

## RYA GUIDANCE

### CHANGES TO THE RACING RULES (JANUARY 2013)

#### Introduction

This guidance note highlights the main changes to the Racing Rules of Sailing (RRS) that are effective from 1 January 2013. The changes include some very minor edits which are solely for clarification and are not detailed here. The changes are side-lined in the RRS, except in the appendices.

The 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.

#### Definitions

**Keep Clear** This definition defines when a boat keeps clear of a right-of-way boat. New paragraph (b) extends the definition to enable a right-of-way boat to alter course in either direction, with reference to any overlapped keep clear boat, whether she is a windward boat or a port-tack boat, normally running alongside a starboard-tack boat. See also the last sentence of the definition *Clear Astern and Clear Ahead; Overlap*.

**Mark** The words "temporarily or" are deleted. This clarifies that a rubber tender (for example) attached to a starting or finishing committee boat is part of the mark

**Party** This definition was substantially amended in 2010. The new changes are entirely for clarification. Specifically a protest committee is never a *Party*, even when it is the protestor.

**Room** The added words "including space to comply with her obligations under the rules of Part 2 and rule 31" clarify that, in scenarios involving more than 2 boats, a boat required to give room must give space for all boats affected to comply with the rules. See also ISAF case 114.

#### Rule 14, Avoiding Contact

In rule 14(b) the words "shall not be penalized" are replaced by "shall be exonerated" for consistency with rule 21, Exoneration.

#### Rule 18, Mark-Room, and Definition *Mark-Room*

These are revised to correct some errors and omissions following the major rewrite of the Section C rules in 2009. The revisions include the following:

- ▶ The definition *Mark-Room* is rewritten (again). This reverts to the pre-2009 position that a keep clear boat only gets room for a seamanlike rounding of the mark, and not room to sail her proper course. This avoids the awkward transition from sailing to a mark to being at it. The definition also deals properly with passing marks and gates by giving room to sail to the mark only when that is the proper course for the boat.

- ▶ Although not new, it must be emphasised that the obligation of a keep clear boat, that is also required to give mark-room, is primarily to keep clear. Thus an inside leeward boat that has right of way and is entitled to mark-room, may luff the outside boat away from the mark provided she complies with rule 16.1 and, if applicable, to any proper course restriction in rule 17. However, if she does luff and sails outside the room to which she is entitled, she cannot be exonerated. See also rule 21, Exoneration, below.
- ▶ Rule 18.2(c)(2) is new. If a boat that is required to give mark-room, normally because she was clear astern or overlapped outside the other boat at the zone, subsequently becomes overlapped inside the boat entitled to mark-room, she shall additionally give room for the boat entitled to mark-room to sail her proper course. This rule applies only while the boats are overlapped, and only until mark-room has been given, as required by that definition, at which time rules 18.2(b) and 18.2(c) cease to apply. This rule is intended to discourage barging in at a mark as the boat entitled to mark-room will be able to shut the door and, provided she sails a proper course, she will be exonerated for breaking most rules of Part 2, but not rule 14 if she causes damage or injury. See also rule 21, Exoneration, below.
- ▶ A minor change to rule 18.2(e) means that a boat must give mark-room to a boat that tacks into a windward inside overlap in the zone only when she is able to do so after the boats become overlapped. This change is likely to affect only some handicap racing and team racing.
- ▶ Rule 18.3 about tacking in the zone is simplified. The tacking condition is changed to apply when the boat passes head to wind in the zone, which is a little later than in the RRS 2009. Also sub-paragraph (a) now says that a boat breaks this rule if she tacks in the zone and causes any one of multiple windward boats to luff above close-hauled to avoid contact with any other boat.
- ▶ Rule 18.5 is deleted and exoneration is now covered in new rule 21, Exoneration.

