

## CHANGES TO THE RACING RULES FROM JANUARY 2017

### Introduction

This guidance highlights the main changes to the Racing Rules of Sailing (RRS) effective from 1 January 2017. The changes include some minor edits which are solely for clarification and are not detailed here. The changes in the RRS are side-lined, except in the appendices.

This guidance is intended primarily for competitors, but will also be useful to race and protest committees as well as other race officials. An addendum notes the main changes to the RRS that affect the preparation of notices of race and sailing instructions.

Competitors and officials involved in technical matters need to be aware that the Equipment Rules of Sailing (ERS) for 2017 contain significant changes from the previous version.

In 2016, the International Sailing Federation (ISAF) was rebranded as World Sailing. This change has been implemented throughout the RRS.

### Summary

The main changes to the RRS with effect from 1 January 2017 are

- ▶ Introduction: provision for a technical committee, to conduct equipment inspection and event measurement, and for discretionary penalties.
- ▶ Responsibilities of competitors to accept the rules and to comply with new Betting & Anti-Corruption and Disciplinary Codes.
- ▶ New definition of *Support Person*, together with a requirement for competitors to ensure their support persons are aware of the rules and the possibility of a penalty for a competitor whose support person breaks a rule.
- ▶ RRS 18.3, Tacking in the Zone, now only applies at marks to be rounded to port.
- ▶ Addition of U flag, a less harsh version of the black flag, to starting penalty options.
- ▶ *Interested Party* replaced by *Conflict of Interest*.
- ▶ RRS 69, Misconduct, rewritten. Scope of rule substantially extended.
- ▶ Addition of Appendix S, Standard Sailing Instructions, intended for use by clubs and at small events.

### DEFINITIONS

**Conflict of Interest** This new definition replaces the definition *Interested Party* and should permit a more objective assessment of any possible conflict. See also RRS 63.4.

**Party** This change adds to those who are *Parties*. It now includes a technical committee when protesting a boat, a *support person* protested under RRS 60.3(d), a person alleged to have broken RRS 69 and a person presenting an allegation under RRS 69.

**Rule** Item (c) now permits prescriptions to be changed by the notice of race. However, the RYA does not permit its prescriptions to be amended for events within its jurisdiction.

**Support Person** A new definition which includes parents, guardians, coaches and any person providing any kind of support to a competitor.

## **PART 1, FUNDAMENTAL RULES**

### **RRS 2, Fair Sailing**

The penalty for breaking this rule may now be either disqualification (DSQ) or disqualification not excludable (DNE).

### **RRS 3, Acceptance of the Rules**

There are significant additions, particularly the need for the competitor to ensure their *support persons* are aware of, and comply with, the rules. See also the RYA prescription adding a new RRS 3.6.

### **RRS 6, Betting and Anti-Corruption; RRS 7, Disciplinary Code**

Two new rules to enforce the relevant World Sailing regulations.

## **PART 2, WHEN BOATS MEET**

### **Preamble**

When a boat breaks RRS 14, Avoiding Contact, and the incident results in injury or serious damage, the boat may now be penalised when not *racing* (as defined). For example, this includes the times before her preparatory signal, between races and after she has finished.

### **RRS 18.2(d), Giving Mark-Room**

This new paragraph includes the old last paragraph of RRS 18.2(c) and adds the words

Rules 18.2(b) and (c) cease to apply when the boat entitled to *mark-room* has been given that *mark-room*.

This clarifies the RRS 18.2 switch-off time and emphasises that both RRS 18.2(b) and 18.2(c) cease to apply from that time.

### **RRS 18.3, Tacking in the Zone**

Three significant changes are wrapped up in this revised rule:

- ▶ The rule applies only to a boat that tacks in the *zone* of a *mark* to be left to port.
- ▶ The rule applies only when the tacking boat is then *fetching* the *mark*.
- ▶ The rule does not apply between two boats that have both tacked in the *zone*.

