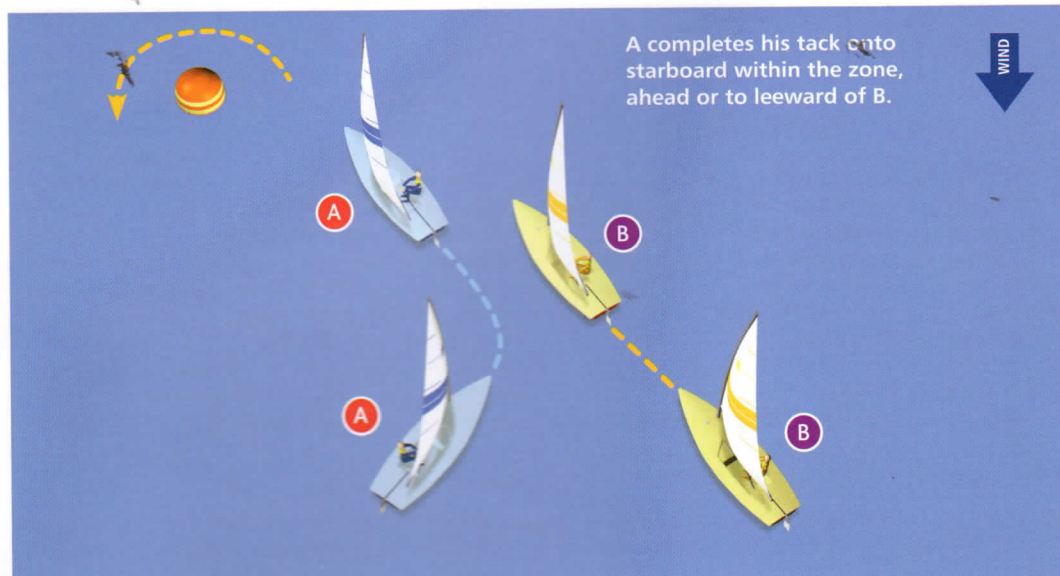


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**You are A:**

- As you approach on port tack, you are the keep-clear boat and must keep clear. **(Rule 10)**
- While you are tacking you are the keep-clear boat and must keep clear. **(Rule 13)**
- You have completed the tack within the zone. You have tacked into this right-of-way position but B is not required to anticipate your having become the right-of-way boat. You must give B room to keep clear without having to change course till after your tack is complete. **(Rule 15)**
- Now you have another problem. Even after your tack is complete, you must not force B (who is probably sailing faster than you are) to luff above close-hauled in order to avoid you. **(Rule 18.3(a))**

You are B:

- While A is approaching on port tack and while he's tacking you mustn't change course to prevent him from keeping clear or make it difficult for him to keep clear. This doesn't stop you bearing away early to force him to tack earlier to avoid you, provided he can keep clear without difficulty. **(Rules 13 & 16)**
- If you are forced to change course before A has completed his tack, A will have broken **Rule 13**.
- If A completes his tack to leeward of you he becomes the right-of-way boat, but if you can avoid him only by sailing above close-hauled (which is almost inevitable in this diagram) then he has broken Rule 18.3(a) and must take a penalty. However, as windward boat you must keep clear if you can. **(Rule 11)**