### **Rule 20, Room to Tack at an Obstruction**

Rule 20 is reordered for clarity. However, there are two significant changes:

- ▶ The second sentence of the Part 2 Section C preamble is deleted. Rules 18 and 19 are no longer switched off when rule 20 applies as, with just one exception, there is no conflict between these rules. The exception is contained in rule 20.2(e) which ensures that a boat hailing for room to tack is given that room despite any simultaneous obligation to give mark-room to another boat. Typically this occurs at a port-hand windward mark when two overlapped port-tack boats in the zone approach a starboard-tack boat.
- ▶ The requirement to pass on a hail for room to tack when more than one boat will need to respond is added in rule 20.3. See also ISAF case 113.

### **Rule 21, Exoneration**

Rules 18.5 and 20.2 from the RRS 2009 are combined into this new and simplified rule. The rule adds exoneration for a boat that is not given room under rule 19, Room to Pass an Obstruction, and for one compelled to break rule 31, Touching a Mark, because she was not given mark-room to which she was entitled, provided she was sailing within that mark-room.

This new rule means that rules 21 to 24 are renumbered as 22 to 25.

### **Rule 22.3, Moving Astern**

The rule is clarified to refer to a boat moving astern through the water even if she is not moving astern over the ground.

### **Rule 25.3, Race Signals**

This new rule makes clear that a visual signal does not need to be a flag. The signal can be on a board or in lights or in any other way that clearly identifies the signal.

### **Rule 28, Sailing the Course, and Definition *Finish***

These changes go together. They help clarify, for example, that a line through which boats must pass at the end of each round of the course is not a finishing line until the boats have sailed the required number of laps. Note the sailing instructions may state that, when the first boat has finished, all other boats will finish when they next cross the line.

As a consequence of the re-ordering of rule 28, a boat will have to pass the correct side of limit marks to starting lines, from the time she begins to approach the line to start, even if such marks are well on the pre-start side of the line.

### **Rule 41, Outside Help**

The substance of the change is in rule 41(a) which makes clear that help is permitted when a crew member, or by implication the boat on which he or she is sailing, is in danger. ISAF case 20 makes clear that "in danger" in both rule 1.1 and here includes situations where the boat or crew "may be in danger". It is immaterial if it is later found that the boat or person was not in danger. See also the RYA guidance on Outside Help <sup>1</sup> which includes a recommended reporting procedure and a notice to competitors from the protest committee.

### **Rule 42.3, Exceptions to the Propulsion Rule**

- ▶ Rule 42.3(c) about pumping a sail now refers to pulling in a sail, rather than a sheet or guy so it becomes permissible to use a gybing line or other attachment to the sail.
- ▶ Rule 42.3(e) is new and permits the crew to pump a sail to reverse an inverted sail batten provided the action does not clearly propel the boat.
- ▶ Rule 42.3(h) allows the use of an engine when permitted by a sailing instruction under rule 42.3(i).

### **Rule 44, Penalties at the Time of an Incident**

Several clarifications are now included:

- ▶ The Two-Turns Penalty covers breaking more than one Part 2 rule in the same incident.
- ▶ When sailing instructions specify the Scoring Penalty or some other penalty, it replaces both the One-Turn and the Two-Turns Penalties.
- ▶ In rule 44.1(b) significant advantage is to be considered after a penalty is taken.

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<sup>1</sup> This RYA document is available only from the RYA at [www.rya.org.uk/racingrules](http://www.rya.org.uk/racingrules)

### **Rule 48.2, Traffic Separation Schemes**

This is a new rule that brings into the RRS rule 10, Traffic Separation Schemes, of the International Regulations for Preventing Collisions at Sea.

### **Rule 49.2, Lifelines**

A sentence is added so that, if class rules do not specify the material or diameter of lifelines, the ISAF Offshore Special Regulations shall apply. This may produce a nasty surprise and owners of boats with lifelines should clearly understand the rules that will apply to their boat.