The words “from *port* to *starboard tack*” are redundant but are included for the avoidance of any doubt. The previous words “or prevent the other boat from passing the *mark* on the required side” are omitted as they duplicate the requirement to give *mark-room* to a non-tacking boat that becomes *overlapped* on the inside.

This change will not make any significant difference at marks to be left to starboard, except perhaps in team racing. When a boat tacks from starboard to port in the zone, close to a port-tack boat that is fetching the mark:

- (a) her tack must comply with RRS 13;
- (b) if the other boat becomes overlapped to leeward, the boat that tacked must keep clear under RRS 11 and RRS 15 may not apply; and
- (c) she will no longer break any part of RRS 18 if she causes the other boat to sail above close-hauled.

### **RRS 19.1, When Rule 19 Applies**

Paragraph (b) is added to resolve a conflict when two *overlapped* boats become *overlapped* inside a third boat entitled to *mark-room*. It is unlikely that many sailors will have been aware of the conflict so that the impact of the rule change may be minimal.

### **RRS 20.1, Hailing**

The double negatives in the rule are removed without changing the effect of the rule.

### **RRS 21, Exoneration**

The words “under a rule of Section C” in line 2 are deleted. This extends the scope of exoneration to all incidents when a boat is not given the *room* or *mark-room* to which she is entitled and avoids the need for a protest when the other boat accepts a penalty. As a consequence, the rule is moved from Section C to Section D so that it applies at all times.

### **RRS 22.3, Backing a Sail**

Boats in several classes have learned to “crab sideways to windward” by backing a sail, often making it impossible for a windward boat to *keep clear* of them as there is no change of course and RRS 16.1 does not apply. The added words require the “crabbing boat” to *keep clear*, as is already the case for a boat moving astern by backing a sail.

### **RRS 24.2, Interfering with Another Boat**

Two common disagreements between rules experts are resolved by this change.

- ▶ If reasonably possible, a boat shall not interfere with a boat that is sailing towards the pre-start side of the starting line; that is a boat subject to RRS 22.1. It is no longer necessary to argue what leg, if any, a boat is on when sailing to the pre-start side of the starting line.
- ▶ RRS 24.2 does not apply to a boat sailing her *proper course*. As there is no *proper course* before the starting signal, it is now clear that this rule does apply before the starting signal.

## **PART 3, CONDUCT OF A RACE**

### **RRS 30.3, U Flag rule**

The U Flag Rule is now included in the RRS and provides for a slightly lesser penalty than the Black Flag rule. It has been in use in various forms for many years and is popular with many race officers. This rule provides standard wording, which is of benefit to all competitors, and avoids the need for any special sailing instruction. The other starting penalties remain in RRS 30 and the Black Flag Rule becomes RRS 30.4.

### **RRS 36, Races Restarted or Resailed**

The rule is edited for clarity and as a consequence of the change to the Part 2 Preamble.

## **PART 4, OTHER REQUIREMENTS WHEN RACING**

### **Preamble**

If stated in the rule, the rule can apply at times other than when *racing*. This is the case with RRS 40 and 55.

Although not stated in the preamble, competitors and officials should note that RRS 41 and 55 include provision for a penalty less than disqualification.

## **RRS 40, Personal Flotation Devices**

The second sentence is added to provide for the common use of flag Y displayed ashore to indicate that the rule applies at all times while afloat.

## **RRS 44.3, Scoring Penalty**

Paragraph (c) is amended to use Did Not *Finish* (DNF) as the basis for the scoring penalty, when not specified in the sailing instructions, as it automatically aligns with scoring under both RRS A4.2 and A9. The sentences are reordered for consistency.

## **RRS 49.2, Lifelines**

The changes here may be significant for some classes where boats have lifelines. Class associations and rating systems are recommended to review their rules taking RRS 49.2 into account.

## **RRS 55, Trash Disposal**

This rule now applies at all times while afloat.

