

## Team Race Test Rule 16.2 – Q&A

**16.2** In addition, a *starboard-tack* boat on a beat to windward shall not bear away to a course more than 90 degrees from the true wind if as a result the *port-tack* boat would immediately need to change course to *keep clear* of her.

**Reason for the test:** Current Team Racing Call D2, particularly answer 2, is agreed as the correct interpretation of current Part 2 rule 16.2. However, the switch off of the rule when the boats are approaching each other as shown in Call D2 creates undesirable situations with a high risk of damage to the boats in a continuous dial-down as the boats get closer to each other. This cannot be resolved without a significant change to the rule.

### Information for Competitors:

1. Port is always the keep clear boat **and nothing in rule 16.1 or test rule 16.2 relieves her of this obligation.**
2. When starboard bears off to a beam reach, she is heading approximately 90 degrees from the true wind. She is subject to rule 16.1 while bearing away up to this 'cross-over' heading. However, rule 16.2 also applies when she bears away at any time after crossing this perpendicular to the true wind, and any immediate course change required by port to keep clear of her will mean starboard breaks this rule.
3. When starboard changes course above 90, the closer the proximity of the boats, and/or the higher the wind velocity, the more space port needs to promptly respond to course changes by starboard. (Time to respond is always promptly and doesn't change).
4. Starboard is always permitted to luff towards port, subject to rule 16.1.

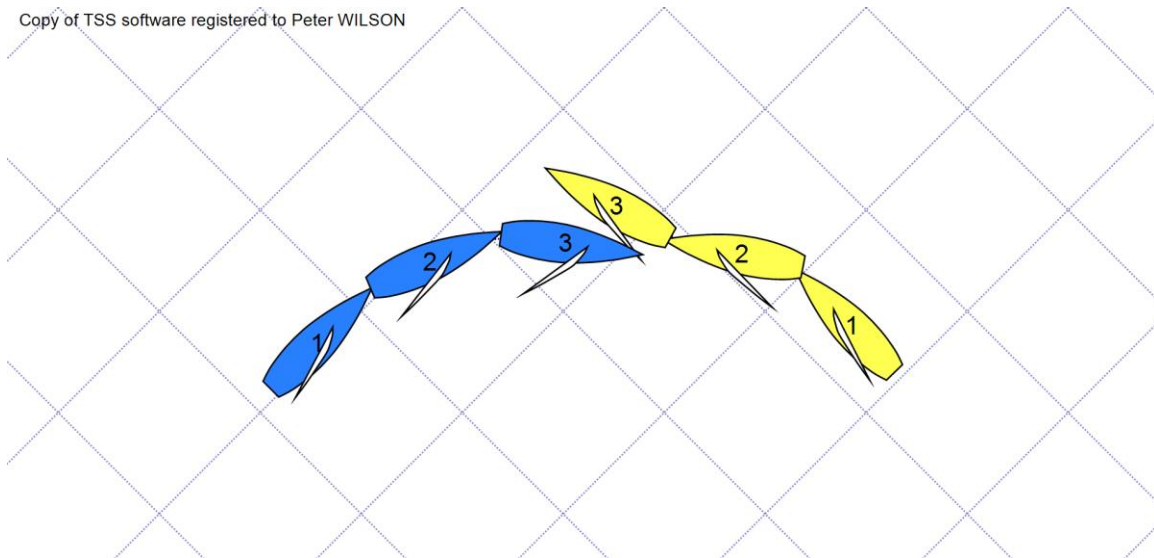
## Team Race Test Rule 16.2

### Question 1:

Does the test rule 16.2 apply when starboard bears away while sailing above 90 degrees from the true wind to block a port-tack boat?

**Answer: No.**

Rule 16.1 applies and starboard must give port room to keep clear in a seamanlike way. If port responds promptly and cannot keep clear, then starboard breaks rule 16.1 unless she gives port room to keep clear by altering course herself.



