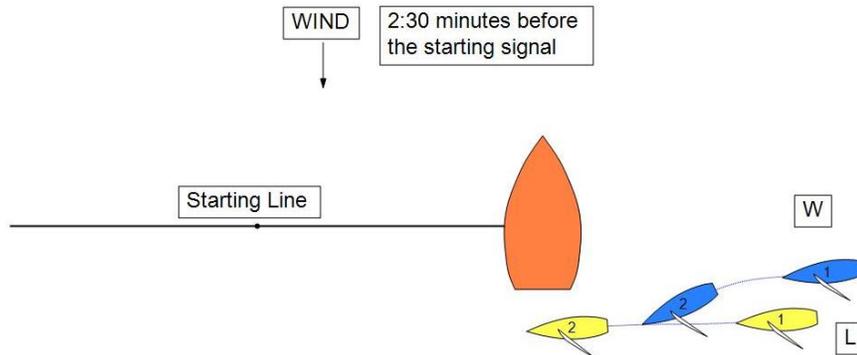


Summary of the Game Changes in the 2022 Test Rule 18

This is a summary of the game changes caused by the **2022 Test Rule 18**.

Change to the Preamble to Section C

A windward boat is not entitled to room to pass to leeward of a race committee vessel that is a starting mark at any time. She will need to slow down or otherwise position herself to be sailing astern of a nearby boat when checking the line, the course board or pinging the end of the line, etc.



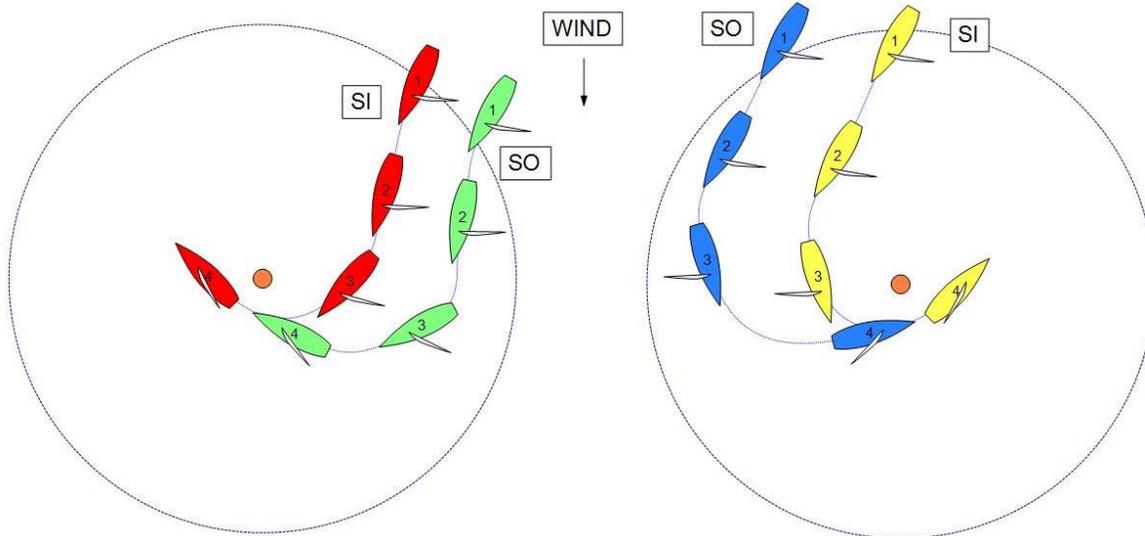
Under the test rule preamble to Section C, W will need to slow down or otherwise position herself astern of L when passing to leeward of the race committee vessel at all times in the prestart time period.

