

Casebogen

How I Learned to Stop Worrying and Love the Case Book

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Fortolkninger af reglerne



The Case Book 2021-2024

- Fås ikke længere i tryk
- Så download en PDF til din PC/tablet/telefon
- Ikke oversat til dansk
- <https://www.sailing.org/documents/caseandcall/case-book.php>
- Officielle fortolkninger, der går hånd i hånd med regelbogen.

Fra World Sailing Regulation 28 (Racing Rules Administration)

- 28.3 Except when Regulation 28.4 applies, interpretations of the Racing Rules by World Sailing shall be made only through publication of cases in *The Case Book* or *The Call Books*. The cases are authoritative interpretations and explanations of the rules. The calls are authoritative interpretations and explanations of the rules for the relevant discipline.

Omfang

28.3.3 The following are guidelines for publishing cases in *The Case Book*:

- (a) A case shall significantly clarify an important meaning of a rule or increase the understanding of a complex rule.
- (b) A case shall not duplicate one already published. When a case is an improvement on an existing case it shall be included and the existing case deleted.

Hvad siger regelbogen?

Fortolkninger

World Sailing udgiver nedenstående autoritative fortolkninger af kapsejlsreglerne:

- *The Case Book – Interpretations of the Racing Rules*
- *The Call Books*, for forskellige discipliner
- Fortolkninger af regel 42, Fremdriftsmidler, samt
- Fortolkninger af regulativerne, såfremt regulativet er en *regel*.

Disse publikationer er tilgængelige på World Sailings hjemmeside (www.sailing.org). Andre fortolkninger af kapsejlsreglerne er ikke autoritative, medmindre de er godkendt af World Sailing i henhold til World Sailing-regulativ 28.4.