### **Rule 60.1, Right to Protest**

Rule 60.1(a) now permits a boat to protest under rule 31 only when she has seen another boat hit a mark. Protests based on hearsay are no longer valid.

### **Rule 61.1, Informing the Protestee**

New rule 61.1(a)(3) clarifies that a boat intending to protest under rule 28, Sailing the Course, may inform the other boat when the error is made, or at the first reasonable opportunity after the other boat finishes, or at any time in-between. See also ISAF case 112.

### **Rule 62, Redress**

- ▶ Redress may now be claimed when a boat's score may be made worse as well as when a score has been made worse.
- ▶ An equipment inspection committee and a measurement committee are added to the bodies that may have made an improper action or omission.
- ▶ A boat may claim redress because of an action of a boat that resulted in a warning, as well as a penalty, under rule 69.2.
- ▶ A claim for redress must now identify the reason for making it; previously it was sufficient to say only "I claim redress".
- ▶ The time limits for delivery of a request for redress are clarified. A request not based on an incident in the racing area must be delivered as soon as reasonably possible after learning of the reasons for making the request.

### **Rule 63.6, Taking Evidence and Finding Facts**

A member of the protest committee who saw the incident is now required (mandatory) to state that fact to the parties. The option to give evidence is unchanged but this enables any party to call the protest committee member to give evidence if the party wishes.

### **Rule 64.1, Penalties and Exoneration**

The rule is rewritten and includes previous omissions with no change of intent.

### **Rule 67, Penalty by Protest Committee without a Hearing under Rule 42, Propulsion**

This rule is deleted and the option is no longer available. The rule has been superseded by Appendix P, Special Procedures for Rule 42. Note particularly paragraph 14.4 in Appendix

L, Sailing Instructions Guide, with a recommended option for junior events. Old rule 68, Damages, is rule 67 in the RRS 2013.

### **Rule 69, Allegations of Gross Misconduct**

The rule is completely rewritten. The changes are too extensive to cover in this guidance and readers are referred to the RYA guidance for race officials on Misconduct <sup>2</sup> which sets out a full explanation of the procedures and requirements.

### **Rule 70, Appeals**

- ▶ A boat may now appeal when she is denied a hearing, for example if an organization refuses to appoint a protest committee to hear a redress claim.
- ▶ When the national authority decides a hearing shall be reopened or that there shall be a new hearing, it may appoint the protest committee.

### **Rule 76.1, Exclusion of Boats or Competitors**

The old rule 76.1 is split into rules 76.1 and 76.2. A boat may now request redress if she considers the rejection of her entry or the exclusion of a competitor associated with the boat is improper.

### **Rule 78.2, Certificates**

The rule is amended to allow verification of a certificate, normally by electronic means, as an alternative to producing the original document.

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

The option in rule 86.1(b) for sailing instructions to change the zone size has been deleted as it was rarely used. Except when racing under Appendices C, D or E, the zone is now always a circle around the mark within three hull lengths of the boat nearer to it.

### **Rule 89.1, Organizing Authority**

Rules 89.1(c)(d)(e) and (f) are either new or changed. The RYA has not prescribed to this rule so that any affiliated organization may be an organizing authority. Affiliation is defined to mean to the national authority of the venue.

### **Rule 90.3, Scoring**

The race committee must now correct a score when, from its own records, it finds it has made an error.

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<sup>2</sup> This RYA document is available only from the RYA at [www.rya.org.uk/racingrules](http://www.rya.org.uk/racingrules)

## Environment

Three references to the environment are added to the RRS:

- ▶ A policy statement at the beginning of the RRS.
- ▶ A new Basic Principle encouraging competitors to minimise any adverse environmental impact.
- ▶ A new rule 55, with extra words in the Part 4 preamble, prohibiting the dumping of trash in the water.

## Appendices

There is a new Appendix F with the rules for course racing on kiteboards. Four other appendices are substantially amended:

- B Windsurfing Competition Rules
- D Team Racing Rules
- E Radio Sailing Racing Rules
- R Procedures for Appeals and Requests (previously appendix F)

Details of these changes are expected to be available from the relevant specialist organisations.