Change to rule 18.2, Giving Mark-Room

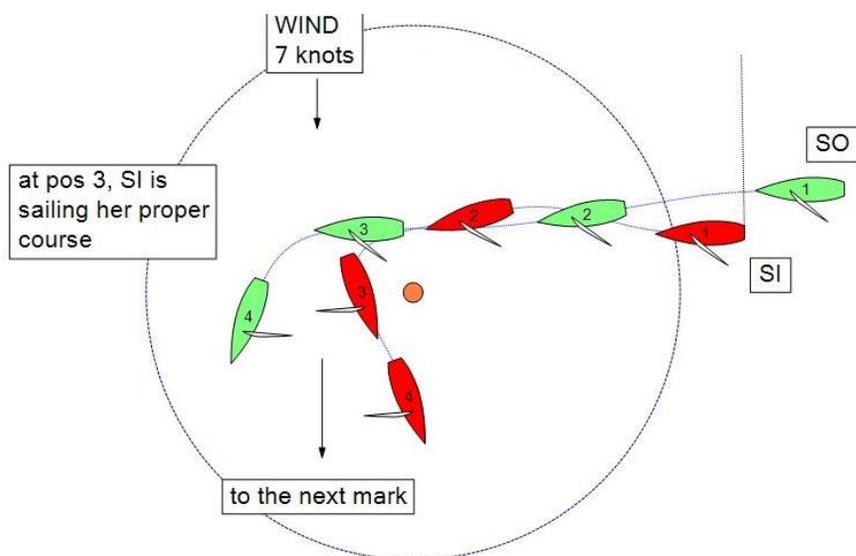
- 1) an inside keep-clear boat will now be able to sail her “proper course” to and around or past the mark rather than a “seamanlike course.” This will result in her being able to sail a little bit farther from the mark (“swing wide and cut close”).

But in reality, in good racing, most outside boats unlock their bows and stay wide so they can round behind the boats they are giving mark-room to, and are not fussed if the inside boat swings wide and cuts close as well. So this will be a game change, but in some racing it will be just conforming the rule to the way sailors are currently playing the game.

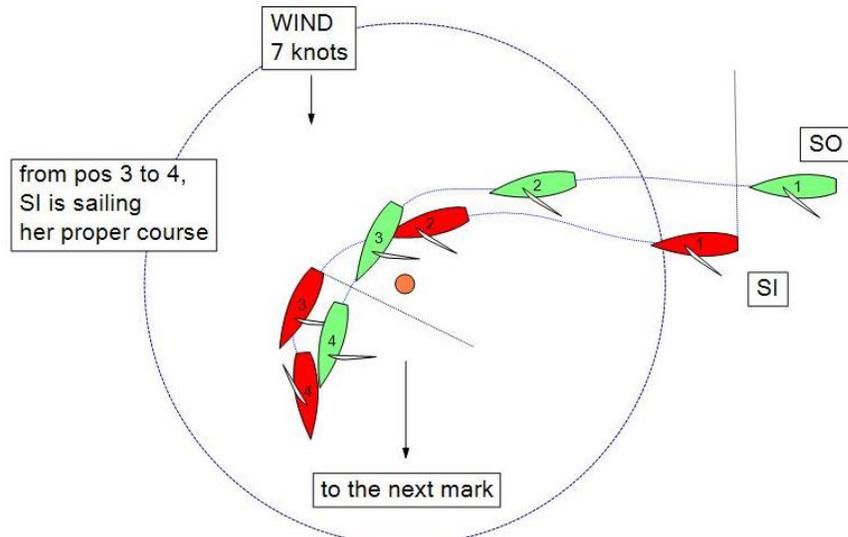
- 2) At a mark beginning a run (windward mark, offset mark, mark 2 of a trapezoid course, etc.), a boat entitled to mark-room can gybe with the protection of mark-room if (a) gybing is her proper course, and (b) she has not left the mark astern.



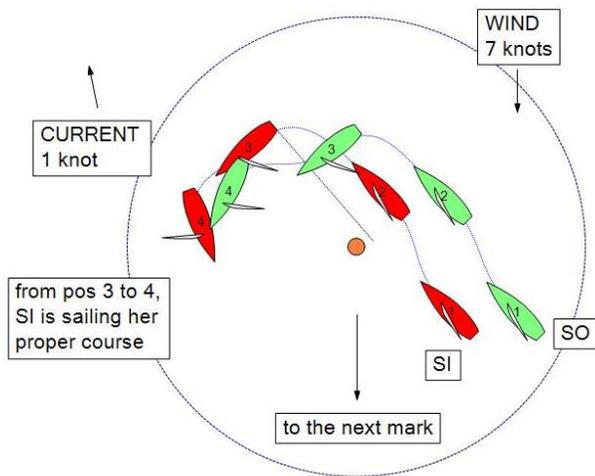
Under the test rule 18.2(a), both Red SI (a keep-clear boat) and Yellow SI (a right-of-way boat) can sail their proper courses to and around the mark without penalty. The same is true at a single leeward mark, and whether or not rule 17 applies.



Under test rule 18.2(a), SI is protected by “mark-room” when she gybes around the mark on her proper course, until she has left the mark astern on a course to begin sailing the next leg.



Under test rule 18.1(b), rule 18 no longer applies when the mark is astern of SI, so SI is not protected by “mark-room” when she gybes on her proper course after she has left the mark astern.



