B prema pravilu 20.2(c), a B je to i učinila.

GBR 2001/11



CASE 102

Rule 61.2(b), Redress: Requests for Redress

When a boat requests redress because of an incident she claims affected her score in a race, and thus in a series, the time limit for making the request is the time limit for the race, rather than a time limit based on the posting of the series results.

Facts

Scruples requested redress at the end of an eight-race series because of an incident that occurred in Race 5 of the series, which was sailed three weeks earlier. The protest committee found her request to be invalid because it was made after the time limit. She appealed, stating that it was not until the end of the series and the posting of the results that she knew that her score in Race 5 had affected her series score and that the time for her to make her request did not begin until after the series was completed and the results posted.

Decision

Scruples's appeal is dismissed. Her request for redress was not valid because it was not delivered to the race office within the protest time limit that applied to Race 5 (see rule 61.2(b)). The incident affected her score in the series only through its effect on her score in Race 5 and, therefore, the relevant time limit for requesting redress was the time limit that applied to that race.

GBR 2001/9

SLUČAJ 102

Pravilo 61.2(b), Ispravak: Zahtjev za ispravak

Kada jedrilica zahtijeva ispravak zbog incidenta koji je utjecao na njezin plasman u natjecanju, a time i u seriji, vremensko ograničenje za podnošenje zahtjeva je vremensko ograničenje za to natjecanje a ne vremensko ograničenje vezano uz objavljivanje rezultata serije.

Činjenice

Bezustručavanja je zahtijevala ispravak na kraju serije od osam natjecanja vezano uz incident koji se dogodio u 5-om natjecanju serije koje je jedrila tri tjedna ranije. Odbor za prosvjede je ustanovio da njezin prosvjed nije valjan jer je uložena nakon vremenskog ograničenja. *Bezustručavanja* se žalila, navodeći da sve do kraja serije i objave ukupnih rezultata nije znala da je njezin rezultat u 5-om natjecanju presudno utjecao na rezultat u seriji i da vrijeme za ulaganje njezinog zahtjeva za ispravak nije ni počelo prije završetka serije i objave ukupnih rezultata.

Odluka

Žalba Bezustručavanja je odbijena. Njezin zahtjev za ispravkom nije bio valjan jer nije dostavljen uredu regate unutar vremenskog ograničenja za prosvjede koje se primjenjivalo na 5. natjecanje (vidi pravilo 61.2(b)). Incident je utjecao na njezino bodovanje u seriji samo kroz svoj utjecaj na njezino bodovanje u 5-om natjecanju te je stoga vremensko ograničenje za podnošenje zahtjeva za ispravak, vremensko ograničenje koje se primjenjivalo na to natjecanje.

GBR 2001/9



CASE 103

Definitions, Room Facts

The phrase 'seamanlike way' in the definition Room refers to boat-handling that can reasonably be expected from a competent, but not expert, crew of the appropriate number for the boat.

Two 30-foot (9 m) boats on port tack, OL and IW, are at an obstruction, an anchored boat. OL has chosen to pass to leeward of the obstruction. The boats are overlapped with IW on the inside. Although boats of this class are normally sailed by a crew of six, IW is sailing with a crew of three, and they are relatively inexperienced.

Question 1

Should the experience and number of crew members sailing IW be considered in determining how much 'room' she is entitled to under rule 19.2(b) between OL and the obstruction?

Answer 1

Neither the experience of IW's crew nor their number is relevant in determining 'room'. In rule 19.2(b), which requires OL to give IW 'room' between her and the obstruction, 'room' is a defined term. The definition Room is 'the space a boat needs in the existing conditions . . . while manoeuvring promptly in a seamanlike way.' In determining whether or not OL has given the required space, the interpretation of 'seamanlike way' must be based on the boat-handling that can reasonably be expected from a competent, but not expert, crew of the appropriate number for the boat. (Case 21 discusses other aspects of the definition Room.)

Question 2

Is the answer the same with respect to 'room' as used in the definition Mark- Room and in other rules in Part 2?

Answer 2

Yes.

USA 1999/77

SLUČAJ 103

Definicije; Prostor

Izričaj "na pomorački način" u definiciji Prostor odnosi se na manevriranje jedrilicom kakvo se opravdano može očekivati od sposobne ali ne i iskusne uvježbane posade odgovarajuće brojnosti za jedrilicu.

Činjenice

Dvije 30 stopa (9m) dugačke jedrilice, VZ i UP, približavaju se lijevim uzdama zapreci usidrenom plovilu. VZ je izabrala proći u zavjetrini zapreke. Jedrilice su u preklapanju a UP je iznutra. Premda jedrilice te klase imaju normalno šesteročlanu posadu, UP jedri sa samo tri člana posade koji su razmjerno neiskusni.

Pitanje 1

Treba li uzeti u obzir iskustvo i broj članova posade koji jedre jedrilicom UP pri određivanju na koliko Prostora između VZ i zapreke ima pravo prema pravilu 19.2(b)?

Odgovor 1

Niti iskustvo posade UP niti njezina brojnost nema značaja pri određivanju Prostora. U Pravilu 19.2(b), koje od VZ zahtijeva davanje Prostora UP između VZ i zapreke Prostor je definirani izraz.

Definicija Prostor glasi: Prostor potreban jedrilici za spremno manevriranje na pomorački način u postojećim uvjetima. Pri određivanju da li je ili nije VZ dala potreban prostor, tumačenje "pomoračkog načina" mora biti zasnovano na manevriranju jedrilicom kakvo se opravdano može očekivati od sposobne ali ne i iskusne uvježbane posade odgovarajuće brojnosti za jedrilicu.

(Slučaj 21 razmatra drugi smisao definicije Prostor.)

Pitanje 2

Odgovor 2

Da.

USA 1999/77



CASE 104

Rule 63.5(a), Conduct of Hearings: Decisions

Rule 70.1, Appeals and Requests to a National Authority

Rule R5, Inadequate Facts; Reopening

Attempting to distinguish between facts and conclusions in a protest committee's findings is sometimes unsatisfactory because findings may be based partially on fact and partially on a conclusion. A national authority can change a protest committee's decision and any other findings that involve reasoning or judgment, but not its findings of fact. A national authority may derive additional facts by logical deduction. Neither written facts nor diagrammed facts take precedence over the other. Protest committees must resolve conflicts between facts when so required by a national authority.

Question 1

What criteria determine whether a finding in a protest committee's decision is subject to change on appeal? Are the criteria based on whether the finding is a 'fact' or a 'conclusion', whether it incorporates an interpretation of a rule, or something else?

Answer 1

The distinction between 'fact' and 'conclusion' does not provide a satisfactory criterion because the two concepts can overlap. In the context of rule 63.5(a) and other rules using the term, a 'fact' is an action or condition that a protest committee 'finds' occurred or existed. A 'conclusion' is derived by reasoning from something else, and can be purely factual. For example, if the facts are that there were three classes in a race and five boats in each class, it is both a conclusion and a fact that there were 15 boats in the race. A conclusion can also be partially non-factual, as when a judgment is made that includes non-factual elements. An example is the statement, 'Boat A displayed her flag at the first reasonable opportunity after the incident,' which is based on a combination of the facts about an incident and an interpretation of the phrase 'first reasonable opportunity' in rule 60.2(a)(1). A finding that is an interpretation of a rule is clearly subject to change by a national authority, but other findings that involve reasoning or judgment are equally subject to change. For example, a protest committee might state, 'The wind velocity of 15 knots was too high for the boats to be able to race in safety.' This statement is an opinion or judgment but not an interpretation of the rules.

The criterion for determining whether a protest committee's finding is subject to change on appeal is therefore only that the finding is not exclusively factual in nature. Rule 70.1 permits the appeal of a protest committee's 'decision or its procedures, but not the facts found.' However, it does not prohibit the appeal of other findings or judgments made by the protest committee. Similarly, rule R5 requires a national authority to accept a protest committee's findings of fact, but does not require the acceptance of other findings. The effect of both rules is that a national authority can change any finding by a protest committee except a finding of fact.

Question 2

May a national authority derive additional facts by drawing conclusions from the protest committee's written facts or its diagram?

Answer 2

Yes. The national authority may apply logic to derive additional facts from either source.

Question 3

What is the status of a diagram prepared or endorsed by a protest committee as required by rule R2.2(b)?

Answer 3

Both the diagram and the written facts are facts found by the protest committee. Neither takes precedence over the other.

Question 4

When facts conflict with each other, such as a conflict between the diagram and the written facts, is a national authority required to accept all of them? How are conflicts to be resolved?

Answer 4

The national authority cannot logically accept conflicting facts. Rule R5 gives a national authority the authority to require the protest committee to provide revised or additional facts that resolve the conflict.

USA 2003/85



SLUČAJ 104

Pravilo 63.5(a9), Vođenje saslušanja: Odluke

Pravilo 70.1, Žalbe i zahtjevi nacionalnom savezu

Pravilo R5, Neprimjerene činjenice; Ponovno otvaranje

Pokušati razlikovati činjenice od zaključaka u nalazima Odbora za prosvjede je koji puta bezuspješno jer nalazi mogu biti osnovani dijelom na činjenicama a dijelom na zaključcima. Nacionalni savez može izmijeniti odluku Odbora za prosvjede i bilo koji nalaz koji uključuje stvaranje zaključaka ili prosuđivanje, ali ne i njegov nalaz činjenica. Nacionalni savez može izvesti dodatne činjenice logičkom dedukcijom. Niti pisane činjenice niti činjenice prikazane crtežom nemaju prednost jedne pred drugima. Odbori za prosvjede moraju razriješiti suprotnosti između činjenica ako to od njih zatraži Nacionalni savez.

Pitanje 1

Koja mjerila određuju da li je nalaz u odluci Odbora za prosvjede podložan izmjeni u slučaju žalbe? Da li su ta mjerila zasnovana na tome da li je nalaz "činjenica" ili "zaključak", ili da li nalaz obuhvaća tumačenje pravila ili na nečem drugom?

Odgovor 1

Razlika između "činjenice" i "zaključka" ne pruža zadovoljavajuće mjerilo jer se ova dva pojma mogu preklapati. U smislu Pravila 63.5(a) i drugih pravila koja upotrebljavaju izraz, "činjenica" je djelovanje ili okolnost za koje je odbor za prosvjede „ustanovio“ da su se dogodili ili postojali. "Zaključak" je izveden umovanjem iz nečeg drugog i može biti isključivo zasnovan na činjenicama. Na primjer, ako su činjenice da su u natjecanju sudjelovale tri klase a u svakoj po pet jedrilica, onda je i zaključak i činjenica da je bilo 15 jedrilica u natjecanju. Zaključak može biti i djelomično ne zasnovan na činjenicama kao kad je učinjeno prosuđivanje koje uključuje i ne činjenične sadržaje. Primjer je tvrdnja "Jedrilica A je istaknula svoju zastavu u prvoj mogućoj prigodi nakon incidenta", koja je zasnovana na kombinaciji činjenica o incidentu i tumačenju izričaja "prva moguća prigoda" iz pravila 61.1(a) 60.2(a)(1).

Nalaz koji je tumačenje pravila očigledno podliježe izmjeni od strane nacionalnog ovlaštenog tijela, ali i drugi nalazi koji uključuju stvaranje zaključaka ili prosuđivanje isto tako podliježu izmjeni. Na primjer odbor za prosvjede je mogao ustvrditi "Brzina vjetra od 15 čvorova je bila prevelika za održavanje natjecanja u potpunoj sigurnosti jedrilica." Ova tvrdnja je mišljenje ili prosudba ali ne i tumačenje pravila.

Mjerilo za utvrđivanje da li nalaz odbora za prosvjede podliježe izmjeni uslijed žalbe je samo to da nalaz nije isključivo činjenične prirode. Pravilo 70.1 dopušta žalbu „na odluku odbora za prosvjede ili njegove postupke ali ne na utvrđene činjenice“. Bilo kako bilo, pravilo ne zabranjuje žalbu na druge nalaze ili prosudbe odbora za prosvjede. Slično, pravilo R5 zahtijeva od nacionalnog ovlaštenog tijela da prihvati nalaze činjenica odbora za prosvjede, ali ne zahtijeva prihvatanje drugih nalaza. Učinak ova oba pravila je da nacionalno ovlašteno tijelo može promijeniti bilo koji nalaz Odbora za prosvjede osim nalaza činjenica.

Pitanje 2

Smije li nacionalno ovlašteno tijelo izvesti dopunske činjenice iz pisanih činjenica ili crteža odbora za prosvjede?

Odgovor 2

Da. Nacionalno ovlašteno tijelo smije primijeniti logičko rasuđivanje radi izvođenja dopunskih činjenica iz oba navedena izvora.

Pitanje 3

Koji je status crteža pripremljenog ili potvrđenog od strane odbora za prosvjede prema zahtjevu pravila R2.2(b)

Odgovor 3

Oboje i crtež i pisane činjenice su nalazi odbora za prosvjede. Niti jedno nema prednost pred drugim.

Pitanje 4

Kada su činjenice u suprotnosti jedna s drugom, kao što je na primjer sukob crteža s pisanim činjenicama, da li se od nacionalnog ovlaštenog tijela zahtijeva da ih prihvati sve? Kako se sukob rješava?

Odgovor 4

Nacionalno ovlašteno tijelo ne može prihvatiti činjenice koje su u sukobu. Pravilo R5 daje nacionalnom ovlaštenom tijelu pravo da od odbora za prosvjede zahtijeva dostavljanje dodatnih činjenica ili drugih obavijesti koje će razriješiti sukob.

USA 2003/85



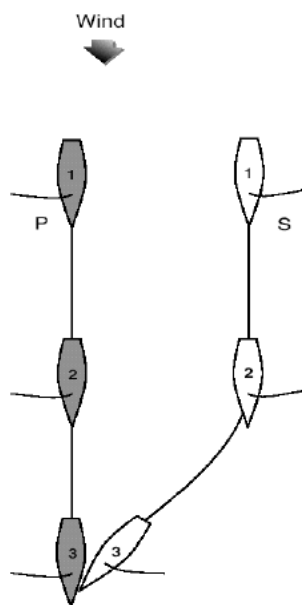
CASE 105

Rule 10, On Opposite Tacks
Rule 14, Avoiding Contact
Rule 15, Acquiring Right of Way
Rule 16.1, Changing Course

When two boats are running on opposite tacks, the starboard-tack boat may change course provided she gives the port-tack boat room to keep clear.

Facts

After sailing alongside P for some time on port tack, S gybes to starboard tack without breaking rule 15. Both boats continue to sail parallel courses. About two minutes after her gybe S begins to luff. P does not respond to the luff and the boats touch at position 3. There is no damage or injury.



Questions

At the time of the contact, does rule 15 still apply? Does S break rule 16.1?

Answers

S as the starboard-tack boat has right of way under rule 10, and P as the port-tack boat must keep clear. Rule 15 applies only briefly after S becomes the right-of-way boat, but rule 16.1 continues to limit how S may change course. S may luff provided that she does so in a way that gives P room to keep clear, and P must be prepared to react promptly, if necessary by gybing, to continue to keep clear. Since P has room to keep clear of S by responding promptly when S luffs, S does not break rule 16.1. P does not keep clear and does not avoid contact with S. P is therefore penalized for breaking rules 10 and 14(a).

S also breaks rule 14 because, after it becomes clear that P is not keeping clear, S can avoid the contact. However, because there is no damage or injury, she is exonerated by rule 43.1(c).

DEN 2005



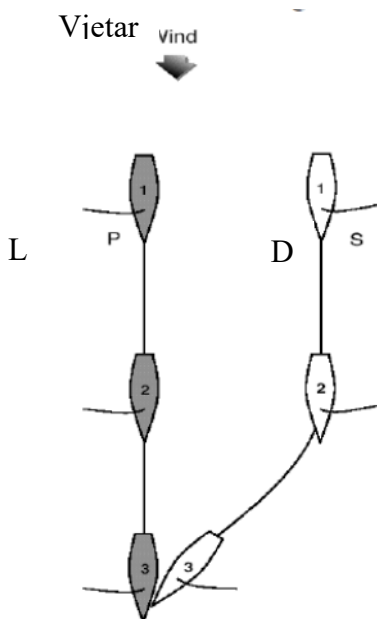
SLUČAJ 105

Pravilo 10, Na suprotnim uzdama
Pravilo 14; Izbjegavanje dodira
Pravilo 15, stjecanje prava puta
Pravilo 16.1, Mijenjanje kursa

Kada dvije jedrilice jedre na suprotnim uzdama, jedrilica na desnim uzdama može promijeniti kurs pod uvjetom da jedrilici na lijevim uzdama da prostor za uklanjanje.

Činjenice

Nakon što je neko vrijeme jedrila uz L lijevim uzdama, D okreće na desne uzde bez kršenja pravila 15. Obje jedrilice nastavljaju jedriti paralelnim kursovima. Otprilike dvije minute nakon kruženja D počinje skretati s kursa prihvaćajući. L ne reagira na prihvaćanje D i jedrilice se dodiruju u poziciji 3. Nema štete ni ozljeda.



Pitanja

U trenutku dodira, primjenjuje li se još uvijek pravilo 15? Krši li D pravilo 16.1?

Odgovori

D jedrilica na desnim uzdama ima pravo puta prema pravilu 10, a L kao jedrilica na lijevim uzdama mora se uklanjati. Pravilo 15 primjenjuje se samo kratko nakon što D postane jedrilica s pravom puta, ali pravilo 16.1 i dalje ograničava kako i koliko D smije promijeniti kurs. D može prihvaćati smjer pod uvjetom da to čini na način koji daje L prostor za uklanjanje, a L mora biti spremna brzo reagirati, ako je potrebno kruženjem, kako bi se nastavila uklanjati. Budući da L ima prostor za uklanjanje od D brzim odgovorom kada D prihvaća, S ne krši pravilo 16.1. P se ne uklanja i ne izbjegava sosdir s D. L je stoga kažnjena za kršenje pravila 10 i 14(a).

S također krši pravilo 14 jer, nakon što je postalo jasno da se P ne uklanja, D je mogla može izbjeći dodir. Međutim, budući da nema štete ili ozljede, iskupljena je prema pravilu 43.1(c).

DEN 2005



CASE 106

Definitions, Sail the Course

Rule 28.1, Sailing the Course

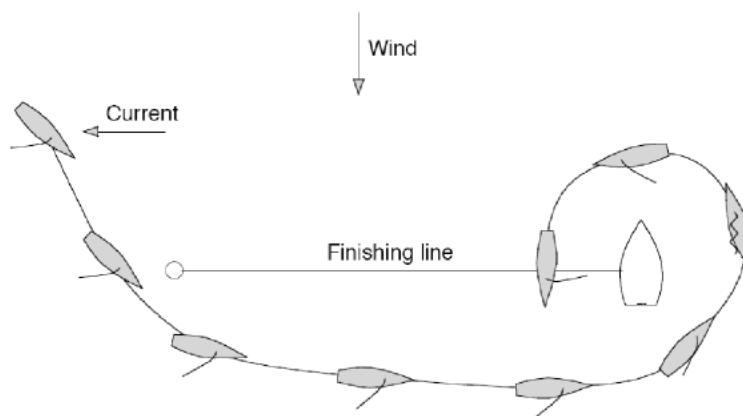
When the string representing a boat's track lies on the required sides of finishing marks or gate marks, it is not relevant that, when drawn taut, it also passes one of those marks on the non- required side.

Facts

As boats approach a downwind finishing line, a tidal current takes one of them outside one of the finishing marks. She sails beyond the entire finishing line, rounds the other finishing mark, and then crosses the finishing line from its course side.

Question

Has the boat complied with rule 28.1?



Answer

Yes. When the course requires boats to pass between two marks at a finishing line or at a gate, a boat complies with rule 28.1 if the string representing her track when drawn taut passes between the marks from the direction of the previous mark (see the definition Sail the Course). She complies with rule 28.1 even if the string also passes one mark of the finishing line or gate on the non- required side. In this case the boat passed the buoy serving as a mark of the finishing line on the non-required side before passing it on the required side.

See Case 90 for a discussion of a similar incident at a starting line.

GBR 2004/4



SLUČAJ 106

Definicije, Jedrenje kursa Pravilo 28.1, Jedrenje kursa

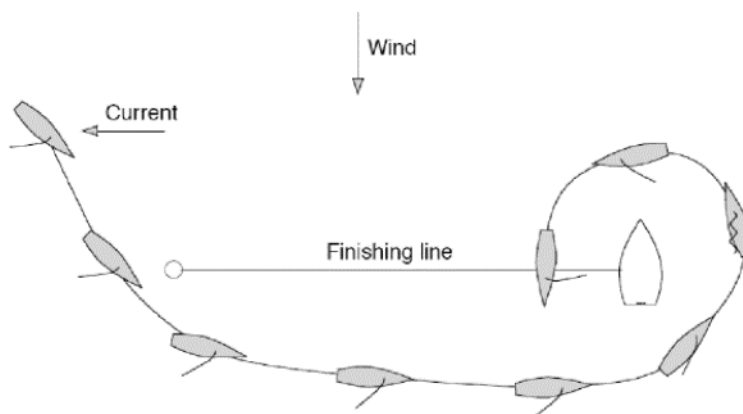
Kada uzica koja predstavlja putanju jedrilice leži na zahtijevanim stranama oznaka cilja ili oznaka vrata, nije bitno da, kada je zategnuta, također prolazi jednu od tih oznaka na neobaveznoj strani.

Činjenice

Dok se jedrilice približavaju liniji cilja niz vjetar, plimna struja odnosi jedan od njih izvan jedne od oznaka cilja. Ona jedri iza cijele linije cilja, obilazi drugu oznaku cilja, a zatim prelazi liniju cilja sa strane kursa.

Pitanje

Da li je jedrilica udovoljila pravilu 28.1?



Odgovor

Da. Kada staza zahtijeva da jedrilice prođu između dvije oznake na liniji cilja ili na vratima, jedrilica se pridržava pravila 28.1 ako uzica koja predstavlja njezinu brazdu kada ee zategne prolazi između oznaka cilja iz smjera prethodne oznake (vidi definiciju Jedrenje kursa). jedrilica se pridržava pravila 28.1 čak i ako uzica prolazi jednu oznaku linije cilja ili vrata na neobaveznoj strani. U ovom slučaju jedrilica je prošla plutaču koja služi kao oznaka linije cilja na neobaveznoj strani prije nego što ju je prošla na obveznoj strani.

Vidjeti Slučaj 90 za raspravu o sličnom incidentu na liniji starta.

GBR 2004/4



CASE 107

Rule 14, Avoiding Contact

Rule 44.1(b), Penalties at the Time of an Incident: Taking a Penalty

Rule 60.5(c)(2), Protests: Protest Decisions

During the starting sequence, a boat that is not keeping a lookout may thereby fail to do everything reasonably possible to avoid contact. Hailing is one way that a boat may 'act to avoid contact.' When a boat's breach of a rule of Part 2 causes serious damage and she then retires, she has taken the applicable penalty and is not to be disqualified for that breach.

Facts

Between the preparatory and starting signals, *Ephesian* on starboard tack and *Jupa* on port tack approached each other head-to-head. Both boats were heavy keelboats, 33 feet (10 m) long. Neither boat was aware of the other. On each of the boats, the crew member who normally would have been stationed by the forestay was handling the genoa, and no other crew members were keeping a lookout. *Ephesian* was moving slowly with limited manoeuvrability. They collided, causing serious damage to *Jupa*, who therefore retired. In the resulting protest, *Jupa* was disqualified under rule 10, and *Ephesian* was disqualified under rule 14. *Ephesian* appealed, claiming that she could not have avoided *Jupa* by changing course or speed.

Decision

Rule 14 begins 'If reasonably possible, a boat shall avoid contact with another boat.' This requirement means a boat must do everything that can reasonably be expected of her in the prevailing conditions to avoid contact. This includes keeping a good lookout while sailing in the starting area during the starting sequence, a time when boats are often close to one another and frequently change course.

The protest committee concluded that if either boat had seen the other a collision could have been avoided, even at the last minute, particularly if *Ephesian* had hailed *Jupa* when it was clear that *Jupa* was not changing course to keep clear. Until that moment, rule 14 allows a right-of-way boat to delay acting to avoid contact. It follows that at that moment she must begin to act in an effort to avoid contact. The word 'act' is not restricted to changing course or speed. Hailing was an action that *Ephesian* could and should have taken. *Ephesian* broke rule 14(a). Because the collision resulted in damage, *Ephesian* was not exonerated by rule 43.1(c) and the protest committee's decision to disqualify her was correct. Her appeal is therefore dismissed.

Clearly, *Jupa* broke rules 10 and 14(a). As a result of the serious damage she suffered in the collision, she retired from the race and thus took the applicable penalty (see rule 44.1(b)). Rule 60.5(c)(2) prohibits penalizing her further. The disqualification of *Jupa* is reversed and she is to be scored RET.

GBR 2004/6

SLUČAJ 107

Pravilo 14; Izbjegavanje dodira

Pravilo 44.1(b), Kazne u trenutku incidenta: Prihvatanje kazne

Pravilo 60.5(c)(2), Prosvjedi: Odluke prosvjeda

Tijekom startne procedure, jedrilica koja ne pazi na događanja u okolini može propustiti učiniti sve što je ikako moguće kako bi izbjegla dodir. Dovikivanje je jedan od načina na koji jedrilica može „djelovati kako bi izbjegla dodir“. Kada prekršaj pravila iz Dijela 2. od strane jedrilice uzrokuje ozbiljnu štetu i ona se potom povuče, prihvatila je odgovarajuću kaznu i neće biti diskvalificirana zbog tog prekršaja.

Činjenice

Između signala pripreme i starta, *Ephesian* na desnim uzdama i *Jupa* na lijevim uzdama približili su se jedna drugoj na kursu sudara. Obje jedrilice bila su teške jedrilice s koblicom, duge 33 stope (10m). Niti jedna jedrilica nije bila svjesna druge. Na svakoj od jedrilica, član posade koji bi inače bio smješten uz prednju pritegu jarbola irukovao je škotom đenove a nijedan drugi član posade nije osmatrao. *Ephesian* se kretao sporo s ograničenom sposobnošću manevriranja. Sudarili su se, uzrokujući ozbiljnu štetu *Jupa* je stoga odustala. U rezultirajućem prosvjedu, *Jupa* je diskvalificirana prema pravilu 10, a *Ephesian* prema pravilu 14. *Ephesian* se žalila, tvrdeći da nije mogla izbjeći *Jupu* promjenom kursa ili brzine.

Odluka

Pravilo 14 počinje s „Ako je ikako moguće, jedrilica mora izbjegavati dodir s drugom jedrilicom.“ Ovaj zahtjev znači da jedrilica mora učiniti sve što se od nje može očekivati u prevladavajućim uvjetima kako bi izbjegla dodir. To uključuje dobro osmatranje tijekom jedrenja u području starta tijekom trajanja postupka startanja, za koje su vrijeme jedrilice često blizu jedna drugoj i često mijenjaju kurs.

Odbor za prosvjede zaključio je da bi se sudar mogao izbjeći čak i u zadnji čas, ako bi bilo koja od jedrilica vidjela drugu, posebno ako bi *Ephesian* doviknuo *Jupu* kada je bilo jasno da *Jupa* ne mijenja kurs kako bi ju upozorio da se uklanja. Do tog trenutka, pravilo 14 dopušta jedrilici s pravom puta da odgađa djelovanje kojim bi izbjegla dodir. Iz toga slijedi da u tom trenutku mora početi djelovati u nastojanju da izbjegne dodir. Riječ 'djelovati' nije ograničena na promjenu kursa ili brzine. Dovikivanje je bila radnja koju je *Ephesian* mogla i trebala poduzeti. *Ephesian* je prekršila pravilo 14(a). Budući da je sudar rezultirao štetom, *Ephesian* nije iskupljena prema pravilu 43.1(c) i odluka odbora za prosvjede o njezinoj diskvalifikaciji bila je ispravna. Njezina žalba se stoga odbacuje.

Očigledno, *Jupa* je prekršila pravila 10 i 14(a). Zbog ozbiljne štete koju je pretrpjela u sudaru, odustala je od natjecanja i stoga je primila odgovarajuću kaznu (vidi pravilo 44.1(b)). Pravilo 60.5(c)(2) zabranjuje njezino daljnje kažnjavanje. Diskvalifikacija *Jupe* se poništava i ona će biti bodovana RET (Povukla se).

GBR 2004/6



CASE 108

Definitions, Sail the Course

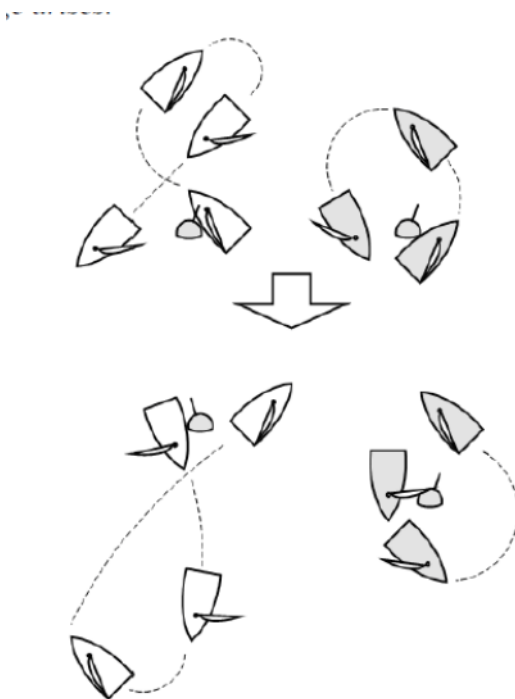
Rule 28.1, Sailing the Course

Rule 31, Touching a Mark

Rule 44.1(b), Penalties at the Time of an Incident: Taking a Penalty

Rule 44.2, Penalties at the Time of an Incident: One-Turn and Two-Turns Penalties

When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.



Facts

In each of the four illustrated situations, a boat touches a rounding mark that she is required to leave to port and then makes a turn that includes one tack and one gybe.

Question

In each situation, does the boat take a One-Turn Penalty that complies with rule 44 and with rule 28.1?

Answer

When a boat breaks rule 31, her penalty is usually a One-Turn Penalty. However, if, by touching the mark, she causes injury or serious damage or gains a significant advantage in the race or series, her penalty is to retire (see rule 44.1(b)).

In each illustrated situation she takes a One-Turn Penalty that complies with rule 44.2, provided that

- as soon as possible, and before beginning her penalty turn, she sails well clear of any other boats;
- when she begins her penalty turn she is no longer touching the mark; and
- she makes her penalty turn promptly after she is clear of other boats.

Rule 44.2 does not require a boat that takes a One-Turn Penalty to complete a full 360° turn, or a turn of any particular number of degrees, and it does not prohibit taking the penalty while making another manoeuvre, such as rounding the mark.

All four illustrated turns comply with rule 28.1. Provided that the string representing the boat's track when drawn taut lies on the mark's required side, the boat would comply with rule 28.1 even if (as not illustrated) a penalty turn resulted in the boat making an extra 360° turn around the mark.

GBR 2005/4



SLUČAJ 108

Definicije, Jedrenje kursa

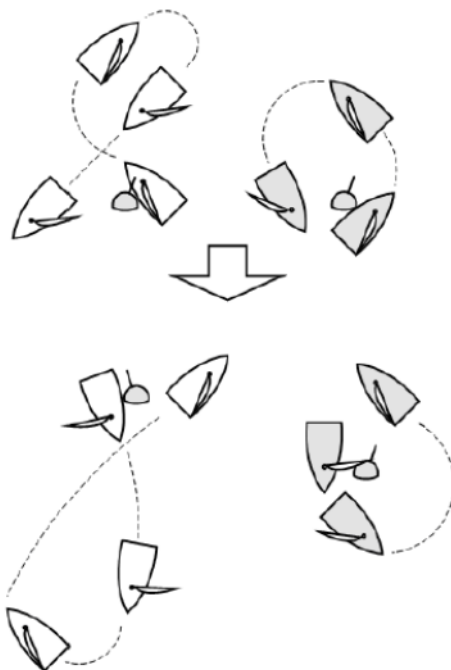
Pravilo 28.1, Jedrenje kursa

Pravilo 31, Dodirivanje oznake

Pravilo 44.1(b), Kazne u trenutku incidenta: Prihvaćanje kazne

Pravilo 44.2, Kazne u trenutku incidenta: Kazne jednog i dva okreta

Prilikom prihvaćanja kazne nakon dodirivanja oznake, jedrilica ne mora dovršiti puni okret od 360° i može prihvatiti kaznu dok istovremeno obilazi oznaku. Njezin okret za obilazak oznake poslužit će kao kazna ako uključuje letanje i kruženje, ako se izvede odmah nakon što više ne dodiruje oznaku i daleko je od drugih jedrilica, te kada se ne postavlja pitanje prednosti.



Činjenice

U svakoj od četiri crtežom prikazane situacije, jedrilica je dodirnula oznaku koju mora obići ostavljajući je na lijevoj strani a zatim prihvatiti kaznu jednog okreta izvođa koji uključuje jedno letanje i jedno kruženje.

Pitanje

U svakoj od situacija, prihvaća li jedrilica kaznu od jednog okreta u skladu s pravilom 44 i pravilom 28.1?

Odgovor

Kada jedrilica prekrši pravilo 31, njezina kazna je obično kazna jednog okreta. Međutim, ako dodirnom oznake uzrokuje ozljedu ili ozbiljnu štetu ili stekne značajnu prednost u natjecanju ili seriji, njezina kazna je odustajanje (vidi pravilo 44.1(b)).

U svakoj od prikazanih situacija jedrilica prihvaća kaznu od jednog okreta koja je u skladu s pravilom 44.2, pod uvjetom da

- što je prije moguće, a prije početka kaznenog okreta, jedri daleko od svih drugih jedrilica;
- kada započinje svoj kazneni okret više ne dodiruje oznaku; i
- izvođa svoj kazneni okret odmah nakon što se udalji od drugih jedrilica.

Pravilo 44.2 ne zahtijeva od jedrilice koja prihvaća kaznu jednog okreta da izvrši puni okret od 360° ili okret od bilo kojeg određenog broja stupnjeva, a ne zabranjuje prihvaćanje kazne tijekom izvođenja nekog drugog manevra, poput obilaska oznake. Sva četiri prikazana okreta u skladu su s pravilom 28.1. Pod uvjetom da uzica koja predstavlja brazdu jedrilice, kada je zategnuta, leži na propisanoj strani oznake, jedrilica bi se pridržavala pravila 28.1 čak i ako (kao što nije prikazano) kazneni okret rezultira dodatnim okretom jedrilice od 360° oko oznake.

Napomena prevoditelja: Na crtežom prikazanim situacijama nema drugih jedrilica od kojih bi jedrilica koja je dodirnula oznaku trebala jedriti daleko prije prihvaćanja kazne.

GBR 2005/4



CASE 109

Part 2, Preamble

Rule 56, Fog Signals and Lights; Traffic Separation Schemes; Tracking Systems

International Regulations for Preventing Collisions at Sea

The IRPCAS or government right-of-way rules apply between boats that are racing only if a rule in the notice of race says so, and in that case all of the Part 2 rules are replaced. An IRPCAS or government rule, other than a right-of-way rule, may be made to apply by including it in the notice of race, the sailing instructions or another document governing the event.

Question 1

What are the 'government rules' to which the preamble to Part 2 and rule 56.1 refer? How do those rules differ from the *International Regulations for Preventing Collisions at Sea (IRPCAS)*?

Answer 1

The *IRPCAS* apply only 'upon the high seas and in all waters connected therewith navigable by seagoing vessels' (*IRPCAS* Rule 1(a)). On a country's harbours, rivers, lakes and other inland waters, governments and other government authorities may establish other rules. Those other rules are the 'government rules' to which the Part 2 preamble and rule 56.1 refer. Such rules, which may apply nationally on all inland waters or only on specific inland waters, may restate, replace, change or add to the *IRPCAS* (*IRPCAS* Rules 1(b) and 1(c)).

Question 2

When the notice of race, sailing instructions and other documents that govern an event do not mention the *IRPCAS* or government rules, do any rules of the *IRPCAS* or government rules apply to a boat racing under *The Racing Rules of Sailing*?

Answer 2

Yes. When a boat sailing under the Part 2 rules meets a vessel that is not, the *IRPCAS* or government right-of-way rules apply between them (Part 2 preamble).

In addition, a boat racing shall comply with rule 10, Traffic Separation Schemes, of the *IRPCAS* (rule 56.2). Finally, if a boat is equipped with sound signals and lights required by the *IRPCAS* or applicable government rules, she shall, while racing, sound those fog signals and show those lights as required by the *IRPCAS* or applicable government rules (rule 56.1).

Question 3

May the notice of race, sailing instructions or another document that governs the event make the *IRPCAS* or government right-of-way rules or other rules of the *IRPCAS* or government rules applicable?

Answer 3

Yes, in three ways:

- (1) Only the notice of race may state that the right-of-way rules of the *IRPCAS* or government rules replace all of the rules of Part 2 (Part 2 preamble and rule J1.2(13)). This is often done for oceanic races and also for racing at night.
- (2) The notice of race or the sailing instructions may state that a particular rule from the *IRPCAS* or government rules (other than a right-of-way rule) will apply to the event and include the text of that rule (rule J2.2(29)).
- (3) The definition Rule includes '(g) any other documents that govern the event.' Such a document may include the text of a particular rule or rules from the *IRPCAS* or government rules (other than a right-of-way rule) that will apply to the event. To govern an event, a document must be listed in the notice of race (rule J1.1(3)), stating where or how it may be obtained.