## **PART 5, PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS**

### **RRS 60.3, Right to Protest; Right to Request Redress or Rule 69 Action**

The new paragraph (d) enables a protest committee to call a hearing to consider whether a *support person* has broken a rule. This is not a *protest* (as defined) which can only be an allegation that a boat has broken a rule. However, in all other respects, any hearing called by the protest committee must comply with RRS 63.

### **RRS 60.4, Right to Protest; Right to Request Redress or Rule 69 Action**

This is a new clause to provide a technical committee with similar options to a race committee, including the right to protest a boat.

### **RRS 61.1(a), Informing the Protestee**

Sub-paragraph (4) is edited to restrict its application to the boat intending to protest.

### **RRS 61.2, Protest Contents**

There are minor changes, which sometimes will be important, to the information needed on a protest form and when it must be provided.

### **RRS 63.4, Conflict of Interest**

This clause is new and replaces the previous clause about *interested parties*.

- ▶ A protest committee member must declare any possible *conflict of interest* as soon as he or she is aware.
- ▶ A *party* to the hearing who believes a protest committee member has a *conflict of interest* shall object as soon as possible.
- ▶ Criteria are set to determine whether a *conflict of interest* is significant and whether such person may be a member of the protest committee.

The third bullet above recognises that, unlike the old rules on *interested parties*, there are many occasions when it is appropriate for a person with a minor *conflict of interest* to be a member of a protest committee.

### **RRS 63.7, Conflict Between Rules**

The changes here are important for people who will sit on protest committees.

### **RRS 64.3, Decisions on Protests Concerning Class Rules**

The new paragraph (c) and the changes to paragraph (d) fill gaps in the authority of a protest committee when it has decided that a boat broke a class rule. It enables the protest committee, when it decides the boat also broke the same rule in earlier races, to penalise her in those earlier races without a further hearing.

The new words in paragraph (d) enable the race committee (or scorers) to score a boat as disqualified without a further hearing when she fails to appeal or loses her appeal.

### **RRS 64.4, Decisions Concerning Support Persons**

It is important to know that a protest committee can get to this rule from two quite different types of hearing.

- ▶ A hearing initiated by the protest committee under RRS 60.3(d).
- ▶ An allegation of misconduct under RRS 69. See RRS 69.2(i).

Unless the competitor has gained a competitive advantage as a result of the breach by a *support person*, a protest committee should exercise caution before penalising the competitor under this rule.

### **RRS 66, Reopening a Hearing**

Words are added to reduce the time to request a reopening on the last day of an event.

### **RRS 69, Misconduct**

This rule is completely new for 2017. The headline is changed to “Misconduct” (not Gross Misconduct). Much of the detail has also changed. Consideration of RRS 69 is outside the scope of this guidance.

A protest committee is advised to read pages 198 and 199 of the RYA version of the Racing Rules of Sailing (publication YR1/17) and to review World Sailing’s Misconduct Guidance, available at: [www.sailing.org/racingrules/documents](http://www.sailing.org/racingrules/documents)

### **RRS 71.2, National Authority Decisions**

Minor changes are made to clarify the national authority options for some decisions.

## **PART 6, ENTRY AND QUALIFICATION**

### **RRS 78, Compliance with Class Rules; Certificates**

Pragmatic changes are made to the times when a boat must comply with her class rules and measurement certificate. The changes also recognise the existence of electronic certificates.

## **PART 7, RACE ORGANIZATION**

*As a result of renumbering, Part 7 now starts with RRS 84, previously RRS 85.*

### **RRS 84, Governing Rules**

Scope extended to include everyone involved in the organising and running of an event.

### **RRS 85, Changes to Rules**

A new rule intended to help race organisers make sure that any changes to the rules they wish to make comply with the RRS.

## **RRS 86.1, Changes to the Racing Rules**

Paragraph (b) now starts “The notice of race or sailing instructions .....” Therefore, all changes to the racing rules must be detailed (as before) but may now be included in either the notice of race or sailing instructions, as appropriate. See RRS Appendix J.

## **RRS 89.2, Appointment of Race Officials**

Paragraph (c) is amended to include the appointment of a technical committee.