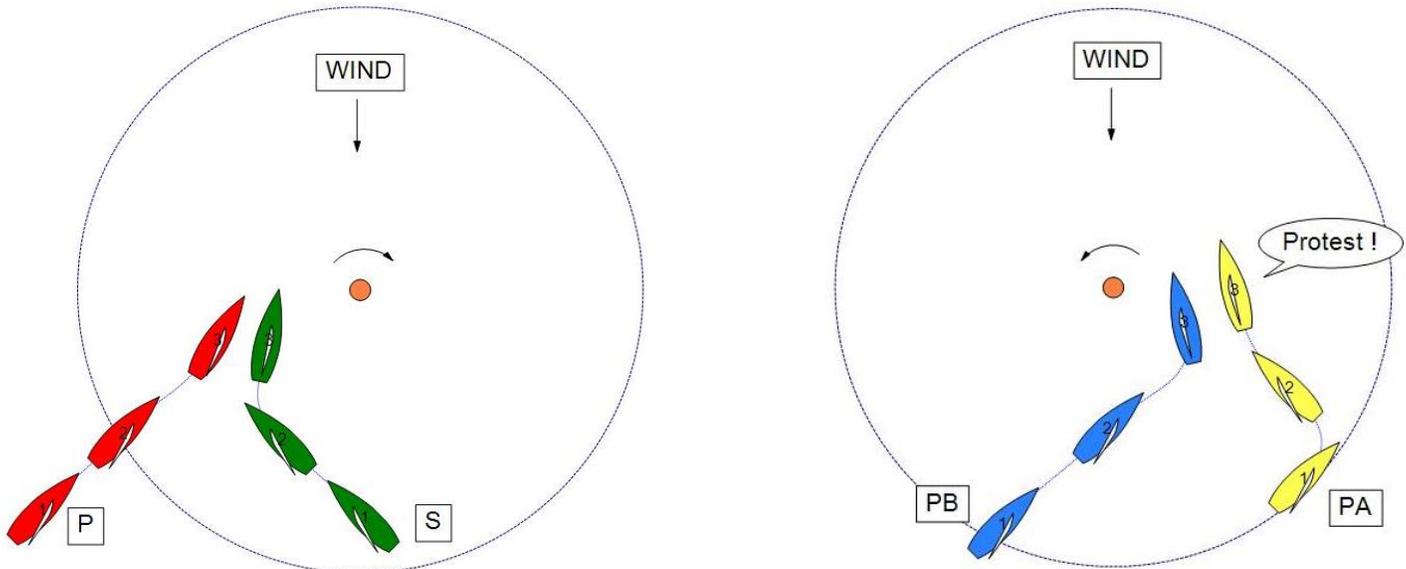
Under test rule 18.2(a), SI is protected by “mark-room” when she gybes on her proper course from pos 3 to pos 4, because she has not left the mark astern yet. SO breaks rule 18.2(a)(1) by failing to give mark-room.

No rule 18.2(f) regarding the situation where an outside boat is unable to give mark-room when the overlap begins

If a boat is required to give mark-room, she will have to do so. If she is unable to do so, she will have to do a better job planning ahead the next time.

Changes to rule 18.3, Tacking in the Zone

- A boat that tacks in the zone when another boat is fetching the mark is not entitled to mark-room, and must complete her tack in compliance with rule 13, and then comply with rules 15 and 16.1 thereafter. This applies at both a port and a starboard rounding mark. This will make boats either tack a little sooner, or decide not to tack and instead to either duck a starboard-tack boat (at a port-hand windward mark), or cross a port-tack boat and tack to windward of them (at a starboard-hand windward mark).



Under test rule 18.3(a), S and PB are not entitled to mark-room at position 3, and are not exonerated for their breaches of rule 13. Note, PB could have sailed astern of PA at pos 2, so PA has complied with rule 15.