A boat that breaks a rule of the *IRPCAS* or a government rule can always be prosecuted by an authority responsible for its enforcement, but a protest may be made under such a rule only when the rule concerned 'governs the event'.

Question 4

If a rule in the notice of race states that the right-of-way rules of the *IRPCAS* replace the rules of Part 2, which rules of Part 2 are replaced by which rules of the *IRPCAS*?

Answer 4

All the rules of Part 2 are replaced. Part B of the *IRPCAS* contains the *IRPCAS* 'Steering and Sailing Rules', which are, in effect, 'right-of-way rules'. However, Part B of the *IRPCAS* must be read in conjunction with the whole of the *IRPCAS*, particularly Part A. For example, many terms used in Part B are defined in Part A.

Question 5

Is it possible to provide for a wider or narrower range of replacements of right-of-way rules that apply between competing boats?

Answer 5

The notice of race may only replace all the rules of Part 2 with all the right-of-way rules of the *IRPCAS* or government rules. A wider or narrower range of replacements of right-of-way rules that apply between competing boats is not permitted (see rule 86.1(b)).

GBR 2005/1



SLUČAJ 109

Dio 2; Preambula

Pravilo 56, Signali za maglu i svjetla; Sustavi odvojenog prometa; Sustavi praćenja

Međunarodna pravila za izbjegavanje sudara na moru (IRPCAS)

Pravila IRPCAS-a ili propisi vlade o pravu puta primjenjuju se između jedrilica koje se natječu samo ako to kaže pravilo u oglasu regate. U tom slučaju se zamjenjuju sva pravila iz Dijela 2. Drugo pravilo IRPCAS-a ili propis vlade, osim pravila o pravu puta, može se primijeniti uključivanjem u oglas regate, upute za jedrenje ili drugi dokument koji uređuje regatu.

Pitanje 1

Koji su to „propisi vlade“ koji se navode u preambuli Dijela 2. i u pravilu 56.1? Po čemu se ti prpropisi razlikuju od Međunarodnih propisa za sprječavanje sudara na moru (IRPCAS)?

Odgovor 1

IRPCAS se primjenjuje samo „na otvorenom moru i u svim s njim povezanim vodama kojima plove morska plovila“ (IRPCAS pravilo 1(a)). U lukama, rijekama, jezerima i drugim unutarnjim vodama neke zemlje, vlada i druga vladina tijela mogu utvrditi druge propise. Ti drugi prpropisi su „propisi vlade“ a koji se navode u preambuli Dijela 2. i u pravilu 56.1. Takvi propisi, koji se mogu primjenjivati na nacionalnoj razini na svim unutarnjim vodama ili samo na određenim unutarnjim vodama, mogu drugačije sročiti, zamijeniti, izmijeniti ili dopuniti IRPCAS (IRPCAS pravila 1(b) i 1(c)).

Pitanje 2

Kada oglas regate, upute za jedrenje i drugi dokumenti koji uređuju regatu ne spominju IRPCAS ili propise vlade, primjenjuju li se bilo koja pravila IRPCAS-a ili vladinih pravila na jedrilicu koja se natječe prema *Pravilima jedriličarskih natjecanja*?

Odgovor 2

Da. Kada se jedrilica koja jedri prema pravilima Dijela 2 susretne s plovilom koje nije u natjecanju, između njih se primjenjuju pravila IRPCAS-a ili propisi vlade o pravu puta (vidjeti preambulu Dijela 2).

Osim toga, jedrilica koja se natječe mora se pridržavati pravila 10, Sheme odvojenog plovnog prometa u, IRPCAS-u (pravilo 56.2). Konačno, ako je jedrilica opremljena zvučnim signalima i svjetlima koje zahtijeva IRPCAS ili primjenjivi propisi vlade, mora tijekom natjecanja davati te zvučne signale za maglu i pokazivati ta svjetla kako zahtijeva IRPCAS ili primjenjivi propisi vlade (pravilo 56.1).

Pitanje 3

Smije li oglas regate, upute za jedrenje ili neki drugi dokument koji uređuje regatu učiniti primjenjivim pravila IRPCAS-a ili propise vlade o pravu puta ili druga pravila IRPCAS-a ili propise vlade?

Odgovor 3

Da, na tri načina:

1. Samo u oglasu za regatu može se navesti da pravila o pravu puta IRPCAS-a ili vladina pravila zamjenjuju sva pravila Dijela 2. (preambula Dijela 2 i pravilo J1.2(13)). To se često radi za regate na oceanu, a također i za noćne regate.
2. U oglasu regate ili uputama za jedrenje može se navesti da će se na regatu primjenjivati određeno pravilo iz IRPCAS-a ili propisa vlade (osim pravila o pravu puta) i navesti to pravilo (pravilo J2.2(29)).
3. Definicija Pravila uključuje „(g) sve ostale dokumente koji uređuju regatu.“ Takav dokument može uključivati tekst određenih pravila ili pravila iz IRPCAS-a ili propisa vlade (osim pravila o pravu puta) koji će se primjenjivati na regatu. Da bi se njima uredila regata, dokument mora biti naveden u oglasu regate (pravilo J1.1(3)), u kojem se navodi gdje ili kako se može dobiti-nabaviti.

Jedrilica koja prekrši pravilo IRPCAS-a ili propis vlade uvijek može biti predmet postupka od strane tijela odgovornog za njegovu provedbu, ali prosvjed se može podnijeti prema takvom pravilu samo kada dotično pravilo „upravlja događajem“.

Pitanje 4

Ako pravilo u oglasu regate navodi da pravila o pravu puta IRPCAS-a zamjenjuju pravila Dijela 2, koja se pravila Dijela 2 zamjenjuju kojim pravilima IRPCAS-a?

Odgovor 4

Sva pravila Dijela 2. su zamijenjena. Dio B IRPCAS-a sadrži IRPCAS-ova „Pravila o plovidbi i kormilarenju“, koja su zapravo „pravila o pravu puta“. Međutim, dio B IRPCAS-a mora se čitati zajedno s cijelim IRPCAS-om, posebno s dijelom A. Na primjer, mnogi pojmovi korišteni u dijelu B definirani su u dijelu A.

Pitanje 5

Je li moguće predvidjeti širi ili uži raspon zamjena pravila o pravu puta koja se primjenjuju između jedrilica u natjecanju?

Odgovor 5

Oglas regate može zamijeniti sva pravila Dijela 2 isključivo sa svim pravilima o pravu puta IRPCAS-a ili propisima vlade. Širi ili užu raspon zamjena pravila o pravu puta koja se primjenjuju između jedrilica u natjecanju nije dopušten (vidi pravilo 86.1(b)).

The notice of race may only replace all the rules of Part 2 with all the right-of-way rules of the IRPCAS or government rules. A wider or narrower range of replacements of right-of-way rules that apply between competing boats is not permitted (see rule 86.1(b)).

GBR 2005/1



CASE 110

Rule 61.4(b)(2), Redress: Redress Decisions

Rule 61.4(b)(3), Redress: Redress Decisions

Under rule 61.4(b)(2) or 61.4(b)(3), a boat physically damaged is eligible for redress only if the damage itself significantly worsened her score or place. Contact is not necessary for one boat to cause injury or physical damage to another. A worsening of a boat's score or place caused by an avoiding manoeuvre is not, by itself, grounds for redress. In rules 61.4(b)(2) and 61.4(b)(3), 'injury' refers to bodily injury to a person and 'damage' is limited to physical damage to a boat or her equipment.

Facts for Questions 1, 2 and 3

The rules of Part 2 apply between boats A and B. B is required to keep clear of A. However, B collides with A, turning A 180 degrees before she is able to continue sailing to the next mark. A loses five finishing places because of the incident. She protests B and requests redress under rule 61.4(b)(2). During the hearing, A's protest is upheld and B is penalized. The protest committee also finds that there was physical damage to A but that the damage itself did not affect her ability to proceed in the race at normal speed.

Question 1

Is A entitled to redress?

Answer 1

No. Under rule 61.4(b)(2), the damage itself must be the reason a boat's score or place is made significantly worse. In this case the damage had no effect on A's score or place.

Question 2

Must contact between the boats occur in order for redress to be granted under rule 61.4(b)(2)?

Answer 2

No. A boat that suffers injury to a member of her crew or physical damage while acting to avoid contact with a boat that has broken a rule of Part 2 may be entitled to redress if the injury or damage is found to have made her score or place significantly worse and was not her fault. See also Case 135.

Question 3

If there had been no collision because A had been able to avoid B by changing course 180 degrees, but A lost five places as a result, would she have suffered 'injury' or 'damage' as those terms are used in rule 61.4(b)(2)?

Answer 3

No. In rule 61.4(b)(2), 'injury' refers only to bodily injury to a person, and 'damage' is limited to physical damage to a boat or her equipment. See also Case 19.

Facts for Question 4

The facts are the same as for Questions 1, 2 and 3 except that B is a vessel not racing that was required to keep clear or was determined to be at fault under the IPCAS or a government right-of-way rule, and A requests redress under rule 61.4(b)(3):

The rules of Part 2 do not apply between boats A and B. B is a vessel not racing. The IPCAS apply between A and B. Under a rule in the IPCAS, B is required to keep clear of A. However, B collides with A, turning A 180 degrees before she is able to continue sailing to the next mark. A loses five finishing places because of the incident. A requests redress under rule 61.4(b)(3). During the redress hearing, the protest committee finds that a rule in the IPCAS did require B to keep clear of A and that B was at fault under that rule. The protest committee also finds that there was physical damage to A but that the damage itself did not affect her ability to proceed in the race at normal speed.

Question 4

Would the answers to Questions 1, 2 and 3 be the same?

Answer 4

Yes.

USA 1996/73 and 2007/98



SLUČAJ 110

Pravilo 61.4(b)(2), Ispravak: Odluke o ispravku

Pravilo 61.4(b)(3), Ispravak: Odluke o ispravku

Prema pravilu 61.4(b)(2) ili 61.4(b)(3), fizički oštećena jedrilica ima pravo na ispravak samo ako je sama šteta značajno pogoršala njezine bosove ili plasman. Dodir nije nužan da bi jedna jedrilica uzrokovala ozljedu ili fizičku štetu drugoj. Pogoršanje bodovanja ili plasmata jedrilice uzrokovano manevrom izbjegavanja samo po sebi nije osnova za ispravak. U pravilima 61.4(b)(2) i 61.4(b)(3), „ozljeda“ se odnosi na tjelesnu ozljedu osobe, a „šteta“ je ograničena na fizičku štetu na jedrilici ili njezinoj opremi.

Činjenice za pitanje 1, 2 i 3

Pravila iz Dijela 2 primjenjuju se između jedrilica A i B. B se mora uklanjati jedrilici A. Međutim, B se sudara s jedrilicom A, okrećući jedrilicu A za 180 stupnjeva prije nego je A u mogućnosti nastaviti jedriti do sljedeće oznake. A gubi pet mjesta na cilju zbog incidenta. A prosvjeduje protiv B i traži ispravak prema pravilu 61.4(b)(2). Tijekom saslušanja, prosvjed jedrilice A je usvojen, a jedrilica B je kažnjena. Odbor za prosvjede također utvrđuje da je došlo do fizičke štete na jedrilici A, ali da sama šteta nije utjecala na njezinu sposobnost nastavka natjecanja uobičajenom brzinom.

Pitanje 1

Ima li A pravo na ispravak?

Odgovor 1

Ne. Prema pravilu 61.4(b)(2), sama šteta mora biti razlogom značajnog pogoršanja bodovanja ili mjesta završavanja jedrilice. U ovom slučaju šteta nije imala utjecaja na bodovanje ili mjesto završavanja A.

Pitanje 2

Mora li doći do dodira između jedrilica da bi se odobrilo ispravak prema pravilu 61.4(b)(2)?

Odgovor 2

Ne. Jedrilica koja pretrpi ozljedu člana svoje posade ili fizičku štetu dok pokušava izbjeći dodir s jedrilicom koja je prekršila pravilo Dijela 2 može imati pravo na ispravak ako se utvrdi da je ozljeda ili šteta značajno pogoršala njezino bodovanje ili mjesto završavanja bez njezine krivnje. Vidjeti i Slučaj 135.

Pitanje 3

Da nije bilo sudara jer je A uspjela izbjeći B promjenom kursa za 180 stupnjeva, ali je A zbog toga izgubila pet mjesta završavanja, bi li pretrpjela „ozljedu“ ili „štetu“ kako se ti izrazi koriste u pravilu 61.4(b)(2)?

Odgovor 3

Ne. U pravilu 61.4(b)(2), „ozljeda“ se odnosi samo na tjelesnu ozljedu osobe, a „šteta“ je ograničena na fizičku štetu na jedrilici ili njezinoj opremi. Vidjeti i Slučaj 19.

Činjenice za pitanje 4

Činjenice su iste kao za pitanja 1, 2 i 3, osim što je B plovilo koje se ne natječe i koje se bilo dužno uklanjati ili je utvrđeno da je krivo prema IPCAS-u ili propisom vlade o pravu puta, a A traži ispravak prema pravilu 61.4(b)(3):

Pravila Dijela 2 se ne primjenjuju između jedrilice A i plovila B. B je plovilo koje se ne natječe. IPCAS se primjenjuje između A i B. Prema pravilu u IPCAS-u, B se mora uklanjati jedrilici A. Međutim, B se sudara s jedrilicom A, okrećući A za 180 stupnjeva prije nego što može nastaviti jedriti do sljedeće oznake. A gubi pet mjesta završavanja zbog incidenta. A traži ispravak prema pravilu 61.4(b)(3). Tijekom saslušanja za ispravak, odbor za prosvjede utvrđuje da je pravilo u IPCAS-u zahtijevalo od plovila B da se uklanja jedrilici A i da je B bilo krivo prema tom pravilu. Odbor za prosvjede također utvrđuje da je došlo do fizičke štete na jedrilici A, ali da sama šteta nije utjecala na njezinu sposobnost da nastavi jedrenje uobičajenom brzinom.

Pitanje 4

Da li bi odgovori na pitanja 1, 2 i 3 bili isti?

Odgovor 4

Da

USA 1996/73 and 2007/98



CASE 111

Rule 30.2, Starting Penalties: Z Flag

Rule Rule 30.4, Starting Penalties: Black Flag Rule

If a boat breaks rule 30.2 or rule 30.4 during a starting sequence that results in a general recall after the starting signal, the race committee is required to penalize her even if the race had been postponed before that starting sequence or if, during a later starting sequence, a postponement was signalled before the starting signal.

Facts for Question 1

The preparatory signal displayed by the race committee was flag Z. Boat A's hull was identified in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. After the starting signal the race committee signalled a general recall. The race committee then began a second starting sequence for that race and again displayed flag Z as the preparatory signal. After removing the preparatory signal, but before the starting signal, the race committee signalled a postponement. Later, the race committee began a third sequence of signals and was successful in starting the race, and the race was completed.

A was given a 20% Scoring Penalty, and she requested redress on the grounds that the race had been postponed – indeed, postponed twice – before its starting signal and, therefore, under rule 30.2's third sentence, she should not have received the penalty.

Question 1

When the race committee imposed a 20% Scoring Penalty on boat A, did it act properly under rule 30.2?

Answer 1

Yes. The first three sentences of rule 30.2 refer to a single starting sequence. The starting sequence in which A was identified in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal was not postponed or abandoned before its starting signal. Therefore, the race committee acted properly under rule 30.2 when it imposed a 20% Scoring Penalty on A. That action was not an improper action, and A was not entitled to redress.

During the second starting sequence, if the hull of a boat had been identified in the triangle between the time that the preparatory signal was removed and the time that the postponement signal was made, then it would have been an improper action under rule 30.2 to give that boat a 20% Scoring Penalty.

Facts for Question 2

The facts are the same as those in Question 1 except that the black flag was used as the preparatory signal for the first and second attempted starts. Before the warning signal for the second attempted start the race committee displayed A's sail number. A sailed in the starting area during the second starting sequence and sailed in the race after the third starting sequence. A was scored DNE for that race without a hearing.

Question 2

When the race committee scored A DNE without a hearing, did it act properly under rule 30.4?

Answer 2

Yes. The reasoning in Answer 1 also applies here. The race committee acted properly when it scored A DNE without a hearing, and A was not entitled to redress.

During the second starting sequence, if the hull of a boat had been identified in the triangle between the time that the preparatory signal was removed and the time that the postponement signal was made, then it would have been an improper action under rule 30.4 to disqualify that boat without a hearing.

World Sailing 2009



SLUČAJ 111

Pravilo 30.2, Kazne na startu: Zastava Z

Pravilo 30.4, Kazne na startu: Pravilo „Crne zastave“

Ako jedrilica prekrši pravilo 30.2 ili pravilo 30.4 tijekom startanja koje rezultira općim opozivom nakon startnog signala, regatni odbor je dužan kazniti je čak i ako je natjecanje bilo odgođeno prije tog startanja ili ako je, tijekom kasnijeg startanja odgoda signalizirana prije startnog signala.

Činjenice za pitanje 1

Signal pripreme koji je istaknuo regatni odbor bila je zastava Z. Trup jedrilice A bio je prepoznat u trokutu koji tvore krajevi linije starta 1 i prva oznaka, tijekom posljednje minute prije njezinog signala starta. Nakon signala starta regatni odbor je signalizirao opći opoziv. Regatni odbor je zatim je započeo drugi postupak startanja za to natjecanje i ponovno istaknuo zastavu Z kao signal pripreme. Nakon skidanja signala pripreme, ali prije signala, starta regatni odbor je signalizirao odgodu. Kasnije je regatni odbor započeo treći niz signala i uspješno startao natjecanje, te je natjecanje i završeno.

Jedrilica A je dobila bodovnu kaznu od 20% bodovanja prema mjestu završavanja. A je zatražila ispravak na temelju toga što je natjecanje bila odgođeno – zapravo, odgođeno dva puta – prije signala starta stoga, prema trećoj rečenici pravila 30.2, nije trebala dobiti kaznu.

Pitanje 1

Da li je regatni odbor, kada je odredio kaznu 20% bodovanja jedrilici A, ispravno postupio prema pravilu 30.2?

Odgovor 1

Da. Prve tri rečenice pravila 30.2 odnose se na jedan postupak startanja. Postupak startanja u kojem je A prepoznata u trokutu koji tvore krajevi linije starta i prva oznaka tijekom posljednje minute prije njezina startnog signala nije odgođena ili prekinuta prije signala starta. Stoga je regatni odbor ispravno postupio prema pravilu 30.2 kada je A izrekao kaznu od 20% bodovanja prema mjestu završavanja. Ta radnja nije bila nepravilna radnja i A nije imala pravo na ispravak.

Da je tijekom drugog postupka startanja, trup jedrilice bio prepoznat u trokutu u vremenu od skidanja pripremnog signala do trenutka kada je dan signal odgode, tada bi bilo nepravilno prema pravilu 30.2 dati toj jedrilici Bodovnu kaznu od 20% bodova.

Činjenice za pitanje 2

Činjenice su iste kao i za pitanje 1, osim što je crna zastava korištena kao signal pripreme za prvi i drugi pokušaj startanja. Prije signala upozorenja za drugi pokušaj startanja, regatni odbor je istaknuo broj jedra jedrilice A. A je jedrila u startnom području tijekom drugog postupka startanja i jedrila je u natjecanju nakon trećeg uspješnog postupka startanja. A je bodovana kao DNE za to natjecanje bez saslušanja.

Pitanje 2

Da li je regatni odbor postupio ispravno prema pravilu 30.4 kada je A, bez saslušanja, bodovao DNE?

Odgovor 2

Da. Obrazloženje u Odgovoru 1 vrijedi i ovdje. Regatni odbor je ispravno postupio kada je A bodovao DNE bez saslušanja, a A nije imala pravo na ispravak.

Da je tijekom drugog postupka startanja trup jedrilice bio prepoznat u trokutu u vremenu od skidanja signala pripreme do trenutka kada je dan signal odgode, tada bi diskvalificiranje te jedrilice bez saslušanja bila nepravilna radnja prema pravilu 30.4.

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CASE 112

Definitions, Finish

Definitions, Sail the Course

Rule 28, Sailing the Course

Rule 60.2(b)(2), Protest Requirements: Informing the Protestee

A boat that makes, and does not correct, an error in sailing the course does not break rule 28.1 until she finishes. If a boat makes such an error, a second boat may notify the first that she intends to protest before the first boat finishes, or at the first reasonable opportunity after the first boat finishes.

Facts

Boat A leaves the first mark of the course on the wrong side. Then, without correcting her error, she sails the remainder of the course correctly and crosses the finishing line from the course side and then returns to the harbour. Another boat, B, sees A leave the first mark on the wrong side and decides to protest her.

Question 1

Does A finish when she crosses the finishing line?

Answer 1

A finishes provided that she crosses the finishing line in accordance with the definition Finish, whether or not she has sailed the course in accordance with the definition Sail the Course. Because A did not continue to sail the course after crossing the finishing line, she finished in accordance with the definition at the time she crossed the line (see definition Finish (c)).

Question 2

When does A break rule 28.1?

Answer 2

A makes an error when she leaves the first mark on the wrong side. However, rule 28.2 allows her to correct her error at any time before she finishes, but not thereafter. Therefore, A does not break rule 28.1 until she finishes.

Question 3

When must B inform A of her intention to protest?

Answer 3

Rule 60.2(b)(2) states that B need not hail 'Protest' or display a red flag at the first reasonable opportunity for each. However, she must inform A of her intention to protest before A finishes or at the first reasonable opportunity after A finishes.

GBR 2003/4



SLUČAJ 112

Definicije; Završavanje

Definicije, Jedrenje kursa

Pravilo 28, Jedrenje kursa

Pravilo 60.2(b)(2), Jedini uvjet prosvjedovatelju: Obavješćavanje prosvjedovanika

Jedrilica koja napravi i ne ispravi pogrešku jedreći kursom ne krši pravilo 28.1 dok ne završi. Ako jedrilica napravi takvu pogrešku, druga jedrilica smije obavijestiti prvu da namjerava prosvjedovati prije nego što prva jedrilica završi ili u prvoj mogućoj prilici nakon što prva jedrilica završi.

Činjenice

Jedrilica A ostavlja prvu oznaku kursa na krivoj strani. Zatim, bez ispravljanja svoje pogreške, ispravno jedri ostatak kursa i prelazi liniju cilja sa strane kursa, a zatim se vraća u luku. Drugi jedrilica, B, vidi da A je ostavila prvu oznaku na krivoj strani i odlučuje prosvjedovati protiv nje.

Pitanje 1

Da li je A završila kada je presjekla liniju cilja?

Odgovor 1

A završava pod uvjetom da je presjekla liniju cilja u skladu s definicijom Završavanje, bez obzira da li je jedrila stazu u skladu s definicijom Jedrenje kursa. Budući da A nije nastavila jedriti kurs nakon prelaska linije cilja, završila je u skladu s definicijom u trenutku kada je prešla liniju (vidi definiciju Završavanje (c)).

Pitanje 2

Kada A krši pravilo 28.1?

Odgovor 2

A je pogriješila kada je prvu oznaku ostavila na krivoj strani. Međutim, pravilo 28.2 joj dopušta da ispravi svoju pogrešku u bilo kojem trenutku prije nego što završi, ali ne nakon toga. Stoga, A ne krši pravilo 28.1 dok ne završi.

Pitanje 3

Kada B mora obavijestiti A o svojoj namjeri da prosvjeduje?

Odgovor 3

Pravilo 60.2(b)(2) navodi da B ne mora doviknuti „Protest“ ili istaknuti crvenu zastavu pri prvoj mogućoj prilici za to. Međutim, mora obavijestiti A o svojoj namjeri prosvjeda prije nego što A završi ili pri prvoj mogućoj prilici nakon što A završi.

GBR 2003/4



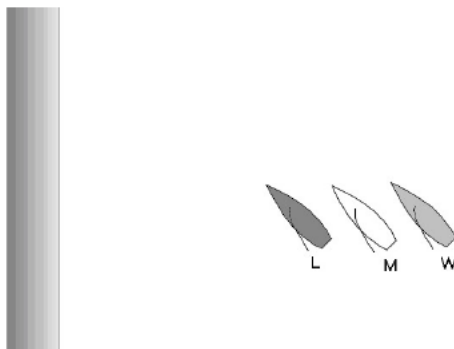
CASE 113

Rule 20, Room to Tack at an Obstruction

An explanation of the application of rule 20 when three boats sailing close-hauled on the same tack are approaching an obstruction and the leeward-most boat hails 'Room to tack', but cannot tack unless both boats to windward of her tack.

Facts

L, M and W are sailing close-hauled on starboard tack. They are approaching an obstruction that L cannot safely avoid without making a substantial course change. The obstruction is not a mark. When the boats are in the positions shown in the diagram, L hails 'Room to tack' loudly enough to be heard by both M and W. When L hails, it is clear that M and W must both tack in order to give room to L, and M does not have room to tack and avoid W.



Question 1

Does rule 20.2(c) require W to respond to L's hail?

Answer 1

Yes. When a boat that is not adjacent to the hailing boat has heard the hail, and will have to respond before the hailing boat is able to tack, she is a 'hailed boat' in the context of rule 20.2 and she shall respond accordingly.

Question 2

Is M required to hail W 'Room to tack' immediately after L's hail?

Answer 2

Yes, if W is not already responding to L's hail. Because replying 'You tack' is not an option for M in this case, M is required by rule 20.2(c) to respond to L's hail by tacking as soon as possible. Therefore, if M cannot tack because of the presence of W, she must immediately hail 'Room to tack' to W, and rule 20.3 permits her to do so even if, in the absence of L, M would not yet need to hail 'Room to tack'. If M fails to hail for room, and as a result is unable to tack as soon as possible, she breaks rule 20.2(c).

Question 3

Does any hail of words other than 'Room to tack' satisfy the requirements of rule 20.1 or rule 20.3?

Answer 3

No.

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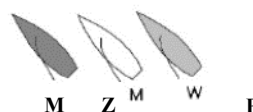
SLUČAJ 113

Pravilo 20, Prostor za letanje kod zapreke

Objašnjenje primjene pravila 20 kada se tri jedrilice koje jedre oštro uz vjetar na istim uzdama približavaju zapreci, a jedrilica u zavjetrini dovikne „Prostor za letanje“, ali ne može letati osim ako obje jedrilice u nenoj privjetrini ne letaju.

Činjenice

Z, M i P jedre sasvim uz vjetar desnim uzdama. Približavaju se zapreci koju Z ne može sigurno izbjeći bez značajne promjene kursa. Zapreka nije oznaka. Kada se jedrilice nalaze u položajima prikazanim crtežom, Z dovikuje 'Mjesta za letanje' dovoljno glasno da je čuju i M i P. Kada Z dovikne, jasno je da i M i P moraju letati kako bi dali L mjesta za letanje, a M nema mjesta za letanje i izbjegavanje P.



Pitanje 1

Da li pravilo 20.2(c) zahtijeva da P odgovori na dovik Z?

Odgovor 1

Da. Kada je jedrilica koja nije susjedna jedrilici koja dovikuje čula dovik i morati će odgovoriti prije nego što jedrilica koja dovikuje može letati, ona je „jedrilica kojoj je doviknuto“ u smislu pravila 20.2 i mora odgovoriti u skladu s tim.

Pitanje 2

Da li je M dužna doviknuti P „Mjesto za letanje“ odmah nakon dovikivanja Z?

Odgovor 2

Da, ako P već ne odgovara na dovik Z. Budući da odgovor „Vi letajte“ nije moguć za M u ovom slučaju, M je prema pravilu 20.2(c) dužna odgovoriti na dovik Z letanjem što je prije moguće. Stoga, ako M ne može letati zbog prisutnosti P, mora odmah doviknuti „Mjesto za letanje“ P, a pravilo 20.3 joj dopušta da to učini čak i ako, u odsutnosti Z, M još ne bi trebala doviknuti „Mjesto za letanje“. Ako M ne dovikne zahtjev za prostor te kao rezultat toga nije u mogućnosti letati što je prije moguće, krši pravilo 20.2(c).

Pitanje 3

Zadovoljava li bilo koji dovik osim „Mjesta za letanje“ zahtjeve pravila 20.1 ili pravila 20.3?

Odgovor 3

Ne.

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CASE 114

Definitions, Mark-Room

Definitions, Room

Rule 14, Avoiding Contact

Rule 16.1, Changing Course

Rule 18.2(a)(1), Mark-Room: Giving Mark-Room

Rule 31, Touching a Mark

When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

Facts for Question 1

A, B and C are overlapped and on the same tack when the first of them reaches the zone of a mark. A is on the outside, C is on the inside and B is between them.

Question 1

Does rule 18.2(a)(1) require A to give enough space to B to enable B to give mark-room to C?

Answer 1

Yes. The definition Mark-Room uses the defined term 'room', and room includes the space a boat needs to comply with her obligations under the rules of Part 2 and rule 31. The space that A is required to give to B includes the space B needs to comply with her obligations under the rules of Part 2. Therefore, rule 18.2(a)(1) requires A to give B sufficient space for B to give C mark-room.

Facts for Question 2

L, M and W are overlapped and on the same tack with L to leeward, W to windward and M between them. L has no proper course restriction and she luffs. Both M and W luff in response to L's luff.

Question 2

Does rule 16.1 require L to give enough space to M to enable M to give room to W to keep clear?

Answer 2

Yes. When M changes course to keep clear of L, rule 16.1 requires M to give W room to keep clear. The space that L is required to give to M includes the space

M needs to comply with her obligations under the rules of Part 2. Therefore, rule 16.1 requires L to give M sufficient space for M to give W room to keep clear.

Facts for Question 3

The mark at the starboard end of the starting line is surrounded by navigable water.

When approaching the starting line to start, a leeward boat, L, and a windward boat, W, are overlapped on starboard tack. L is sailing a course that will pass sufficiently far from the mark that there is space for W to sail between L and the mark.

W sails into the space that L freely gives. After W is alongside the mark L luffs, and by luffing promptly in response W keeps clear of L. W touches the mark..

Question 3

Does L comply with rules 16.1 and 14(c)?

Answer 3

No.

W is required to keep clear under rule 11 and, as stated in the preamble to Section C, she is not entitled to room under rule 19 or mark-room under rule 18.

When L changes course, rule 16.1 requires her to give W room to keep clear of L in a seamanlike way, including the space W needs to comply with rule 31.

When a boat touches a mark, she risks damaging the mark and/or the boat or tangling the mark and/or its anchor line with the boat or its equipment. Therefore, touching a mark is not considered seamanlike and a mark is an object that should be avoided.

L breaks rule 16.1 because she does not give W room to avoid touching the mark as required by rule 31, or to manoeuvre promptly in a seamanlike way. W is exonerated by rule 43.1(b) for her breach of rule 31.

L also breaks rule 14(c) because she causes W to contact an object that should be avoided.

See also Case 146.

Facts for Question 4

The same as the facts for Question 3 except that rule 31 has been deleted by the notice of race or the sailing instructions.

Question 4

Does L comply with rule 16.1 and 14(c)?

Answer 4

No.

L breaks rule 16.1 because she does not give W space to comply with rule 11 while manoeuvring promptly in a seamanlike way.

L breaks rule 14(c) because she causes W to contact an object that should be avoided.

World Sailing 2010; revised by World Sailing 2025



SLUČAJ 114

Definicije; Prostor oznake

Definicije; Prostor

Pravilo 14; Izbjegavanje dodira

Pravilo 16.1, Mijenanje kursa

Pravilo 18.2(a)(2); Prostor oznake: Davanje prostora oznake

Pravilo 31, Dodirivanje oznake

Kada jedrilica ima pravo na prostor, prostor na koji ima pravo uključuje prostor koji joj je potreban za ispunjavanje obveza prema pravilima Dijela 2 i pravila 31.

Činjenice za pitanje 1

A, B i C su u preklapanju i na istim uzdama kada je prva od njih dosegla zonu oznake. A je s vanjske strane, C je s unutarnje strane, a B je između njih.

Pitanje 1

Zahtijeva li pravilo 18.2(a)(1) da A da dovoljno prostora B kako bi B mogla dati C prostor oznake?

Odgovor 1

Da. Definicija Prostor oznake koristi definirani pojam „prostor“, a prostor uključuje prostor koji jedrilica treba kako bi ispunila svoje obveze prema pravilima Dijela 2 i pravila 31. Prostor koji A mora dati B uključuje prostor koji B treba kako bi ispunila svoje obveze prema pravilima Dijela 2. Stoga, pravilo 18.2(a)(1) zahtijeva da A da B dovoljno prostora da B da C prostor oznake.

Činjenice za pitanje 2

Z, M i P su u preklapanju i na istim uzdama, Z je u zavjetrini, P u privjetrini a M između njih. Z nema odgovarajuće ograničenje kursa i ona skreće s kursa. I M i P skreću s kursa kao odgovor na skretanje Z.

Pitanje 2

Zahtijeva li pravilo 16.1 da Z da dovoljno prostora jedrilici M kako bi M mogla dati prostora jedrilici P da se uklanja?

Odgovor 2

Da. Kada M mijenja kurs kako bi se uklanjala Z, pravilo 16.1 zahtijeva od M da P da prostor za uklanjanje. Prostor koji Z mora dati M uključuje prostor koji M treba da bi ispunila svoje obveze prema pravilima Dijela 2. Stoga, pravilo 16.1 zahtijeva od Z da M da dovoljno prostora kako bi M dala W prostor za uklanjanje.

Činjenice za pitanje 3

Oznaka na desnom kraju startne linije okružena je plovnom vodom.

Prilikom približavanja liniji ztarta radi startanja, jedrilica u zavjetrini, Z, i jedrilica u privjetrini, P, nalaze se u preklapanju na desnim uzdama. Z jedri kursom kojim će proći dovoljno daleko od oznake tako da ima prostora za P da jedri između Z i oznake. P jedri u slobodan prostor koji joj Z daje. Nakon što je P uz oznaku, Z prihvaća a P se odmah prihvaćajući, uklanja Z. P dodiruje oznaku.

Pitanje 3

Poštuje li L pravila 16.1 i 14(c)?

Odgovor 3

Ne.

P se mora uklanjati Z prema pravilu 11 i, kako je navedeno u uvodu poglavlja C, nema pravo na prostor prema pravilu 19 ili prostor oznake prema pravilu 18.

Kada Z mijenja kurs, pravilo 16.1 zahtijeva od nje da P da prostor kako bi se P uklanjala Z na pomorački način, uključujući prostor koji P treba u skladu s pravilom 31.

Kada jedrilica dotakne oznaku, riskira oštećenje oznake i/ili jedrilice ili zapetljavanje oznake i/ili sidrenog konopa s jedrilicom ili njeziom opremom. Stoga se dodirivanje oznake ne smatra pomoračkim i oznaka je objekt koji treba izbjegavati.

Z krši pravilo 16.1 jer ne daje P prostora da izbjegne dodirivanje oznake kako je propisano pravilom 31, ili da brzo manevrira na pomorački način. P je iskupljena prema pravilu 43.1(b) za svoj prekršaj pravila 31.

Z također krši pravilo 14(c) jer uzrokuje da P dodirne objekt koji treba izbjegavati.

Vidjeti i Slučaj 146.

Činjenice za pitanje 4

Iste kao i činjenice za pitanje 3, osim što je pravilo 31 izbrisano oglasom regate ili uputama za jedrenje.

Pitanje 4

Poštuje li L pravila 16.1 i 14(c)?

Odgovor 4

Ne.

Z krši pravilo 16.1 jer ne daje P prostor da se pridržava pravila 11 dok brzo manevrira na pomorački način.

Z krši pravilo 14(c) jer uzrokuje da P dodirne objekt koji treba izbjegavati.

World Sailing 2010; preinačeno by World Sailing 2025



CASE 115

Rule 63.7(a)(3), Reopening a Hearing

Interpretation of the word 'new' as used in rule 63.7(a)(3).

Question

What criteria should the protest committee use to decide whether or not evidence is 'new'?

Answer

Evidence is 'new'

- if it was not reasonably possible for the party asking for the reopening to have discovered the evidence before the original hearing,
- if the protest committee is satisfied that before the original hearing the evidence was diligently but unsuccessfully sought by the party asking for the reopening, or
- if the protest committee learns from any source that the evidence was not available to the parties at the time of the original hearing.

World Sailing 2011

SLUČAJ 115

Pravilo 63.7(a)(3), Ponovno otvaranje saslušanja

Tumačenje riječi „novo“ kako je korišteno u pravilu 63.7(a)(3).

Pitanje

Koja načela bi odbor za prosvjede trebao koristiti kako bi odlučio jesu li dokazi „novi“ ili ne?

Odgovor

Dokaz je „novi“

- ako stranka koja traži ponovno otvaranje saslušanja nije imala primjerene mogućnosti otkriti dokaze prije izvornog saslušanja,
- ako je odbor za prosvjede uvjeren da je stranka koja traži ponovno otvaranje prije izvornog saslušanja marljivo, ali bezuspješno tražila dokaze, ili
- ako odbor za prosvjede sazna iz bilo kojeg izvora da dokazi nisu bili dostupni strankama u vrijeme izvornog saslušanja.