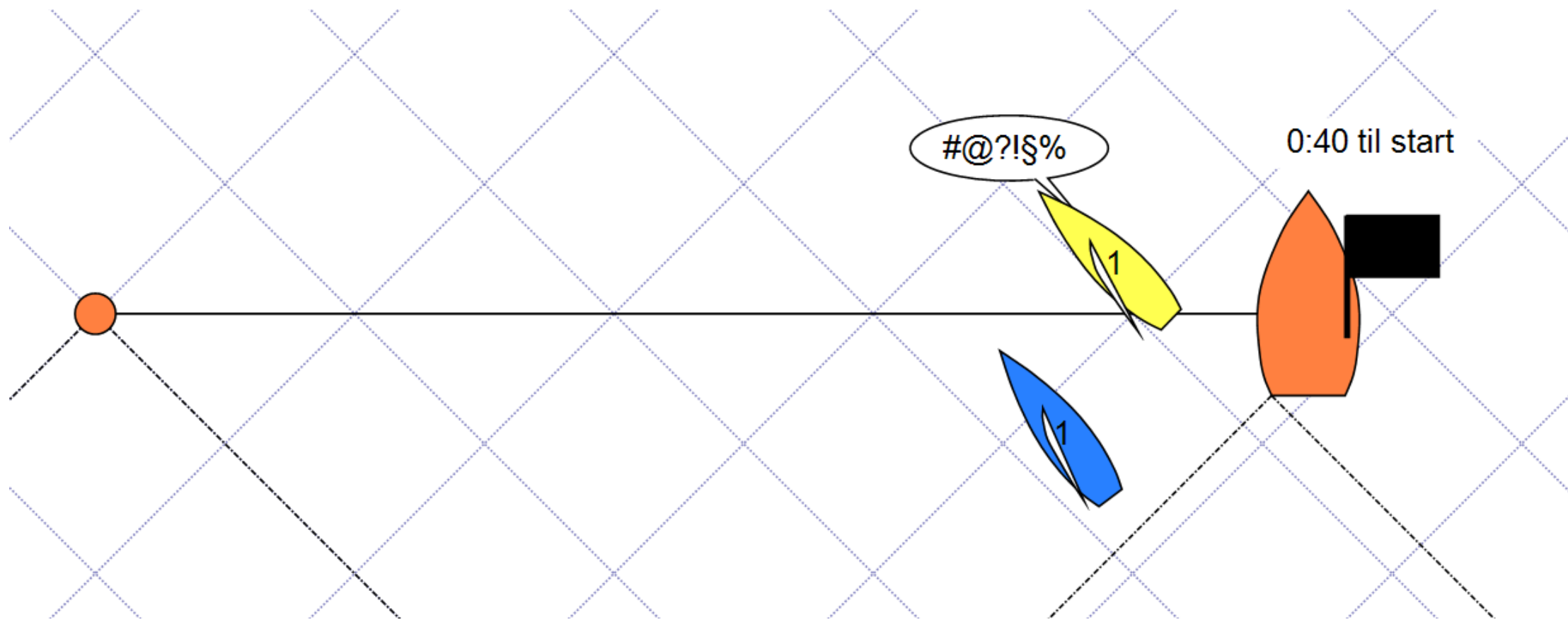
Opslag i casebogen

- Opdelt i to afsnit.
- Section 1:
 - Til forskellige regler og definitioner i regelbogen er de relevante cases listet.
 - Her finder du et casenummer efterfulgt af en opsummering. (Abstract)
- Section 2:
 - Uddybende beskrivelse af alle cases.
 - Benyt casenummeret fra Section 1 som reference.
- Søgning i PDF
 - 'Starboard', 'notice of race', 'misconduct', etc.

Opgaver

Tip: Brug casebogen ... og regelbogen!

Sort flag



Regel 30.4

30.4 Sort flags-regel

Hvis et sort flag har været vist, må ingen del af en båds skrog, besætning eller udstyr i det sidste minut før dens startsignal være inden for den trekant, der dannes af begge ender af startlinjen og det første *mærke*. Hvis en båd bryder denne regel og identificeres, vil den blive diskvalificeret uden høring, selv om kapsejladsen omstartes eller sejles om, men ikke hvis kapsejladsen *udsættes* eller *opgives* før startsignalet. Hvis der signaleres generel tilbagekaldelse eller kapsejladsen *opgives* efter startsignalet, skal kapsejladskomitéen vise bådens sejlnummer inden det næste varselssignal for den kapsejlads, og **hvis kapsejladsen omstartes eller sejles om**, må båden ikke deltage i den. Hvis den gør det, må dens diskvalifikation ikke blive fratrasket i beregningen af dens pointsum for serien.

Regel 2

2 FAIR SEJLADS

En båd og dens ejer skal konkurrere i overensstemmelse med anerkendte principper for sportsmanship og fair play. En båd kan kun straffes efter denne regel, når det klart fastslås, at disse principper er blevet krænket. Straffen skal være en diskvalifikation, som ikke kan fratrækkes.

Hvad siger casebogen?

Rule 30.2, Starting Penalties: Z Flag Rule

Rule 30.3, Starting Penalties: U Flag Rule

Rule 30.4, Starting Penalties: Black Flag Rule

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.

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 sail number and she sails in the restarted race, she should be scored BFD, and not DNE.

CASE 111

If a boat breaks rule 30.2 or rule 30.4 during a starting sequence that results in a general recall, 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.

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.