## **RRS 90.3, Scoring**

Paragraph (b) is amended to be consistent with the change to RRS 2 and the possible penalties for breaking RRS 69.

## **RRS 92, Technical committee**

This is a new rule to define the appointment and terms of reference for a technical committee.

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## **APPENDICES**

World Sailing intends to publish electronic documents with the individual discipline rules integrated into the main part of the RRS. This will apply to

- B Windsurfing Competition Rules
- C Match Racing Rules
- D Team Racing Rules
- E Radio Sailing Racing Rules

### **Appendix A, Scoring**

- ▶ RRS A2.1 clarifies that a DNE score cannot be excluded when calculating a boat’s series score.
- ▶ RRS A4 now permits the scoring system to be specified in the notice of race.
- ▶ In RRS A11, the abbreviation UFD is added and the old DGM is deleted.

### **Appendix B, Windsurfing Competition Rules**

There are substantial changes to the appendix which are outside the scope of this guidance.

### **Appendix C, Match Racing Rules**

There are substantial changes to the appendix which will result in major game changes. World Sailing has published a paper “Test rules for match racing package; briefing document”. Organisers of match racing events should ensure that competitors are aware of this document.

### **Appendix D, Team Racing Rules**

- ▶ RRS 24.1 is now incorporated into RRS D1.1(e) to ensure consistency.
- ▶ RRS D4, Scoring a Stage, is edited for clarification and to resolve several anomalies.

### **Appendix E, Radio Sailing Racing Rules**

- ▶ RRS E3.9 permits event organisers to make appropriate arrangements for disabled competitors to compete on equal terms.
- ▶ RRS E4.2 is extended to permit help from a race committee vessel and to correct a previous inadvertent omission.
- ▶ RRS E8, Identification on Sails, is substantially amended.

## **Appendix F, Kiteboard Racing Rules**

There are substantial changes to the appendix which are outside the scope of this guidance.

## **Appendix J, Notice of Race and Sailing Instructions**

This is amended to reflect changes elsewhere in the RRS.

## **Appendix M, Recommendations for Protest Committees**

Significant additions are

- ▶ RRS M2.3 about *conflicts of interest*.
- ▶ RRS M5.3 with procedure to appoint a person to present a RRS 69 allegation.
- ▶ RRS M5.6 about reports to a national authority or World Sailing.

World Sailing's Misconduct Guidance is available at: [www.sailing.org/racingrules/documents](http://www.sailing.org/racingrules/documents)

## **Appendix N, International Juries**

- ▶ RRS N1.7 is new and permits an international jury of only three members in certain limited circumstances. World Sailing approval in advance is required.
- ▶ RRS N3.2 expands on the consideration of any *conflict of interest*.
- ▶ RRS N4 is new and refers to hearings under RRS 69 alleging misconduct.

## **Appendix P, Special Procedures for Rule 42**

- ▶ RRS P1.1 requires that a person with a significant *conflict of interest* shall not be appointed as an observer.
- ▶ RRS P2.4 is new and details the scoring procedure when a boat is penalised near the finishing line.
- ▶ RRS P5 is rewritten. The main change is procedure in RRS P5.2 when the wind becomes less than the specified limit and the race is postponed after flag O has been displayed. In this case, the race committee must display either flag R or flag O before or with any new warning signal.

## **Appendix S, Standard Sailing Instructions**

This new appendix contains nearly all the sailing instructions needed to run many club and other smaller events. Detailed instructions for its use are in the appendix Preamble.

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## **RYA Risk Statement <sup>1</sup>**

The RYA has revised its recommendation for notices of race and entry forms to replace the disclaimer of responsibility with a statement of risk. See RYA Addendum A to Appendix J.

## **RYA Prescriptions <sup>2</sup>**

The RYA Prescriptions are updated. A new paragraph to RRS 3 is added requiring competitors to ensure that their support persons comply with the rules. The procedure for testing alternative racing rules under RRS 86.3 is clarified.