World Sailing 2011



CASE 116

Rule 61.4(b)(2), Redress: Redress Decisions

Rule 61.4(c), Redress: Redress Decisions

Rule A9, Guidance on Redress

A discussion of redress in a situation in which a boat is damaged early in a series, is entitled to redress under rule 61.4(b)(2), and is prevented by the damage from sailing the remaining races. In such a situation, to be fair to the other boats in the series, the protest committee should ensure that fewer than half of the race scores included in her series score, after any exclusion(s), are based on average points.

Facts

An event is held over two days, with five races scheduled. Under the scoring system if five races are completed, each boat's series score is the total of her race scores excluding her worst score. On the first day, only Race 1 is completed and boat A finishes in second place. On the second day, A finishes fifth in Race 2. Before the start of Race 3, A collides with boat B and the damage is so extensive that A is unable to compete in the remaining races of the series. She protests B and requests redress under rule 61.4(b)(2). The protest committee finds that A is entitled to redress, and acting under rule A9(b) it awards her for Races 3 and 4 the average of her points in Races 1 and 2. A is scored DNC in Race 5, but discards that score. A's series score is the lowest and so she wins the event, despite having competed in only two of the five races.

Question 1

Was the redress granted to A appropriate?

Answer 1

No. Although the protest committee did not break any rule, its decision in awarding the redress was not the fairest arrangement for all boats affected (see rule 61.4(c)). In this case, awarding a boat her average scores for half of the races that counted towards her series score is not fair to the other boats.

Question 2

What would have been a fair award of redress to A?

Answer 2

When giving redress, the protest committee should ensure that fewer than half of a boat's race scores included in her series score, after any exclusion(s), are based on average points. Different situations may require different redress arrangements. One possibility in this particular case is that the protest committee could have given A redress only for the race in which the collision took place.

World Sailing 2011; revised by World Sailing 2021



SLUČAJ 116

Pravilo 61.4(b)(2), Ispravak: Odluke o ispravku

Pravilo 61.4(c), Ispravak: Odluke o ispravku

Pravilo A9, Naputak o ispravku

Rasprava o ispravku u situaciji u kojoj je jedrilica oštećen na početku serije, ima pravo na ispravak prema pravilu 61.4(b)(2) i oštećenje mu onemogućuje jedrenje preostalih natjecanja. U takvoj situaciji, radi pravednosti prema ostalim jedrilicama u seriji, odbor za prosvjede trebao bi osigurati da manje od polovice bodova natjecanja uključenih u njezin rezultat serije, nakon bilo kakvih isključenja, bude temeljeno na prosječnim bodovima.

Činjenice

Regata se održava tijekom dva dana, s pet predviđenih natjecanja. Prema sustavu bodovanja, ako se završi pet natjecanja, rezultat serije svake jedrilice je zbroj njezinih rezultata u natjecanjima isključujući njezin najgori rezultat. Prvog dana završava se samo prvo natjecanje, a jedrilica A završava na drugom mjestu. Drugog dana, A završava peta u drugom natjecanju. Prije početka trećeg natjecanja, A se sudara s jedrilicom B i šteta je toliko velika da A ne može sudjelovati u preostalim natjecanjima serije. Prosvjeduje protiv jedrilice B i traži ispravak prema pravilu 61.4(b)(2). Odbor za prosvjede utvrđuje da A ima pravo na ispravak te joj, postupajući prema pravilu A9(b), dodjeljuje prosjek njezinih bodova u trećem i četvrtom natjecanju. A je bodovana DNC u petom natjecanju, ali taj rezultat odbacuje. U rezultatu bodovanja serije A ima najmanje bodova i stoga pobjeđuje u regati, unatoč tome što je sudjelovala samo u dva od pet natjecanja.

Pitanje 1

Da li je dodijeljeni ispravak jedrilici A bilo primjeren?

Odgovor 1

Ne. Iako odbor za prosvjede nije prekršio nijedno pravilo, njegova odluka o dodjeli ispravka nije bila najpravedniji dogovor za sve pogođene jedrilice (vidi pravilo 61.4(c)). U ovom slučaju, dodjeljivanje jedrilici prosječnih bodova za polovicu natjecanja koja su se računala u njegov rezultat serije nije pravedno prema ostalim jedrilicama.

Pitanje 2

Koji bi bio pravedni ispravak dodijeljen jedrilici A?

Odgovor 2

Prilikom dodjeljivanja ispravka, odbor za prosvjede treba osigurati da manje od polovice rezultata jedrilice uključenih u njezin rezultat serije, nakon bilo kakvih isključenja, bude temeljen na prosječnim bodovima. Različite situacije mogu zahtijevati različita rješenja za ispravak. Jedna mogućnost u ovom konkretnom slučaju je da je odbor za prosvjede mogao dati ispravak samo za natjecanje u kojem se dogodio sudar.

World Sailing 2011; preinačeno World Sailing 2021



CASE 117

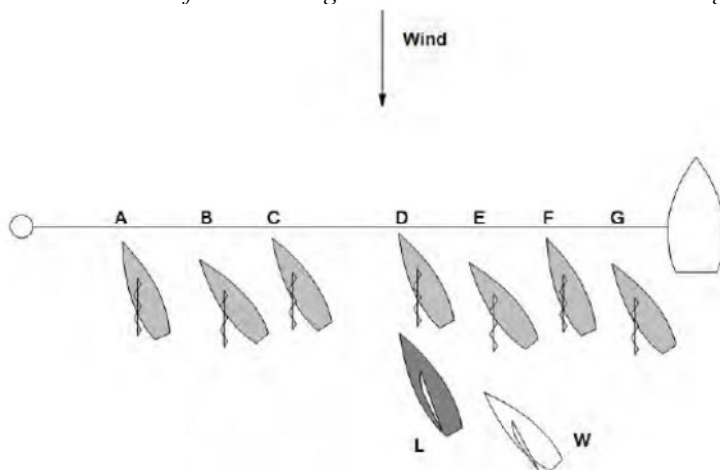
Definitions, Continuing Obstruction

Definitions, Obstruction

Rule 15, Acquiring Right of Way

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

When three boats are on the same tack and two of them are overlapped and overtaking the third from clear astern, if the leeward boat astern becomes overlapped with the boat ahead, the boat ahead is no longer an obstruction, and rule 19.2(b) does not apply. There are no situations in which a row of boats sailing close to one another is a continuing obstruction.



Facts

Approximately 15 seconds before the starting signal. Boats A, B, C, D, E, F and G are holding their positions on starboard tack a short distance below the starting line. Boats L and W are approaching the line of boats from astern. There is insufficient space for both L and W to pass through any of the gaps between adjacent boats ahead of them.

Question 1

If L becomes overlapped to leeward of D while W is clear astern of D, is L required to give W room to pass to leeward of D?

Answer 1

No. When L becomes overlapped to leeward of D, she obtains right of way over D, and therefore D is no longer an obstruction to L and W. For that reason, rule

between L and D, but L is initially required by rule 15 to give D room to keep clear. W continues to be required by rule 12 to keep clear of D and by rule 11 to keep clear of L.

After L becomes overlapped to leeward of D, L has right of way over both D and W. Therefore, at that time L becomes an obstruction to D and W and, if W becomes overlapped with D, rule 19.2(b) begins to apply between D and W. Rule 19.2(b) requires D to give W room between herself and L unless D has been unable to do so from the time that W's overlap with D began.

Question 2

If there is not space for both L and W to pass through the gap between C and D, does that mean that L has to allow W into the gap and not pass through the gap herself?

Answer 2

No.

Question 3

According to the definition Continuing Obstruction, a boat racing is never a continuing obstruction. Nevertheless, are there any situations, such as the one in the diagram, where a row of racing boats sailing close to one another becomes a continuing obstruction?

Answer 3

No.

World Sailing 2011



SLUČAJ 117

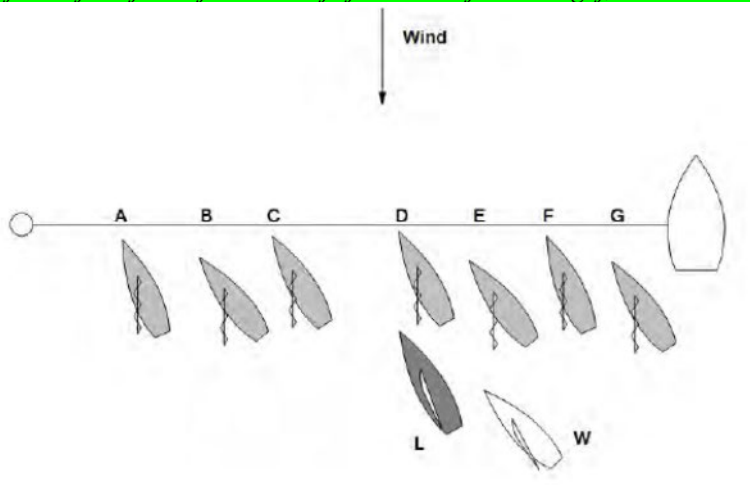
Definicije; Kontinuirana zapreka

Definicije; Zapreka

Pravilo 15, stjecanje prava puta

Pravilo 19.2(b), Prostor za prolazak zapreke: Davanje prostora kod zapreke

Kada su tri jedrilice na istim uzdama a dvije od njih su u preklapanju i prestižu treću iz položaja slobodne po krmu, ako se jedrilica u zavjetrini slobodna po krmu preklopi s jedrilicom ispred, jedrilica ispred, više nije zapreka i pravilo 19.2(b) se ne primjenjuje. Ne postoje situacije u kojima je red jedrilica koje jedre blizu jedna drugoj, kontinuirana zapreka.



Činjenice

Otprilike 15 sekundi prije signala starta. Jedrilice A, B, C, D, E, F i G drže svoje položaje na desnim uzdama na kratkoj udaljenosti ispod linije starta. Jedrilice Z i P približavaju se liniji jedrilica s krmu. Nema dovoljno prostora da i Z i P prođu kroz bilo koji od razmaka između susjednih jedrilica u liniji ispred njih.

Pitanje 1

Ako Z dođe u preklapanje u zavjetrini od D dok je P slobodna po krmu D, da li je Z dužna dati P prostor za prolazak u zavjetrini D?

Odgovor 1

Ne. Kada Z uspostavi preklapanje u zavjetrini D, ona stječe pravo puta obzirom na D, stoga D više nije zapreka za Z i P. Iz tog razloga, pravilo 19.2(b) se ne primjenjuje između Z i P. Umjesto toga, pravilo 11 počinje se primjenjivati između Z i D, ali se od Z u početku zahtijeva prema pravilu 15 da D da prostor za uklanjanje. P je i dalje obvezna prema pravilu 12 uklanjati se D, a prema pravilu 11 uklanjati se Z.

Nakon što Z uspostavi preklapanje u zavjetrini D, Z ima prednost nad D i P. Stoga, u tom trenutku Z postaje zapreka za D i P i, ako P uspostavi preklapanje s D, pravilo 19.2(b) počinje se primjenjivati između D i P. Pravilo 19.2(b) zahtijeva od D da P da prostor između sebe i Z osim ako D to nije mogla učiniti od trenutka kada je preklapanje P s D započelo.

Pitanje 2

Ukoliko nema mjesta da i Z i P prođu kroz prazninu između C i D, znači li to da Z mora pustiti P u prazninu, a ne sama proći kroz nju?

Odgovor 2

Ne.

Pitanje 3

Prema definiciji Neprekidna zapreka, jedrilica koja se natječe nikada nije neprekidna zapreka. Ipak, postoje li situacije, poput one na crtežu, gdje red jedrilica koje plove blizu jedna drugoj postaje neprekidna zapreka?

According to the definition Continuing Obstruction, a boat racing is never a continuing obstruction. Nevertheless, are there any situations, such as the one in the diagram, where a row of racing boats sailing close to one another becomes a continuing obstruction?

Odgovor 3

Ne.

World Sailing 2011



CASE 118

Definitions, Mark-Room

Definitions, Proper Course

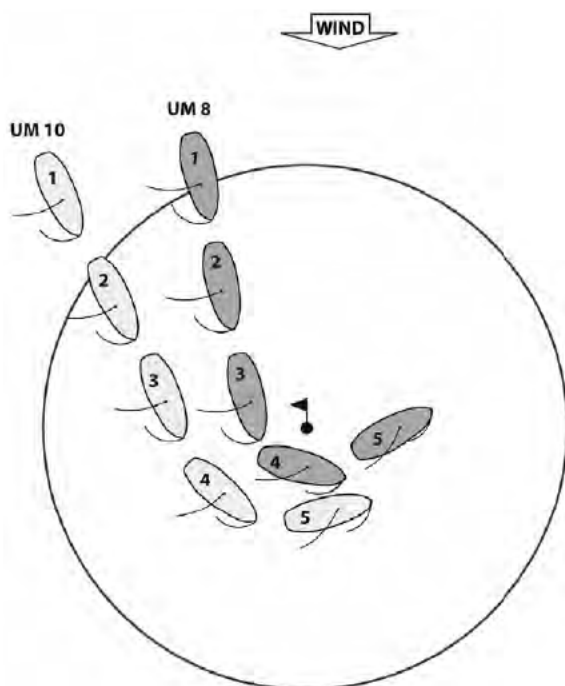
Definitions, Room

Rule 18.2(a)(1), Mark-Room: Giving Mark-Room

In the definition Mark-Room, the phrase 'room to sail to the mark' means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the mark.

Facts

UM8 and UM10, overlapped on port tack with UM8 inside, approached a leeward mark to be left to port and subsequently rounded it as shown in the diagram. The next leg was a beat to windward. The wind was moderate and the seas negligible. UM8 protested UM10 under rule 18.2(a)(1) for not giving her room to sail to the mark and round it. The protest committee decided that UM10 did give UM8 the room she was entitled to and dismissed the protest. UM8 appealed.



Decision

In order to sail the course, it was necessary for UM8 to change course from a broad reach to a close-hauled course as she rounded the mark. Therefore, her

proper course was to sail close to the mark at some point in her turn. Because UM8 was entitled to mark-room, she was entitled to room, as defined by the definition Room,

- (1) to sail to the mark,
- (2) to round the mark on the required side, and
- (3) to leave it astern.

'Room' in the phrase 'room to sail to the mark' means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the mark. In this case, UM8 had sailed to the mark at position 3 in the diagram because the mark was abeam of her bow and she was close to, and on the required side of, it. Between positions 3 and 5 she was rounding the mark and, therefore, entitled to room to turn promptly in a seamanlike way from a broad reach to a close-hauled course. At position 5 she had been given room to round the mark and room to leave it astern. Therefore, UM10 gave UM8 the room to which she was entitled under rule 18.2(a)(1).

UM8's appeal is dismissed, and the decision of the protest committee is upheld.

USA 2011/105; revised by World Sailing 2025



SLUČAJ 118

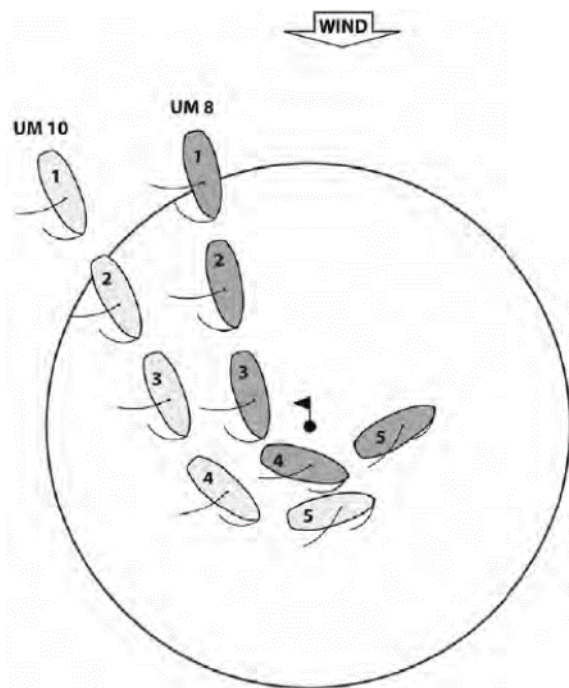
Definicije; Prostor oznake

Definicije; Pravi kurs

Definicije; Prostor

Pravilo 18.2(a)(2); Prostor oznake: Davanje prostora oznake

U definiciji Prostor oznake, izraz 'prostor za jedrenje do oznake' znači prostor za brzo jedrenje na pomorački način do položaja blizu oznake i na potrebnoj strani od oznake.



Činjenice

UM8 i UM10, u preklapanju na lijevim uzdama s UM8 iznutra, približile su se zavjetrinskoj oznaci koju je trebalo ostaviti lijevo i potom je obišle kako je prikazano na crtežu. Sljedeća stranic kursa bila je uz vjetar. Vjetar je bio umjeren, a more zanemarivo. UM8 je prosvjedovala protiv UM10 prema pravilu 18.2(a)(1) jer joj nije dala prostor za jedrenje do oznake i njezin obilazak. Odbor za prosvjede odlučio je da je UM10 dala UM8 prostor na koji je imala pravo te je odbacio prosvjed. UM8 se žalila.

Odluka

Kako bi jedrila kursom, UM8 je morala, dok je obilazila oznaku, promijeniti kurs iz s vjetrom u pola krme na kurs sasvim uz vjetar. Stoga je njezin pravi kurs bio jedriti blizu oznake u nekom trenutku tijekom svog obilaženja. Budući da je UM8 imala pravo na prostor oznake, kako je definirano definicijom: Prostor jedrilici

(a) za jedrenje prema oznaci kada je njen pravi kurs jedriti blizu nje,

(b) prostor za obilazak ili prolaz oznake na zahtijevanoj strani, i

(c) za ostaviti je iza krme. I

„Prostor“ u izrazu „prostor za jedrenje do oznake“ znači prostor za brzo jedrenje na pomorački način do položaja blizu i na potrebnoj strani oznake. U ovom slučaju, UM8 je jedrila do oznake na položaju 3 na crtežu kada je oznaka bila poprečno na njen pramac, a ona je bila blizu i na potrebnoj strani. Između pozicija 3 i 5 je obilazila oznaku i stoga je imala pravo na prostor za brzo okretanje na pomorački način iz kursa s vjetrom u pola krme u kurs sasvim uz vjetar. Na poziciji 5 joj je dan prostor za obilazak oznake i prostor za njeno ostavljanje iza krme. Stoga je UM10 dala UM8 prostor oznake na koji je imala pravo prema pravilu 18.2(a)(1).

Žalba UM8 se odbacuje, a odluka odbora za prosvjede se potvrđuje.

USA 2011/105; preinačeno World Sailing 2025



CASE 119

Rule 61.4(b)(1), Redress: Redress Decisions Rule A3, Starting Times and Finishing Places

When a race is conducted for boats racing under a rating system, the rating that should be used to calculate a boat's corrected time is her rating at the time the race is sailed. Her score should not be changed if later the rating authority, acting on its own volition, changes her rating.

Facts

Boat A entered and participated in a race for a perpetual trophy and was scored by the race committee using the rating on her performance-handicap rating certificate that was in effect at the time of the race. No protest against her was made, and no boat requested redress claiming that A had been improperly scored.

Several weeks after the race, the rating authority, acting on its own volition, changed A's rating. No changes had been made in A's hull or equipment between the end of the race and the time that her rating was changed. When the race committee learned of the change in A's rating, it rescored the race using the new rating, which made A's score significantly worse.

A requested redress, claiming that it was improper for the race committee to rescore the race. The protest committee agreed and, under rule 61.4(b)(1), granted A redress by reinstating her original score.

Question 1

Was it an improper action of the race committee to rescore the race based on the change in A's rating?

Answer 1

Rescoring the race was an improper action of the race committee. A boat's rating under a rating system may, from time to time, be changed by the rating authority even though no changes have been made in the boat's hull or equipment. This is particularly common for ratings given under a performance- handicap rating system. These systems base a boat's rating, in part, on her performance in past races, which may change over time.

Question 2

Was the redress given to A appropriate?

Answer 2

The rating for a boat at the time a race is sailed is the rating that should be used by the race committee to calculate her corrected time under rule A3. The original score given by the race committee to A was calculated based on A's rating at the time of the race. Therefore, the redress given to A by the protest committee was appropriate.

USA 2011/104



SLUČAJ 119

Pravilo 61.4(b)(1), Ispravak: Odluke o ispravku Pravilo A3, Vremena starta i mjesta završavanja

Kada se natjecanje održava za jedrilice koje se natječu prema sustavu premjera, premjer koji bi se treba koristiti za izračun ispravljenog vremena jedrilice je njezin premjer u vremenu natjecanja. Njezin rezultat nesmiye se mijenjati ako kasnije tijelo za premjer, djelujući po vlastitoj volji, promijeni njezin premjer.

Činjenice

Jedrilica A se prijavila i sudjelovala u natjecanju za trajni trofej te ju je regatni odbor bodovao koristeći ocjenu razvrstavanja iz njezine svjedodžbe izjednačavanja značajki koja je bila na snazi u vrijeme natjecanja. Nije podnesen nikakav prigovor protiv nje, i niti je jeddna jedrilica nije zatražila ispravak navodeći da je A nepravilno bodovan.

Nekoliko tjedana nakon natjecanja, tijelo za ocjenjivanje, postupajući po vlastitoj volji, promijenilo je ocjenu jedrilice A. Nisu napravljene nikakve promjene na trupu ili opremi jedrilice A između kraja natjecanja i vremena kada je njezina ocjena promijenjena. Kada je regatni odbor saznao za promjenu ocjene jedrilice A, ponovno je bodovao natjecanje koristeći novu ocjenu, što je znatno pogoršalo rezultat jedrilice A.

A je zatražila ispravak, tvrdeći da je regatni odbor nepravilno ponovno bodovao natjecanje. Odbor za prosvjede se složio i, prema pravilu 61.4(b)(1), dodijelio je A ispravak vraćanjem njezinog izvornog bodovanja.

Pitanje 1

Da li je regatni odbor bio nepravilno postupio ponovnim bodovanjem natjecanja na temelju promjene ocjene jedrilice A?

Odgovor 1

Ponovno bodovanje natjecanja bilo je nepravilno postupanje regatnog odbora. Ocjena razvrstavanja jedrilice u sustavu izjednačavanja značajki može se s vremena na vrijeme promijeniti od strane tijela za ocjenjivanje iako nisu napravljene nikakve promjene na trupu ili opremi jedrilice. To je posebno uobičajeno za ocjene razvrstavanja dane prema sustavu razvrstavanja značajki i izjednačavanju. Ovi sustavi djelomično temelje ocjenu rezvrstavanja jedrilice na njezinom jedrenju u prošlim natjecanjima, koje se s tijekom vremena može mijenjati.

Pitanje 2

Da li je A dobila odgovarajući ispravak?

Odgovor 2

Ocjena razvrstavanja jedrilice u trenutku jedrenja je ocjena koju bi regatni odbor trebao koristiti za izračun njezinog ispravljenog vremena prema pravilu A3. Izvorni rezultat koji je regatni odbor dao jedrilici A izračunat je na temelju ocjene jedrilice A u trenutku jedrenja. Stoga je ispravak koji je odbor za prosvjede dao jedrilici A bio primjeren.

USA 2011/104



CASE 120

Rule 41(c), Outside Help

'Information freely available' in rule 41(c) is information that is available without monetary cost and that may be easily obtained by all boats in a race. Rule 41(c) is a rule that may be changed for an event provided that the procedure established in the rules is followed.

Question 1

What is the meaning of the term 'information freely available' as used in rule 41(c)?

Answer 1

'Information freely available' means information that is available without monetary cost and that may be easily obtained by all boats in a race. 'Easily obtained' means the information is available from a public source that competitors can reasonably be expected to be aware of and can locate with little effort. An example of information found by little effort is information that can be found near the top of the list of internet addresses identified by conducting a search for the information using a widely-used internet search program. Information for which a fee has been paid (even if that fee is very small) or that is not easily obtained by all boats in a race is not 'freely available'. Examples are information supplied only to those boats that have paid a subscription fee or other fee for the information, and information whose location on the internet is hidden or obscure.

The costs of equipment or software and fees for communication services are not costs for the information that can be obtained with that equipment, software or communications service. For example, a cost to a competitor for a computer or cell phone and for internet access is not considered a cost for the information that the competitor can obtain with that equipment. If there is no charge for access to that information, the information is 'freely available'.

However, information is not 'freely available' if access to it is limited to persons who have purchased special-purpose equipment or software from the person or organization that provides the information. Such information is not 'freely available' even if there is no additional charge made for receiving the information using the special-purpose equipment or software. For example, any data or information that can be retrieved at no cost using an existing internet access account is 'freely available'. However, data or information is not 'freely provides the information for special-purpose hardware or application software.

In addition to the above considerations, information is not 'freely available' if it becomes available so close to the start of a race that competitors do not have a reasonable period of time to find it and familiarize themselves with it. This prevents one competitor from arranging for data to be posted just before a race, with other competitors not having the time to find it and familiarize themselves with it.

Note that, in addition to the provisions in rule 41, a class rule may prohibit certain equipment from being on board a boat, and such a class rule may, therefore, limit information that a boat may use.

Facts for Question 2

Boat A is a large boat with plenty of space for equipment and a large crew with a dedicated navigator/weather router on board. She has an Inmarsat or VSAT system and pays a monthly communications fee of \$5000, enabling large amounts of downloads and browsing of the internet. The boat's objective in having very good access to the internet is to have access to digital weather information for use in routing. All the data used by the boat are available throughout the year at no charge, to anyone with internet access. None of the data that is downloaded comes from the Inmarsat or VSAT communications provider themselves.

Boat B is a 40-foot (12 m) boat with a crew of eight. She uses a tablet computer with a mobile data card for which she pays a small monthly communications fee similar to a phone communications fee. The crew purchased a routing and weather analysis application for use during the race. The application costs \$2000 and is available on the open market for purchase by anyone. The application includes a paid-in-advance subscription to weather data that can be downloaded during the race. The weather data is the same for all boats that have purchased the application. The weather data is race-specific. The weather data cannot be used with other weather or routing applications and is not usable without purchasing the routing and weather analysis application.

Boat C is a 40-foot boat with a crew of eight. She uses a tablet computer with a mobile data card for which she pays a small monthly communications fee similar to a phone communications fee. The crew is downloading hi-resolution weather files for a small monthly subscription fee. The files are not tailored to the boat; all boats subscribing to the files receive the same data. Nobody, even ashore with internet access, could access this data without subscribing and paying for it.

Boat D is a 40-foot boat with a crew of eight. She uses a tablet computer with a mobile data card for which she pays a small monthly communications fee similar to a phone communications fee. She additionally contracts for a subscription for private weather data for \$15,000 for the race. That private weather data includes extremely high resolution satellite imagery on which every squall can be seen and tracked. This imagery is not customized for the particular boat and is available to any boat that pays for it and has the ability to download it.

Question 2



Do any of these boats break rule 41(c) if they receive information using the services described?

Answer 2

Boat A does not break rule 41(c). She does not pay a fee for the information she receives. Paying a fee for a communications system, such as an Inmarsat or VSAT system, and a monthly communication fee that enables her to communicate and access information on the internet does not break rule 41(c).

Boat B breaks rule 41(c). The routing and weather information that B downloads cannot be accessed without the special-purpose software that B purchased. Therefore she is receiving information that is not freely available to boats that have not made that purchase.

Boats C and D break rule 41(c). The fees that they pay enable them to receive weather information that they would not be able to receive if they had not paid the fees. The requirement to pay a fee for information, whether it is large or small, means that that information is not available at no monetary cost, and therefore the information is not 'freely available'.

Question 3

Can rule 41(c) be changed for a particular event?

Answer 3

Yes. See rule 86.1. Rule 41(c) is a rule that may be changed for an event provided that the procedure established in the rules for such changes is followed. Case 121 discusses that procedure.

Question 4

Can the restriction stated in rule 41(c) be changed for an event without changing the rule?

Answer 4

No.

World Sailing 2012



SLUČAJ 120

Pravilo 41(c), Pomoć izvana

Obavijesti „besplatno dostupne“ u pravilu 41(c) su informacije koje su dostupne bez novčanih troškova i koje sve jedrilice u natjecanju mogu lako dobiti. Pravilo 41(c) je pravilo koje se može promijeniti za regatu pod uvjetom da se slijedi postupak utvrđen u pravilima.

Pitanje 1

Što znači pojam „Obavijesti besplatno dostupne“ kako se koristi u pravilu 41(c)?

Odgovor 1

„Obavijesti besplatno dostupne“ znače obavijesti koje su dostupne bez financijskih troškova i koje su svim jedrilicama u natjecanju lako dodostupne. „Lako dostupne“ znači da su obavijesti dostupne iz javnog izvora za koji se opravdano može očekivati da ga natjecatelji znaju i koji mogu pronaći uz malo truda. Primjer obavijesti pronađenih uz malo truda su obavijesti koje se mogu pronaći pri vrhu popisa internetskih adresa identificiranih pretraživanjem obavijesti pomoću široko korištenog programa za pretraživanje interneta. Obavijesti za koje je plaćena naknada (čak i ako je ta naknada vrlo mala) ili koje sve jedrilice u natjecanju ne mogu lako dobiti nisu „besplatno dostupne“. Primjeri su obavijesti koje se dostavljaju samo onim jedrilicama koje su platile pretplatu ili drugu naknadu za obavijesti i obavijesti čija je lokacija na internetu skrivena ili nejasna.

Troškovi opreme ili softvera i naknade za usluge komunikacije nisu troškovi obavijesti koje se mogu dobiti tom opremom, softverom ili komunikacijskom uslugom. Na primjer, trošak natjecatelja za računalo ili mobitel i za pristup internetu ne smatra se troškom obavijesti koje natjecatelj može dobiti tom opremom. Ako nema naknade za pristup tim obavijestima, obavijesti su „besplatno dostupne“.

Međutim, obavijest nije „besplatno dostupna“ ako je pristup njoj ograničen na osobe koje su kupile opremu ili softver posebne namjene od osobe ili organizacije koja pruža obavijesti. Takve obavijesti nisu „besplatno dostupne“ čak i ako se ne naplaćuje dodatna naknada za primanje obavijesti pomoću opreme ili softvera posebne namjene. Na primjer, svi podaci ili obavijesti koje se mogu besplatno primiti korištenjem postojećeg internetskog računa su „besplatno dostupne“. Međutim, podaci ili obavijesti nisu „besplatno dostupne“ za hardver ili aplikacijski softver posebne namjene.

Uz gore navedena razmatranja, obavijest nije „besplatno dostupna“ ako postane dostupna tako blizu početka natjecanja da natjecatelji nemaju primjereno vrijeme da je pronađu i upoznaju se s njom. To sprječava jednog natjecatelja da organizira objavu podataka neposredno prije natjecanja, a da drugi natjecatelji nemaju vremena da ih pronađu i upoznaju se s njima.

Imajte na umu da, uz odredbe pravila 41, pravilo klase može zabraniti određenu opremu na jedrilici, te takvo pravilo klase stoga može ograničiti obavijesti koje jedrilica smije koristiti.

Činjenice za pitanje 2

Jedrilica A je velika s puno prostora za opremu i velikom posadom s namjenskim navigacijskim/meteo usmjerivačem plovidbe. Ima Inmarsat ili VSAT sustav i plaća mjesečnu komunikacijsku naknadu od 5000 dolara, što omogućuje velike količine preuzimanja i pregledavanja interneta. Cilj jedrilice s vrlo dobrim pristupom internetu je pristup digitalnim meteo informacijama radi korištenja u određivanju smjera plovidbe. Svi podaci koje jedrilica koristi dostupni su tijekom cijele godine besplatno, svima koji imaju pristup internetu. Niti jedan od preuzetih podataka ne dolazi od samog davatelja komunikacijskih usluga Inmarsat ili VSAT.

Jedrilica B je duljine 40-stopa (12 m) s posadom od osam članova. Koristi tablet računalo s mobilnom podatkovnom karticom za koju plaća malu mjesečnu komunikacijsku naknadu sličnu naknadi za telefonsku komunikaciju. Posada je kupila aplikaciju za određivanje smjera plovidbe i analizu vremenskih prilika za korištenje tijekom natjecanja. Aplikacija košta 2000 dolara i dostupna je za kupnju na otvorenom tržištu. Aplikacija uključuje pretplatu na podatke o vremenskim uvjetima plaćenu unaprijed, a mogu se preuzimati tijekom natjecanja. Podaci o vremenskim uvjetima su isti za sve jedrilice koje su kupile aplikaciju. Podaci o vremenskim uvjetima specifični su za natjecanje. Podaci o vremenskim uvjetima ne mogu se koristiti s drugim meteo aplikacijama ili aplikacijama za određivanje smjera plovidbe i ne mogu se koristiti bez kupnje aplikacije za određivanje smjera plovidbe uz analizu vremenskih prilika.

Jedrilica C je duljine 40-stopa (12 m) s posadom od osam članova. Koristi tablet računalo s mobilnom podatkovnom karticom za koju plaća malu mjesečnu komunikacijsku naknadu sličnu naknadi za telefonsku komunikaciju. Posada preuzima vremenske datoteke visoke rezolucije za malu mjesečnu pretplatu. Datoteke nisu prilagođene jedrilici; sve jedrilice koje se pretplate na datoteke primaju iste podatke. Nitko, čak ni na obali s pristupom internetu, ne bi mogao pristupiti tim podacima bez pretplate i plaćanja.



Jedrilica D je duljine 40-stopa (12 m) s posadom od osam članova. Koristi tablet računalo s mobilnom podatkovnom karticom za koju plaća malu mjesečnu komunikacijsku naknadu sličnu naknadi za telefonsku komunikaciju. Dodatno ugovara pretplatu na privatne vremenske podatke za 15.000 dolara za natjecanje. Ti privatni vremenski podaci uključuju satelitske snimke izuzetno visoke rezolucije na kojima se može vidjeti i pratiti svaka oluja. Ove snimke nisu prilagođene za određenu jedrilicu i dostupne su svakoj jedrilici koja ih plati i ima mogućnost preuzimanja.

Pitanje 2

Krše li neke od ovih jedrilica pravilo 41(c) ako prime obavijesti koristeći opisane usluge?

Odgovor 2

Jedrilica A ne krši pravilo 41(c). Ne plaća naknadu za informacije koje prima. Plaćanje naknade za komunikacijski sustav, kao što je Inmarsat ili VSAT sustav, i mjesečne komunikacijske naknade koja mu omogućuje komunikaciju i pristup informacijama na internetu ne krši pravilo 41(c).

Jedrilica B krši pravilo 41(c). Obavijesti o vremenskim uvjetima i smjeru plovidbe koje B preuzima ne mogu se dobiti bez posebnog softvera koji je B kupila. Stoga prima obavijesti koje nisu besplatno dostupne jedrilicama koje nisu izvršili tu kupnju.

Jedrilice C i D krše pravilo 41(c). Naknade koje plaćaju omogućuju im primanje obavijesti o vremenskim uvjetima koje ne bi mogli primiti da nisu platile naknade. Zahtjev plaćanja naknade za obavijesti, bilo da su velike ili male, znači da te obavijesti nisu dostupne bez novčanog troška i stoga obavijesti nisu „besplatno dostupne“.

Pitanje 3

Može li se pravilo 41(c) izmijeniti za određenu regatu?

Odgovor 3

Da. Vidjeti pravilo 86.1. Pravilo 41(c) je pravilo koje se može izmijeniti za regatu pod uvjetom da se slijedi postupak utvrđen u pravilima za takve izmjene. Slučaj 121 raspravlja o tom postupku.

Pitanje 4

Može li se ograničenje navedeno u pravilu 41(c) izmijeniti za regatu bez izmjene pravila?

Odgovor 4

Ne.

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CASE 121

Rule 85, Changes to Rules

Rule 86, Changes to the Racing Rules

Rule J1.2(2), Notice of Race Contents

Rule J1.3(1), Notice of Race Contents

Rule J2.1(1), Sailing Instructions Contents

The procedure that must be followed in order to change a racing rule for an event is described in detail.

Question 1

What is the procedure that must be followed in the notice of race and the sailing instructions to change a racing rule for a particular event?

Answer 1

The following procedure must be followed:

- (1) Determine whether or not the rule you wish to change may be changed. Rule 86.1(b) states that certain racing rules may not be changed unless the change is permitted in the rule itself. Rules 86.2 and 86.3 permit exceptions to rule 86.1(b) in certain circumstances. If the rule may not be changed, any attempt to change it will be invalid.
- (2) Rule 85.1 requires that the specification of a change to any rule, including a racing rule, must identify the rule being changed and include a statement of the change in full. After reading that statement, it should be possible for a reader to know precisely how the changed rule would read. Also note that, under rule 85.1, an addition to a rule or deletion of all or part of it is a 'change' to the rule.
- (3) The organizing authority is required by rule 89.2(a) to publish a notice of race that conforms to rule J1. Under rule J1.3(1), the organizing authority must decide whether knowledge of a change in a racing rule would help competitors decide whether to attend the event or would provide them with information they will need before the sailing instructions become available. If so, the change in the racing rule must be stated in the notice of race.
- (4) The race committee is required by rule 90.2(a) to publish written sailing instructions that conform to rule J2. Rule J2.1(1) requires that any change in a racing rule for an event that was not stated in the notice of race be stated in the sailing instructions.
- (5) In exception to (3) and (4), a change in a rule made under rule 86.2 must always be stated in the notice of race (see rule J1.2(2)). In addition, the statement from World Sailing authorizing the change must be included in notice board.