## RYA Risk Statement <sup>3</sup>

The RYA has revised its recommendations 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>4</sup>

The RYA Prescriptions are updated. Only the procedure for appeals and requests has changed significantly. Anyone wishing to appeal should read the relevant prescription.

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<sup>3</sup> This RYA document is available in the RYA booklet of the RRS (publication YR1/13) on page 115

<sup>4</sup> This RYA document is available only from the RYA at [www.rya.org.uk/racingrules](http://www.rya.org.uk/racingrules) and in the RYA booklet of the RRS (publication YR1/13) on page 158

## Addendum

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

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.

#### Notice of Race

A notice of race (NoR) shall include:

| Rule                  | Description   |
|-----------------------|---|
| J1.2(1)<br>K1.4       | It is worth clarifying that the NoR does not need to include the detail of any rule changes unless they are of a nature that could help a competitor to decide whether or not to enter the race or event.   |
| 80<br>J1.2(2)<br>K2.2 | Any requirement to display advertising promoting an event sponsor. Note that advertising materials such as bow stickers and backstay flags must be provided by the organising authority.  |
| J1.2(4)<br>K1.2       | When entries are expected from other countries, the RYA Prescriptions must be included if any advance preparation is needed. For example, the prescriptions to rules 50.4 and Appendix G may be relevant for some keelboats. The full RYA Prescriptions are available at <a href="http://www.rya.org.uk/racing/rules">www.rya.org.uk/racing/rules</a> |
| J1.2(14)              | Whether rule G3 applies to chartered or loaned boats.   |
| K20, Risk Statement   | In Addendum A to RRS Appendix J the RYA sets out its recommended Risk Statement to be included in the NoR and the SIs. This replaces the Disclaimer of Liability previously recommended.  |

## Sailing Instructions

The sailing instructions (SIs) shall include:

| Rule                    | Description  |
|-------------------------|--|
| 80<br>J2.2(1)           | Any requirement to display advertising promoting an event sponsor.   |
| 88.1, J2.2(5),<br>L1.2  | National prescriptions that will apply if the boats will pass through the waters of more than one national authority while racing.   |
| J2.2(9), L20            | Any procedures for equipment inspection or measurement.  |
| 90.2(c)<br>J2.2(12), L3 | Any procedure for giving oral changes to the SIs while on the water.   |
| 42.3(i)<br>J2.2(29)     | If appropriate, the circumstances when an engine, or other means of propulsion that is normally prohibited, may be used.   |
| J2.2(30), L16           | For protests, requests for redress and requests for reopening, the time limits, place of hearings and any special procedures.  |
| L29, Risk<br>Statement  | In Addendum A to RRS Appendix J the RYA sets out its recommended Risk Statement to be included in the NoR and the SIs. This replaces the Disclaimer of Liability previously recommended. |

## Offshore Racing Events

Organisers of offshore racing events should consider, when appropriate, including details of the following in the NoR and SIs:

| Rule                            | Description  |
|---------------------------------|--|
| Preamble to RRS<br>Part 2       | The times (clock times or variations such as sunset to sunrise) when the rules of Part 2 are replaced by the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS).  |
| Offshore Special<br>Regulations | The category of the special regulations that apply. Note the new reference to the special regulations in rule 49.2.  |
| 48.2                            | Traffic Separation Schemes as IRPCAS rule 10.  |
| Racing Around<br>Waypoints      | The RORC has approval under rule 86.3 to trial rules and procedures for the use of waypoints instead of marks in offshore races. Other organising authorities may apply to the RYA to take part in the trial. See the RYA Guidance on Racing Around Waypoints. |
| Racing Under the<br>IRPCAS      | See the RYA Guidance on Racing Under the IRPCAS.   |

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