

Part 2, Section D

When Boats Meet— Other Rules

Section D contains rules that apply in special situations that arise on the race course (rules 21–23). Again, these rules contain times when a right-of-way boat may find herself with a **temporary obligation** to *keep clear* of, or other-wise avoid, a keep-clear boat. An example is if you are on *port tack* shortly after the start and a *starboard-tack* boat is sailing back to the line because she was over early, rule 21.1 (Starting Line Errors; Taking Penalties; Backing a Sail) requires her to *keep clear* of you because you have *started* correctly, even though she is on *starboard tack* and you are on *port tack*. In this case you become the right-of-way boat and she the keep-clear boat for as long as the rule requires her to *keep clear*. Another example is that all boats are required to avoid a boat that is capsized, whether holding right of way over her or not (rule 22, Capsized, Anchored or Aground; Rescuing).

PREAMBLE TO SECTION D

When rule 21 or 22 applies between two boats, Section A rules do not.

This preamble clarifies that whenever rule 21 (Starting Errors; Taking Penalties; Backing a Sail) or rule 22 (Capsized, Anchored or Aground; Rescuing) applies, it takes precedence over the basic right-of-way rules in Section A. Note, how-ever, that the rules of Section B still apply, which most significantly means that rule 16 (Changing Course) applies to a boat given the right of way in rule 21.