When a rule change is made under rule 86.3, the approval of the national authority may be required.

Question 2

Can a racing rule be changed for an event without following the procedure described in Answer 1?

Answer 2

No.

World Sailing 2012, revised by World Sailing 2021



SLUČAJ 121

Pravilo 85, Izmjene pravila

Pravilo 86, Izmjene pravila natjecanja

Pravilo J1.2(2), Sadržaj oglasa regate

Pravilo J1.3(1), Sadržaj oglasa regate

Pravilo J2.1(1), Sadržaj uputa za jedrenje

Detaljno je opisan postupak koji se mora slijediti za promjenu pravila natjecanja za neku regatu.

Pitanje 1

Koakav je postupak koji se mora slijediti u oglasu za regatu i uputama za jedrenje za promjenu pravila natjecanja za određenu regatu?

Odgovor 1

Mora se slijediti sljedeći postupak:

- (1) Odredite smije li se izmijeniti pravilo koje želite izmijeniti. Pravilo 86.1(b) navodi da se određena pravila natjecanja ne smiju mijenjati osim ako izmjena nije dopuštena u samom pravilu. Pravila 86.2 i 86.3 dopuštaju iznimke od pravila 86.1(b) u određenim okolnostima. Ako se pravilo ne smije izmijeniti, svaki pokušaj njegove izmjene bit će nevažeći.
- (2) Pravilo 85.1 zahtijeva da navođenje izmjene bilo kojeg pravila, uključujući pravilo natjecanja, mora odrediti pravilo koje se mijenja i uključivati potpunu izjavu o izmjeni. Nakon čitanja te izjave, čitatelj bi trebao moći točno znati kako bi izmijenjeno pravilo glasilo. Također treba imati na umu da je, prema pravilu 85.1, dodatak pravilu ili brisanje cijelog pravila ili njegovog dijela „izmjena“ pravila.
- (3) Organizator je prema pravilu 89.2(a) dužan objaviti oglas za regatu koji je u skladu s pravilom J1. Prema pravilu J1.3(1), organizator mora odlučiti hoće li saznanje o izmjeni pravila natjecanja pomoći natjecateljima da odluče hoće li prisustvovati događaju ili će im pružiti obavijesti koje će im trebati prije nego što upute za jedrenje postanu dostupne. Ako je tako, izmjena pravila regate mora biti navedena u oglasu za regatu.
- (4) Pravilo 90.2(a) zahtijeva od regatnog odbora da objavi pisane upute za jedrenje koje su u skladu s pravilom J2. Pravilo J2.1(1) zahtijeva da se svaka izmjena pravila natjecanja za regatu koja nije bila navedena u oglasu regate navede u uputama za jedrenje.
- (5) Iznimno od (3) i (4), izmjena pravila napravljena prema pravilu 86.2 uvijek mora biti navedena u oglasu za regatu (vidi pravilo J1.2(2)). Osim toga, izjava World Sailinga kojom se odobrava izmjena mora biti uključena na oglasnu ploču.

Kada se mijenja pravilo prema pravilu 86.3, može biti potrebno odobrenje nacionalnog saveza.

Pitanje 2

Može li se pravilo natjecanja izmijeniti za regatu bez praćenja postupka opisanog u odgovoru 1?

Odgovor 2

Ne.

World Sailing 2012, revised by World Sailing 2021



CASE 122

Rule 69.2(g), Misconduct: Action by a Protest Committee

An interpretation of the term 'comfortable satisfaction' and an example of its use.

Facts for Question 1

Based on a report that the protest committee received, it believes that a person (competitor, boat owner or support person) may have broken rule 69.1(a). It has called a hearing and taken the evidence of the party and witnesses.

Question 1

Rule 69.2(g) requires that, before the committee warns or penalizes the person, it shall be established to 'the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct', that the person has broken rule 69.1(a).

What is the meaning of 'comfortable satisfaction' as used in rule 69.2(g)?

Answer 1

'Comfortable satisfaction' is one of three standards of proof commonly used in courts of law or arbitration hearings. The other two standards are 'proof beyond a reasonable doubt' and 'balance of probabilities'. The 'proof beyond a reasonable doubt' standard is the strictest of the three standards. It is usually reserved for serious criminal cases. The 'balance of probabilities' standard (also sometimes referred to as the 'preponderance of the evidence' standard) is the least strict of the three, and it is widely used in civil legal proceedings.

Both the World Anti-Doping Agency and the Court of Arbitration for Sport use the 'comfortable satisfaction' standard. The World Anti-Doping Agency uses that standard in hearings to determine whether or not an athlete has violated the World Anti-Doping Code. Article 3.1 of the code states that, bearing in mind the seriousness of the allegation, it shall be established to the 'comfortable satisfaction' of the hearing panel that a violation occurred. Article 3.1 goes on to state, 'This standard of proof in all cases is greater than a mere balance of probabilities but less than proof beyond a reasonable doubt.'

Rule 63.5(a) states that a protest committee shall make its decisions based on the 'balance of probabilities' standard, unless provided for otherwise in the rule alleged to have been broken. The 'balance of probabilities' standard is whether it is more likely than not that the rule was broken.

Rule 69.2(g) specifically requires that in a rule 69 hearing the protest committee use the more strict 'comfortable satisfaction' standard. The rule further requires

the seriousness of the alleged conduct to be considered as an important factor when the committee is addressing whether or not it is 'comfortably satisfied' that the alleged offence was committed. The 'comfortable satisfaction' standard is always more strict than the 'balance of probabilities' standard but is less strict than the standard of 'beyond a reasonable doubt'. In between these two limits, the standard of proof is a sliding scale, based on the seriousness of the allegations before the committee.

It is also a fundamental principle in disciplinary proceedings that a person must be regarded as innocent until any allegation is proven. Therefore, part of the 'comfortable satisfaction' test is whether or not the evidence presented to the committee is sufficient to mean the person is no longer presumed to be innocent.

The last paragraph of the Terminology section of the Introduction implies that the words 'comfortable' and 'satisfaction' are used in rule 69.2(g) in 'the sense ordinarily understood in . . . general use.' Both 'comfortable' and 'satisfaction' are frequently used in everyday speech, and so most judges will be familiar with how they are generally used. Judges could also consider whether they feel 'uncomfortable' with any conclusion reached. If they are uncomfortable, then they are not 'comfortably satisfied'.

Note that in a rule 69 hearing, the protest committee must answer 'Yes' to both of the following questions before it warns or penalizes a competitor or boat under rule 69.2(h) or 69.2(i):

- Is the committee comfortably satisfied that the facts found establish that the alleged conduct occurred?
- Is the committee comfortably satisfied that the conduct that occurred was misconduct sufficiently serious to warrant the warning or penalty?

As rule 69.1(b) states, an act of misconduct may be a breach of good manners or sportsmanship, unethical behaviour, or conduct that may bring the sport into disrepute.

Question 2

Please provide a plausible example of a report of an incident alleging misconduct and a report of a hearing under rule 69.2 in which the 'comfortable satisfaction' standard is used.



Answer 2

Boat A had been presented for pre-event measurement and a required corrector weight was properly attached under a floorboard that was held in place by several screws. During the event, A was spot checked by a member of the technical committee, and the corrector weight was missing. The technical

committee protested the boat for breaking rule 78.1 and rule 2, and at the conclusion of a hearing of that protest, the protest committee disqualified A for breaking those rules.

Acting under rule 69.2(b) and (e), the protest committee then decided to call a hearing and, in its notice to A's crew, it alleged that the crew had removed the corrector weight, and that that action was an act of misconduct and, therefore, a breach of rule 69.1(a). Boat A was represented at the hearing by P, who was the helmsman of A and the person in charge of A. P denied having any knowledge of the missing corrector weight. P explained that the boat was left unlocked and unattended every night. P alleged that somebody else had removed the corrector weight during the night. A's crew were called as witnesses. They also testified that they had no knowledge of the missing weight and that they had seen no evidence that the floorboard had been removed and replaced.

Nearly all the evidence supported the allegation that a member of A's crew had removed the corrector weight. Because tools were needed to remove the weight, the committee concluded that the weight had been removed deliberately (not accidentally). A gained an advantage by the weight's removal, and its removal was not likely to be discovered because the floorboard was screwed into place. The only contradictory evidence was that each member of the crew denied having removed the weight. The protest committee concluded that it was comfortably satisfied that a member of A's crew had removed the weight and that that action constituted an act of misconduct and, therefore, a breach of rule 69.1(a). A was penalized under rule 69.2(h)(2) by being scored DNE for all races in the event.

Because nearly all the evidence supported the allegation, the committee would have reached the same conclusion had it used the 'balance of probabilities' standard of proof. However, if the committee had used the 'beyond a reasonable doubt' standard, it might well have reached a different conclusion. No member of A's crew ever admitted removing the weight, and it was, in principle, possible that someone else could have removed it because the boat was often left unattended and unlocked. Therefore, there was a possibility that the weight could have been removed without the knowledge of A's crew. Consequently, if the standard of proof had been 'beyond a reasonable doubt', the committee probably would not have concluded that a member of A's crew removed the weight.

World Sailing 2012



SLUČAJ 122

Pravilo 69.2(g), Nedolično ponašanje: Postupak odbora za prosvjede

Tumačenje pojma „bezbrizno zadovoljstvo“ i primjer njegove upotrebe.

Činjenice za pitanje 1

Na temelju izvješća koje je primio, odbor za prosvjede smatra da je osoba (natjecatelj, vlasnik jedrilice ili osoba podrške) možda prekršila pravilo 69.1(a). Odbor je sazvaio saslušanje i prikupio iskaze i dokaze od stranke i svjedoka.

Pitanje 1

Pravilo 69.2(g) zahtijeva da se, prije nego što odbor upozori ili kazni osobu, da odbor za prosvjede odluči „s dostatnom sigurnošću“, „uzimajući u obzir ozbiljnost navodnog nedoličnog ponašanja“, da je osoba prekršila pravilo 69.1(a).

Što znači „dostatna sigurnost“ kako se koristi u pravilu 69.2(g)?

Odgovor 1

„Dostatna sigurnost“ jedan je od tri mjerila dokazivanja koji se obično koriste na sudu ili arbitražnim saslušanjima. Druga dva mjerila su „dokaz izvan svake sumnje“ i „vaganje vjerojatnosti“. Mjerilo „dokaza izvan svake sumnje“ najstrože je od sva tri mjerila. Obično je rezervirano za ozbiljne kaznene slučajeve. Mjerilo „vaganje vjerojatnosti“ (ponekad se naziva i mjerilom „pretežitosti dokaza“) najmanje je strogo od tri i široko se koristi u građanskim parnicama.

Svjetska anti-doping ustanova kao i Sportski arbitražni sud koriste mjerilo „dostatna sigurnost“. Svjetska anti-doping ustanova koristi to mjerilo na saslušanjima kako bi utvrdila je li sportaš prekršio Svjetski anti-doping propis. Članak 3.1 propisa navodi da se, imajući u vidu ozbiljnost optužbe, mora utvrditi s „dostatnom sigurnošću“ saslušavajućeg tijela da je došlo do kršenja. Članak 3.1 dalje navodi: „Ovaj standard dokaza u svim slučajevima veći je od pukog vaganja vjerojatnosti, ali manji od dokaza izvan svake sumnje.“

Pravilo 63.5(a) navodi da odbor za prosvjede mora donositi svoje odluke na temelju mjerila „vaganja vjerojatnosti“, osim ako nije drugačije određeno u pravilu za koje se tvrdi da je prekršeno. Mjerilo „vaganja vjerojatnosti“ daje odgovor da li vjerojatnije da je pravilo prekršeno ili ne.

Pravilo 69.2(g) posebno zahtijeva da na saslušanju prema pravilu 69 odbor za prosvjede koristi stroži standard „dostatne sigurnosti“. Pravilo nadalje zahtijeva da ozbiljnost navodnog nedoličnog ponašanja treba uzeti u obzir kao važan čimbenik kada odbor razmatra da li je ili nije „dostatno siguran“ da je navodni kažnjivo djelo počinjeno. Mjerilo „dostatne sigurnosti“ uvijek je strože od mjerila „vaganja vjerojatnosti“, ali je manje strogo od mjerila „izvan svake sumnje“. Između ova dva ograničenja, mjerilo dokaza je klizna skala, temeljena na ozbiljnosti optužbi pred odborom.

Također je temeljno načelo u stegovnim postupcima da se osoba mora smatrati nevinom dok se ne dokaže bilo koja tvrdnja. Stoga je dio provjere „dostatne sigurnosti“ jesu li dokazi predloženi odboru dovoljni da se osoba više ne smatra nevinom.

Posljednji odlomak odjeljka Nazivlje u Uvodu podrazumijeva da se riječi „dostatno“ i „sigurnost“ korištene u pravilu 69.2(g) „koriste se u značenju uobičajeno razumljivom u pomorskoj ili općoj uporabi“. I „dostatno“ i „sigurnost“ često se koriste u svakodnevnom govoru, pa će većina sudaca biti upoznata s načinom na koji se općenito koriste. Suci bi također mogli razmotriti osjećaju li „nedostatno“ u bilo kojem od donesenih zaključaka. Ako im je nedostatno, onda nisu „dostatno sigurni“.

Treba imati na umu da na saslušanju prema pravilu 69, odbor za prosvjede mora odgovoriti s "Da" na oba sljedeća pitanja prije nego što upozori ili kazni natjecatelja ili jedrilicu prema pravilu 69.2(h) ili 69.2(i):

- Da li je odbor dostatno siguran da utvrđene činjenice utvrđuju da se navodno ponašanje dogodilo?
- Da li je odbor dostatno siguran da je ponašanje koje se dogodilo bilo nedolično ponašanje dovoljno ozbiljno da opravda upozorenje ili kaznu?

Kako pravilo 69.1(b) navodi, čin nedoličnog ponašanja može biti prekršaj dobrog vladanja ili ponašanje koje je prekršaj dobrog sportskog ponašanja, ili neetičko ponašanje ili ponašanje ponašanje koje može osramotiti ili je osramotilo sport.

Pitanje 2

Molimo navedite uvjerljiv primjer izvješća o incidentu u kojem se tvrdi o nedoličnom ponašanju i izvješća o saslušanju prema pravilu 69.2 u kojem se koristi mjerilo „dostatne sigurnosti“.

Odgovor 2

Jedrilica A je bila doveden na mjerenje prije natjecanja i zahtjevani uteg za dotjerivanje težine bio je pravilno pričvršćen ispod podne daske koja je bila pričvršćena s nekoliko vijaka. Tijekom natjecanja, član tehničkog odbora je na licu mjesta provjerio jedrilicu A i zahtjevani uteg je nedostajao. Tehnički odbor je protestirao protiv jedrilice zbog kršenja pravila 78.1 i pravila 2, a na kraju saslušanja tog protesta, odbor za proteste diskvalificirao je A zbog kršenja tih pravila.

Postupajući prema pravilu 69.2(b) i (e), odbor za prosvjede je potom odlučio sazvati saslušanje te je u svojoj obavijesti posadi jedrilice A tvrdio da je posada uklonila zahtjevani uteg te da je ta radnja bila čin nedoličnog ponašanja i stoga kršenje pravila 69.1(a). Jedrilicu A je na saslušanju zastupao P, koji je bio kormilar jedrilice A i osoba zadužena za jedrilicu A. P je zaniijekao da je imao ikakvo saznanje o nestalom korektivnom utegu. P je objasnio da je jedrilica svake noći ostavljena otključana i bez nadzora. P je tvrdio da je netko drugi tijekom noći uklonio zahtjevani uteg. Posada jedrilice A pozvana je kao svjedoci. Također su svjedočili da nisu imali saznanja o nestalom utegu i da nisu vidjeli nikakve dokaze da je podna daska uklonjena i vraćena na mjesto.

Gotovo svi dokazi podupirali su tvrdnju da je član posade A uklonio zahtjevani uteg. Budući da je za uklanjanje utega bio potreban alat, odbor je zaključio da je uteg namjerno uklonjen (ne slučajno). A je stekla prednost uklanjanjem utega, a njegovo uklanjanje vjerojatno se ne bi otkrilo jer je podna daska bila potom pričvršćena vijcima. Jedini proturječni dokaz bio je da je svaki član posade nijekao da je uklonio uteg. Odbor za prosvjede zaključio je da je uvjeren da je član posade A uklonio uteg i da ta radnja

prijevod s engleskog i obrada:

Andrej Majcen NS (NJ)



predstavlja čin nedoličnog ponašanja i stoga kršenje pravila 69.1(a). A je kažnjen prema pravilu 69.2(h)(2) bodovanjem DNE za sve utrke u regati.

Budući da su gotovo svi dokazi podupirali navod, odbor bi došao do istog zaključka da je koristio mjerilo dokaza „vaganjem vjerojatnosti“. Međutim, da je odbor koristio standard „izvan svake sumnje“, vrlo je vjerojatno da bi došao do drugačijeg zaključka. Nijedan član posade jedrilice A nikada nije priznao da je uklonio uteg, a u načelu je bilo moguće da ga je netko drugi mogao ukloniti jer je jedrilica često ostavljena bez nadzora i otključana. Stoga je postojala mogućnost da je uteg mogao biti uklonjen bez znanja posade jedrilice A. Posljedično, da je standard dokaza bio „izvan svake sumnje“, odbor vjerojatno ne bi zaključio da je član posade jedrilice A uklonio uteg.

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CASE 123

Rule 10, On Opposite Tacks

Rule 14, Avoiding Contact

If, at the moment it would be clear to a competent, but not expert, sailor at the helm of a starboard-tack boat that there is substantial risk of contact with a port-tack boat, but there is time for the starboard-tack boat to change course sufficiently to avoid the contact, she will break rule 14(a) if contact occurs.

Facts for Question 1

In a fleet race with 10 knots wind, two one-design dinghies, each 5 metres in length, are approaching each other on close-hauled courses. S is on starboard tack and P is on port tack. Both boats hold their course and speed. There is contact between S's bow and P's starboard quarter, about 20 centimetres from P's stern, causing damage. Neither boat takes a penalty. S protests P.

Question 1

How do the rules apply to this incident? In particular, did S break rule 14(a)?

Answer 1

In this situation P judged incorrectly that she would cross ahead of S without breaking rule 10. P could have tacked to leeward of S and thereby kept clear of S and avoided the contact. Because P failed to do so, she broke both rule 10 and rule 14(a) and is disqualified.

Rule 14(a) requires a boat, including a right-of-way boat, to avoid contact with another boat if reasonably possible. However, rule 14 also states that a right-of-way boat need not act to avoid contact until it is 'clear' that the other boat is not keeping clear. In the conditions described, when P's bow crossed in front of S's bow it would be clear to a competent, but not expert, sailor at the helm of S that there was substantial risk of contact and therefore that P was not keeping clear. At that moment there was still time for S to bear away sufficiently to avoid the contact, and therefore S broke rule 14(a). Because the contact caused damage, S is not exonerated by rule 43.1(c); she is disqualified.

Facts for Question 2

The facts are the same as those for Question 1, except that just before the contact occurs S bears away slightly in an attempt to avoid P. However, S misjudges the manoeuvre and there is contact that causes damage.

Question 2

Did S break rule 14(a)?

Answer 2

As noted in Answer 1, at the time it became clear that P was not keeping clear, there was still time for S to bear away sufficiently to avoid the contact. Therefore, it was reasonably possible for S to have done so. She failed either to bear away sufficiently or to begin to bear away early enough, but that does not mean that it was not reasonably possible for her to have avoided the contact. Therefore, S broke rule 14(a) despite having borne away slightly before the contact occurred. Because the contact caused damage, S is not exonerated by rule 43.1(c); she is disqualified.

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SLUČAJ 123

Pravilo 10, Na suprotnim uzdama
Pravilo 14; Izbjegavanje dodira

Ako bi u tom trenutku, sposobnom ali ne i stručnom jedriličaru za kormilom jedriluce na desnim uzdama, bilo jasno da postoji značajan rizik od dodira s jedrilicom na lijevim uzdama, te da jedrilica na desnim uzdama ima vremena dovoljno promijeniti kurs kako bi izbjegla dodir, prekršit će pravilo 14(a) ako dođe do dodira.

Činjenice za pitanje 1

U natjecanju flote pri vjetru od 10 čvorova, dvije jedrilice istog tipa, svaka duljine 5 metara, približavale se jedna drugoj na kursovima sasvim uz vjetar. D je na desnim uzdama, a L je na lijevim uzdama. Obje jedrilice zadržavaju svoj kurs i brzinu. Došlo je do dodira između pramca D i desnog boka L, oko 20 centimetara od krme L, što je uzrokovalo štetu. Niti jedna jedrilica nije prihvatila kaznu. D prosvjeduje protiv L.

Pitanje 1

Kako se primjenjuju pravila na ovaj incident **udes**? Je li D prekršila pravilo 14(a)?

Odgovor 1

U tim okolnostima L je pogrešno procijenila da će proći ispred D bez kršenja pravila 10. L je mogla otpasti u zavjetrinu D i time se uklonjati D i izbjeci dodir. Budući da L to nije učinila, prekršila je i pravilo 10 i pravilo 14(a) te je diskvalificirana.

Pravilo 14(a) zahtijeva od jedrilice, uključujući i jedrilicu s pravom puta, da izbjegne dodir s drugom jedrilicom ako je ikako moguće. Međutim, pravilo 14 također navodi da jedrilica s pravom puta ne mora djelovati kako bi izbjegla dodir sve dok ne postane „jasno“ da se druga jedrilica ne uklanja. U opisanim uvjetima, kada je pramac L prešao ispred pramca D, kompetentnom, ali ne i stručnom, jedriličaru za kormilom D bilo bi jasno da postoji značajan rizik od dodira i stoga da se L ne uklanja. U tom trenutku još je bilo vremena da D dovoljno skrene kako bi izbjegla dodir, te je dakle D prekršila pravilo 14(a). Budući da je dodir prouzročio štetu, D nije iskupljena prema pravilu 43.1(c), te je diskvalificirana.

Činjenice za pitanje 2

Činjenice su iste kao i za pitanje 1, osim što neposredno prije dodira D lagano skreće u pokušaju da izbjegne L. Međutim, D pogrešno procjenjuje manevar i dolazi do dodira koji uzrokuje štetu.

Pitanje 2

Dali je D prekršila pravilo 14(a)?

Odgovor 2

Kao što je navedeno u Odgovoru 1, u trenutku kada je postalo jasno da se L ne uklanja, D je još uvijek imala vremena da dovoljno otpadne kako bi izbjegla dodir. Stoga je bilo „ikako moguće“ da D to učini. Nije uspjela ni dovoljno otpadnuti ni dovoljno rano početi otpadati, ali to ne znači da nije bilo „ikako moguće“ da izbjegne dodir. Stoga je D prekršila pravilo 14(a) unatoč tome što je malo otpala prije nego što se dogodio dodir. Budući da je dodir prouzročio štetu, D nije iskupljena pravilom 43.1(c); diskvalificirana je.

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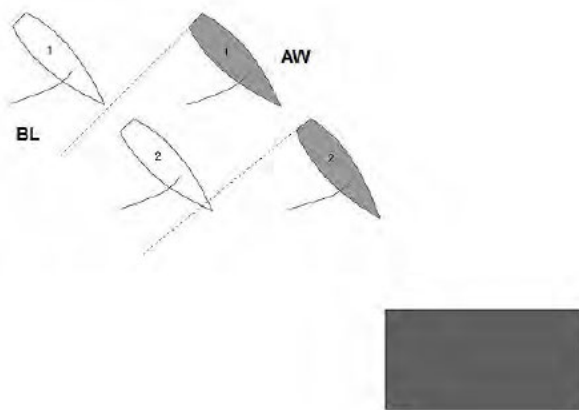
CASE 124

Rule 19.2(a), Room to Pass an Obstruction: Giving Room at an Obstruction

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

Rule 43.1(b), Exoneration

At any point in time while two boats are approaching an obstruction, the right-of-way boat at that moment may choose to pass the obstruction on either side provided that she can then comply with the applicable rules.



Facts

While racing, boats AW and BL are approaching an obstruction that can be passed on either side. At position 1, AW is clear ahead by a very narrow margin and on a track to windward of BL's track. At position 2, they have become overlapped with AW to windward of BL.

Question 1

At position 1, AW is clear ahead and thus has right-of-way under rule 12. When the overlap between them begins, BL becomes the right-of-way boat under rule

11. Rule 19.2(a) states that the right-of-way boat may choose to pass the obstruction on either side. How can we determine which boat has the right to choose in this situation?

Answer 1

At any point in time, the right-of-way boat at that moment is entitled by rule 19.2(a) to choose on which side she will pass the obstruction. Therefore, while AW is clear ahead of BL, she has the right to choose to pass the obstruction on either side. When the boats become overlapped, AW loses that right, and at that time BL has the right to choose.

Question 2

What rules apply as the right-of-way boat exercises her right to choose on which side to pass the obstruction?

Answer 2

When a right-of-way boat acts to implement a choice she has made under rule 19.2(a), she must both give the other boat room to keep clear of her and also comply with any applicable rules of Section B.

Rule 19.2(b) applies if the boats are overlapped. If they are, the outside boat must give the inside boat room between her and the obstruction, unless she has been unable to do so from the time the overlap began.

Rule 43.1(b) applies while the inside boat is sailing within the room to which she is entitled under rule 19.2(b). However, it will not exonerate her if she is the right of way boat and she breaks rule 19.2(a).

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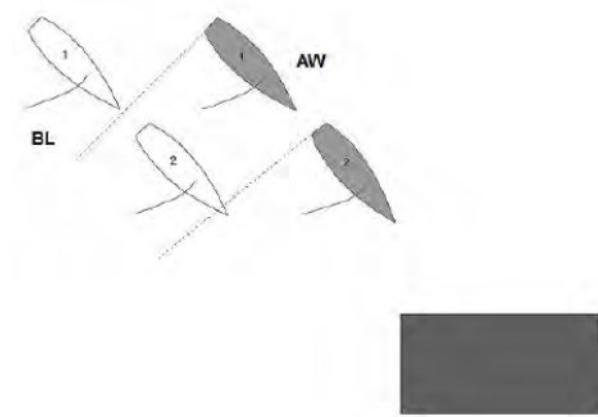
SLUČAJ 124

Pravilo 19.2(a), Prostor za prolazak zapreke: Davanje prostora kod zapreke

Pravilo 19.2(b), Prostor za prolazak zapreke: Davanje prostora kod zapreke

Pravilo 43.1(b), Iskupljenje

U bilo kojem trenutku dok se dvije jedrilice približavaju zapreci, jedrilica s pravom puta u tom trenutku može odabrati proći zapreku s bilo koje strane pod uvjetom da tada može poštivati primjenjiva pravila.



Činjenice

Tijekom natjecanja, jedrilice AP i BZ približavaju se zapreci koju je moguće zaobići s obje strane. Na položaju 1, AP je slobodna po pramcu s vrlo uskom razlikom i na stazi u privjetrini od ztaza BZ. Na položaju 2, dolazi do preklapanja a AP je u privjetrini BZ.

Pitanje 1

Na položaju 1, AP je slobodna po pramcu i stoga ima pravo puta prema pravilu 12. Kada počne preklapanje između njih, BZ postaje jedrilica s pravom puta prema pravilu 11. Pravilo 19.2(a) navodi da jedrilica s pravom puta može odabrati proći zapreku s bilo koje strane. Kako možemo odrediti koja jedrilica ima pravo izbora u ovoj situaciji?

Odgovor 1

U bilo kojem trenutku, jedrilica s pravom puta u tom trenutku ima pravo prema pravilu 19.2(a) odabrati s koje će strane proći zapreku. Stoga, dok je AP slobodna po pramcu BZ, ima pravo odabrati proći zapreku s bilo koje strane. Kada se jedrilice preklape, AP gubi to pravo i u tom trenutku BZ ima pravo izbora.

Pitanje 2

Koja se pravila primjenjuju kada jedrilica s pravom puta koristi svoje pravo izbora s koje strane će proći zapreku?

Odgovor 2

Kada jedrilica s pravom puta djeluje kako bi provela izbor koji je napravila prema pravilu 19.2(a), mora dati drugoj jedrilici prostor za uklanjanje i također se pridržavati svih primjenjivih pravila Poglavlja B.

Pravilo 19.2(b) primjenjuje se ako su jedrilice u preklapanju. Ako jesu, vanjska jedrilica mora dati unutarnjoj jedrilici prostor između sebe i zapreke, osim ako to nije mogla učiniti od trenutka kada je preklapanje počelo.

Pravilo 43.1(b) primjenjuje se dok unutarnja jedrilica plovi unutar prostora na koji ima pravo prema pravilu 19.2(b). Međutim, to ju neće iskupiti ako je jedrilica s pravom puta i prekrši pravilo 19.2(a).

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CASE 125

Definitions, Obstruction

Definitions, Room

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

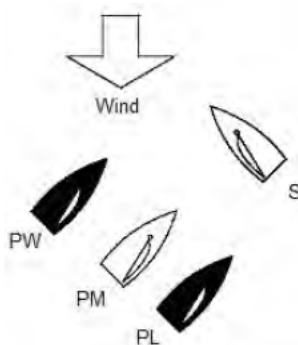
Rule 43.1(b), Exoneration

Rule 43.1(c), Exoneration

When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.

Facts

Boats PW, PM and PL were close-hauled and overlapped on port tack. Boat S was close-hauled on starboard tack. PW was on a collision course with S. PM and PL did not need to change course to pass safely astern of S. PW bore away to pass astern of S without making contact, and PM bore away to give PW just enough space to do so. PL held her course and there was contact between PM and PL, without damage or injury. No boat took a penalty. PM protested PL.



Question

How do the rules apply to this incident and which boat or boats should be disqualified?

Answer

S was an obstruction to PW, PM and PL because each of them would need to change course substantially if she were sailing directly towards S and were one hull length from S, and because they all were required by rule 10 to keep clear of S (see the definition Obstruction). PL had the right under rule 19.2(a) to choose to pass S on either side because she had right of way over both PM and PW. However, PL was not entitled to hail for room to tack under rule 20 because she did not need to change course to avoid S (see rule 20.1(a)). As PL passed astern of S, rule 19.2(b) required PL to give room to both PM and PW between her and S. Rule 19.2(b) also required PM to give PW room.

The space that PL was required to give to PM and PW included enough space for PM to give PW room and for PM to keep clear of PL, as well as space for PW to keep clear of both S and PM (see the definition Room). PL did not give that space. Therefore, she broke rule 19.2(b), and should be disqualified. PL also broke rule 14(a) because the contact could have been avoided if PL had given PM and PW enough space. However, because PL had right of way over PM and there was no damage or injury, PL was exonerated by rule 43.1(c) for her breach of rule 14(a).

PM broke rule 11, but she was exonerated by rule 43.1(b). PM did not break rule 14(a) because it was not possible for her to have avoided making contact, with PL. (See Case 11 for discussion of a similar situation.)

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SLUČAJ 125

Definicije; Zapreka

Definicije; Prostor

Pravilo 19.2(a), Prostor za prolazak zapreke: Davanje prostora kod zapreke

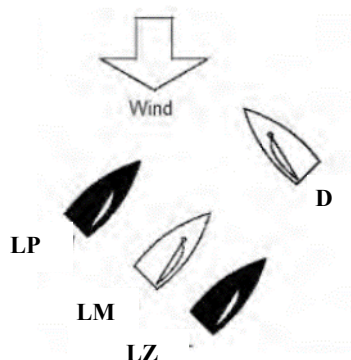
Pravilo 43.1(b), Iskupljenje

Pravilo 43.1(c), Iskupljenje

Kada vanjska jedrilica u preklapanju mora jednoj ili više unutarnjih jedrilica dati prostor za prolazak zapreke, prostor koji daje mora biti dovoljan da omogući svim unutarnjim jedrilicama da udovolje svojim obvezama prema pravilima Dijela 2.

Činjenice

Jedrilice LP, LM i LZ plovile su sasvim uz vjetar u preklapanju na lijevim uzdama. Jedrilica D je plovila sasvim uz vjetar desnim uzdama. LP je bila na kursu sudara s D. LM i LZ nisu trebale mijenjati kurs kako bi sigurno prošle iza krme D. LP je otpadnula kako bi prošla iza D bez dodira, a LM je otpadnula kako bi dala LP dovoljno prostora za to. LZ je zadržala svoj kurs i došlo je do dodira između LM i LZ, bez štete ili ozljede. Niti jedna jedrilica nije prihvatila kaznu. LM je prosvjedovala protiv LZ.



Pitanje

Koja se pravila primjenjuju na ovaj incident i koja jedrilica ili jedrilice trebaju biti diskvalificirane?

Odgovor

D je bila zapreka za LP, LM i LZ jer bi svaka od njih morala znatno promijeniti kurs ako bi plovila izravno prema D i bila udaljena jednu duljinu trupa od D, te jer su sve prema pravilu 10 bile dužne uklanjati D (vidi definiciju Zapreka). LZ je imala pravo prema pravilu 19.2(a) odabrati proći D s bilo koje strane jer je imala pravo puta nad LM i LP. Međutim, LZ nije imala pravo dovikom tražiti mjesto za letanje prema pravilu 20 jer nije trebala promijeniti kurs kako bi izbjegla D (vidi pravilo 20.1(a)). Dok je LZ prolazila iza D, pravilo 19.2(b) zahtijevalo je da LZ da prostor i LM i LP između nje i D. Pravilo 19.2(b) također je zahtijevalo da LM da LP prostor.

Prostor koji je LZ bila dužna dati LM i LP uključivao je dovoljno prostora da LM da LP prostor i da se LM uklanja LZ, kao i prostor da se LP uklanja D a i LM (vidi definiciju Prostor). LZ nije dala taj prostor. Stoga je prekršila pravilo 19.2(b) i treba biti diskvalificirana. LZ je također prekršila pravilo 14(a) jer se dodir mogao izbjeći da je LZ dala LM i LP dovoljno prostora. Međutim, budući da je LZ imala pravo puta nad LM i nije bilo štete ili ozljede, LZ je iskupljena prema pravilu 43.1(c) za kršenje pravila 14(a).

LM je prekršila pravilo 11, ali je iskupljena prema pravilu 43.1(b). LM nije prekršila pravilo 14(a) jer nije bilo moguće izbjeći dodir s LZ. (Vidjeti Slučaj 11 za raspravu o sličnoj situaciji.)

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CASE 126

Rule 23.2, Interfering with another Boat

For the purpose of determining whether rule 23.2 applies to an incident, a boat is sailing on the leg which is consistent with her course immediately before the incident and her reasons for sailing that course.

Facts for Question 1

The course for a race begins with a windward leg to the windward mark, followed by a short reach to an offset mark and then a run to the leeward mark. Boats L and W sail the windward leg and round the windward mark and the offset mark. On the run, while L and W are on the same tack sailing towards the leeward mark, L luffs W, and W responds and keeps clear. After the race, W learns that L had failed to start and has been scored OCS. W protests L alleging that L broke rule 23.2.

Question 1

For the purposes of rule 23.2, were L and W sailing on the same leg of the course or different legs when L luffed W?

Answer 1

For the purpose of determining whether rule 23.2 applies to an incident, a boat is sailing on the leg which is consistent with the course she is sailing before the incident and with her reasons for sailing that course. L had not started, but she was unaware that she had made that error. Therefore, L was sailing on the leg of the course to the leeward mark. Clearly W was on the same leg. Therefore, when L luffed W, rule 23.2 did not apply between them.

Facts for Question 2

The facts are the same as for Question 1, but with these differences: L started, but she was unaware of the requirement to round the offset mark and, failed to round it on the required side. After rounding the windward mark, she sailed towards the leeward mark until she luffed W.

Question 2

For the purposes of rule 23.2, were L and W sailing on the same leg of the course or different legs when L luffed W?

Answer 2

Clearly W was sailing on the leg to the leeward mark. Because L was unaware of the requirement to round the offset mark, and had been sailing towards the leeward mark from the time she rounded the windward mark until she luffed W, L was also sailing on the leg to the leeward mark. Therefore, when L luffed W, rule 23.2 did not apply between them.

Facts for Question 3

The facts are the same as for Question 2, but with these differences: After L had sailed part of the way to the leeward mark, she realized that she had failed to the offset mark, and she turned back to correct her error. While L was beating to windward to the offset mark she encountered boat X. X had rounded the windward mark and the offset mark and was running towards the leeward mark on the same tack as L. L deviated from her proper course to the offset mark in order to luff X. X protested L alleging that L broke rule 23.2.

Question 3

For the purposes of rule 23.2, were L and X sailing on the same leg of the course or different legs when L luffed X?

Answer 3

Clearly X was sailing on the leg to the leeward mark. When L realized that she failed to round the offset mark and turned to sail towards the offset mark, she was no longer sailing on the leg to the leeward mark and had begun to sail on the leg from the windward mark to the offset mark. She was sailing on that leg when she encountered X. Therefore, the boats were sailing on different legs when L luffed X. Rule 23.2 did apply between L and X, and L broke it.