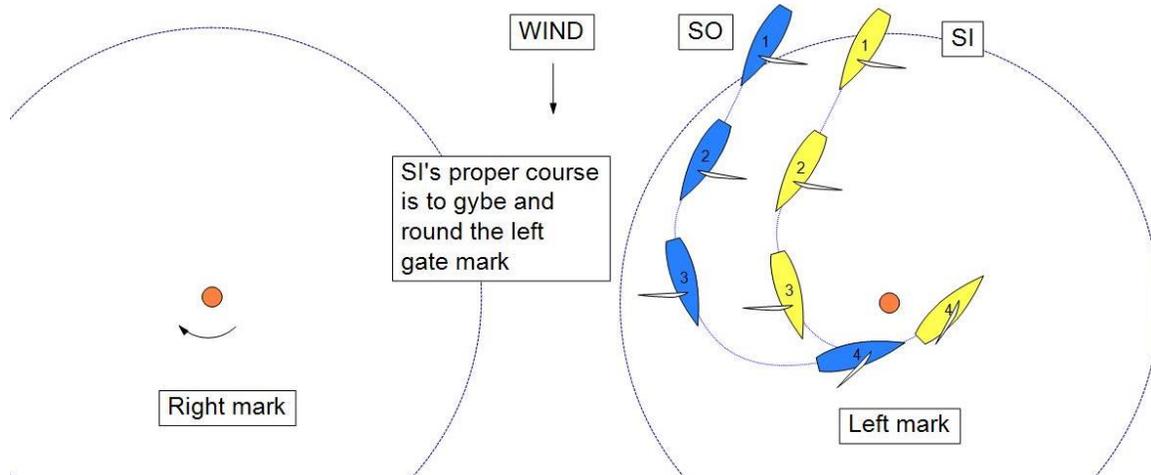
Changes to rule 18.4, Gybing

- At a gate mark, inside overlapped boats that must gybe in order to sail their proper course must not sail farther from the mark than their proper course. Right-of-way boats will not be able to sail wider than their proper course in the zone to attack or interfere with outside boats. But most of the time, a boat sails her proper course around the mark, so this is not a real game change.

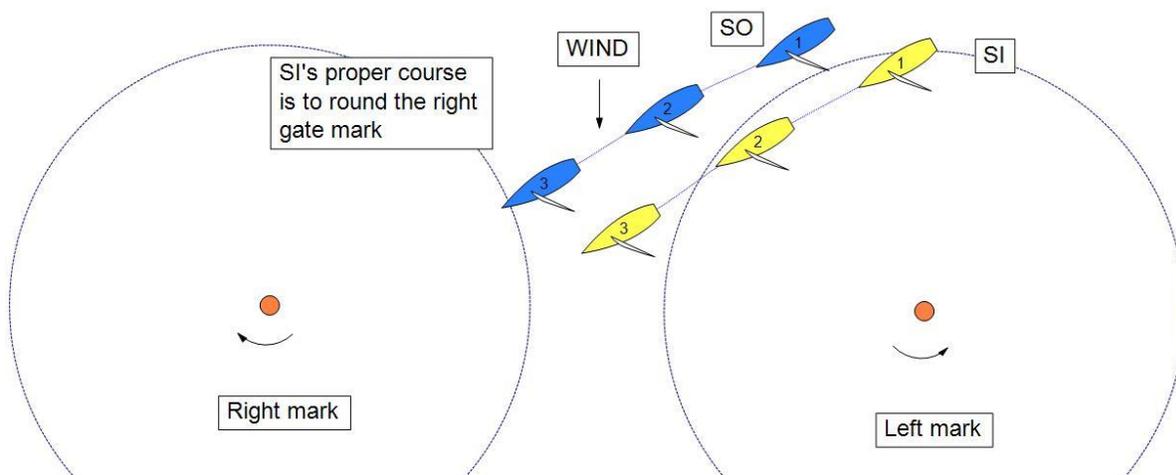
This should be a welcomed game change. In the zone, crews are usually busy with all the boat handling needed to round the mark. Plus it can be fairly crowded. The zone should be a neutral zone where boats should be rounding the mark in an orderly and safe way, and not attacking outside boats who are in vulnerable positions due to the mark, the proximity of other boats, and the amount of boat handling that is often required to round the mark.

- Right-of-way boats will still be able to sail into the zone of one gate mark on their proper course to the other gate mark and round the other gate mark, just as they can under the current rule 18.4, even without the current second sentence. If a boat is on her proper course to the other gate mark, she does not need to gybe at the first gate mark in order to sail her proper course. Therefore, rule 18.4 does not apply to her. So, no game change by eliminating the second sentence in rule 18.4.

Furthermore, in a survey of top sailors in all kinds of boats (high speed, dinghy and keelboats), all the respondents said it was unusual for a boat to sail into the zone of one gate mark and decide it was faster to round the other gate mark.



Under test rule 18.4, SI may not sail farther from the left gate mark than her proper course if it affects SO's choice of course.



If SI's proper course is to round the right gate mark; i.e., not to gybe and round the left gate mark, test rule 18.4 does not apply and SI may sail her proper course, even if it affects SO's choice of course and even if rule 17 applies.