Case 65

CASE 65

Sportsmanship and the Rules

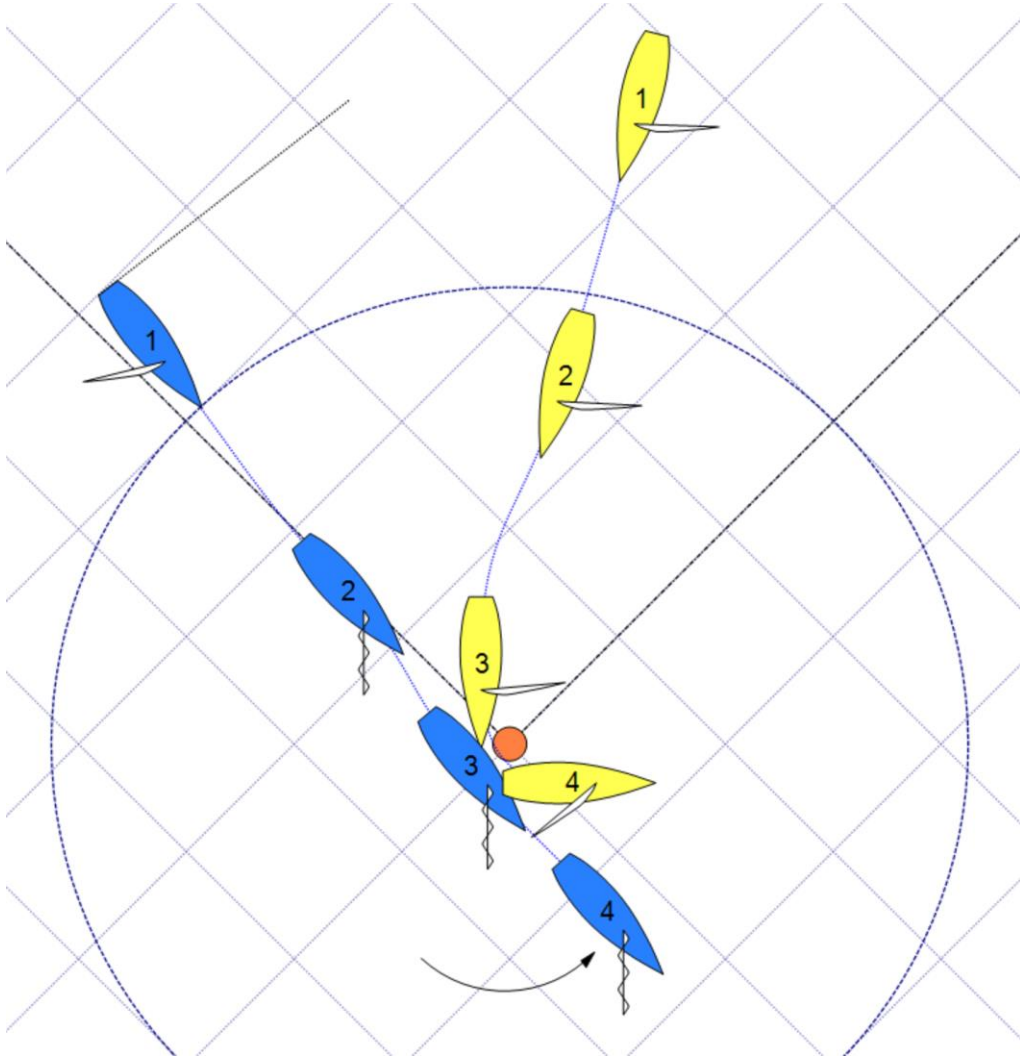
Rule 2, Fair Sailing

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.

Ved bundmærke



Hvad siger casebogen?

CASE 26

Rule 14, Avoiding Contact
Rule 16.1, Changing Course
Rule 18.1, Mark-Room: When Rule 18 Applies
Rule 43.1(c), Exoneration
Rule 64.2, Decision: Penalties

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.

CASE 99

Rule 10, On Opposite Tacks
Rule 14, Avoiding Contact
Rule 44.1, Penalties at the Time of an Incident: Taking a Penalty
Rule 64.2(a), Decisions: Penalties

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 obliged 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.

CASE 123

Rule 10, On Opposite Tacks
Rule 14, Avoiding Contact

When 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, the starboard-tack boat breaks rule 14 if contact occurs and there was still time for her to change course sufficiently to avoid the contact.

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 60.3(a)(1), Right to Protest; Right to Request Redress or Rule 69 Action
Rule 61.1(a)(4), Protest Requirements: Informing the Protestee
Rule 62.1(b), Redress
Rule 63.5, Hearings: Validity of the Protest or Request for Redress
Rule 64.4(a), Decisions: Decisions on Protests Concerning Class Rules

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

Godtgørelse



Krav for godtgørelse – regel 62.1(b)

- (b) personskade eller fysisk skade forårsaget af en handling fra en båd, der brød en regel i Del 2 og tog en straf eller blev straffet, eller en handling af et fartøj, som ikke *kapsejlede*, men som havde vigepligt eller har handlet i strid med de internationale søvejsregler eller nationale vigeregler,

Gennemsnit? 1-1-1-1?