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SLUČAJ 126

Pravilo 23.2, Ometanje druge jedrilice

U svrhu utvrđivanja primjenjuje li se pravilo 23.2 na incident, jedrilica jedri stranicom kursa koja je u skladu s njezinim kursom neposredno prije incidenta i njezinim razlozima za jedrenje tim kursom.

Činjenice za pitanje 1

Kurs natjecanja počinje stranicom uz vjetar do oznake privjetrine, nakon čega slijedi kratka stranica kursa s vjetrom u bok do oznake odmaka, a zatim stranica kursa s vjetrom u krmu do oznake zavjetrine. Jedrilice Z i P jedre stranicom uz vjetar i obilaze oznaku privjetrine te oznaku odmaka. Ddok su Z i P na istim uzdama jedrile s vjetrom u krmu, prema oznaci zavjetrine, Z prihvaća kurs prema P, a P odgovara uklanjanjem. Nakon natjecanja, P saznaje da L nije startala i da je bodovana OCS. P prosvjeduje protiv L tvrdeći da je L prekršila pravilo 23.2.

Pitanje

U svrhu primjene pravila 23.2, jesu li L i W jedrile na istoj stranici kursa ili na različitim stranicama kada je Z prihvaćala prema P?

Odgovor 1

U svrhu utvrđivanja primjenjuje li se pravilo 23.2 na incident, jedrilica jedri na dijelu kursa koji je u skladu s kursom kojim jedri prije incidenta i s njezinim razlozima za jedrenje tim kursom. Z nije startala, ali nije bila svjesna da je napravila tu pogrešku. Stoga je Z jedrila na stranici kursa do oznake zavjetrine. P je očito bila na istoj stranici kursa. Stoga, kada je L prihvaćala prema P, pravilo 23.2 nije se primjenjivalo između njih.

Činjenice za pitanje 2

Činjenice su iste kao i za Pitanje 1, uz ove razlike: Z je startala, ali nije bila svjesna obveze obilaženja oznake odmaka i nije ju uspjela obići s zahtijevane strane. Nakon što je obišla oznaku privjetrine, jedrila je prema oznaci zavjetrine dok nije prihvaćala prema P.

Pitanje 2

U svrhu primjene pravila 23.2, jesu li L i W jedrile na istoj stranici kursa ili na različitim stranicama kada je Z prihvaćala prema P?

Odgovor 2

Očito je P jedrila po stranici kursa prema oznaci zavjetrine. Budući da Z nije bila svjesna zahtjeva za obilaženjem oznake odmaka te je jedrila prema oznaci zavjetrine od trenutka kada je obišla oznaku privjetrine sve dok nije prihvaćala na P, Z je također jedrila po stranici kursa prema oznaci zavjetrine. Stoga, kada je Z prihvaćala na P, pravilo 23.2 se nije primjenjivalo između njih.

Činjenice za pitanje 3

Činjenice su iste kao i za pitanje 2, uz ove razlike: Nakon što je Z jedrila dio puta do oznake zavjetrine, shvatila je da nije obišla oznaku odmaka i okrenula se kako bi ispravila svoju pogrešku. Dok je Z jedrila uz vjetar prema oznaci odmaka, naišla je na jedrilicu X. X je obišla oznaku privjetrine i oznaku odmaka te je jedrila prema oznaci zavjetrine istim uzdama kao i Z. Z je skrenula sa svog pravog kursa prema oznaci odmaka kako bi prihvaćala na X. X je prosvjedovala protiv Z tvrdeći da je Z prekršila pravilo 23.2.

Pitanje 3

U svrhu primjene pravila 23.2, jesu li L i W jedrile na istoj stranici kursa ili na različitim stranicama kada je Z prihvaćala prema X?

Odgovor 3

X je očito jedrila na dijelu stranice kursa do oznake zavjetrine. Kad je Z shvatila da nije uspjela zaobići oznaku odmaka te se okrenula kako bi jedrila prema oznaci odmaka, više nije jedrila na stranici kursa do oznake zavjetrine i započela je jedriti na dijelu stranice kursa od oznake privjetrine do oznake odmaka. Jedrila je na tom dijelu stranice kursa kad je naišla na X. Stoga su jedrilice jedrile na različitim stranicama kursa kad je Z prihvaćala na X. Pravilo 23.2 primjenjivalo se između Z i X, a Z ga je prekršila.

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CASE 127

Definitions, Racing

A boat 'clears the finishing line and marks' when no part of her hull, crew or equipment is on the line, and no mark is influencing her choice of course.

Question

The definition Racing states that a boat that '*finishes* and clears the finishing line and *marks*' is no longer racing. When does a boat 'clear the finishing line and marks'?

Answer

A boat 'clears the finishing line and marks' when the following two conditions are met: no part of her hull, crew or equipment is on the line, and no finishing mark is influencing her choice of course.

For example, a boat that clears the finishing line and then continues to sail toward a finishing mark, where current sets her into the mark, is still racing and has broken rule 31. However, a boat that crosses the finishing line, and sails to a position at which no finishing mark is influencing her choice of course, is no longer racing. If, later, she hits a finishing mark, she does not break rule 31.

World Sailing 2013

SLUČAJ 127

Definicije; Natjecanje

Jedrilica „napušta liniju cilja i oznake“ kada nijedan dio njezinog trupa, posade ili opreme nije na liniji i nijedna oznaka ne utječe na njegov izbor kursa.

Pitanje

Definicija natjecanja navodi da se jedrilica koja je „završila“ i „napustila liniju i oznake cilja“ više ne natječe. Kada je jedrilica „napustila liniju i oznake cilja“?

Odgovor

Jedrilica je „napustila liniju i oznake cilja“ kada su ispunjena sljedeća dva uvjeta: niti jedan dio njezina trupa, posade ili opreme nije na liniji cilja i nijedna oznaka linije cilja ne utječe na njezin izbor kursa.

Na primjer, jedrilica koja je napustila liniju cilja, a zatim nastavi jedriti prema oznaci linije cilja, gdje ga struja zanese u oznaku, još uvijek se natječe i prekršila je pravilo 31. Međutim, jedrilica koja je napustila liniju cilja i jedri do položaja na kojem nijedna oznaka cilja ne utječe na njezin izbor kursa, više se ne natječe. Ako kasnije udari u oznaku cilja, ne krši pravilo 31.

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CASE 128

Definitions, Finish

Definitions, Sail the Course

Rule 28.1, Sailing the Course

Rule 31, Touching a Mark

Rule 60.2(a), Protests: Intention to Protest

Rule A4, Scoring System

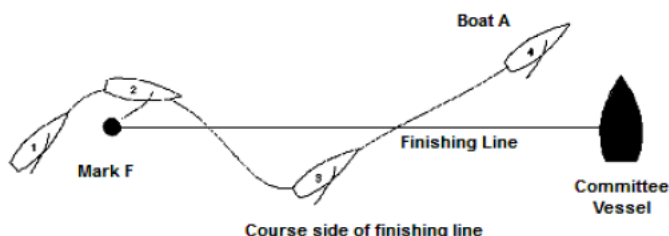
Rule A5, Scores Determined by the Race Committee

If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

Facts for Question 1

All the boats in a race, with the exception of boat A, sailed to the finishing line from the last mark and then finished by crossing the line from its course side leaving the committee vessel to starboard and mark F to port. As shown in the diagram, A left mark F to starboard, bore away, sailed completely to the course side of the finishing line, and, shortly after position 3, finished. A then sailed into the harbour. Members of the race committee observed A sail the track shown in the diagram.

The rules of Appendix A applied. The sailing instructions did not change the direction in which boats were required to cross the finishing line to finish.



Question 1

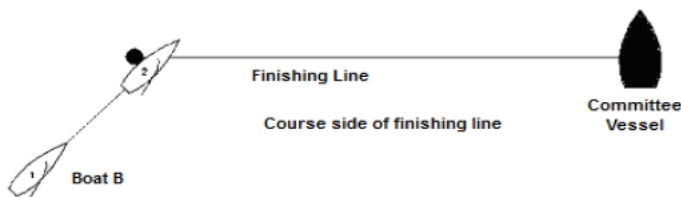
What should the race committee do in this situation?

Answer 1

To comply with rule 28.1 a boat must 'sail the course', and therefore a string representing her track must, when drawn taut, pass mark F on the required side. A made an error under rule 28.1 at the line because the string representing her track, when drawn taut, passes mark F on the wrong side. A did not correct that error as permitted by rule 28.2, and therefore she broke rule 28.1. Because A did not 'sail the course', rules A5.1 and A5.2 require the race committee to score A for the finishing place one more than the number of boats entered in the series. The abbreviation for her score is 'NSC' (see rule A10).

Facts for Question 2

The race committee observes boat B touch the finishing mark as she crosses the finishing line. B does not take a penalty and sails into the harbour.



Question 2

What is the race committee required to do, and what other actions may be taken?

Answer 2

B finished when her bow crossed the finishing line just before position 2. The race committee is required by rule A4 to score B points for the place in which she finished.

Rule 60.1 then permits the race committee, as well as the protest committee or the technical committee, to protest B. If one of those committees decides to do so, it must inform B after the race that it intends to protest and deliver its written protest within the time limit of rule 60.3(b)(1) (see rule 60.2(a)(2)). Also, a boat that saw B touch the mark may protest B (see rules 60.1 and 60.2(a)(1)).

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SLUČAJ 128

Definicije; Završavanje

Definicije, Jedrenje kursa

Pravilo 28.1, Jedrenje kursa

Pravilo 31, Dodirivsnje oznake

Pravilo.60.2(a), Prosvjedi: Namjera prosvjedovanja

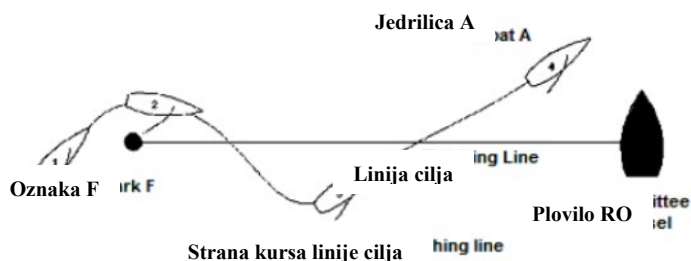
Pravilo A4, Sustav bodovanja

Pravilo A5, Bodovi koje određuje regatni odbor

Ako regatni odbor primijeti da je jedrilica napravila pogrešku prema pravilu 28.1 jedreći kursom i ne ispravi tu pogrešku, dužan je bodovati njezin plasman NSC. Ako primijeti da jedrilica dodiruje oznaku dok završava, mora je bodovati prema njezinoj završnoj poziciji. Protiv jedrilice RO može uložiti protest zbog kršenja pravila 31.

Činjenice za pitanje 1

Sve jedrilice u natjecanju, osim jedrilice A, jedrile su do linije cilja od zadnje oznake, a zatim završile presijecanjem linije cilja sa strane kursa ostavljajući plovilo regatnog odbora s desne strane, a oznaku F s lijeve. Kako je prikazano crtežom, A je napustila oznaku F s desne strane, otpadala, te jedrila sve dok nije potpuno došla na stranu kursa linije cilja i, ubrzo nakon poplozaja 3, završila. A je zatim jedrila u luku. Članovi regatnog odbora promatrali su A kako jedri stazom prikazanom crtežom. Primjenjivala su se pravila Dodatka A. Upute za jedrenje nisu izmijenile smjer u kojem su jedrilice morale presjeći liniju cilja kako bi završile.



Pitanje 1

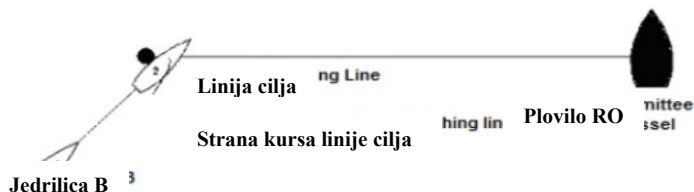
Što bi regatni odbor trebao učiniti u ovoj situaciji?

Odgovor 1

Da bi se udovoljilo pravilu 28.1, jedrilica mora „jedriti kurs“ i stoga uzica koja predstavlja njezinu brazdu mora, kada je zategnuta, prolaziti na zahtijevanoj strani oznake F. A je napravila pogrešku prema pravilu 28.1 na liniji cilja jer uzica koja predstavlja njezinu brazdu, kada je zategnuta, prolazi oznaku F s krive strane. A nije ispravila tu pogrešku kako je dopušteno pravilom 28.2 i stoga je prekršila pravilo 28.1. Budući da A nije „jedrila kurs“, pravila A5.1 i A5.2 zahtijevaju od regatnog odbora da A dodijeli bodove za mjesto završavanja za jedno više od broja jedrilica prijavljenih u seriju. Kratica za njezin rezultat je „NSC“ (vidjeti pravilo A10).

Činjenice za pitanje 2

Regatni odbor je primijetio kako jedrilica B dodiruje oznaku cilja dok presjeca liniju cilja. B ne prihvaća kaznu i uplovljava u luku.



Pitanje 2

Što je regatni odbor dužan učiniti i koje se druge radnje mogu poduzeti?

Odgovor 2

B je završila kada je njezin pramac prsjekao liniju cilja neposredno prije položaja 2. Regatni odbor je, prema pravilu A4, dužan bodovati B za mjesto na kojem je završila.

Pravilo 60.1 tada dopušta regatnom odboru, kao i odboru za prosvjede ili tehničkom odboru, da prosvjeduju protiv B. Ako jedan od tih odbora odluči tako učiniti, mora nakon natjecanja obavijestiti B da namjerava prosvjedovati i dostaviti svoj pisani prosvjed unutar vremenskog ograničenja pravila 60.3(b)(1) (vidjeti pravilo 60.2(a)(2)). Također, jedrilica koja je vidjela B kako dodiruje oznaku može prosvjedovati protiv B (vidjeti pravila 60.1 i 60.2(a)(1)).

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CASE 129

Definitions, Finish

Rule 28.1, Sailing the Course

Rule 32.2(a), Shortening or Abandoning after the Start

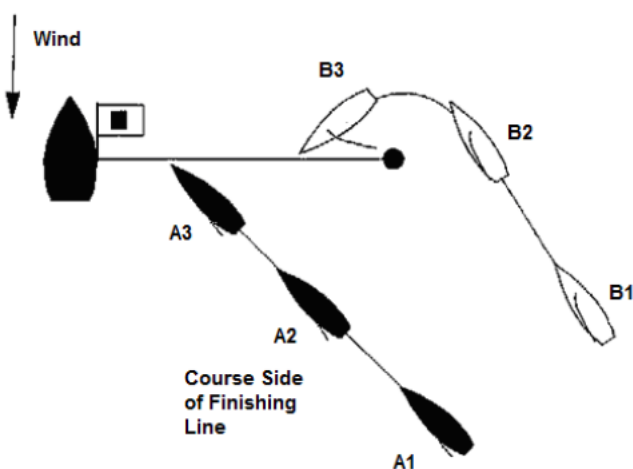
Rule 61.4(b)(1), Redress: Redress Decisions

When the course is shortened at a rounding mark, the mark becomes a finishing mark. Rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. A boat must cross the line in accordance with the definition Finish, even if in so doing she leaves that mark on the side opposite the side on which she would have been required to leave it if the course had not been shortened.

Facts for Question 1

The sailing instructions state that all rounding marks, including the windward mark, are to be left to port. The sailing instructions do not change the direction in which boats are required to cross the finishing line to finish.

During the race the strength of the wind becomes lighter, and the race committee shortens the course by displaying flag S (with two sounds) from a staff on a committee vessel anchored near the windward mark.



The committee sets the finishing line as shown in the diagram. At the time that flag S is displayed, the boats are between the last rounding mark and the finishing line. Boats A and B approach the finishing line, see flag S and sail the courses shown in the diagram.

Question 1

After the race committee shortens the course, are boats still required to leave the windward mark to port and to 'hook round' it (as B does), or are they required to cross the finishing line from the course side (as A does)?

Answer 1

After the race committee shortens the course, the windward mark is no longer a rounding mark. It becomes a finishing mark (see rule 32.2(a)). To comply with rule 28.1, boats must finish in accordance with the definition Finish. Therefore, they must cross the finishing line from its course side. A finishes in accordance with the definition; B does not finish.

Additional Facts for Question 2

Boat B requests redress claiming that positioning the committee vessel as shown in the diagram was an improper action of the race committee because it was not clear from reading the racing rules and the sailing instructions in which direction boats were required to cross the finishing line.

Question 2

Was it an improper action of the race committee to anchor the committee vessel displaying flag S where it did?

Answer 2

No (even though this action was not good race management practice). When the course is shortened at a rounding mark, rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. Rule 28.1 requires a boat to sail the course, which includes finishing in compliance with the definition Finish.

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CASE 130

Deleted

SLUČAJ 130

Izbrisan



CASE 131

Rule 78.2, Compliance with Class Rules; Certificates Rule A5.1, Scores Determined by the Race Committee

If a boat has broken rule 78.2 by not producing a required certificate, or by not arranging for its existence to be verified before the start of the last day of an event, the race committee is required, without a hearing, to score her DSQ for all races of the event.

Facts

A rule in the sailing instructions for an event requires that a certificate be produced or its existence verified before a boat races. One boat does not comply with this requirement, but before the first race she provides the race committee with a statement signed by the person in charge that the boat has a valid certificate. At the start of the last day of the event, the certificate has neither been produced nor verified.

Question

What should the race committee do?

Answer

The race committee is required to score her DSQ for all races without a hearing (see rules 78.2 and A5.1).

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SLUČAJ 131

Pravilo 78.2, Udovoljavanje pravilima klase; Svjedodžbe

Pravilo A5.1, Bodovi koje određuje regatni odbor

Ako je jedrilica prekršila pravilo 78.2 time što nije predložila potrebnu svjedodžbu ili nije osigurala provjeru njezinog postojanja prije početka posljednjeg dana regate, regatni odbor je dužan, bez saslušanja, bodovati ju DSQ za sva natjecanja regate.

Činjenice

Pravilo u uputama za jedrenje za regatu zahtijeva da se svjedodžba predloži ili provjeri njezino postojanje prije nego što jedrilica krene u natjecanje. Jedna jedrilica ne udovoljava ovom zahtjevu, ali prije prvog natjecanja dostavlja regatnom odboru izjavu potpisanu od strane odgovorne osobe da jedrilica ima valjanu svjedodžbu. Na početku posljednjeg dana regate, svjedodžba nije ni predložena ni njezino postojanje ovjereno.

Pitanje

Što bi trebao učiniti regatni odbor?

Odgovor

Regatni odbor je dužan bodovati jedrilicu DSQ za sva natjecanja bez saslušanja (vidi pravila 78.2 i A5.1).

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CASE 132

Rule 16.2, Changing Course

Rule 18.1(a)(1), Mark-Room: When Rule 18 Applies

Interpretation of the phrase 'on a beat to windward'.

Question

Rule 16.2 states that it applies between boats on opposite tacks on a beat to windward. Rule 18.1(a)(1) states that rule 18 does not apply between boats on opposite tacks on a beat to windward.

For the purpose of these rules, when are boats on opposite tacks 'on a beat to windward'?

Answer

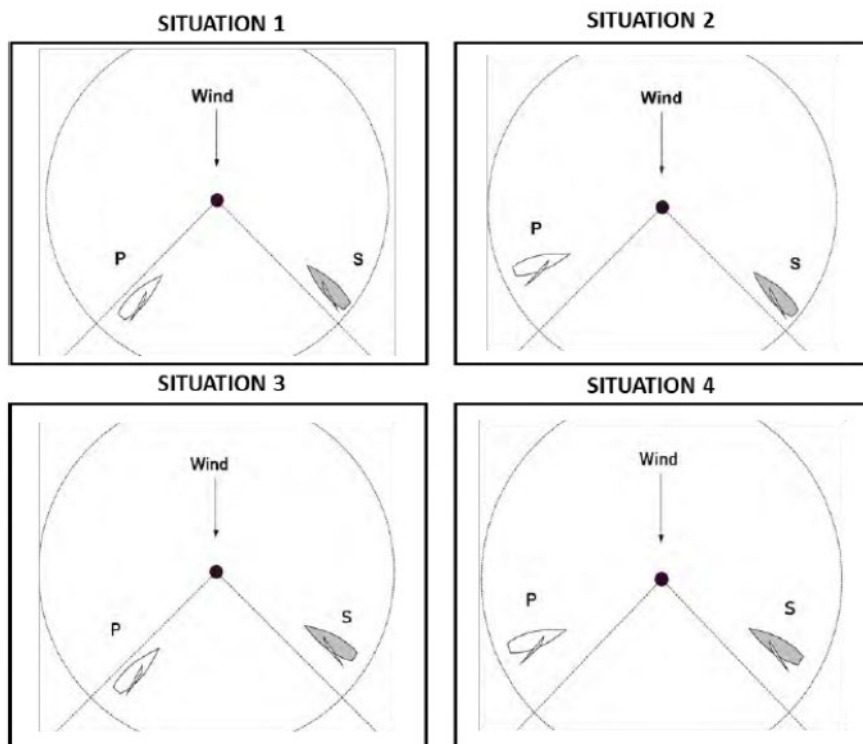
Two boats on opposite tacks are 'on a beat to windward' when, after their starting signal,

- (1) the course each of them would choose in order to sail the course as quickly as possible, in the absence of all other boats, is close-hauled or above, or
- (2) one or both of them are overstanding a close-hauled layline to their next mark. (A boat on the windward side of a close-hauled layline to a leeward mark is not 'overstanding' that layline; she is 'above' that layline.)

Examples

In each of the situations 1 to 6 that follow, the boats shown are on opposite tacks 'on a beat to windward' and are either below, on or overstanding a close-hauled layline to the next mark of their course. This mark may be a rounding mark, a passing or limit mark, a gate mark or a finishing mark.

(see next page)

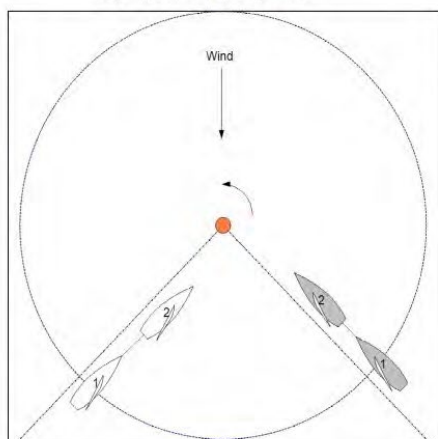


Situations 5 and 6 illustrate two boats 'on a beat to windward' in the zone of a mark to be left to port. In situation 5 condition (1) applies and in situation 6 condition (2) applies.

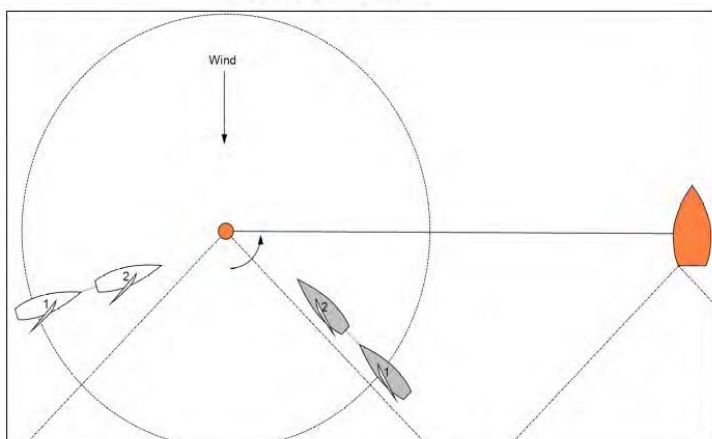
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SITUATION 5

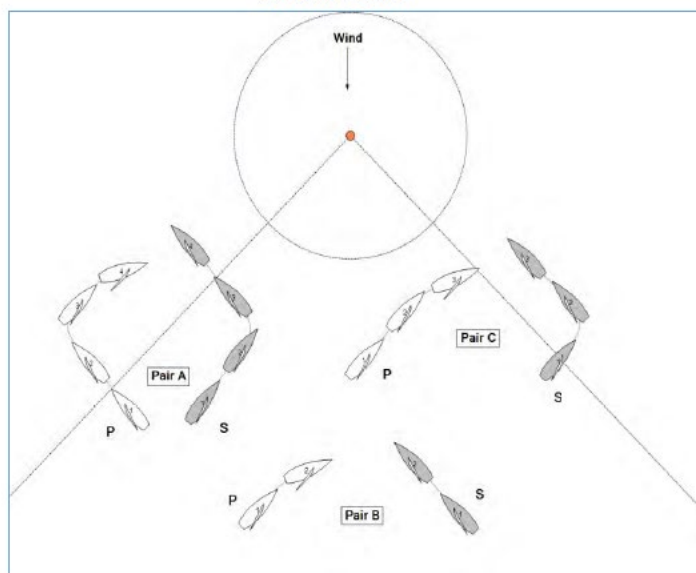


SITUATION 6



In situation 7 each pair of boats below is ‘on a beat to windward’ and the starboard-tack boats are each subject to rule 16.2.

SITUATION 7



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SLUČAJ 132

Pravilo 16.1, Mijenjanje kursa

Pravilo 18.1(a), Prostor oznake: Primjena pravila 18

Tumačenje izraza „na kursu uz vjetar“. Pravilo 17, Na istim uzdama; Pravi kurs

Pitanje

Pravilo 16.2 navodi da se primjenjuje između jedrilica na suprotnim uzdama na kursu uz vjetar. Pravilo 18.1(a)(1) navodi da se pravilo 18 ne primjenjuje između jedrilica na suprotnim uzdama na kursu uz vjetar. U svrhu ovih pravila, kada su jedrilice na suprotnim uzdama „na kursu uz vjetar“?

Odgovor

Dvije jedrilice na suprotnim uzdama su „na kursu uz vjetar“ kada, nakon njihovog startnog signala,

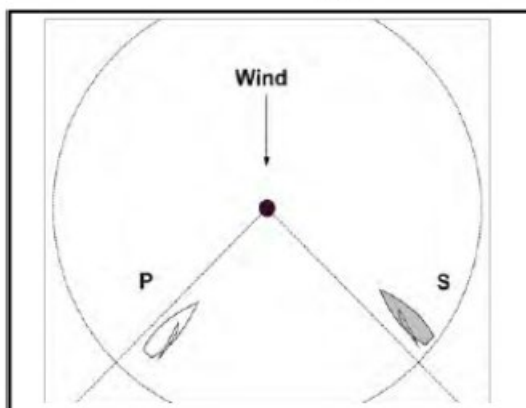
- (1) kurs koji bi svaka od njih odabrala kako bi što brže jedrila kurs, u odsutnosti svih ostalih jedrilica, je sasvim uz vjetar ili iznad, ili
- (2) jedna ili obje od njih „prelaze“ preko linije položene kursom sasvim uz vjetar do svoje sljedeće oznake. (Jedrilica na strani privjetrine linije položene kursom sasvim uz vjetar do oznake u zavjetrini ne „prelazi“ preko te položene linije; ona je „iznad“ te linije.)

Primjeri

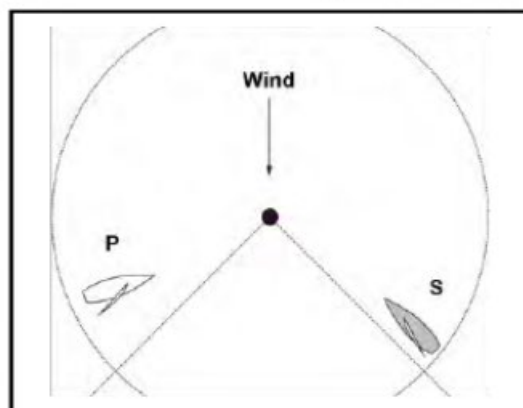
U svakoj od sljedećih situacija od 1 do 6, prikazane jedrilice su na suprotnim uzdama na kursu uz vjetar i nalaze se ispod, na ili preko linije položene kursom sasvim uz vjetar do sljedeće oznake svojeg kursa. Ova oznaka može biti oznaka obilaženja, oznaka prolaženja ili granična oznaka, oznaka prolaza ili oznaka cilja.

(vidjeti i sljedeći list)

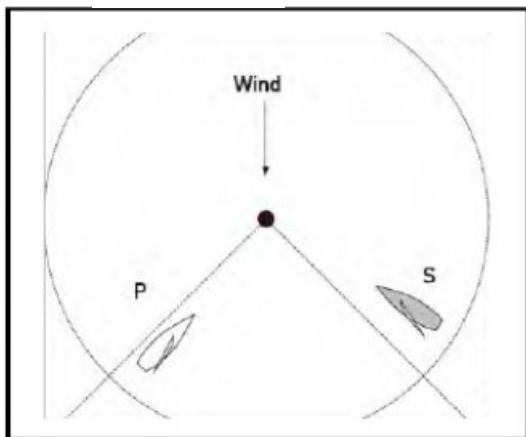
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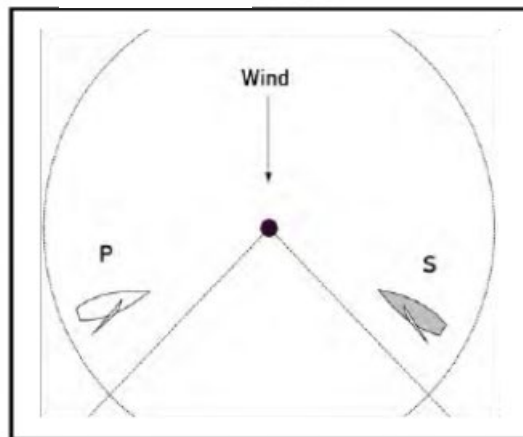
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SITUACIJA 3



SITUACIJA 4

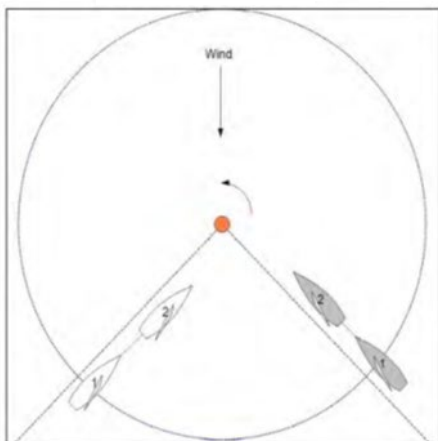


Situacije 5 i 6 prikazuju dvije jedrilice koje jedre „protiv vjetra“ u zoni oznake koju treba ostaviti lijevo. U situaciji 5 primjenjuje se uvjet (1), a u situaciji 6 uvjet (2).

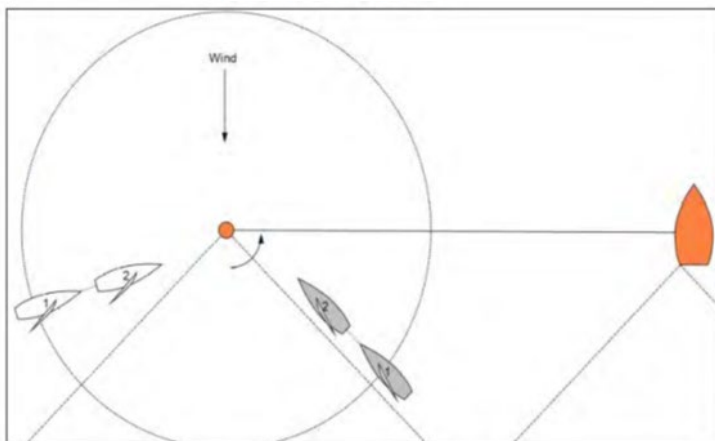
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SITUACIJA

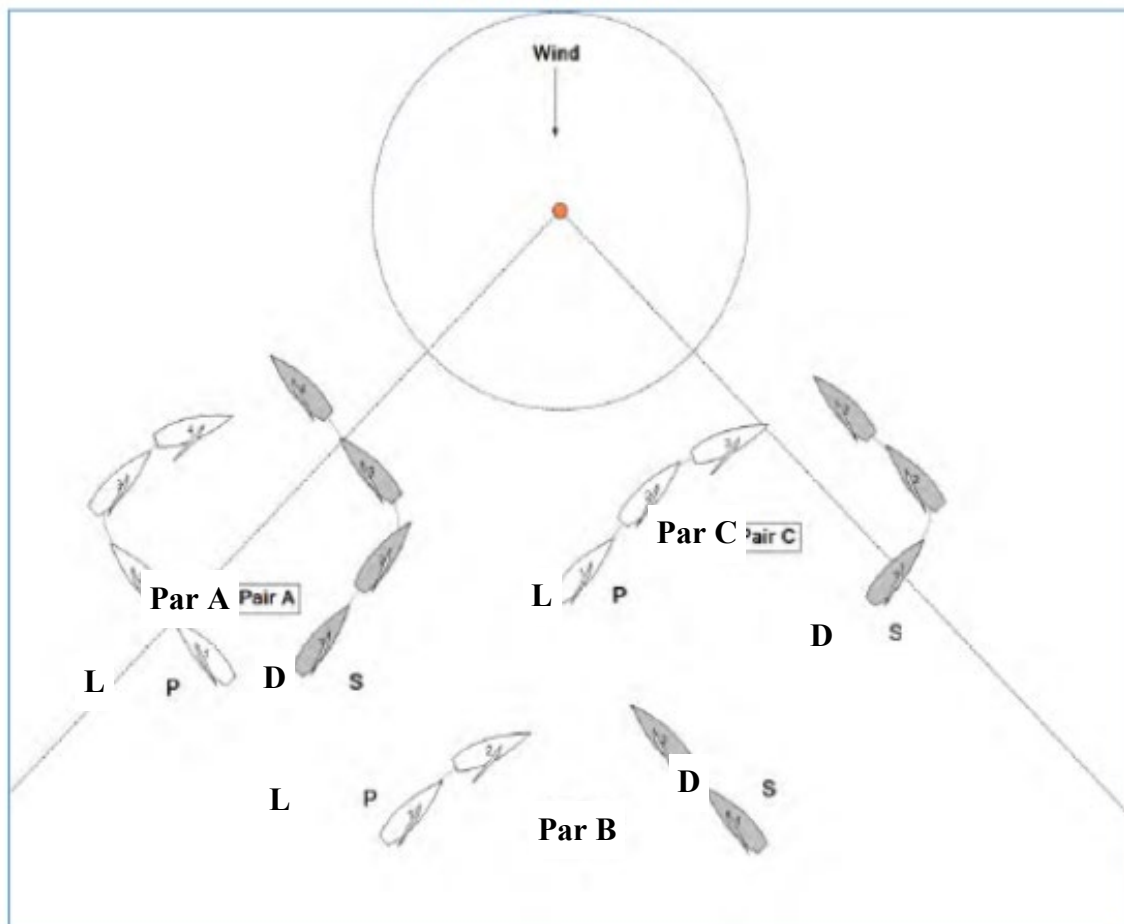


SITUACIJA



U situaciji 7 svaki par jedrilica je ispod položene linije kursom sasvim uz vjetar, a jedrilice na desnim uzdama podliježu pravilu 16.2.

SITUACIJA 7 DN 7



World Sailing 2021



CASE 133
Withdrawn for Revision

SLUČAJ 133

Povučeno na pregled



CASE 134

Definitions, Proper Course

Rule 17, On the Same Tack; Proper Course

A boat's proper course at any moment depends on the existing conditions. Some of those conditions are the wind strength and direction, the pattern of gusts and lulls in the wind, the waves, the current, and the physical characteristics of the boat's hull and equipment, including the sails she is using.

Facts

Two boats, W and L, are sailing downwind on the same tack in conditions where they would normally use spinnakers in place of headsails to finish as soon as possible. The next mark is directly downwind from their current positions.

W has a problem hoisting her spinnaker and L, sailing faster, establishes a leeward overlap from clear astern and is subject to rule 17. In order to gain a tactical advantage over W, L decides to continue sailing with her headsail and to delay hoisting her spinnaker.

L then sails the course that results in the best VMG ('velocity made good', velocity towards the next mark) for a boat sailing downwind with a headsail. That course is above the course that would result in her best VMG if she were using her spinnaker.

W protests L alleging that, by not hoisting her spinnaker and sailing a lower, faster course in order to finish as soon as possible, L breaks rule 17. In the hearing L's representative stated that, to sail the course as quickly as possible in the absence of W, L would have hoisted her spinnaker and sailed a faster and lower course.

Question

When L delayed hoisting her spinnaker and instead sailed the course that resulted in the best VMG for a boat sailing downwind with a headsail, did she break rule 17 by sailing above her proper course?

Answer

No. A boat's proper course at any moment depends on the existing conditions. Some of those conditions are the wind strength and direction, the pattern of gusts and lulls in the wind, the waves, the current, and the physical characteristics of her hull and equipment. The sails that she has set are part of her equipment and, therefore, one of the conditions on which her proper course depends. While L was sailing with her headsail, her proper course was the course that gave her the best VMG with her headsail, and not her spinnaker, set. L did not sail above that course so she did not break rule 17.

There is no requirement in the racing rules for a boat to hoist her spinnaker at any particular time or for her to finish as soon as possible. There could be a variety of reasons, including tactical considerations, why a boat would not use a spinnaker. Therefore, even though L stated that in the absence of W she would have hoisted her spinnaker and sailed a lower course, L broke no rule by continuing to sail with her headsail instead of her spinnaker. (See Case 78 for a discussion of tactics that interfere with or hinder another boat's progress.)

