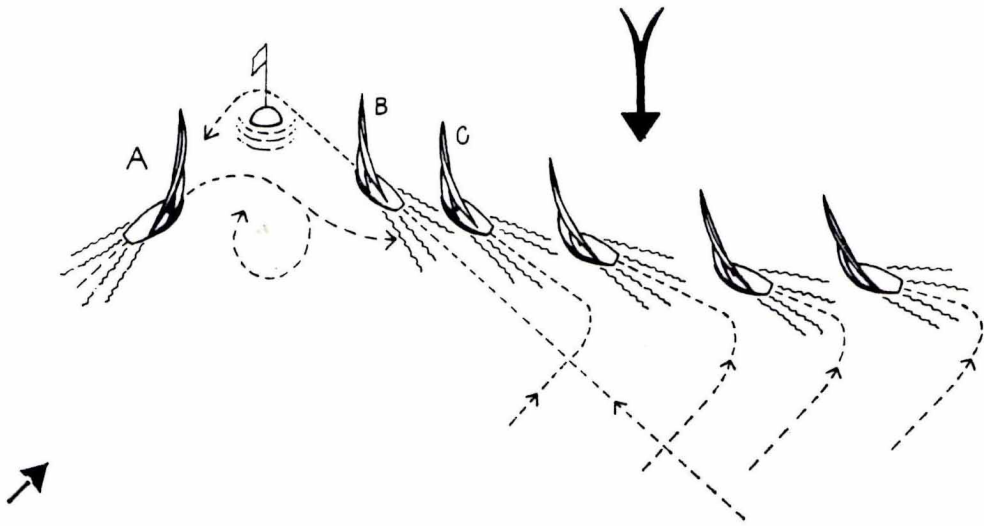


**Rule 3.2**



3.2 (b). These drawings illustrate some of the problems for race committees. In this situation A is in reality just ahead of B but she has no chance of being able to keep her place and will eventually round behind C if she can find a hole. If you elect to come to the mark on starboard tack each succeeding boat has to tack further and further over to the starboard side in order to avoid backwind and thus loses that much more distance until the situation gets so bad that a boat decides to come in on port tack like A and hopes to lose less by taking a chance. But the eventual situation is just the same unless A is lucky and finds a hole. In this method of rounding everyone is afraid to come in from the port side of the course and therefore only the starboard side of the course is used instead of the whole area. This causes congestion.

3.2 (b). In large fleets if the weather mark is ordered to be rounded to starboard it is very much easier for boats to be able to round satisfactorily. In this case, if A overstands the mark by only about four boat-lengths she is almost certain to round in the clear. She will only have to sail six boat-lengths further than the boat which rounds in the best position. In this case the whole of the racing course is used because the boats can come in to the mark on starboard or port tack always with a good chance of being able to round. The following boats will be able to round the mark without losing nearly so much distance as if they were ordered to round the mark to port. In big fleets we do know that rounding marks to starboard seems to produce more protest situations but I still think that it is much better to order the mark to be rounded to starboard for the reasons I have given.