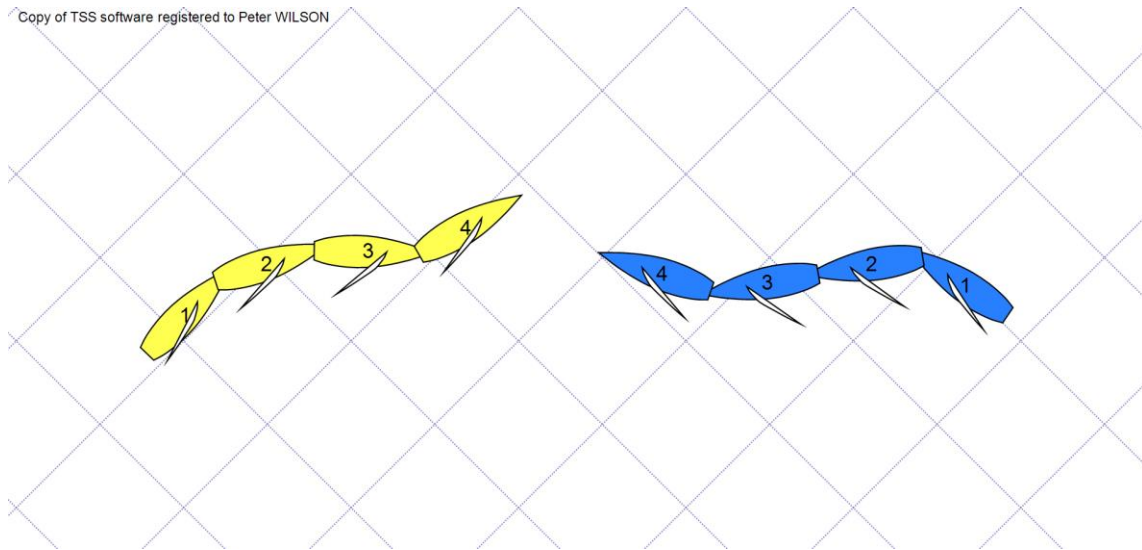
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### Question 2:

Can a starboard tack boat bear away to a course more than 90 degrees from the true wind to take away a port-tack boat's 'down option' (escape path to pass downwind of starboard)?

**Answer: Yes...**

As long as starboard is far enough away so that the port-tack boat does not have to change course immediately to keep clear of her (Position 2). As the boats converge, the starboard tack boat may change course to windward from sailing a course more than 90 degrees from the true wind subject to complying with rule 16.1. However, she risks breaking rule 16.2 if she bears away further below 90 degrees from the true wind when the boats are closer together.



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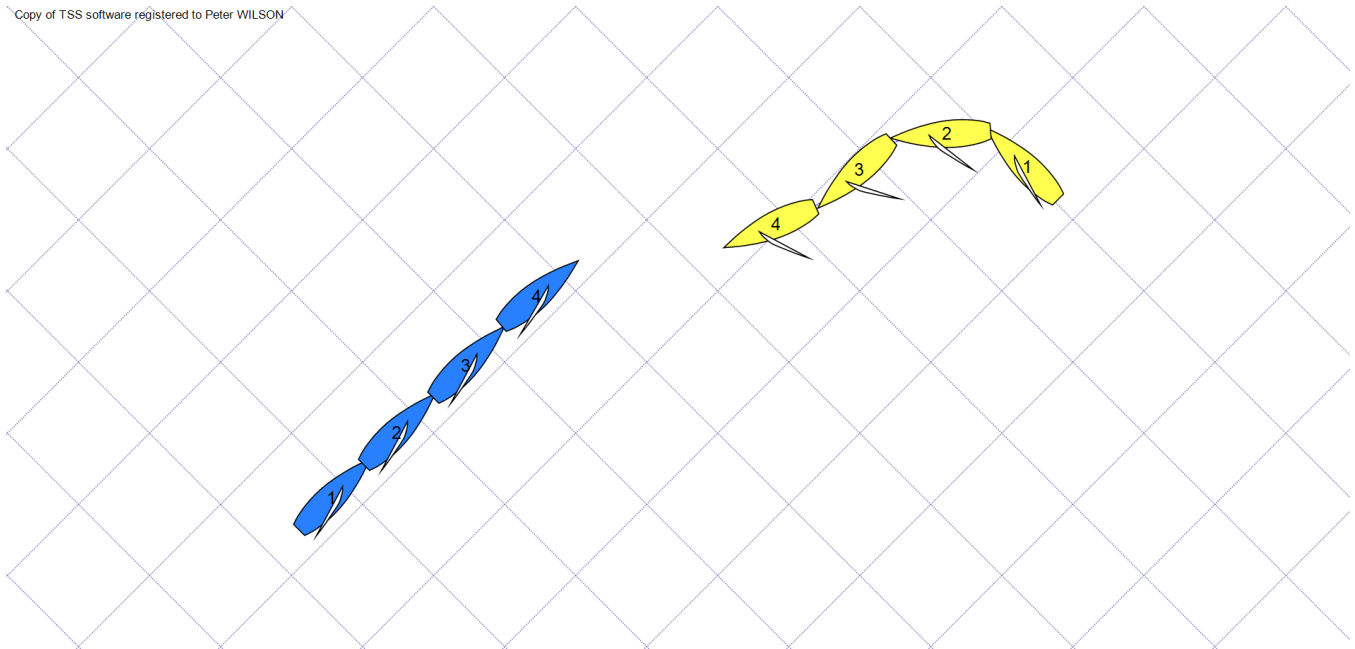
### Question 3:

Can a starboard-tack boat 'play back' to engage a port-tack boat on a windward leg?

**Answer: Yes...**

However, once she is sailing more than 90 degrees from the true wind, she will break rule 16.2 if she bears away further (position 4) and the port-tack boat must change course immediately to keep clear of her. The starboard-tack boat is permitted to luff, and when she does so is only subject to rule 16.1.

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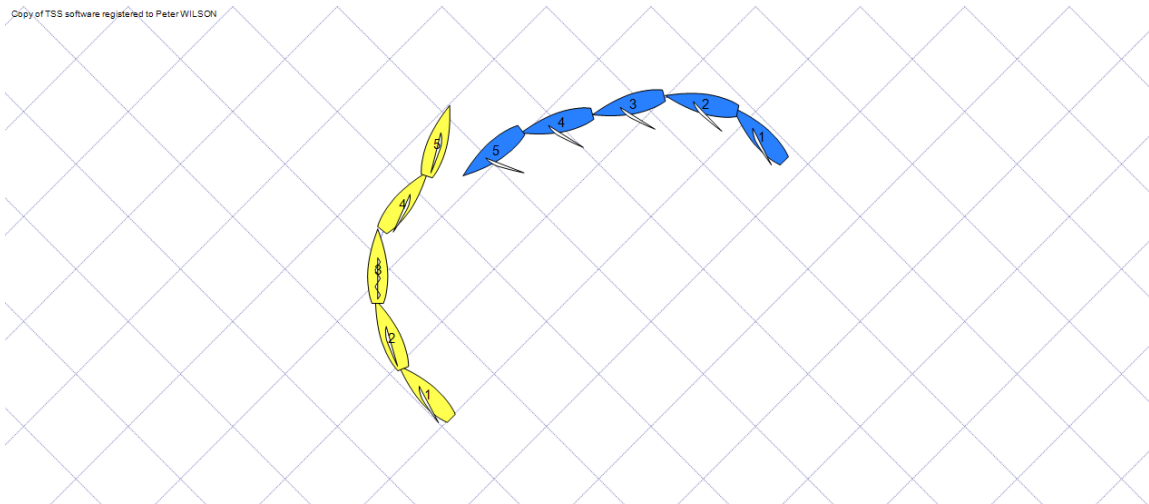
### Question 4:

Can a starboard-tack boat bear away to a course more than 90 degrees from the true wind to block a leeward boat that is tacking to duck her?

### Answer: Yes...

As long as the starboard-tack boat does not bear away any further after the leeward boat passes head to wind onto port-tack, and as a result that boat must change course immediately to keep clear, starboard does not break rule 16.2.

However, if the port-tack boat has not completed her tack and after initially holding her course the starboard-tack boat must bear away to avoid contact and comply with rule 14, starboard does not break rule 16.2. If this happens, Yellow breaks rule 13 – while tacking.



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### Question 5:

How does test rule 16.2 apply at a port-hand windward mark?

### Answer:

When a starboard-tack boat has clearly overstood a windward mark to be left to port, her proper course is no longer close-hauled or above. She is not on a beat to windward as described in Case 132. Rule 16.2 does not apply when she bears away while clearly above the layline and her proper course is below close-hauled. However, as soon as she reaches a position where she is no longer over standing the mark and her proper course is close-hauled or above, she is 'on a beat to windward' and rule 16.2 will apply if she bears away to a course more than 90 degrees from the true wind.