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SLUČAJ 134

Definicije; Pravi kurs

Pravilo 17, Na istim uzdama; Pravi kurs

Pravi kurs jedrilice u bilo kojem trenutku ovisi o postojećim uvjetima. Neki od tih uvjeta su jačina i smjer vjetra, izmjene naleta i zatišja vjetra, valovi, struja i fizičke karakteristike trupa i opreme jedrilice, uključujući jedra koja koristi.

Činjenice

Dvije jedrilice, P i Z, jedre s vjetom u krmu istim uzdama u uvjetima u kojima bi inače koristili spinakere umjesto prednjih jedara kako bi što prije završile. Sljedeća oznaka je direktno niz vjetar od njihovih trenutnih položaja.

P ima problema s podizanjem spinakera, a Z, jedreći brže, uspostavlja preklapanje u zavjetrini iz položaja slobodno po krmu i podliježe pravilu 17. Kako bi stekla taktičku prednost nad P, L odlučuje nastaviti jedriti s prednjim jedrom i odgoditi podizanje spinakera.

Z zatim jedri kursom koji rezultira najboljim VMG-om („povećana brzina“, brzina prema sljedećoj oznaci) za jedrilicu koja jedri niz vjetar s prednjim jedrom. Taj kurs je iznad kursa koji bi rezultirao njezinim najboljim VMG-om da je koristila svoj spinaker.

P prosvjeduje protiv Z tvrdeći da, nedižući spinaker i jedreći nižim, bržim kursom kako bi što prije završila, Z krši pravilo 17. Na saslušanju je predstavnik Z izjavio da bi, kako bi što brže jedrila kurs u odsutnosti P, Z digla spinaker i jedrila bržim i nižim kursom.

Pitanje

Kada je Z odgodila podizanje spinakera i umjesto toga jedrila kursom koji je rezultirao najboljom VMG za jedrilicu koja jedri niz vjetar s prednjim jedrom, je li prekršila pravilo 17 jedreći iznad svog pravog kursa?

Odgovor

Ne. Pravi kurs jedrilice u bilo kojem trenutku ovisi o postojećim uvjetima. Neki od tih uvjeta su jačina i smjer vjetra, pojava udara i zatišja vjetra, valovi, struja i fizičke karakteristike trupa i opreme. Jedra koja je postavila dio su njezine opreme i stoga jedan od uvjeta o kojima ovisi njezin pravi kurs.

Dok je Z jedrila sa svojim prednjim jedrom, njezin pravi kurs bio je kurs koji joj je davao najbolju VMG s njenim prednjim jedrom a ne sa spinakerom. L nije jedrila iznad tog kursa pa nije prekršila pravilo 17.

U pravilima jedriličarskih natjecanja ne postoji zahtjev da jedrilica podigne svoj spinaker u bilo kojem određenom trenutku ili da završi što je prije moguće. Može postojati niz razloga, uključujući taktička razmatranja, zašto jedrilica ne bi koristila spinaker. Stoga, iako je Z izjavila da bi u odsutnosti P podigla svoj spinaker i jedrila nižim kursom, Z nije prekršila pravilo nastavljajući jedriti s prednjim jedrom umjesto sa spinakerom. (Vidjeti Slučaj 78 za raspravu o taktikama koje ometaju ili sprječavaju napredovanje druge jedrilice.)

World Sailing 2014



CASE 135

Definitions, Keep Clear

Rule 44.1(b), Penalties at the Time of an Incident: Taking a Penalty

Rule 61.4(b)(2), Redress: Redress Decisions

Discussion of the decisions that a protest committee must make if a boat breaks a rule of Part 2 by failing to keep clear, and the right-of-way boat, or a third boat, requests redress under rule 61.4(b)(2).

Facts for Question 1

Two dinghies, P on port tack and S on starboard tack, are on a collision course on a beat to windward in strong wind (more than 20 knots). P holds her course and, when it becomes clear to S that P is not keeping clear, S immediately and rapidly tacks onto port tack to avoid P. Despite S's attempt to avoid P, there is contact between the boats, but it does not cause damage. However, while tacking to avoid P, S capsizes and in capsizing, the helmsman falls and damages the tiller. After righting the boat, the tiller cannot be repaired and S retires from the race. S requests redress under rule 61.4(b)(2).

Question 1

Is S entitled to redress if her request is valid?

Answer 1

Rule 61.4(b)(2) does not require physical damage (or injury) to have been caused directly by the boat that was breaking a rule of Part 2. It is sufficient that any physical damage (or injury) was the probable consequence of the action of the boat breaking a rule. In this incident, the physical damage to S was 'serious' because it could not be repaired on the water and, as a result, S retired from the race. Therefore, the 'appropriate' penalty for P was to retire (see rule 44.1(b)).

S may be entitled to redress, but only if the protest committee follows this two- step procedure.

First, the committee must determine that either P retired from the race after the incident, or P was protested and penalized for breaking the rule of Part 2 in the incident with S. If so, S is entitled to redress provided that the protest committee concludes that

- a collision was probable, and S took avoiding action as soon as it was clear that P was not keeping clear;
- the capsize and the helmsman's fall were the result of P not keeping clear and not the result of poor seamanship by S;
- the damage was not due to the tiller previously having been in poor condition.

Facts for Question 2

Two boats, A and B, are on a collision course in strong winds. A is required to keep clear of B by a rule of Part 2. A holds her course and, when it becomes clear to B that A is not keeping clear, B immediately and rapidly makes a large change in course to avoid A. There is no contact between A and B. However, while manoeuvring to avoid potentially damaging contact with A, B collides with C, a third boat nearby. C is damaged and retires from the race. C requests redress under rule 61.4(b)(2).

Question 2

Is C entitled to redress if her request is valid?

Answer 2

C may be entitled to redress, but only if the protest committee follows this two- step procedure.

First, the committee must determine that either A retired from the race after the incident, or A was protested and penalized for breaking a rule of Part 2 in the incident with B. If so, C is entitled to redress provided that the protest committee concludes that

- a collision was probable, and B took avoiding action as soon as it was clear that A was not keeping clear;
- the damage to C was the result of A not keeping clear and not the result of poor seamanship by B;
- after B began to change course, it was not reasonably possible for C to avoid the collision and resulting damage, and
- C's score for retiring was significantly worse than the score for her position just prior to the incident.

See also Case 110.

World Sailing 2014, revised by World Sailing 2021



SLUČAJ 135

Definicije; Uklanjanje

Pravilo 44.1(b), Kazne u trenutku incidenta: Prihvatanje kazne

Pravilo 61.4(b)(2), Ispravak: Odluke o ispravku

Rasprava o odlukama koje odbor za prosvjede mora donijeti ako jedrilica prekrši pravilo iz Dijela 2 jer se nije uklanjala, a jedrilica s pravom puta ili treća jedrilica zatraži ispravak prema pravilu 61.4(b)(2).

Činjenice za pitanje 1

Dvije jedrilice, L na lijevim i D na desnim uzdama, nalaze se na kursu sudara jedreći uz vjetar pri jakom vjetru (više od 20 čvorova). L zadržava svoj kurs. Kada D postane jasno da se L ne uklanja, D odmah i brzo leta na lijeve uuzde kako bi izbjegla L. Unatoč pokušaju D da izbjegne L, dolazi do dodira između jedrilica, koji ne uzrokuje štetu. Međutim, dok D leta kako bi izbjegla L, D se prevrće i pri prevrtanju, kormilar pada i oštećuje rudo kormila. Nakon ispravljanja jedrilice, rudo kormila se ne može popraviti i D odustaje od natjecanja. D traži ispravak prema pravilu 61.4(b)(2).

Pitanje 1

Ima li D pravo na ispravak ako je njezin zahtjev valjan?

Odgovor 1

Pravilo 61.4(b)(2) ne zahtijeva da fizičku štetu (ili ozljedu) izravno uzrokuje jedrilica koja je prekršila pravilo iz Dijela 2. Dovoljno je da je bilo kakva fizička šteta (ili ozljeda) bila vjerojatna posljedica djelovanja jedrilice koja je prekršila pravilo.

U ovom incidentu, fizička šteta na D bila je „ozbiljna“ jer se nije mogla popraviti na vodi te je, kao rezultat toga, D je odustala od natjecanja. Stoga je „primjerena“ kazna za L bila povlačenje (vidi pravilo 44.1(b)).

S može imati pravo na ispravak, ali samo ako odbor za prosvjede slijedi ovaj postupak.

S may be entitled to redress, but only if the protest committee follows this two- step procedure.

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Prvo, odbor mora utvrditi da li se L povukla iz natjecanja nakon incidenta ili je L bila kažnjena zbog prekršaja pravila Dijela 2 u incidentu s D. Ako je tako, D ima pravo na ispravak pod uvjetom da odbor za prosvjede zaključi da

- sudar je bio vjerojatan, a D je poduzela mjere izbjegavanja čim je postalo jasno da se L ne uklanja;
- prevrtanje i pad kormilara bili su izazvani djelovanjem L koja se nije uklanjala a ne slabim pomoračkim djelovanjem D;
- šteta nije nastala zbog toga što je rudo kormila prethodno bilo u lošem stanju.

Činjenice za pitanje 2

Dvije jedrilice, A i B, nalaze se na kursu sudara pri jakom vjetru. A se mora uklanjati B prema pravilu iz Dijela 2. A drži svoj kurs i, kada B postane jasno da se A ne uklanja, B odmah i brzo mijenja kurs kako bi izbjegla A. Nema dodira između A i B. Međutim, dok manevrira kako bi izbjegla potencijalno štetan dodir s A, B se sudara s C, trećom jedrilicom u blizini. C je oštećena i povlači se iz natjecanja. C traži ispravak prema pravilu 61.4(b)(2).

Pitanje 2

Ima li C pravo na ispravak ako je njezin zahtjev valjan?

Odgovor 2

C može imati pravo na ispravak, ali samo ako odbor za prosvjede slijedi ovaj postupak.

Prvo, odbor za prosvjed mora utvrditi da li se A povukla iz natjecanja nakone incidenta ili je protiv A podnesen prosvjed i kažnjena je zbog prekršaja pravila iz Dijela 2 u incidentu s B. Ako je tako, C ima pravo na ispravak pod uvjetom da odbor za prosvjede zaključi da

- sudar je bio vjerojatan, a B je poduzela mjere izbjegavanja čim je postalo jasno da se A ne uklanja;
- šteta nanescena C bila je izazvana djelovanjem A koja se nije uklanjale e ne slabim pomoračkim djelovanjem B;
- nakon što je B počela mijenjati kurs, nije bilo ikako moguće da C izbjegne sudar i nastalu štetu, i
- Bodovanje C za povlačenje iz natjecanja bilo bi značajno lošije od bodovanja za njezinu poziciju u natjecanju neposredno prije incidenta.

Vidjeti i Slučaj 110.

World Sailing 2014, preinačeno by World Sailing 2021



CASE 136

Rule 29.1, Recalls: Individual Recall

Rule 63.5(a), Conduct of Hearings: Decisions

In finding facts, a protest committee will be governed by the weight of evidence. In general, a race committee member sighting the starting line is better placed than any competing boat to decide whether a boat was over the line at the starting signal and, if so, whether she returned to the pre-start side and started.

Facts

At the starting signal, the race committee member sighting the line judged three boats to be over the line. Flag X was promptly displayed with a sound signal, and it remained displayed for the required amount of time (see rule 29.1). Another race committee member, at the other end of the line, confirmed the identity of the three boats and that they had not returned to the pre-start side of the line and started. All three boats were scored OCS. One of these three boats completed the course and finished first. On learning that she had been scored OCS, she requested redress, maintaining that she had returned to the pre-start side and started. She called as witnesses two other competitors who had been close by and who believed that she had returned and started.

Question 1

May the decision of the race committee that a boat has not started be overruled on the basis of other evidence? If so, in what circumstances?

Answer 1

Yes, if the protest committee is satisfied on the weight of the evidence that the race committee members sighting the line and observing the boats after the starting signal were not watching while the boat was crossing the starting line or carrying out the returning manoeuvre, or were mistaken as to the identity of the boat.

Question 2

In assessing the weight of evidence in such a case, should the protest committee attach more weight to that of race committee members?

Answer 2

The evidence of race committee members, who are in the best position to judge, is usually more reliable.

Question 3

If the issue is simply whether a boat was 'over' the starting line, or whether she had 'wholly' returned, is a person who was not in a position to sight along the line a competent witness?

Answer 3

See Answer 2. A race committee member sighting directly along the line at all relevant times is in the best position to make such a judgment.

GBR 1984/8



SLUČAJ 136

Pravilo 29.1, Opozivi: Pojedinačni opoziv
Pravilo 63.5(a), Vođenje saslušanja: Odluke

Prilikom utvrđivanja činjenica, odbor za prosvjede vodit će se težinom dokaza. Općenito, član regatnog odbora koji osmatra liniju starta je u boljem položaju od bilo koje natjecateljske jedrilice da odluči je li jedrilica bila preko linije u trenutku signala starta i, ako jest, dali se vratila na pred-startnu stranu i startala.

Činjenice

Na signal, starta član regatnog odbora koji je osmatrao liniju starta procijenio je da su tri jedrilice prešle liniju. Zastava X je odmah istaknuta uz zvučni signal i ostala je istaknuta propisano vrijeme (vidi pravilo 29.1). Drugi član regatnog odbora, na drugom kraju linije starta, potvrdio je prepoznavanje tri jedrilice i da se nisu vratile na predstartnu stranu linije i startale. Sve tri jedrilice su bodovana OCS. Jedna od ove tri jedrilice je jedrila kurs i prva presjekla liniju cilja. Saznavši da je bodovana OCS, zatražila je ispravak, tvrdeći da se vratila na predstartnu stranu i startala. Kao svjedoke pozvala je još dvije jedrilice iz natjecanja koje su bile u blizini i koje su vjerovale da se vratila i startala.

Pitanje 1

Može li se odluka regatnog odbora da jedrilica nije startala poništiti na temelju drugih dokaza? Ako da, u kojim okolnostima?

Odgovor 1

Da, ako je odbor za prosvjede uvjeren na temelju težine dokaza da članovi regatnog odbora koji su osmatrali liniju starta i promatrali jedrilice nakon signala starta nisu gledali dok je jedrilica prelazila liniju starta ili izvodio manevar povratka ili su bili u krivu u pogledu identiteta jedrilice.

Pitanje 2

Prilikom vrednovanja dokaza u takvom slučaju, treba li odbor za prosvjede dati veću važnost dokazima članova regatnog odbora?

Odgovor 2

Dokazi članova regatnog odbora, koji su u najboljem položaju da prosude, obično su pouzdaniji.

Pitanje 3

Kada se radi o tome da li je jedrilica bila „preko“ linije starta ili da li se „potpuno“ vratila, da li je osoba koja nije bila u položaju vidjeti duž linije mjerodavan svjedok?

Odgovor 3

Vidjeti odgovor 2. Član regatnog odbora koji u svim ključnim trenucima vidi direktno duž linije starta je u najboljem položaju da donese takvu prosudbu.

GBR 1984/8



CASE 137

Rule 63.3(d), Conduct of Hearings: Conflict of Interest

When deciding if a conflict of interest is significant, the protest committee should take into account the degree of conflict, the level of the event and the overall perception of fairness.

Facts

After a declaration of a conflict of interest by a protest committee member, one of the parties does not consent to the person remaining as a member of the protest committee.

Question

How should the protest committee decide if the conflict is significant or not, as required by rule 63.3(d)?

Answer

The member concerned should not be present during this decision process. Rule 63.3(d) requires the other members of the protest committee to consider the degree of conflict. For example, a parent/child relationship will almost certainly create a high degree of conflict, while more distant relationships will generally create diminishing degrees of conflict as the distance increases. Similarly, an employer/employee relationship could create a high degree of conflict.

Rule 63.3(d) also requires the level of the event to be considered. At some levels of event it is not practical to find suitable protest committee members who have no conflict of interest, yet the event still needs the service of a protest committee. It may be possible to balance the conflict between two or more protest committee members.

The protest committee should also consider if the perception of fairness is best served by having more members on the protest committee or by not including a person with a conflict. The protest committee may also take into account the strength of feeling of the parties and if their concerns are shared or confined to one party.

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SLUČAJ 137

Pravilo 63.3(d), Vođenje saslušanja: Sukob interesa

Prilikom odlučivanja je li sukob interesa značajan, odbor za prosvjede treba uzeti u obzir stupanj sukoba, razinu događaja i ukupnu percepciju pravednosti.

Činjenice

Nakon što je član odbora za prosvjede izjavio sukob interesa, jedna od stranaka ne pristaje da ta osoba ostane član odbora za prosvjede.

Pitanje

Na koji način odbor za prosvjede treba odlučiti je li sukob značajan ili ne, kako to zahtijeva pravilo 63.3(d)?

Odgovor

Dotični član ne bi trebao biti prisutan tijekom donošenja odluke. Pravilo 63.3(d) zahtijeva od ostalih članova odbora za prosvjede da razmotre stupanj sukoba interesa. Na primjer, odnos roditelj/dijete gotovo sigurno će stvoriti visok stupanj sukoba, dok će udaljeniji odnosi općenito stvarati sve manji stupanj sukoba kako se udaljenost povećava. Slično tome, odnos poslodavac/zaposlenik mogao bi stvoriti visok stupanj sukoba.

Pravilo 63.3(d) također zahtijeva da se uzme u obzir razina regate. Na nekim razinama regate nije moguće pronaći prikladne članove odbora za prosvjede koji nemaju sukob interesa, a ipak regata i dalje zahtijeva usluge odbora za prosvjede. Nekad je moguće je uravnotežiti sukob između dva ili više članova odbora za prosvjede.

Odbor za prosvjede također treba razmotriti da li je li doživljaj pravednosti najbolje ispunjen uključivanjem većeg broja članova u odbor za prosvjede ili ne uključivanjem osobe sa sukobom interesa. Odbor za prosvjede također može uzeti u obzir snagu osjećaja stranaka i jesu li njihove brige zajedničke ili ograničene na jednu stranku.

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CASE 138

Rule 2, Fair Sailing Rule 69, Misconduct

Generally, an action by a competitor that directly affects the fairness of the competition or failing to take an appropriate penalty when the competitor is aware of breaking a rule, should be considered under rule 2. Any action, including a serious breach of rule 2 or any other rule, that the committee considers may be an act of misconduct should be considered under rule 69.

Question 1

When there has been an action by a person that might be considered to be bad sportsmanship or misconduct, what actions might constitute misconduct?

Answer 1

Rule 69 covers all acts of misconduct, which may range from a very minor misdemeanour to a very significant act of bad sportsmanship or bringing the sport into disrepute. The following actions should be considered as examples of acts of misconduct, but they are not exclusive examples, and this is not a definitive list:

- 1) Engaging in any unlawful activity (for example, theft, assault, criminal damage)
- 2) Engaging in any activity which may bring the sport into disrepute
- 3) Bullying, discriminatory behaviour and intimidation
- 4) Physical or threatened violence
- 5) Acting recklessly or in a manner that does, or is likely to, cause damage or injury
- 6) Disobeying the reasonable instructions of event officials
- 7) Intentionally breaking a rule or inciting others to break a rule
- 8) Interference with another competitor's equipment
- 9) Repeated breaches of a rule
- 10) Failing to act to prevent your boat or team breaking a rule when you are aware of that breach
- 11) Not telling the truth or the whole truth in a hearing
- 12) Other forms of cheating such as falsifying personal, class or measurement documents, entering a boat known not to measure, intentionally not rounding a rounding mark, etc.
- 13) Foul or abusive language that causes or may cause offence
- 14) Making abusive or disrespectful comments concerning race officials or their decisions (including via electronic means such as social media)

Question 2

When should a protest committee proceed under rule 2 and when should it proceed under rule 69?

Answer 2

A boat may be protested for a breach of rule 2 and the protest committee is required to hear and decide the protest. To uphold a protest for an alleged breach of rule 2, the protest committee is required to clearly establish that a boat has not competed in compliance with recognized principles of sportsmanship and fair play. It follows that the action must directly involve the competition for a breach of rule 2 to be established.

A protest committee may protest a boat for a breach of rule 2, but it may decide that action under rule 69 is more appropriate, or in some circumstances action under both. Generally, an allegation of an action that directly affects the competition should be subject to protest under rule 2.

An action that is considered to be an act of misconduct and that does not directly affect the competition should be subject to action under rule 69.



A protest and the subsequent hearing under any rule, including rule 2, may reveal conduct that the protest committee considers to be an act of misconduct. In that case it may be appropriate for the protest committee to take separate action under rule 69.

Facts for Question 3

A boat is sailing upwind on port tack and attempts to cross ahead of a boat on starboard tack. The port-tack boat misjudges the cross and fails to keep clear.

Question 3

Has the port-tack boat intentionally broken a rule?

Answer 3

No. A misjudgment such as this is common during a race and is not unfair sailing or an act of misconduct. In order for it to be unfair sailing or an act of misconduct, there must be evidence that the boat knew or should have known that she would not make the cross and attempted to do so anyway.

However, when the port-tack boat realizes that she has failed to keep clear, she has knowingly broken a rule and must take the appropriate penalty. Otherwise, she has broken a recognized principle of sportsmanship (see the first Basic Principle, Sportsmanship and the Rules).

World Sailing 2016



SLUČAJ 138

Pravilo 2, Korektno jedrenje

Pravilo 69, Nedolično ponašanje

Općenito, radnja natjecatelja koja izravno utječe na pravednost natjecanja ili neprihvatanje odgovarajuće kazne kada je natjecatelj svjestan kršenja pravila, treba se razmatrati prema pravilu 2. Svaka radnja, uključujući ozbiljno kršenje pravila 2 ili bilo kojeg drugog pravila, za koje odbor smatra da može biti čin nedoličnog ponašanja, treba se razmatrati prema pravilu 69.

Pitanje 1

Kada je osoba djelovala na način koji bi se mogao smatrati lošim sportskim ponašanjem ili nedoličnim ponašanjem, koje djelovanje bi moglo predstavljati nedolično ponašanje?

Odgovor 1

Pravilo 69 pokriva sva djela nedoličnog ponašanja, koja mogu varirati od vrlo malih prekršaja do vrlo značajnog čina lošeg sportskog ponašanja ili narušavanja ugleda sporta. Sljedeće radnje treba smatrati primjerima djela nedoličnog ponašanja, ali one nisu isključivi primjeri i ovo nije konačan popis:

1. Bavljenje bilo kojom nezakonitom aktivnošću (na primjer, krađa, napad, kazneno djelo nanošenja štete)
2. Bavljenje bilo kojom aktivnošću koja može narušiti ugled sporta
3. Maltretiranje, diskriminatorno ponašanje i zastrašivanje
4. Fizičko nasilje ili prijetnja nasiljem
5. Nepromišljeno postupanje ili postupanje na način koji uzrokuje ili će vjerojatno uzrokovati štetu ili ozljedu
6. Nepoštivanje razboritih uputa službenih osoba regate
7. Namjerno kršenje pravila ili poticanje drugih na kršenje pravila
8. Ometanje opreme drugog natjecatelja
9. Ponovljena kršenja pravila
10. Izostanak djelovanja radi sprječavanja svoje jedrilice ili momčadi da prekrše pravilo kada je osoba svjesna tog kršenja
11. Neiznošenje istine ili cijele istine na saslušanju
12. Drugi oblici varanja kao što su krivotvorenje osobnih dokumenata, svjrdodžbi klase ili premjera ili mjernih a, ukrcaj na jedrilicu za koji postoji saznanje da ne odgovara pravilima, namjerno izbjegavanje obilaska oznake itd.
13. Vulgaran ili uvredljiv jezik koji uzrokuje ili može uzrokovati uvredu itd.
14. Iznošenje uvredljivih primjedbi ili primjedbi bez štovanja u vezi s učesnicima natjecanja ili njihovim odlukama (uključujući i putem elektroničkih sredstava poput društvenih mreža)

Pitanje 2

Kada odbor za prosvjede treba postupiti prema pravilu 2, a kada prema pravilu 69?

Odgovor 2

Jedrilica može biti predmetom prosvjeda zbog kršenja pravila 2, a odbor za prosvjede dužan je saslušati i odlučiti o prosvjedu. Da bi se prosvjed prihvatio zbog navodnog kršenja pravila 2, odbor za prosvjede dužan je jasno utvrditi da se jedrilica nije natjecala u skladu s priznatim načelima sportskog ponašanja i korektnosti. Iz toga slijedi da se radnja mora izravno odnositi na natjecanje da bi se utvrdilo kršenje pravila 2.

Odbor za prosvjede može prosvjedovati protiv jedrilice zbog kršenja pravila 2, ali može odlučiti da je prikladnije poduzeti mjere prema pravilu 69 ili u nekim okolnostima poduzeti mjere prema oba pravila. Općenito, navod o djelovanju koje izravno utječe na natjecanje trebao bi biti predmet prosvjeda prema pravilu 2.

Radnja koja se smatra činom nedoličnog ponašanja i koja ne utječe izravno na natjecanje trebala bi biti predmetom mjere prema pravilu 69.

Prosvjed i naknadno saslušanje prema bilo kojem pravilu, uključujući pravilo 2, mogu otkriti ponašanje koje odbor za prosvjede smatra činom nedoličnog ponašanja. U tom slučaju može biti prikladno da odbor za prosvjede poduzme zasebne mjere prema pravilu 69.

Činjenice za pitanje 3

Jedrilica plovi uz vjetar po lijevim uzdama i pokušava prijeći ispred pramca jedrilice na desnim uzdama. Jedrilica na lijevim uzdama krivo procjenjuje prolazak ispred pramca i ne uspijeva se uklanjati.

Pitanje 3

Da li je jedrilica na lijevim uzdama s lijevim uzdama namjerno prekršila pravilo?

Odgovor 3

prijevod s engleskog i obrada:
Andrej Majcen NS (NJ)



Ne. Pogrešna procjena poput ove uobičajena je tijekom natjecanja i nije nekorektno jedrenje ili čin nedoličnog ponašanja. Da bi se radilo o nekorektnom jedrenju ili činu nedoličnog ponašanja, mora postojati dokaz da je jedrilica znala ili je trebala znati da neće proći ispred pramca i svejedno je pokušala to učiniti.

Međutim, kada jedrilica na lijevim uzdama shvati da se nije uspjela uklanjati, svjesno je prekršila pravilo i mora prihvatiti odgovarajuću kaznu. U suprotnom, prekršila je priznato načelo sportskog ponašanja (vidi prvo Osnovno načelo, Sportsko ponašanje i Pravila).

World Sailing 2016



CASE 139

Rule 69.2(j), Misconduct: Action by a Protest Committee

Examples illustrating when it would be 'appropriate' under rule 69.2(j)(3) to report a rule 69 incident to a national authority or World Sailing.

Facts

The protest committee has found that a competitor or support person has committed an act of misconduct and imposed a penalty under rule 69.

Question 1

When should the protest committee report the breach to the national authority of the person or to World Sailing?

Answer 1

Rule 69.2(j) requires a report to the national authority or to World Sailing when the penalty applied is greater than DNE for one race, if the person has been excluded from the venue or in other cases when the protest committee considers it 'appropriate'. It would be 'appropriate' to report in the following circumstances, as examples:

- 1) In a single-race event the protest committee believes that the penalty for the breach would have been more than DNE for one race if it were in a multiple-race event. This might be because of the seriousness of a single breach or a number of lesser breaches.
- 2) A support person is found in breach of rule 69 and would have been excluded from the venue, but the event is now into its last day and exclusion from the venue would be ineffective.
- 3) The protest committee has good reason to believe that the person who has breached rule 69 has previously been penalized for a breach of rule 69.1(a) and especially if the breach is similar.
- 4) The breach has an impact on events beyond the jurisdiction of the protest committee. For example, selection or qualification for another event and the breach has adversely affected the selection or qualification of another competitor.

Question 2

Should the report be sent to the national authority or World Sailing?

Answer 2

The report is sent to World Sailing only when the breach occurs at specific international events as listed in the World Sailing Disciplinary Code. Otherwise, the report is to be sent to the national authority of the person(s) found to have breached rule 69 (not necessarily to the national authority of the boat owner or venue).

World Sailing 2016



SLUČAJ 139

Pravilo 69.2(j), Nedolično ponašanje: Postupak odbora za prosvjede

Primjeri koji opisuju kada bi bilo „prikladno“ prema pravilu 69.2(j)(3) prijaviti incident prema pravilu 69 nacionalnom savezu ili World Sailingu.

Činjenice

Odbor za prosvjede utvrdio je da je natjecatelj ili osoba podrške počinio čin nedoličnog ponašanja i izrekao kaznu prema pravilu 69.

Pitanje 1

Kada prosvjedni odbor treba prijaviti kršenje nacionalnom savezu osobe ili World Sailingu?

Odgovor 1

Pravilo 69.2(j) zahtijeva izvješće nacionalnom savezu ili World Sailingu kada je primijenjena kazna veća od DNE za jedno natjecanje ako je osoba isključena s mjesta održavanja ili u drugim slučajevima kada odbor za prosvjede to smatra „prikladnim“. Istodobno bilo bi „prikladno“ prijaviti u sljedećim okolnostima, kao primjeri:

- 1) U regati s jednim natjecanjem, odbor za prosvjede smatra da bi kazna za prekršaj bila veća od DNE za jedno natjecanje da se radilo o regati s više natjecanja. To može biti zbog ozbiljnosti pojedinačnog prekršaja ili više manjih prekršaja.
- 2) Utvrđeno je da je osoba podrške prekršila pravilo 69 i bila bi isključena s mjesta održavanja, ali događaj je sada u svom posljednjem danu i isključenje s mjesta održavanja ne bi bilo učinkovito.
- 3) Odbor za prosvjede ima dobar razlog vjerovati da je osoba koja je prekršila pravilo 69 prethodno bila kažnjena za kršenje pravila 69.1(a), a posebno ako je kršenje slično.
- 4) Kršenje ima utjecaj na događaje izvan nadležnosti odbora za prosvjede. Na primjer, odabir ili kvalifikacija za drugu regatu, a kršenje je negativno utjecalo na odabir ili kvalifikaciju drugog natjecatelja.

Pitanje 2

Treba li izvješće poslati nacionalnom savezu ili World Sailing-u?

Odgovor 2

Izvješće se šalje World Sailing-u samo kada se prekršaj dogodi na određenim međunarodnim regatama navedenima u Disciplinskom kodeksu World Sailing-a. U suprotnom, izvješće se šalje nacionalnom savezu osobe/osoba za koje je utvrđeno da su prekršile pravilo 69 (ne nužno nacionalnom savezu vlasnika jedrilice ili mjesta održavanja).

World Sailing 2016



CASE 140

Definitions, Start

Rule 30.3, Starting Penalties: U Flag Rule

Rule 30.4, Starting Penalties: Black Flag Rule

Rule 43.1(a), Exoneration

Rule 61.4(b)(1), Redress: Redress Decisions

How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

Facts for Question 1

A race is started under rule 30.3, U Flag Rule, or 30.4, Black Flag Rule. Twenty seconds before the starting signal there is an incident between boats A and B. The race committee identifies part of A's hull on the course side. A does not return to the pre-start side of the starting line, but continues sailing the course and finishes. The race committee scores her UFD or BFD, as appropriate.

A lodges a valid protest against B. The protest committee disqualifies B for breaking a rule of Part 2. The committee finds that B, as a consequence of breaking a rule, has compelled A to break rule 30.3 or 30.4. It also finds that there was no injury or physical damage, and that B did not break rule 2, Fair Sailing.

Question 1

Was A exonerated by rule 43.1(a) for breaking rule 30.3 or 30.4 and, if so, may the protest committee score her in her finishing place, even though A never started in accordance with the definition Start?

Answer 1

A has broken rule 30.3 or 30.4, but she has also broken rule 28.1 by failing to start (see the definition Start). B's breach compelled A to break rule 30.3 or 30.4. However, it did not prevent A from sailing back to the pre-start side of the starting line and starting in accordance with the definition Start. A was exonerated by rule 43.1(a) for breaking rule 30.3 or 30.4, and, therefore, the race committee was required to score her OCS under rule A5.1.

Had A returned to the pre-start side of the starting line, started, sailed the course and finished, A would have been exonerated by rule 43.1(a) for breaking rule

30.3 or 30.4; and, had she done so, the race committee would have been required to score her in her finishing place, and rescore the race accordingly.

Each boat that finished behind A would be moved down one place.

Facts for Question 2

The race is started under rule 30.4, Black Flag Rule. The facts are the same as for Question 1, but this time there is a general recall. A's sail number is properly displayed as required by rule 30.4. Before the restart, A informs the race committee that she intends to protest B for breaking a rule of Part 2 in the recalled start. A starts, sails the course and finishes the restarted race. The race committee scores her DNE. A lodges a protest against B for the breach in the initial start and requests redress under rule 61.4(b)(1), claiming that the race committee acted improperly when it scored her DNE.

Question 2

If the protest committee decides that B broke a Part 2 rule and, when she did so, compelled A to break rule 30.4, may the committee give A redress by scoring her in her finishing place in the restarted race?

Answer 2

No. A initially broke the first sentence of rule 30.4 and was identified on the course side of the starting line. Then her sail number was properly displayed according to rule 30.4. Because the race committee displayed A's sail number after a general recall, the penultimate sentence of rule 30.4 prohibited A from sailing in the restarted race. By starting in the restarted race, she breaks the penultimate sentence of rule 30.4. The race committee does not make a mistake when it scores her DNE. A is not entitled to redress because the race committee does not act improperly.

Facts for Question 3

The facts are the same as for Question 2, but this time A does not sail in the restarted race. When she comes ashore, she protests B for the incident in the initial start. The protest committee decides B broke a rule of Part 2 for which she cannot be penalized (see rule 36).

Question 3



If the protest committee decides that B broke a Part 2 rule and, when she did so, compelled A to break rule 30.4, may the protest committee change A's BFD score?

Answer 3

Yes. A was exonerated by rule 43.1(a) for breaking rule 30.4, and therefore the race committee is required to change her score from BFD to DNS in the restarted race. However, she is not entitled to redress because the race committee did not act improperly.

World Sailing 2016, revised by World Sailing 2018



SLUČAJ 140

Definicije, Start

Pravilo 30.3, Kazne na startu: Pravilo zastave U

Pravilo 30.4, Kazne na startu: Pravilo crne zastave

Pravilo 43.1(a), Iskupljenje

Pravilo 61.4(b)(1), Ispravak: Odluke o ispravku

Kako se pravila primjenjuju kada je jedrilica prisiljena prijeći liniju starta djelovanjem druge jedrilice koja je prekršila pravilo Dijela 2.

Činjenice za pitanje 1

Natjecanje je započelo prema pravilu 30.3, Pravilo U zastave, ili 30.4, Pravilo crne zastave. Dvadeset sekundi prije signala starta došlo je do incidenta između jedrilica A i B. Regatni odbor identificira dio trupa jedrilice A na strani kursa. A se ne vraća na predstartnu stranu linije starta, već nastavlja jedriti kurs i završava. Regatni odbor ju odgovarajuće boduje (UFD ili BFD).

A podnosi valjani prosvjed protiv B. Odbor za prosvjede diskvalificira B zbog kršenja pravila iz Dijela 2. Odbor utvrđuje da je B, kao posljedicu kršenja pravila, prisilila A da prekrši pravilo 30.3 ili 30.4. Također utvrđuje da nije bilo ozljede ili fizičke štete te da B nije prekršio pravilo 2, Korektno jedrenje.

Pitanje 1

Da li je A iskupljena prema pravilu 43.1(a) za kršenje pravila 30.3 ili 30.4 i, ako jest, može li je odbor za prosvjede bodovati na njenom mjestu završetka, iako A nikada nije startala u skladu s definicijom Start?

Odgovor 1

A je prekršila pravilo 30.3 ili 30.4, ali je također prekršila i pravilo 28.1 time što nije startala (vidjeti definiciju Start). Kršenje pravila B prisililo je A da prekrši pravilo 30.3 ili 30.4. Međutim, to nije spriječilo A da se vrati na predstartnu stranu linije starta i starta u skladu s definicijom Start. A je iskupljena prema pravilu 43.1(a) za kršenje pravila 30.3 ili 30.4, te je stoga regatni odbor bio dužan bodovati njezin OCS prema pravilu A5.1.

Da se A vratila na predstartnu stranu linije starta, startala, odjedrila stazu i završila, A bi bila iskupljena prema pravilu 43.1(a) za kršenje pravila 30.3 ili 30.4; i, da je to učinila, regatni odbor bi bio dužan bodovati je na njenom mjestu završavanja i u skladu s tim ponovno bodovati natjecanje.

Svaka jedrilica koja je završila iza A bit će bodovanjem pomaknuta niže za jedno mjesto.

Činjenice za pitanje 2

Natjecanje je započelo prema pravilu 30.4, Pravilo crne zastave. Činjenice su iste kao i za pitanje 1, ali ovaj put postoji opći opoziv. Broj jedra A je ispravno istaknut kako je propisano pravilom 30.4. Prije ponovnog startanja, A obavještava regatni odbor da namjerava prosvjedovati protiv B zbog kršenja pravila iz 2. dijela tijekom opozvanog starta. A starta, jedri kurs i završi ponovno startano natjecanje. Regatni odbor ju boduje DNE. A podnosi prosvjed protiv B zbog kršenja u prvom opozvanom startu i traži ispravak prema pravilu 61.4(b)(1), tvrdeći da je regatni odbor postupio nepropisno kada ju je bodovao DNE.

