

7. An overlap is established when an overtaking yacht has no longer a free choice on which side she will pass, and continues to exist as long as the leeward yacht, by luffing, or the weather yacht, by bearing away, is in danger of fouling.

8. When of two yachts one is obliged to keep clear, the other shall not so alter her course as to involve risk of fouling.

9. A yacht may luff as she pleases in order to prevent another from passing her to windward, provided she begins to luff before an overlap has been established.

10. A yacht shall not bear away out of her course so as to hinder another in passing to leeward.

11. A yacht shall not become entitled to her rights on a new course until she has filled away.

12. When two yachts, both close-hauled on the same tack, are converging by reason of the leeward yacht holding a better wind, and neither claim the rights of a yacht being overtaken, then the yacht to leeward shall keep clear.

13. If an overlap exists between two yachts when both of them without tacking are about to pass a mark on the required side, then the outside yacht must give the inside yacht room to pass clear of the mark. A yacht shall not, however, be justified in attempting to establish an overlap, and thus force a passage between another yacht and the mark after the latter has altered her helm for the purpose of rounding.

14. A mark is any vessel, boat, buoy, or other object used to indicate the course, and does not in the preceding section involve any question of sea-room.