Båd	1 sejlads	2 sejlads	3 sejlads	4 sejlads	5 sejlads	6 sejlads	7 sejlads
Luna	1	1	1	DNF	DNC	DNC	DNC
Venus	3	3	5	1	2	4	2
Terra	2	4	2	RET	3	3	1
Uranus	4	5	3	3	4	1	4
Pluto	5	2	4	2	1	2	3

Regel A9

A9 VEJLEDNING OM GODTGØRELSE

Hvis protestkomitéen beslutter at give godtgørelse ved at ændre en båds pointtal i en sejlads, anbefales det at overveje at give den point som følger:

- (a) point svarende til gennemsnittet af dens pointtal i alle sejladerne i serien, bortset fra den pågældende sejlads, afrundet til nærmeste tiendedel (0,05 rundes op),
- (b) point svarende til gennemsnittet af dens pointtal i alle de sejlader, der er sejlet før den pågældende sejlads, afrundet til nærmeste tiendedel (0,05 rundes op), eller
- (c) point baseret på bådens placering i sejladsen på det tidspunkt, hvor den hændelse indtraf, der berettigede godtgørelsen.

Hvad siger casebogen?

Rule 64.3, Decisions: Decisions on Redress

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.

CASE 45

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.

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 62.1(b), 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.

Case 116

CASE 116

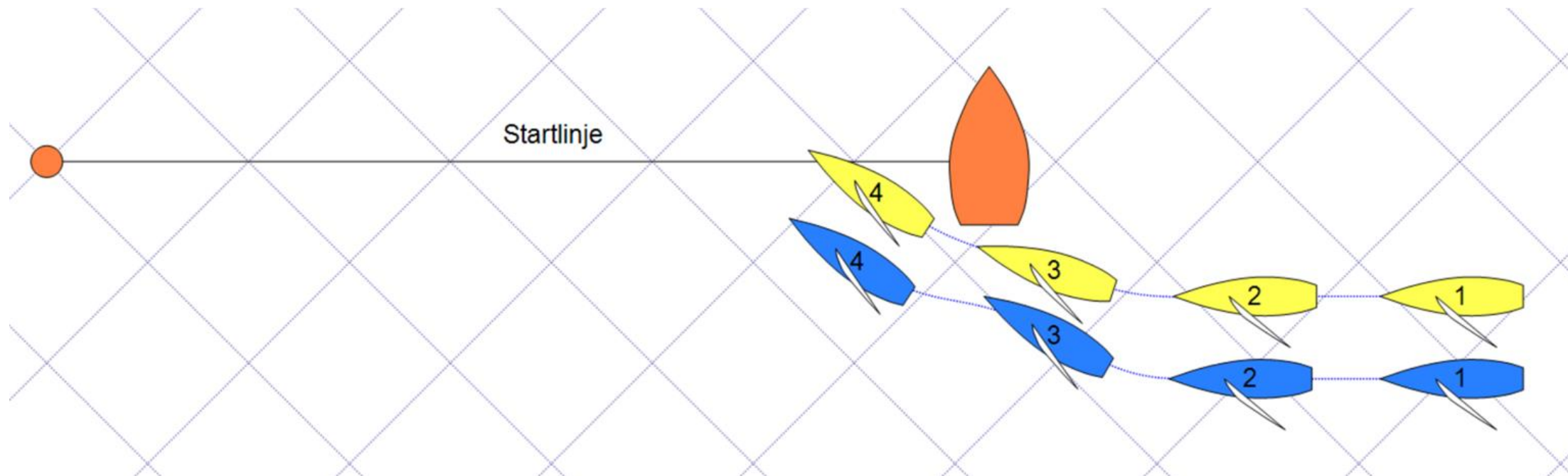
Rule 62.1(b), Redress

Rule 64.3, Decisions: Decisions on Redress

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 62.1(b), 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.

Ved startfartøj



Hvad siger casebogen?

CASE 103

Definitions, Room

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.

CASE 114

Definitions, Mark-Room

Definitions, Room

Rule 16.1, Changing Course

Rule 18.2(b), 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.

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.

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.