Pitanje 2

Ako odbor za prosvjede odluči da je B prekršila pravilo iz Dijela 2 i, time što je to učinila, prisilila A da prekrši pravilo 30.4, može li odbor dati A ispravak tako što će joj dodijeliti bodove za njezino mjesto završetka u ponovno startanom natjecanju?

Odgovor 2

Ne. A je isprva prekršila prvu rečenicu pravila 30.4 i prepoznata je na strani kursa linije starta. Zatim je njezin broj na jedru ispravno prikazan prema pravilu 30.4. Budući da je regatni odbor prikazao broj jedra A nakon općeg opoziva, pretposljednja rečenica pravila 30.4 zabranila je A jedrenje u ponovno startanom opozvanom natjecanju. Startanjem u ponovno pokrenutom natjecanju, ona krši pretposljednju rečenicu pravila 30.4. Regatni odbor ne griješi kada ju boduje DNE. A nema pravo na ispravak jer regatni odbor ne djeluje nepropisno.

Činjenice za pitanje 3

Činjenice su iste kao i za pitanje 2, ali ovaj put A ne jedri u ponovno pokrenutom natjecanju. Kada izađe na obalu, prosvjeduje protiv B zbog incidenta na početnom opozvanom startu. Odbor za prosvjede odlučuje da je B prekršila pravilo iz dijela 2 za koje ne može biti kažnjena (vidjeti pravilo 36).

Pitanje 3

Ako odbor za prosvjede odluči da je B prekršila pravilo iz Dijela 2 i, kada je to učinila, natjerala je A da prekrši pravilo 30.4, može li prosvjedni odbor promijeniti BFD bodovanje A?

Odgovor 3

Da. A je iskupljena prema pravilu 43.1(a) za kršenje pravila 30.4, te je stoga regatni odbor dužan promijeniti njezino bodovanje iz BFD u DNS u ponovno pokrenutom natjecanju. Međutim, nema pravo na ispravak jer regatni odbor nije postupio nepropisno. World Sailing 2016, revised by World Sailing 2018



CASE 141

Part 2, Preamble

Rule 36, Races Restarted or Resailed

Rule 44.1(b), Penalties at the Time of an Incident: Taking a Penalty

Rule 60.2(c), Protests: Intention to Protest

Rule 60.4(c)(1), Protests: Protest Validity

Rule 63.4(a)(2), Conduct of Hearings: Hearing Procedure

Interpretation of the term 'serious' in the phrase 'serious damage'.

Question

Is there a special meaning in the racing rules of the term 'serious' when it is used in the phrase 'serious damage'?

Answer

No. The term 'serious' is not defined in *The Racing Rules of Sailing*. The Terminology section of the Introduction states that 'other words and terms are used in the sense ordinarily understood in nautical or general use.' As understood in general use, when 'serious' is used in the phrase 'serious damage', the term means: important because of possible danger or risk; having potentially undesired consequences; giving cause for concern; or of significant degree or amount.

This suggests that when a protest committee has concluded from the facts found that damage occurred in an incident, it must then consider whether any of the four criteria implied by the definition above apply, and if so it should conclude that the damage is 'serious'.

Questions to consider may include:

- Did the damage reduce the safety of the crew?
- Did the damage adversely impact the boat's sailing performance in a significant way?
- Will the cost of repairing the damage be a significant amount relative to the market value of the boat?
- Will the value of the boat after repairing the damage be significantly diminished?

USA 2018/115

SLUČAJ 141

Dio 2; Preambula

Pravilo 36, Ponovljena ili ponovno startana jedrenja

Pravilo 44.1(b), Penalties at the Time of an Incident: Taking a Penalty

Pravilo 60.2(c), Prosvjedi: Namjera prosvjedovanja

Pravilo 60.4(c)(1), Prosvjedi: Valjanost prosvjeda

Pravilo 63.4(a)(2), Vođenje saslušanja: Postupak saslušanja

Tumačenje pojma „ozbiljno“ u izrazu „ozbiljna šteta“.

Pitanje

Postoji li posebno značenje izraza „ozbiljan“ kada se koristi u izričaju „ozbiljna šteta“ u Pravilima jedriličarskih natjecanja?

Odgovor

Ne. Pojam „ozbiljna“ nije definiran u *Pravilima jedriličarskih natjecanja*. U Uvodu u odjeljku Nazivlje navodi se da se „Ostale riječi i izrazi koriste se u značenju uobičajeno razumljivom u pomorskoj ili općoj uporabi“. U općoj uporabi, kada se u izrazu „ozbiljna šteta“ koristi „ozbiljna“, pojam znači: važna zbog moguće opasnosti ili rizika; koji ima potencijalno neželjene posljedice; koji daje razlog za zabrinutost; ili značajnog stupnja ili iznosa.

To upućuje da kada prosvjedni odbor na temelju utvrđenih činjenica zaključi da je u incidentu nastala šteta, mora razmotriti primjenjuje li se bilo koje od četiri mjerila naznačenih gornjom definicijom, te ako je tako, treba zaključiti da je šteta „ozbiljna“.

Pitanja koja treba razmotriti mogu uključivati:

- Da li je šteta smanjila sigurnost posade?
- Da li je šteta značajno negativno utjecala na plovidbena svojstva jedrilice?
- Da li će trošak popravka štete biti značajan u odnosu na tržišnu vrijednost jedrilice?
- Da li će vrijednost jedrilice nakon popravka štete biti značajno smanjena?

USA 2018/115



CASE 142

Deleted

SLUČAJ 142

Izbrisano



CASE 143

Rule 6.1, World Sailing Regulations

Rule 70, Appeals and Requests to a National Authority

Rule 75, Entering an Event

Rule 89.1, Organizing Authority; Notice of Race; Appointment of Race Officials:

When the organizing authority for an event is not an organization specified in rule 89.1, a party to a hearing does not have access to the appeal process.

Facts

The organizing authority for an event was a club that was not a member of, and had no connection or association with, the national authority of the venue. The event was conducted on waters within the jurisdiction of the national authority. The notice of race stated that the race would be governed by the rules as defined in *The Racing Rules of Sailing*. Boat A protested boat B under a rule of Part 2. Later, under rule 70.1, A sent an appeal of the protest committee's decision to the national authority.

Decision

Rule 89.1 specifies the types of organizations that are authorized to be the organizing authority for an event governed by *The Racing Rules of Sailing*. The organizing authority for the event was a club, but that club was not affiliated to the national authority of the venue. Therefore, the club was not a valid organizing authority under rule 89.1(c), nor was it a valid organizing authority under any other part of rule 89.

Rule 70.4 identifies the national authority to which an appeal is to be sent as being 'the one to which the organizing authority is associated under rule 89.1'. No national authority existed that complied with this requirement of rule 70.4, and therefore decisions made by the protest committee for the event were not eligible under rule 70 to be appealed to the national authority of the venue, or, indeed, to any national authority.

For these reasons, consideration of the appeal is denied.

Additional Comments

The following comments discuss issues that, while not directly related to the Decision in this case, are related to the issues raised in the case.

Rule 75 requires a person who enters a boat in an event to be either a member of a World Sailing member national authority or of a club or other organization

affiliated to such a national authority. Also, if a boat is entered by a club or organization, that club or organization is required to be affiliated to such a national authority.

Rule 6.1 requires competitors to comply with the World Sailing Code of Ethics. When competitors compete in an event organized by an unaffiliated club, they, perhaps unwittingly, may be competing in an event listed in paragraph 9.1 of the Code of Ethics. Competing in such an event could have serious consequences for a competitor's eligibility to compete in other events.

If sailors planning to compete in an event run by a club or organization discover that the club or organization is not affiliated with the national authority of the country in which it is located, they should urge the club or organization to join or otherwise affiliate itself with the national authority before the event, or at least to seek out an affiliated organization to serve as the organizing authority for the event.

CAN 2018; revised by World Sailing 2025



SLUČAJ 143

Pravilo 6.1, World Sailing propisi

Pravilo 70, Žalbe i zahtjevi nacionalnom savezu

Pravilo 75, Prijava za regatu

Pravilo 89.1, Organizator; Oglas regate; Imenovanje dužnosnika regate

Kada organizator regate nije organizacija navedena u pravilu 89.1, stranka na saslušanju nema pristup žalbenom postupku.

Činjenice

Organizator regate bio je klub koji nije bio član nacionalnog saveza mjesta održavanja, te nije bio u nikakvoj zajednici ili vezi s njim. Regata se održala na vodama unutar nadležnosti nacionalnog saveza. U oglasu za regatu navedeno je da će se regata voditi prema pravilima definiranim u Pravilima jedriličarskih natjecanja. Jedrilica A prosvjedovala je protiv jedrilice B prema pravilu iz Dijela 2. Kasnije je, prema pravilu 70.1, A poslala žalbu na odluku odbora za prosvjede nacionalnom savezu.

Odluka

Pravilo 89.1 određuje vrste organizacija koje su ovlaštene biti organizatori regata kojima upravljaju Pravila jedriličarskih natjecanja. Organizator regate bio je klub, ali taj klub nije bio povezan s nacionalnim savezom mjesta održavanja. Stoga klub nije bio valjani organizator prema pravilu 89.1(c), niti je bio valjani organizator prema bilo kojem drugom dijelu pravila 89.

Pravilo 70.4 određuje nacionalni zavez kojem se žalba treba poslati kao „na nacionalni savez s kojim je organizator povezan prema pravilu 89.1“. Nije postojao nijedan nacionalni savez koji je udovoljavao ovom zahtjevu pravila 70.4, te stoga odluke koje je donio odbor za prosvjede za regatu nisu bile prihvatljive prema pravilu 70 za žalbu nacionalnom savezu mjesta održavanja, ili, zapravo, bilo kojem nacionalnom savezu.

Iz tih razloga, razmatranje žalbe se odbija.

Dodatni osvrt

Sljedeće napomene raspravljaju o pitanjima koja, iako nisu izravno povezana s Odlukom u ovom slučaju, povezana su s pitanjima pokrenutim u ovom Slučaju.

Pravilo 75 zahtijeva da osoba koja prijavljuje jedrilicu na regatu bude, ili član nacionalnog saveza članice World Sailinga ili kluba ili druge organizacije povezane s tim nacionalnim savezom. Također, ako jedrilicu prijavljuje klub ili organizacija, taj klub ili organizacija moraju biti povezani s tim nacionalnim savezom.

Pravilo 6.1 zahtijeva od natjecatelja da se pridržavaju Etičkog kodeksa World Sailing-a. Kada se natjecatelji natječu na regati koji organizira nepridruženi klub, oni se, možda nesvjesno, natječu na regati navedenoj u stavku 9.1 Etičkog kodeksa. Natjecanje na takvoj regati mogu imati ozbiljne posljedice za podobnost natjecatelja za natjecanje na drugim regatama.

Ako jedriličari koji planiraju natjecati se na regati koju organizira klub ili organizacija otkriju da taj klub ili organizacija nije povezana s nacionalnim savezom zemlje u kojoj se organizira regata, trebali bi potaknuti klub ili organizaciju da se pridruži ili na drugi način poveže s nacionalnim savezom prije regate ili barem da potraži pridruženu organizaciju koja će služiti kao organizator regate.

CAN 2018; preinačeno World Sailing 2025



CASE 144

Withdrawn for Revision

SLUČAJ 144

Povučeno na pregled



CASE 145

Definitions, Sail the Course

Rule 28.1, Sailing the Course

A boat's string, described in the definition Sail the Course, when drawn taut, is only constrained by the marks that begin, end or bound each leg of the course.

Question 1

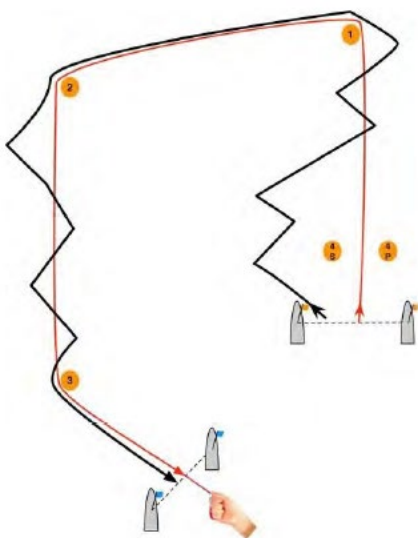
Must the string described in the definition Sail the Course, when drawn taut, lie in navigable water only?

Answer 1

No. A boat's track cannot pass over land or through waters that are not navigable; however, the string that represents that track has a requirement to be 'drawn taut'. This is a test used to determine whether or not a boat has sailed the course. When the string is drawn taut, or pulled tight, the imaginary string is only influenced, constrained or 'caught' by the marks that begin, bound or end each leg of the course established and described by the race committee. Islands, headlands, shallow water or other non-navigable water do not influence, constrain or 'catch' the taut string.

Example 1

The course described in the sailing instructions is in a trapezoid layout



and the particular course described for a race is:

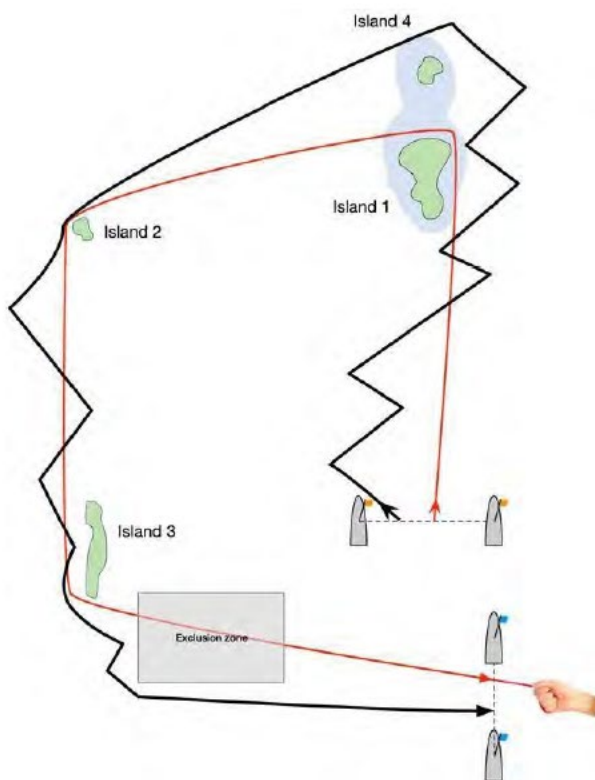
Start – Mark 1 – Mark 2 –
Mark 3 – Finish. Leave
rounding marks 1, 2 and 3 to
port.

The black line in the diagram represents a boat's track and the red line represents the taut string described in the definition Sail the Course.

On the first leg, while the track of the boat left gate marks 4S and 4P to starboard, the string, when drawn taut is not influenced by those two gate marks because those marks do not begin, bound or end the first leg of the course and, therefore, they do not have a required side for boats sailing the first leg of the course, from the starting line to Mark 1.

Example 2

The course described in the sailing



instructions is around islands and the particular course is described as:

Start – Island 1 – Island 2 –
Island 3 – Finish. Leave
Islands 1, 2 and 3 to port.

Separately, an exclusion zone was described in the sailing instructions, and a rule in the sailing instructions prohibited boats from entering that zone.

The black line represents the boat's track, and the red line represents the taut string described in the definition *Sail the Course*.

A boat may choose, or be compelled due to non-navigable water between Islands 1 and 4, to round both Island 1 and Island 4. Because Island 4 is not a mark that begins, bounds or ends legs 1 or 2, the string is not influenced by Island 4, and when it is drawn taut it touches Island 1, but not Island 4.

The rule that prohibits boats from entering the exclusion zone is a separate rule from the rule that establishes the course. Therefore, 'the taut string test' is not used to determine whether or not a boat broke the rule that prohibited her from entering the exclusion zone. That rule permits boats to leave the exclusion zone either to port or to starboard, but they are not permitted to enter it.

It is recommended that race committees establish an exclusion zone in a rule separate from the rule that establishes the course. That will help to make it clear that the 'taut string' test is not used to determine whether a boat has complied with the exclusion zone.

Question 2

Would Answer 1 for Example 2 be changed in any way if the exclusion zone were, instead, an exclusion line that boats were prohibited from crossing?

Answer 2

No.

World Sailing 2025



SLUČAJ 145

Definicije, Jedrenje kursa Pravilo 28.1, Jedrenje kursa

Uzica jedrilice, opisana u definiciji Jedrenje kursa, kada je zategnuta, ograničena je samo oznakama kojima počinju, završavaju ili omeđuju svaku stranicu kursa.

Pitanje 1

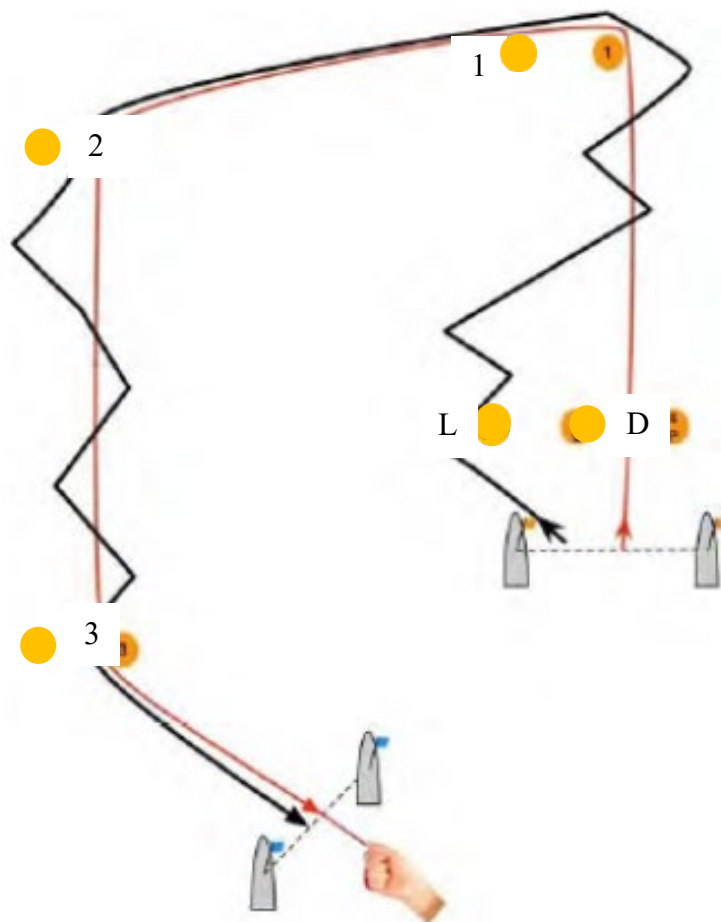
Mora li uzica opisana u definiciji Jedriti kurs, kada je zategnuta, ležati samo u plovnim vodama?

Odgovor 1

Ne. Brazda jedrilice ne može prolaziti preko kopna ili kroz vode koje nisu plovne; međutim, uzica koja ju predstavlja mora biti „zategnuta“. Ovo je provjera koja se koristi za utvrđivanje je li jedrilica jedrila kurs ili nije. Kada se uzica zategne ili čvrsto pritegnet, zamišljena uzica je isključivo pod utjecajem, ograničenjem ili je „zapela“ na oznakama kojima počinje, ograničavaju ili završavaju svaku stranicu kursa koji je utvrdio i opisao regatni odbor. Otoci, rtovi, plitka voda ili druge neplovne vode ne utječu, ne ograničavaju ili „zapinju“ zategnutu uzicu.

Primjer 1

Kurs opisan u uputama za jedrenje ima trapezoidni raspored, a opis za natjecanje je:



Start – Oznaka 1 – Oznaka 2 – Oznaka 3 – Cilj.

Ostaviti oznake obilaska 1, 2 i 3 lijevo.

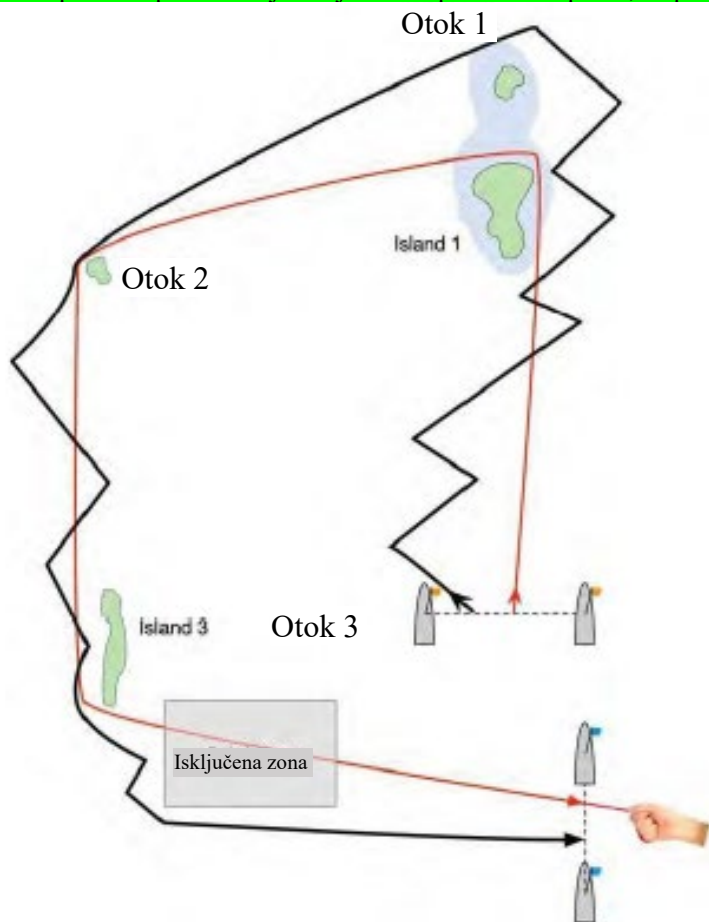
Crna linija na crtežu predstavlja brazdu jedne od jedrilica u natjecanju, a crvena linija predstavlja provjeru zategnutom uzicom opisanu u definiciji Jedrenje kursa.

Na prvoj stranici kursa, dok brazda jedrilice prolazi lijevo od oznaka vrata D i L, uzica, kada je zategnuta, nije pod utjecajem tih dviju oznaka vrata jer te oznake ne počinju, ne ograničavaju niti završavaju stranicu kursa i stoga nemaju potrebnu stranu za jedrilice koje jedre prvu stranicu kursa, od linije starta do oznake 1.



Primjer 2

Kurs opisan u uputama za jedrenje ima trapezoidni raspored, a opis za natjecanje je:



Start – Otok 1 – Otok 2 – Otok 3 – Cilj. Ostaviti Otoke 1, 2 i 3 lijevo.

Odvojeno, u uputama za jedrenje opisana je zona isključenja, a pravilo u uputama za jedrenje zabranjivalo je jedrilicama ulazak u tu zonu.

Crna linija na crtežu predstavlja brazdu jedne od jedrilica u natjecanju, a crvena linija predstavlja provjeru zategnutom uzicom opisanu u definiciji Jedrenje kursa.

Jedrilica može odabrati, ili biti prisiljena zbog neplovnog područja između otoka 1 i 4, obići i otok 1 i otok 4. Budući da otok 4 nije oznaka koja počinje, ograničava ili završava stranice kursa 1 ili 2, uzica nije pod utjecajem otoka 4 i kada je zategnuta, dodiruje otok 1, ali ne i otok 4.

Pravilo koje zabranjuje jedrilicama ulazak u zonu isključenja odvojeno je pravilo od pravila koje određuje kurs jedrenja. Stoga se „provjera zategnutom uzicom“ ne koristi za utvrđivanje je li jedrilica prekršila pravilo koje joj je zabranjuje ulazak u zonu isključenja. To pravilo dopušta jedrilicama da ostave zonu isključenja lijevo ili desno, ali im nije dopušteno ući u nju.

Preporučuje se da regatni odbori odrede zonu isključenja u pravilu odvojenom od pravila koje utvrđuje kurs jedrenja. To će pomoći da se jasno pokaže da se test „zategnute uzice“ ne koristi za utvrđivanje je li jedrilica poštovala zonu isključenja.

Pitanje 2

Bi li se Odgovor 1 za Primjer 2 na bilo koji način promijenio ako bi umjesto zone isključenja bila linija isključenja koju je jedrilicama zabranjeno prelaziti?

Odgovor 2

Ne.

World Sailing 2025



CASE 146

Definitions, Room

Rule 11, On the Same Tack, Overlapped

Rule 16.1, Changing Course

Part 2, Section C Preamble

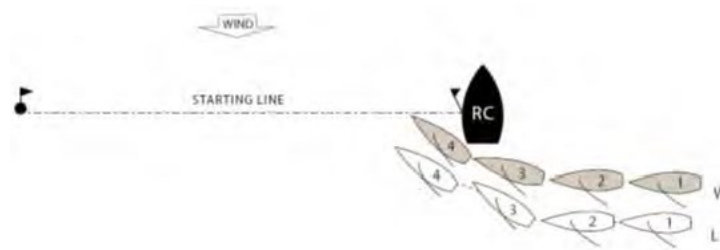
Rule 43.1(a), Exoneration

Rule 43.1(b), Exoneration

When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

Facts

Two boats, L and W, were approaching the race committee signal vessel, overlapped on starboard tack, ten seconds before the starting signal. As W was passing astern of the committee vessel, L luffed. W luffed slightly but was unable to respond further to L's luff without hitting the committee vessel. L bore away to avoid contact. L protested.



The protest committee disqualified W under rule 11, claiming that she should not have sailed between L and the committee vessel and that she was 'barging'. W appealed.

Decision

The race committee vessel was both a mark and an obstruction for L and W (see the definitions Mark and Obstruction). However, because the committee vessel was surrounded by navigable water and L and W were approaching it to start, the rules in Section C of Part 2 (specifically rules 18 and 19) did not apply. Accordingly, L was under no obligation to give W room to pass to leeward of the committee vessel.

At positions 1 and 2, L was able to sail her course with no need to take avoiding action and could change course in both directions without immediate contact. Therefore, W was keeping clear as required by rule 11 (see the definition Keep Clear).

When L luffed at position 3, she was required by rule 16.1 to give W room to keep clear. This obligation applies even when boats are passing the committee vessel and are about to start. 'Room' is the space W needed to keep clear of L while also complying with her obligations under the rules of Part 2, which includes rule 14, and rule 31. See Case 114.

When L luffed, W luffed as far as she could without risk of touching the committee vessel which would have broken rule 31. By bearing away, L gave W room to keep clear as required by rule 16.1.

At position 3, L was unable to 'sail her course with no need to take avoiding action'; therefore, W broke rule 11. However, W's breach was a consequence of the incident (shown in the diagram) with L, 'a boat required to give [W] room'; and, because W was sailing within the room to which she was entitled under rule 16.1, she was exonerated by rule 43.1(b).

W's appeal is upheld, the decision of the protest committee is reversed, and W is reinstated in her finishing place.

Note that the term 'barging' is not used in *The Racing Rules of Sailing*. The term is commonly used to refer to the situation where a leeward boat is holding her course and a windward boat chooses to sail between the committee vessel and the leeward boat and either hits the leeward boat or forces her to bear off to avoid contact. In such a case the windward boat breaks rule 11 and is not exonerated because she was not compelled to sail between the committee vessel and the leeward boat and she was not sailing within room to which she was entitled (see rules 43.1(a) and 43.1(b)).

USA 2018/117



SLUČAJ 146

Definicije; Prostor

Pravilo 11, Na istim uzdama, U preklapanju

Pravilo 16.1, Mijenjanje kursa

Dio 2, Poglavlje C Preambula

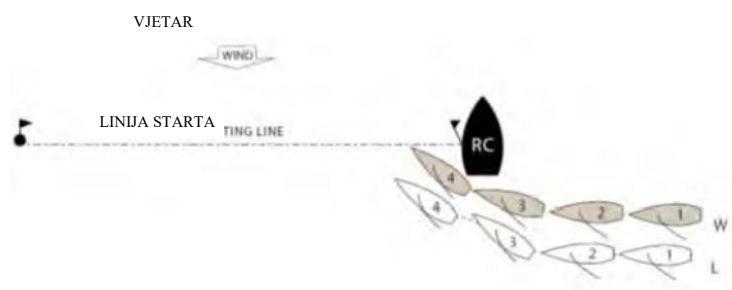
Pravilo 43.1(a), Iskupljenje

Pravilo 43.1(b), Iskupljenje

Kada se jedrilice približavaju oznaci starta radi startanja i jedrilica u zavjetrini prihvaća, jedrilica u privjetrini je iskupljena prema pravilu 43.1(b) ako prekrši pravilo 11 dok jedri unutar prostora na koji ima pravo prema pravilu 16.1.

Činjenice

Dvije jedrilice, Z i P, približavale su se plovilu regatnog odbora s kojeg se daju signali, u preklapanju na desnim uzdama, deset sekundi prije signala starta. Dok je P prolazila po krmi plovila regatnog odbora, Z je prihvaćala. P je lagano prihvatila, ali nije mogla dalje odgovarati na prihvaćanje Z bez sudara s plovilom regatnog odbora. Z je otpadala kako bi izbjegla dodir. Z je prosvjedovala.



Odbor za prosvjede je diskvalificirao P prema pravilu 11, tvrdeći da nije smjela jedriti između Z i plovila regatnog odbora te da se „ubacivala“. P se žalila.

Odluka

Plovilo regatnog odbora bilo je istovremeno i oznaka i zapreka za Z i P (vidjeti definicije Oznaka i Zapreka). Budući da je plovilo regatnog odbora bilo okruženo plovnom vodom, a Z i P su joj se približavale kako bi startale, pravila u Odjeljku C Dijela 2 (posebno pravila 18 i 19) nisu se primjenjivala. Sukladno tome, Z nije bila obvezna dati P prostora za prolazak u zavjetrini plovila regatnog odbora.

U položajima 1 i 2, Z je mogla jedriti svojim kursom bez potrebe za izbjegavanjem i mogla je promijeniti kurs u oba smjera bez neposrednog dodira. Stoga se P uklanjala kako je propisano pravilom 11 (vidi definiciju Uklanjanje).

Kada je Z prihvaćala u položaju 3, bila je dužna prema pravilu 16.1 dati P prostora za uklanjanje. Ova obveza vrijedi čak i kada jedrilice prolaze pored plovila regatnog odbora i spremaju se za start. „Prostor“ je prostor koji P treba da se uklanja L, a istovremeno ispunjava svoje obveze prema pravilima Dijela 2, koji uključuju pravilo 14 i pravilo 31. Vidjeti Slučaj 114.

Kad je Z prihvatila, P je također prihvatila koliko je god mogla bez rizika da dodirne plovilo regatnog odbora, čime bi prekršila pravilo 31. Otpadanjem, Z je dala P prostor za uklanjanje kako je propisano pravilom 16.1.

Na položaju 3, Z nije mogla „jedriti svojim kursom bez potrebe za izbjegavanjem“; stoga je P prekršila pravilo 11. Međutim, prekršaj P bio je posljedica incidenta (prikazanog na crtežu) s Z, „jedrilica je bila dužna dati [P] prostor“ i, budući da je P plovila unutar prostora na koji je imala pravo prema pravilu 16.1, iskupljena je prema pravilu 43.1(b).

Žalba P je usvojena, odluka odbora za prosvjede je poništena i P je bodovana prema mjestu svojeg završavanja.

Note that the term ‘barging’ is not used in The Racing Rules of Sailing. The term is commonly used to refer to the situation where a leeward boat is holding her course and a windward boat chooses to sail between the committee vessel and the leeward boat and either hits the leeward boat or forces her to bear off to avoid contact. In such a case the windward boat breaks rule 11 and is not exonerated because she was not compelled to sail between the committee vessel and the leeward boat and she was not sailing within room to which she was entitled (see rules 43.1(a) and 43.1(b)).

Imajte na umu da se izraz „ubacivanje“ ne koristi u Pravilima jedriličarskih natjecanja. Izraz se obično koristi za označavanje situacije u kojoj jedrilica u zavjetrini drži svoj kurs, a jedrilica u privjetrini odluči jedriti između plovila odbora i jedrilice u zavjetrini te ili udari u jedrilicu u zavjetrini ili ju prisili da otpada kako bi izbjegla dodir. U takvom slučaju, jedrilica u privjetrini krši pravilo 11 i nije iskupljena jer nije bila prisiljena jedriti između plovila regatnog odbora i jedrilice u zavjetrini i nije jedrila unutar prostora na koji je imala pravo (vidi pravila 43.1(a) i 43.1(b)).

USA 2018/117

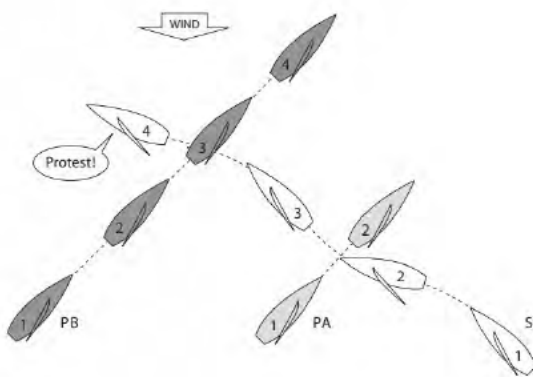


CASE 147

Rule 10, On Opposite Tacks Rule 16.1, Changing Course Rule 43.1(c), Exoneration

When a right-of-way boat changes course, her obligation to give a keep-clear boat room to keep clear under rule 16.1 begins. The right-of-way boat may give that room by making an additional change of course. If, while the right-of-way boat is making that additional change of course, the keep-clear boat unavoidably breaks a rule of Part 2 Section A, the keep-clear boat is exonerated by rule 43.1(b).

Facts and Protest Committee Decision



At position 1, three J/105s, S, PA and PB, were racing upwind, with S on starboard tack and PA and PB on port tack. At position 2, S bore away to avoid contact with PA. PA took a penalty.

When S luffed after avoiding PA, she was on a collision course with PB (position 3). Due to the proximity of the boats, PB was unable to keep clear of S either by tacking or by maintaining her course. S promptly bore away to avoid contact and hailed 'Protest'.

The protest committee disqualified PB for breaking rule 10. PB appealed.

Decision

At position 2, S could continue to sail the course she was sailing with no need to take action to avoid PB; therefore, PB was keeping clear (see the definition Keep Clear). At position 3, after S luffed, the boats were on collision courses, and PB was unable to keep clear of S either by tacking or maintaining her course. S needed to change course to avoid contact with PB.

When S, the right-of-way boat, changed course between positions 2 and 3, rule

16.1 required her to give PB room to keep clear. By promptly bearing away and avoiding PB, S complied with her obligation to give PB room.

Because S needed to change course to avoid PB, PB broke rule 10. However, she is exonerated for that breach by rule 43.1(b) because she was sailing within the room to which she was entitled under rule 16.1. PB's appeal is upheld, and she is to be reinstated.

See also Case 146.

USA 2019/120



SLUČAJ 147

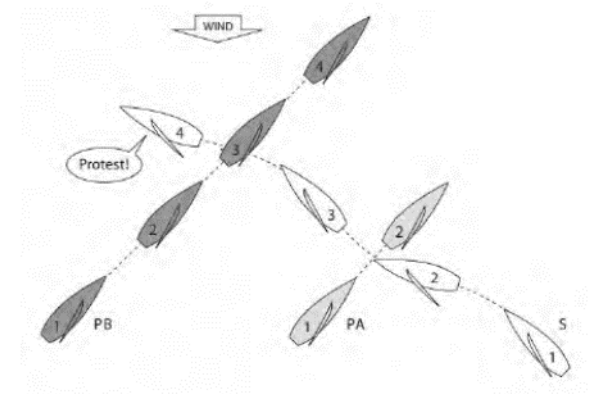
Pravilo 10, Na suprotnim uzdama

Pravilo 16.1, Mijenjanje kursa

Pravilo 43.1(c), Iskupljenje

Kada jedrilica s pravom puta promijeni kurs, počinje njezina obveza da jedrilici koja se uklanja prostor prema pravilu 16.1. Jedrilica s pravom puta može dati taj prostor dodatnom promjenom kursa. Ako, dok jedrilica s pravom puta vrši tu dodatnu promjenu kursa, jedrilica koja se uklanja neizbježno prekrši pravilo iz Dijela 2 Odjeljka A, jedrilica koja se uklanja iskupljena prema pravilu 43.1(b).

Činjenice i odluka odbora za prosvjede



Na položaju 1, tri jedrilice J/105, D, LA i LB, jedrile su uz vjetar, D desnim uzdama, a LA i LB lijevom uzdama. Na položaju 2, D je otpadala kako bi izbjegla dodir s LA. LA je prihvatila kaznu.

Kad je D prihvatila nakon što je izbjegla LA, došla je na kurs sudara s LB (položaj 3). Zbog blizine jedrilica, LB se nije mogla uklanjati D ni letanjem ni zadržavanjem kursa. D je odmah otpadala kako bi izbjegla dodir i uzviknula „Protest“.

Odbor za prosvjede je diskvalificirao LB zbog kršenja pravila 10. LB se žalila.

