

CHANGES TO THE RACING RULES OF SAILING 2009-2012

THAT AFFECT RACE MANAGEMENT

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There are no major changes to *The Racing Rules of Sailing 2009-2012* that affect race management. The starting system (rule 26), the procedures for abandoning and shortening races and for changing the next leg of the course, and the Race Signals are not changed. There have been a large number of minor changes made to clarify some rules or to remove ambiguity. Many of these changes will affect how we write notices of race and sailing instructions.

In the Terminology section of the Introduction, a “change” to a rule has been defined: A ‘change’ to a *rule* includes an addition to it or deletion of all or part of it. This removes the ambiguity that some people thought existed before regarding adding to a non-changeable rule or prescription.

In the Terminology section of the Introduction, a “national authority” has been defined: ‘National authority’ means an ISAF member national authority. This means that an organization other than US SAILING that claims to be the national authority for some part of sailing does not have the authority granted to a “national authority” in the racing rules, e.g. to consider appeals or create prescriptions to the racing rules.

In rule 28.1, language has been added to describe how to sail the course at a gate, so there is no need to put similar language into sailing instructions: “(c) pass between the *marks* of a gate from the direction of the previous *mark*.” Because this is added to the “string rule,” no additional verbiage is needed.

Rule 29.1 “Individual Recall” has had added to it: “If rule 30.3 applies, this rule does not.” Equivalent language has been removed from rule 30.3. This does not change the meaning of the rules in the 2005-2008 RRS.

Rule 30.2 “Z Flag Rule” has had added to it: “If she is similarly identified during a subsequent attempt to start the same race, she shall receive an additional 20% Scoring Penalty.” This clarifies the current practice, making it clear that multiple ZFPs can be accrued in separate attempts to start the same race.

Rule 32.2 “Shortening...After the Start” has had added to it: “The shortened course shall be signaled before the first boat crosses the finishing line.” This imposes a sensible time limit on when the RC is required to make the signals.

Rule 33 “Changing the Next Leg of the Course” has had added the phrase “or at a gate,” clarifying that it is permissible to change the next leg of the course after a gate.

Rule 42.3 “Propulsion-Exceptions” has had added to it: “(h) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.” This change attempts to permit something that is done is a few

distance races. It is not clear how a boat could use an engine for propulsion without gaining an advantage.

Rule 43.1 (c) "Competitor Clothing and Equipment" has had added to it: "an equipment inspector," permitting someone who is not a measurer to make a report of a measurement or equipment deficiency. The same rule has had removed from it the requirement for the RC to protest the boat as a result of receiving the report, but rule 60.2 has been changed to add the requirement for the RC to protest.

Rule 44.3(b) "Scoring Penalty" has had added to it language that permits a boat that has taken a scoring penalty to report that to the RC "at the first reasonable opportunity and within the time limit for *protests*" when it is impracticable for her to report to the RC at the finishing line. This covers situations such as a boat retiring during the race.

Rule 60.2 "Protests; Redress; Rule 69 Action" has been re-written to permit the RC to protest a boat based on "a report...[from] the representative of the boat herself." Previously, the RC was prohibited from protesting a boat based on any report from an *interested party*. Rule 60.3, which describes when a protest committee can protest, has been similarly changed.

Rule 63.4 "Hearings and Decisions-Interested Party" has had added to it: Protest committee members must declare any possible self-interest as soon as they are aware of it. This means that if a member of the RC is on the protest committee, if a request for redress involving the RC is being heard, the RC member must declare, as soon as the hearing begins, that he is also a member of the RC.

Rule 64.1 "Decisions-Penalties and Exoneration" has had added to it: "If a boat has taken an applicable penalty, rule 64.1(a) does not apply to her unless the penalty for a *rule* she broke is a disqualification that is not excludable from her series score." This means that a boat cannot avoid a DNE score by retiring.

Rule 70.3 "Appeals and Requests to a National Authority" has had added to it a requirement that the sailing instructions for an event in which boats will pass through the waters of more than one national authority while racing shall identify the national authority to which appeals or requests may be sent.

Rx to 70.5: US SAILING prescribes that its approval is required. See www.ussailing.org/rules/noappeal * for more information or to obtain approval. This means that unless there is an international jury constituted in compliance with Appendix N, the right of appeal cannot be denied unless US SAILING approves such denial.

Rule 79 "Classification" has been added: If the notice of race or class rules state that some or all competitors must satisfy classification requirements, the classification shall be carried out as described in ISAF Regulation 22, Sailor Classification Code.

US SAILING renumbered 75.3 to 82 and added a title "INDEMNIFICATION AND HOLD HARMLESS AGREEMENTS," and added: See www.ussailing.org/rules/indemnification * for more information.

Rule 86.1(b) "Changes to the Racing Rules" (by the sailing instructions) has had added to it permission to change "three" hull lengths to "two" or to "four" in determining the *zone* around *marks*. There are some limits on how this must be done. Appendix C (Match Racing) and Appendix D (Team Racing) change "three" to "two." Appendix E (Radio Controlled Boats) changes "three" to "four." Changes for other events should be made only in unusual circumstances.

Rule 87 "Changes to Class Rules" had been added: "The sailing instructions may change a class rule only when the class rules permit the change, or when written permission of the class association for the change is displayed on the official notice board." This change institutionalizes what we have been teaching in our seminars for several years, and removes the ambiguity that previously existed in Appendix J.

Rule 88.1 "National Prescriptions" has been added, clarifying that the prescriptions of the national authority with which the organizing authority is associated are in effect, and including language similar to that added to rule 70.3 to require the sailing instructions to include any other prescriptions that will apply and when they will apply.

In rule 88.2, "National Prescriptions," the rewording, combined with the definition of "change" in the Terminology section of the Introduction, means that the restricted US SAILING prescriptions (see the US SAILING prescription to RRS 88.2) cannot be reworded, deleted, or have anything added to them by sailing instructions.

Rule 90.2 "Sailing Instructions," has had the undefined phrase "international event" deleted, and replaced with: "When appropriate, for an event where entries from other countries are expected, the sailing instructions shall include, in English, the applicable national prescriptions."

Rule 90.2, "Sailing Instructions," now says that changes to the sailing instructions shall be posted on the official notice board, rather than just "posted."

In Appendix A, US SAILING added: See "Scoring a Long Series" at www.ussailing.org/rules/longseries.*

In Appendix C, there is a change in C11.1 to the definition of a "round robin series" that may affect how ties are broken, and a change in C11.3 which eliminates a draw as method of breaking remaining ties.

There are numerous changes in Appendix J (Notice of Race and Sailing Instructions) to conform this appendix to the changes in the main body of the rules. In J2.2(25) [a changed number], "trash disposal" has been added.

Similarly, there are numerous changes in Appendices K (Notice of Race Guide) and L (Sailing Instruction Guide) suggesting ways to modify these documents to conform to the changes in the racing rules.

In Appendix L, added 12.3: If the race committee intends to start another race on the same day, it will display the Second Substitute (with no sound) while boats are finishing.

In Appendix L, added 16.10: If the race committee posts a list of boats scored OCS, ZFP or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than one hour after the protest time limit. This changes the first sentence of rule 62.2.

In the definition *Rule*, ISAF Regulation 22, the Sailor Classification Code, has been added to (b).

In "Race Signals," the colored placards and plus and minus signs for changing the next leg are illustrated.

*As of 10/14/2008, the Racing Rules Committee has not implemented these links.

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