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<sup>1</sup> This RYA document is available in the RYA booklet of the RRS (publication YR1/17) on page 135.

<sup>2</sup> This RYA document is available from the RYA at [www.rya.org.uk/racingrules](http://www.rya.org.uk/racingrules) and in the RYA booklet of the RRS (publication YR1/17) on page 188

## Addendum

### Changes to the RRS that affect the preparation of Notices of Race and Sailing Instructions

#### General

In the notice of race and sailing instructions sections below, note that RRS Appendix J comprises rules but RRS Appendices K and L are advisory, not rules. The fact that a recommended rule appears in both appendices K and L does not mean that the rule must be stated in both documents; state the rule only in the relevant document and avoid duplication.

RRS 85 is new and clarifies which rules can be changed together with the reference giving the authority to do so.

RRS 86.1(b) now starts “The notice of race or sailing instructions .....” The extra 5 words at the start of the rule mean that any rule change can now be placed (in full) in the relevant document (see RRS appendix J) and, if in the notice of race, it does not need to be repeated in the sailing instructions. However, this may increase the risk of conflict and care must be taken to ensure that there is no conflict between a rule in the notice of race and a rule in the sailing instructions.

The Introduction to the RRS now includes a paragraph headed 'Notation' as follows:

The notation ‘[DP]’ in a *rule* means that the penalty for a breach of the *rule* may, at the discretion of the protest committee, be less than disqualification. Guidelines for discretionary penalties are available on the World Sailing website.

When the notice of race or sailing instructions use this notation, the first sentence above must be included at the top of the document. Having done so, simply place '[DP]' at the end of each rule to which it shall apply.

#### Notice of Race

It is worth clarifying that the notice of race should include the detail of any rule changes or other requirements of a nature that would help competitors decide whether to attend the event or that conveys other information they will need before the sailing instructions become available.

In addition to the above, the following information for a notice of race has changed:

RRS	Description
J1.2(1) K1.4	Changes to a rule appropriate to the notice of race as permitted by RRS 86.
K1.7	Reference to Appendix S, Standard Sailing Instructions, if these are to be used, together with location for Supplementary Sailing Instructions.
J1.2(7) K7.2 and K8	Times or procedures for equipment inspection or event measurement.
J1.2(11), K7.6	The latest time for a warning signal on the last day of the event.
K20, Risk Statement	In Addendum A to RRS Appendix J, the RYA sets out its recommended Risk Statement to be included in the notice of race. This replaces the Disclaimer of Liability in RRS K20.

## Sailing Instructions

For club events and other smaller events, consider using the new RRS Appendix S, Standard Sailing Instructions.

Otherwise, prepare sailing instructions based on RRS Appendix L, Sailing Instructions Guide, and, unless included in the notice of race, include:

RRS	Description
J2.1(10), L2	Event notice boards may now be electronic. If so, state address.
J2.2(9), L20	Any procedures for equipment inspection or event measurement.
J2.2(18), L5.5	The latest time for a warning signal on the last day of the event.
L16.7 (2013 version) deleted	This paragraph, about the latest time to request a reopening, is deleted as a result of the extra words in RRS 66, Reopening a Hearing.
L29, Risk Statement	In Addendum A to RRS Appendix J the RYA sets out its recommended Risk Statement to be included in the notice of race. This replaces the Disclaimer of Liability in RRS L29.

## Offshore Racing Events

Organisers of offshore racing events should consider, when appropriate, including details of the following in the notice of race or sailing instructions:

Rule	Description
Racing Around Waypoints	World Sailing has published RRS Appendix WP, Rule for Racing Around Waypoints, together with relevant guidance. See <a href="http://www.sailing.org/documents/racingrules">www.sailing.org/documents/racingrules</a>

Organisers are also recommended to review the RYA Guidance "Racing under the IRPCAS"

RYA Guidance Notes are available at [www.rya.org.uk/racingrules](http://www.rya.org.uk/racingrules)