Odluka

Na položaju 2, D je mogla nastaviti jedriti kursom kojim je jedrila bez potrebe da poduzima radnje kako bi izbjegla LB; stoga se LB uklanjala (vidi definiciju Uklanjanje). Na položaju 3, nakon što je D prihvaćala, jedrilice su bile na kursevima sudara, a LB se nije mogla uklanjati D ni letanjem ni zadržavanjem kursa. D je morala promijeniti kurs kako bi izbjegla dodir s LB.

Kada je D, jedrilica s pravom puta, promijenila kurs između položaja 2 i 3, pravilo 16.1 zahtijevalo je od nje da da LB prostor za uklanjanje. Brzim otpadanjem i izbjegavanjem LB, D je ispunila svoju obvezu davanja prostora LB.

Budući da je D morala promijeniti kurs kako bi izbjegla LB, LB je prekršila pravilo 10. Međutim, iskupljena je za taj prekršaj prema pravilu 43.1(b) jer je jedrila unutar prostora na koji je imala pravo prema pravilu 16.1. Žalba LB je usvojena i vraća joj se bodovanje prema mjestu završavanja.

Vidjeti i Slučaj 146.

USA 2019/120



CASE 148

Definitions, Finish

Definitions, Sail the Course

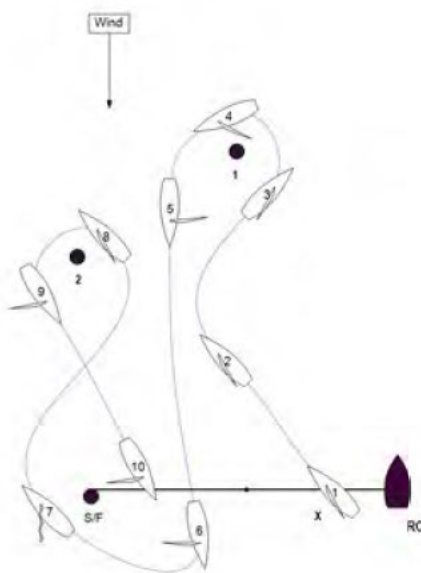
Rule 28, Sailing the Course

Rule 60.2(b)(2), Protests: Intention to Protest

When a boat crosses the finishing line from the course side twice, her second crossing constitutes her finish if, at all times between her first and second crossing, her actions are consistent with continuing 'to sail the course'. An error in sailing the course made at a mark other than a finishing mark is not an error made at the finishing line.

Facts

The course required boats to start, leave mark 1 to port, leave mark 2 to port, and finish. Boat X started, left mark 1 to port, and then sailed to the finishing line and crossed it from the course side. As X sailed from mark 1 to the finishing line she passed mark 2 to starboard. After crossing the finishing line, at position 7, X eased her main sheet, luffed her sail and stopped for 30 seconds. Then she sailed to mark 2, left it to port and crossed the finishing line from the course side a second time.



Boat Y saw X pass mark 2 to starboard and protested her alleging that she had not sailed the course as required by rule 28.1. Y's first opportunity to inform X that she was protesting her was after both boats had returned to shore, and Y informed X of her protest at that time. The protest committee decided that Y's protest met the requirements of rule 60.2(b)(2).

Question 1

When did X finish?

Answer 1

Boat X satisfied the first sentence of the definition Finish when her bow crossed the finishing line for the first time, shortly before position 6. The second sentence of the definition contains three conditions, (a), (b) and (c). If one of those three conditions applies, X's first crossing of the finish line does not qualify as her finish.

X did not take a penalty at or near the finishing line and, therefore, she did not satisfy condition (a).

Boat X had made an error in 'sailing the course' when she failed to leave mark 2 to port, which she corrected by sailing to mark 2 and rounding it to port. The error in 'sailing the course' that X made was made at mark 2, not at the finishing line. Therefore, X did not satisfy condition (b).

Condition (c) is satisfied if, at all times after a boat's first crossing of the line, her actions are consistent with continuing 'to sail the course'.

There are situations in which a boat can be stopped and still be taking actions consistent with continuing 'to sail the course' while she is stopped. Here are examples of such situations: a boat stops because she capsizes and remains stopped until her crew rights the boat; a member of a boat's crew falls overboard and the boat stops to recover the person; a boat stops while repairing a piece of equipment.



The Facts in this case state that X stopped at position 7 for 30 seconds. The protest committee must find the relevant facts and then reach a conclusion as to whether or not X continued 'to *sail the course*'. This will mean deciding why X stopped at position 7. If X stopped because her crew thought they had finished when they first crossed the line and then, 30 seconds later, she resumed '*sailing the course*' when the crew realized that they had failed to leave mark 2 to port, then X was not continuing 'to *sail the course*' during those 30 seconds. However, if at all times between her first and second crossing of the line, her actions were consistent with '*sailing the course*', then she meets exception (c) and she finished when she crossed the line for the second time.

Question 2

What race score should X receive?

Answer 2

If X finished the first time she crossed the finishing line, then she broke rule 28.1 by failing to leave mark 2 to port before she finished. In that case the protest against her by Y should be upheld, and X should be scored DSQ.

If X finished the second time she crossed the line, then she corrected her error in '*sailing the course*' (as permitted by rule 28.2) by sailing to mark 2 and rounding it, and she should be scored points based on her finishing place when she crossed the line the second time (see the table in rule A4).

World Sailing, 2022



SLUČAJ 148

Definicije; Završavanje

Definicije; Jedrenje kursa

Pravilo 28, Jedrenje kursa

Pravilo 60.2(b)(2), Prosvjedi: Namjera prosvjedovanja Intention to Protest

Kada jedrilica dva puta prijeđe liniju cilja sa strane kursa, njezin drugi prijelaz predstavlja njezino završavanje ako su, u svakom trenutku između njezinog prvog i drugog prijelaza, njezine radnje u skladu s nastavkom „jedrenja kursa“. Pogreška u jedrenju kursa napravljena kod oznake koja nije oznaka završavanja nije pogreška napravljena na liniji cilja.

Činjenice

Kurs natjecanja je zahtijevao da jedrilice startaju, ostave oznaku 1 lijevo, ostave oznaku 2 lijevo i završe. Jedrilica X je startala, ostavila oznaku 1 lijevo, a zatim jedrila do linije cilja i prešao je sa strane kursa natjecanja. Dok je X jedrila od oznake 1 do linije cilja, prošla je oznaku 2 s desne strane. Nakon prelaska linije cilja, na položaju 7, X je opustila škotu glavnog jedra, ispraznila jedro i zaustavila se na 30 sekundi. Zatim je jedrila do oznake 2, ostavila je lijevo i po drugi put prešla liniju cilja sa strane kursa natjecanja.



Jedrilica Y je vidjela je kako X ostavlja oznaku 2 s desne strane i prosvjedovao je protiv nje tvrdeći da nije jedrila kursom kako je propisano pravilom 28.1. Y je imala prvu priliku obavijestiti X da prosvjeduje protiv nje nakon što su se obje jedrilice vratile na obalu, te je Y u to vrijeme obavijestila X o svom prosvjedu. Odbor za prosvjede odlučio je da prosvjed Y ispunjava uvjete pravila 60.2(b)(2).

Pitanje 1

Kada je X zavešila?

Odgovor 1

Jedrilica X je zadovoljila je prvu rečenicu definicije Završavanje kada je njezin pramac prvi put presjekao liniju cilja, neposredno prije položaja 6. Druga rečenica definicije sadrži tri uvjeta, (a), (b) i (c). Ako se primjenjuje jedan od ta tri uvjeta, prvi prelazak X linije cilja linije ne kvalificira se kao njezino Završavanje.

X nije prihvatila kaznu na liniji cilja ili blizu nje te stoga nije zadovoljila uvjet (a).

Jedrilica X je pogriješila u „Jedrenju u kursa“ kada nije ostavila oznaku 2 lijevo, što je ispravila jedrenjem do oznake 2 i zaobilazanjem iste lijevo. Pogreška u „Jedrenju kursa“ koju je X počinila dogodila se kod oznake 2, a ne na liniji cilja. Stoga X nije zadovoljila uvjet (b).

Uvjet (c) je zadovoljen ako su u svakom trenutku nakon što je jedrilica prvi put presjekla liniju cilja njezine radnje u skladu s nastavljanim „Jedrenja kursa“.

Postoje situacije u kojima jedrilica može biti zaustavljena, a ipak poduzimati radnje koje su u skladu s nastavkom „Jedrenja kursa“ u vrijeme dok je zaustavljen. Evo primjera takvih situacija: jedrilica se zaustavlja jer se prevrnula i ostaje zaustavljena dok je posada ne ispravi; član posade jedrilice padne u more i jedrilica se zaustavi kako bi ga vratila na jedrilicu; jedrilica se zaustavi dok popravlja dio opreme.

Činjenice u ovom slučaju navode da se X zaustavila na položaju 7 u trajanju 30 sekundi. Odbor za prosvjede mora utvrditi činjenice od značaja i zatim donijeti zaključak o tome je li X nastavila „jedriti kursom“. To će značiti odlučivanje zašto je X stala na poziciji 7. Ako je X stala jer je njezina posada mislila da su završili kada su prvi put prešli liniju, a zatim, 30 sekundi kasnije, nastavila je „jedriti kursom“ kada je posada shvatila da nisu napustili oznaku 2 lijevo, tada X nije nastavila „jedriti kursom“.



tijekom tih 30 sekundi. Međutim, ako su u svakom trenutku između prvog i drugog prelaska linije njezine radnje bile u skladu s „jedrenjem kursa“, tada ispunjava iznimku (c) i završila je kada je drugi put presjekla liniju cilja.

Pitanje 2

Kakvo bodovanje u tom natjecanju bi X trebala dobiti?

What race score should X receive?

Odgovor 2

Ukoliko je X završila prvi put kada je presjekla liniju cilja, tada je prekršila pravilo 28.1 time što nije ostavila oznaku 2 lijevo prije nego što je završila. U tom slučaju, prosvjed protiv nje od strane Y treba biti usvojen, a X treba biti bodovana kao NSC. (Did not sail the course - Nije jedrila kurs).

Ako je X završila drugi put kada je presjekla liniju, tada je ispravila svoju pogrešku u „jedrenju kursa“ (kako je dopušteno pravilom 28.2) jedrenjem do oznake 2 i njenim obilaskom, te ju se treba bodovati na temelju mjesta završavanja kada je drugi put presjekla liniju cilja (vidjeti tablicu u pravilu A4).

World Sailing, 2022



CASE 149

Rule 21.2, Starting Errors; Taking Penalties; Backing a Sail

Rule 23.2, Interfering with Another Boat

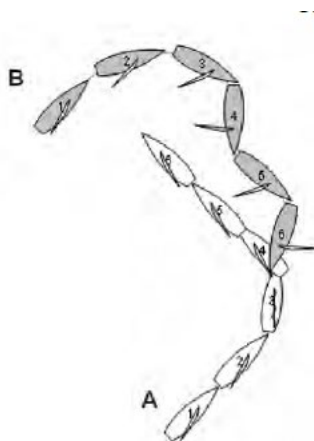
Rule 44.2, Penalties at the Time of an Incident: One-Turn and Two-Turns Penalties

After getting well clear, a boat making penalty turns that interrupts her turns for just the time she needs to comply with rule 21.2 has made her penalty turns 'promptly'. When a boat interferes with a boat taking a penalty, she breaks rule 23.2 if she was not sailing her proper course at that time.

Facts

Boats A and B were on a beat to windward and well outside the zones of the marks that began, bounded or ended the leg of the course on which they were sailing. Boat B was involved in an incident with boat C, a third boat not shown in the diagram. Immediately after the incident with C, when B was at position 1, all boats, other than A, that were racing were either further up the windward leg than B or were far enough away from B that they could not have interfered with B if she took a Two-Turns Penalty.

At position 1, B bore off to begin to make the turns required for a Two-Turns Penalty. Between positions 2 and 3, A tacked onto a close-hauled starboard- tack course. At position 4, when A completed her tack, B was on a collision course with A. Between positions 4 and 5, as shown in the diagram, B luffed and then resumed bearing off. After position 5, B turned clockwise until she had completed a gybe, and (not shown in the diagram) she continued her clockwise turn until she had made a tack, a second gybe and a second tack.



Question 1

Did B break any rule?

Answer 1

No.

From position 1, when B began to bear way, through position 6, rule 21.2 required B to keep clear of A. Between positions 1 and 4 and after position 5, B kept clear of A while bearing away. Between positions 4 and 5, while the boats were on collision courses, B kept clear of A by luffing. Therefore, B complied with rule 21.2.

Question 2

Did B satisfy the conditions stated in rule 44.2 for a Two-Turns Penalty?

Answer 2

Yes.

Rule 44.2 requires a boat that takes a Two-Turns Penalty to satisfy two conditions.

First, she had to get 'well clear of other boats as soon after the incident as possible'. B satisfied that requirement at position 1 because

- B had no basis for expecting that A would tack at position 2, and, if A had not tacked, she would not have sailed into the space in which B was making her turns; and



- no other boat racing was in a position to interfere with B while she was making her penalty turns.

The second condition was for her to 'promptly' make two turns in the same direction, each turn including one tack and one gybe. Between positions 4 and 5, while B was making her turns, she interrupted her turns for just long enough to enable her to keep clear of A as she was required to do by rule 21.2. Immediately after she kept clear of A, B resumed her penalty turns. Therefore, B made her penalty turns 'promptly' and, by doing so, she satisfied rule 44.2's second condition.

Question 3

Did A break any rule?

Answer 3

The answer depends on whether or not A was sailing her proper course when B needed to luff to avoid colliding with A.

From positions 1 through 6, B was taking a penalty and, therefore, A was the right-of-way boat under rule 21.2. No rule in Section A applied between them (see the preamble to Section D).

While B was taking her penalty, A 'interfered' with B as evidenced by B's need to luff to avoid colliding with A after position 4.

If A was sailing her proper course, then rule 23.2 did not apply between A and

B. B was required by rule 21.2 to keep clear of A, and B did so by luffing. When A changed course from close-hauled on port tack to close-hauled on starboard tack, she was a right-of-way boat changing course and, therefore, required by rule 16.1 to give B room to keep clear. A gave B that room, so A broke no rule.

If A was not sailing her proper course, then rule 23.2 applied between A and B; and, because A interfered with B, A broke rule 23.2.

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SLUČAJ 149

Pravilo 21.2, Pogrešno startanje; prihvaćanje kazni; podupiranje jedra

Pravilo 23.2, Ometanje druge jedrilice

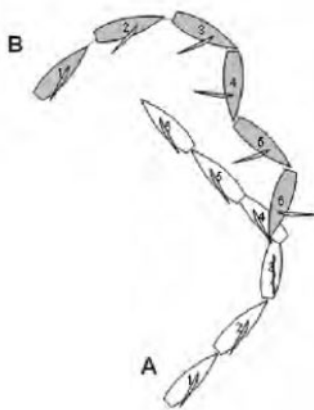
Pravilo 44.2, Kazne u trenutku incidenta: One-Turn and Two-Turns Penalties

Nakon što se dovoljno udaljila, jedrilica koja izvodi kaznene okrete koja prekida njezine okrete samo na vrijeme koje joj je potrebno da bi se pridržavala pravila 21.2, izvela je svoje kaznene okrete 'neodložno'. Kada jedrilica ometa jedrilicu koja prihvaća kaznu, ona krši pravilo 23.2 ako u tom trenutku nije jedrila svojim pravim kursom.

Činjenice

Jedrilice A i B nalazile su se kursu uz vjetar i daleko izvan zona oznaka koje su započinjale, ograničavale ili završavale dionicu kursa kojom su jedrili. Jedrilica B bila je uključena u incident s jedrilicom C, trećom jedrilicom koja nije prikazana na crtežu. Odmah nakon incidenta s C, kada je B bila na položaju 1, sve jedrilice, osim A, koje su se natjecale bile su ili dalje uz dionicu kursa uz vjetar od B ili su bili dovoljno udaljeni od B da ne bi mogli ometati B da je primila kaznu dva okreta.

Na položaju 1, B je otpadala kako bi počela izvoditi okrete potrebne za kaznu dva okreta. Između pozicija 2 i 3, A je okrenula letala na desne uzde i došla na kurs sasvim uz vjetar. Na poziciji 4, kada je A završila svoje letanje, B je bila na kursu sudara s A. Između položaja 4 i 5, kao što je prikazano na crtežu, B je prihvatila, a zatim nastavila otpadati. Nakon pozicije 5, B je kružila u smjeru kazaljke na satu sve dok nije dovršila kruženje, te (nije prikazano na crtežu) nastavila okret u smjeru kazaljke na satu dok nije napravila letanje i drugo kruženje te drugo letanje.



Pitanje 1

Da li je B prekršila pravila?

Odgovor 1

Ne.

Od položaja 1, kada je B počela otpadati, do pozicije 6, pravilo 21.2 je zahtijevalo od B da se uklanja A. Između popoložaja 1 i 4 i nakon položaja 5, B se uklanjala A dok je otpadala. Između položaja 4 i 5, dok su jedrilice bile na kursovima sudara, B se uklanjala A prihvaćanjem. Stoga je B udovoljila pravilu 21.2.

Pitanje 2

Da li je B zadovoljila uvjete navedene u pravilu 44.2 za kaznu od dva okreta?

Odgovor 2

Da.

Pravilo 44.2 zahtijeva da jedrilica koja prihvaća kaznu od dva okreta zadovolji dva uvjeta.

Prvo, mora se „što prije nakon incidenta udaljiti od drugih jedrilica“. B je zadovoljila taj zahtjev na poziciji 1 jer

- B nije imala razloga očekivati da će A letati na položaju 2. Da A nije letala, ne bi ujedrila u prostor u kojem je B izvodila svoje okrete; i
- nijedna druga jedrilica koja se natječe nije bila u položaju da ometa B dok je izvodila svoje kaznene okrete.

Drugi uvjet bio je da „odmah“ prihvatiti kaznu dva okreta u istom smjeru, svaki okret uključuje jedno letanje i jedno kruženje. Između pozicija 4 i 5, dok je B izvodila okrete, prekinula je okrete tek toliko dugo da se može uklanjati A kako je to od nje



zahtijevalo pravilo 21.2. Odmah nakon što se uklonila A, B je nastavila svoje kaznene okrete. Stoga je B napravila svoje kaznene okrete „odmah“ i time je zadovoljila drugi uvjet pravila 44.2.

Pitanje 3

Je li A prekršila neko pravilo?

Odgovor 3

Odgovor ovisi o tome da li je A jedrila svojim pravim kursom kada je B trebala prihvaćati kako bi izbjegla sudar s A.

Od položaja 1 do 6, B je prihvaćala kaznu i stoga je A bila jedrilica s pravom puta prema pravilu 21.2. Niti jedno pravilo iz poglavlja A nije se primjenjivalo između njih (vidi preambulu poglavlja D).

Dok je B prihvaćala kaznu, A je „omela“ B, što je vidljivo iz potrebe da B prihvati kako bi izbjegla sudar s A nakon položaja 4.

Ukoliko je A jedrila svojim pravim kursom, pravilo 23.2 se nije primjenjivalo između A i B. B je bila dužna prema pravilu 21.2 uklanjati se A. B je to učinila prihvaćajući. Kada je A promijenila kurs iz savim uz vjetar na lijevim uzdama letanjem na kurs sasvimo uz vjetar na desnim uzdama, bila je jedrilica s pravom puta koja mijenja kurs i stoga je prema pravilu 16.1 bila dužna dati B prostor za uklanjanje. A je dala B taj prostor, tako da A nije prekršila nijedno pravilo.

Ako A nije jedrila svojim pravim kursom, tada se između A i B primjenjivalo pravilo 23.2; i, budući da je A ometala B, A je prekršila pravilo 23.2.

World Sailing, 2023



CASE 150

Definitions, Clear Astern and Clear Ahead; Overlap

Rule 19.1, Room to Pass an Obstruction: When Rule 19 Applies

Rule 19.2, Room to Pass an Obstruction: Giving Room at an Obstruction

An interpretation of the terms 'at', 'inside/outside' and 'overlap' as used in rule 19.

Question 1

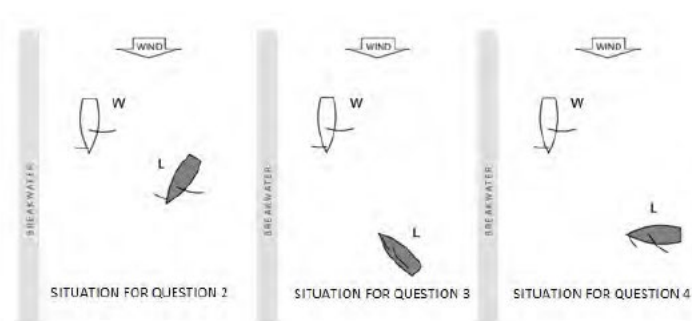
Rule 19.1 applies between two boats 'at' an obstruction. When are boats 'at' an obstruction?

Answer 1

Boats are 'at' an obstruction when they are near it and the obstruction is influencing the course of one or both of them.

Facts for Questions 2, 3 and 4

Boat W is running on starboard tack parallel to a breakwater which is about one length away on her starboard side. Boat L is on starboard tack, to leeward and overlapped with W, and approaching the breakwater. Boats W and L are on a collision course.



Question 2

If L is broad reaching and approaching the obstruction as shown in the diagram for Question 2, does rule 19 apply; and if rule 19 does apply, which boat is the 'outside boat'?

Answer 2

Because the wall is influencing W's course and, therefore, her ability to keep clear of L, the boats are 'at' the obstruction as that term is used in rule 19.1. Therefore, rule 19 applies.

Because L, the right-of-way boat under rule 11, is choosing to pass the obstruction on her starboard side, a boat overlapped with her on her starboard side is an 'inside boat'. Therefore, W is the 'inside boat' and L is the 'outside boat' and, under rule 19.2(b), W is entitled to room from L to pass between L and the breakwater.

Question 3

Does the answer to Question 2 change if L is close-hauled approaching the breakwater as shown in the diagram for Question 3?

Answer 3

Yes. W and L are overlapped because they are on the same tack and neither of them is clear astern of the other (see the definition Clear Astern and Clear Ahead; Overlap). Because L, the right-of-way boat, is choosing to pass the obstruction on her port side (see rule 19.2(a)), a boat on her port side is an 'inside boat' and a boat on her starboard side is an 'outside boat'. Therefore, W is the outside boat and must give L room between her and the obstruction under rule 19.2(b) as well as keep clear of her under rule 11.

Question 4

Does the answer to Question 2 change if L is approaching the breakwater at a ninety-degree angle to it as shown in the diagram for Question 4?

Answer 4

Yes. Rule 19.2(a) gives L the right to choose to pass the breakwater on her port side or on her starboard side. No rule requires L to inform W of her choice. At the moment shown in the diagram, L's course is directly at the obstruction (ninety degrees to it), and it is not possible to determine whether she is an 'inside' or an 'outside boat'. Rule 19 applies, but while L continues on that course no part of rule 19 creates any obligations on either boat. Rule 11 still applies and requires W to keep clear of L.



At some time after the moment shown in the diagram it will be necessary for L to either luff or bear away to avoid colliding with the breakwater. If L bears away, then the answer to this question is the same as Answer 2. If L luffs, then the answer to this question is the same as Answer 3.

Facts for Question 5

In all three diagrams, reposition W's sails so that she is shown sailing downwind on port tack instead of starboard tack. Change W's label to 'P', and L's label to 'S'.

Question 5

Do the answers to Questions 2, 3 and 4 change?

Answer 5

Answer 2 does not change, except that the relevant right-of-way rule is rule 10 instead of rule 11.

Answers 3 and 4 change. In each of these two situations, S and P are on opposite tacks and, because S is not sailing more than ninety degrees from the true wind, they are not 'overlapped' (see the definition Clear Astern and Clear Ahead; Overlap). Therefore, rule 19.2(b) does not apply between them. Rule 10 applies and requires P to keep clear of S.

USA, 2023/123



SLUČAJ 150

Definicije; Slobodna po krmi i Slobodna po pramcu; Preklapanje

Pravilo 19.1, Prostor za prolazak zapreke: Kada se pravilo 19 primjenjuje

Pravilo 19.2(a), Prostor za prolazak zapreke: Davanje prostora kod zapreke

Tumačenje pojmova 'kod', 'unutar/izvan' i 'preklapanje' kako se koriste u pravilu 19.

Pitanje 1

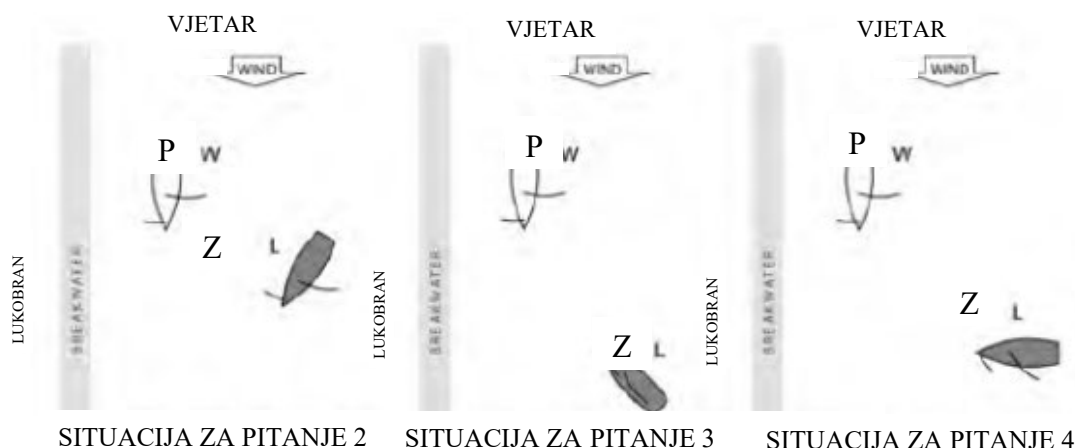
Pravilo 19.1 primjenjuje se između dvije jedrilice „kod“ zapreke. Kada su jedrilice „kod“ zapreke?

Odgovor 1

Jedrilice su 'kod' zapreke kada su blizu nje i zapreka utječe na kurs jedne od njih ili obje.

Činjenice za pitanje 2,3 i 4

Jedrilica P jedri desnim uzdama paralelno s lukobranom koji je udaljen otprilike jednu nezinu duljinu na njezinoj desnoj strani. Jedrilica Z je na desnim uzdama, u zavjetrini i preklapa se s P, te se približava lukobranu. Jedrilice P i Z su na sudarnom kursu.



SITUACIJA ZA PITANJE 2

SITUACIJA ZA PITANJE 3

SITUACIJA ZA PITANJE 4

Pitanje 2

Ako Z jedri niz vjetar i približava se zapreci kako je prikazano crtežom situacije za pitanje 2, primjenjuje li se pravilo 19; a ako se pravilo 19 primjenjuje, koja je jedrilica „vanjska jedrilica“?

Odgovor 2

Budući da lukobran utječe na kurs P i, prema tome, na njezinu sposobnost da se uklanja Z, jedrilice su 'kod' zapreke kako se taj izraz koristi u pravilu 19.1. Stoga se primjenjuje pravilo 19.

Budući da Z, jedrilica s pravom puta prema pravilu 11, odlučuje proći zapreku sa svoje desne strane, jedrilica koja je u preklapanju s njom s njene desne strane je „unutarnja jedrilica“. Stoga je P „unutarnja jedrilica“, a Z je „vanjska jedrilica“, i, prema pravilu 19.2(b), P ima pravo na prostor kako bi prošla između L i lukobrana.

Pitanje 3

Mijenja li se odgovor na pitanje 2 ako Z jedri sasvim uz vjetar približavajući se lukobranu kao što je prikazano crtežom na situaciji za pitanje 3?

Odgovor 3

Da. P i Z su u preklapanju jer su na istim uzdama i nijedna od njih nije slobodna po krmi (vidi definiciju Slobodna po krmi i Slobodna po pramcu; Preklapanje). Budući da Z, jedrilica s pravom puta, odlučuje proći zapreku na svojoj lijevoj strani (vidi pravilo 19.2(a)), jedrilica na njezinoj lijevoj strani je „unutarnja jedrilica“, a jedrilica na njezinoj desnoj strani je „vanjska jedrilica“. Stoga je P vanjska jedrilica i mora dati Z prostor između sebe i zapreke prema pravilu 19.2(b), kao i uklanjati se Z prema pravilu 11.

Pitanje 4

Mijenja li se odgovor na pitanje 2 ako se Z približava lukobranu pod kutom od devedeset stupnjeva u odnosu na njega kao što je prikazano na crtežom na situaciji za pitanje 4?

Odgovor 4

Da. Pravilo 19.2(a) daje Z pravo da odabere hoće li proći lukobran s lijeve ili desne strane. Niti jedno pravilo ne zahtijeva od Z da obavijesti P o svom izboru. U trenutku prikazanom na crtežu, kurs Z je „izravno na zapreci“ (devedeset stupnjeva prema njoj) i nije moguće utvrditi je li ona „unutarnja“ ili „vanjska jedrilica“. Primjenjuje se pravilo 19, ali dok Z nastavlja tim kursom, nijedan dio pravila 19 ne stvara nikakve obveze ni za jednu jedrilicu. Pravilo 11 se i dalje primjenjuje i zahtijeva od P da uklanja Z.

U nekom trenutku nakon trenutka prikazanog na crtežu, Z će morati ili prihvaćati ili otpadati kako bi izbjegla sudar s lukobranom. Ako Z otpada, tada je odgovor na ovo pitanje isti kao i odgovor 2. Ako Z prihvaća, tada je odgovor na ovo pitanje isti kao i odgovor 3.

Činjenice za pitanje 5

prijevod s engleskog i obrada:
Andrej Majcen NS (NJ)



Na sve tri situacije, premjestite jedra P tako da je prikazana kako jedri niz vjetar lijevom umjesto desnom uzdama. Promijenite oznaku P u „L“, a oznaku Z u „D“.

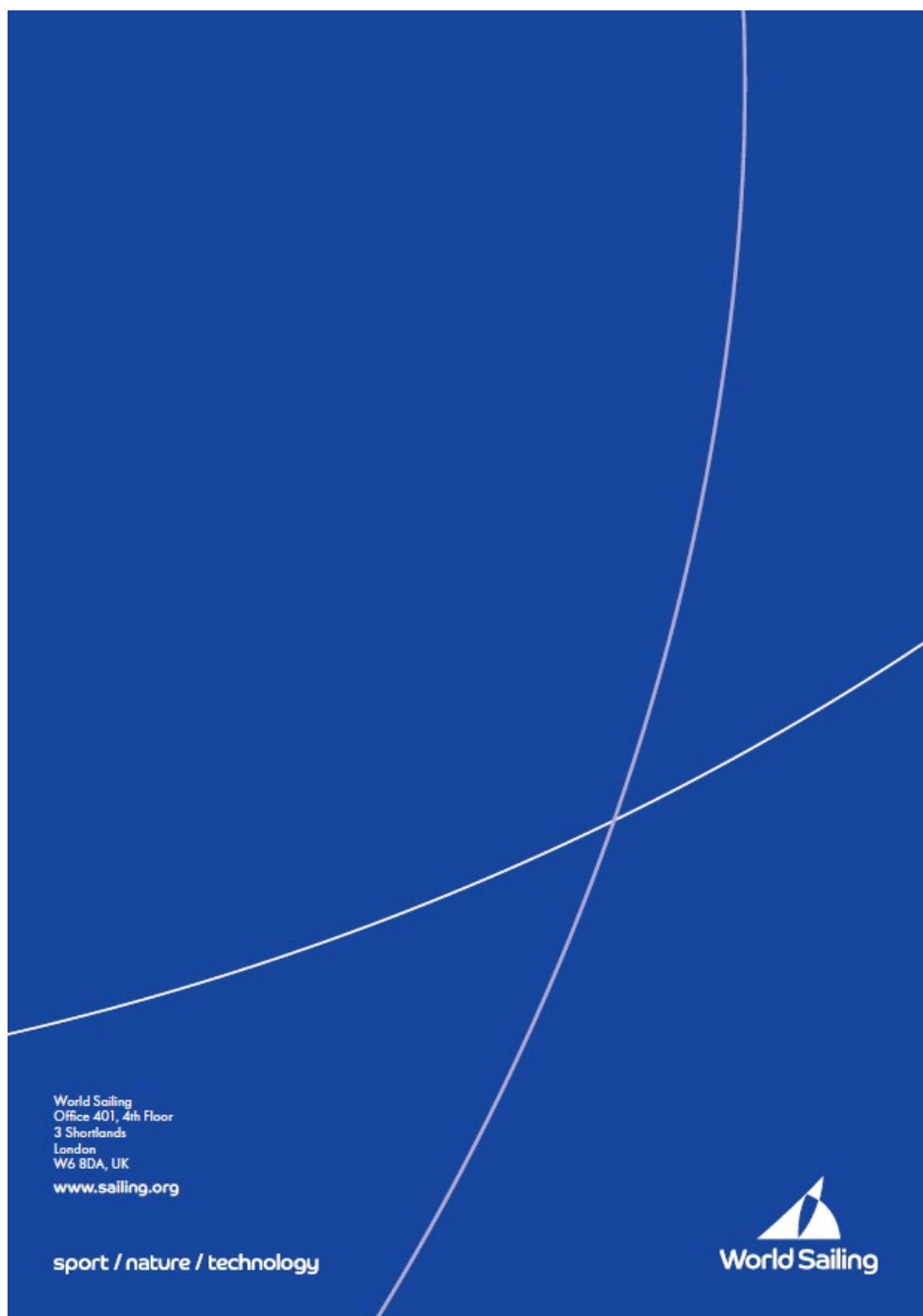
Pitanje 5

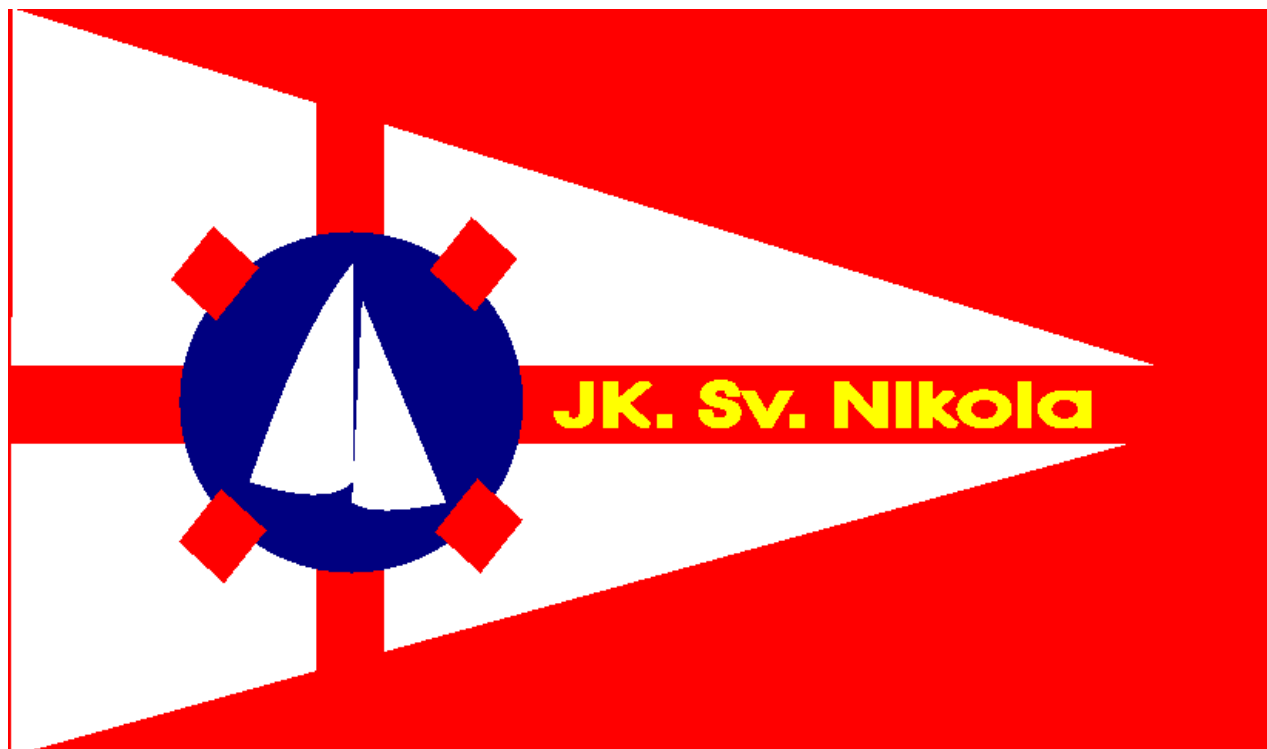
Mijenjaju li se odgovori na pitanja 2, 3 i 4?

Odgovor 5

Odgovor 2 se ne mijenja, osim što je mjerodavno pravilo o pravu puta pravilo 10 umjesto pravila 11.

Odgovori 3 i 4 se mijenjaju. U svakoj od ove dvije situacije, D i L su na suprotnim uzdama i, budući da D ne jedri više od devedeset stupnjeva od stvarnog vjetra, nisu u „preklapanju“ (vidi definiciju Slobodna po krmi i Slobodna po pramcu; Preklapanje). Stoga se pravilo 19.2(b) ne primjenjuje između njih. Primjenjuje se Pravilo 10 koje zahtijeva od L da se uklanja D. USA, 2023/123





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