

The US Sailing Racing Rules Committee has made the following 13 submissions to the ISAF Racing Rules Committee to be considered for inclusion in *The Racing Rules of Sailing for 2017-2020*.

The US Sailing Racing Rules Committee welcomes comments on these submissions, preferably before the ISAF Annual Conference in early November, 2015. Please email your comments to rules@ussailing.org.

Racing Rules of Sailing

Part 2 Preamble and Rule 36

A submission from US Sailing

Purpose

To reverse two changes made in Palma in November 2014 that have unintended and undesirable consequences.

Proposal

Change the first paragraph of the Part 2 preamble as follows:

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except ~~rule 14~~ **rule 2** when the incident resulted in injury or serious damage, or rule 24.1.*

Change rule 36 as follows:

36 RACES RESTARTED OR RESAILED

If a race is restarted or resailed, a breach of a *rule* in the original race, or in any previous restart or resail of that race, shall not

- (a) prohibit a boat from competing unless she has broken rule 30.4; or
- (b) cause a boat to be penalized except under rule **2**, 30.2, 30.4 or 69 ~~or under rule 14 when she has caused injury or serious damage.~~

Current Positions

As above.

Note: The Current Positions shown above reflect the changes approved for the 2017-2020 RRS in November 2014, as a result of Submissions 128-14 and 139-14.

Reason

Two well-intentioned 2014 submissions approved by Council in Palma in 2014 have the potential to cause more problems than they fix. The changes to the preamble to Part 2 and to rule 36(b) were intended to target situations where a boat suffering serious damage or injury in an incident before a race is unable to sail in the upcoming race, while the boat that caused the damage or injury is neither penalized nor prohibited from competing in the race. However, the changes have much more wide-ranging consequences, which, taken together, overwhelm the benefit of the changes:

1. The intent of those 2014 rule changes was to prevent boats that cause injury or serious damage before a race from competing successfully in the ensuing race. However, the rules of Part 2 apply equally after a race. Penalties for breaches of rule 14 after a race will be applied to the race just concluded, not to the race in which the damaged boat is disadvantaged. If the incident occurs after the last race of a series, the boat breaking rule 14 can be protested and disqualified from that race, even though there is no race in which the other boat is disadvantaged.
2. The underlying assumption of those 2014 changes is that the boat breaking rule 14 damaged the other boat, but of course that's not always true. Suppose Boats A and B collide while not racing. A is seriously damaged and B protests A. The protest committee decides that only A broke rule 14 in the incident. Then A will be disqualified even though B sustained no damage.
3. There are no defined time periods for 'when boats (are) sailing in or near the racing area and intend to race, are racing or have been racing.' If a boat breaks rule 14 and causes serious damage in a practice race or while practicing the morning before an afternoon race, can she be scored DSQ in Race 1?

Almost every organized sport has rules or procedures which deal with injustices caused by competitors outside the actual competition. In sailing, the appropriate rules are rules 2, 69 and 60.3. Rule 2 is not included in the list in rule 36 of rules that might apply, and this submission corrects that oversight.

Racing Rules of Sailing

Rule 20.1

A submission from US Sailing

Purpose or Objective

To promote safety and simplify a rule.

Proposal

Change rule 20.1 as follows:

20.1 Hailing

A boat may hail '**Room to tack**' for *room* to tack and avoid a boat on the same *tack*, but only if the hailing boat is.... [*no further changes*]

Current Position

As above.

Note that the 'Current Position' is rule 20.1 as approved in November 2014 for the 2017-2020 edition of *The Racing Rules of Sailing*.

Reason

The only rules that require a hail are rules 61.1(a), 20.2(c) and 20.1. Under rule 61.1(a) a boat is required to hail the word, 'Protest'. Under rule 20.2(c), a boat is required to hail the words, 'You tack'. However, the hail required by rule 20.1 for room to tack and avoid another boat may be made using any of a number of hails. Different competitors can choose to use different words, creating the possibility of misunderstanding or confusion. Frequently heard examples include 'Water', 'Room to tack' or 'Tacking'. Under the proposal a boat hailing for room to tack and avoid a boat on the same tack will be required to hail specified words: 'Room to tack'.

The use of a specified hail of three words in English will more likely be understood when the competitors in an event speak several different languages. However, even if all competitors at an event speak English, the use of a specified standard phrase is more likely to be understood than is a hail selected from a range of possible hails. A misunderstood hail can result in a collision, so the proposal promotes safety.

The proposal also simplifies the rules and makes them easier to learn. It does so by requiring each required hail to have a common feature – each one must be made using a standard phrase or word that is explicitly stated within quotation marks in the relevant rule.

Racing Rules of Sailing

Rule 25.1

A submission from US Sailing

Purpose or Objective

To clarify the requirement to provide copies of the notice of race and sailing instructions, in the case where those documents are published online.

Proposal

25.1 The notice of race and sailing instructions shall be made available to each boat before a race begins. **If these documents are made available electronically, printed copies shall be provided on request.**

Current Position

As above.

Reason

The current rule is unclear as to whether printed sailing instructions must be provided or whether they may be distributed electronically, e.g., posted on a website. The proposed change to rule 25.1 clarifies this issue.

The requirement that sailing instructions be 'made available to each boat before a race begins' could be taken to mean either handed out in printed form or posted electronically. The intent of this rule is to provide competitors with the rules they need, on the water. Even in the 21st Century, it is inconvenient or impossible for some competitors to access the internet when they are on the water. Such competitors should not be disadvantaged.

Racing Rules of Sailing

Rules 25

A submission from US Sailing

Purpose or Objective

To require the race committee to establish an official notice board, and to require that the time of posting be included on each item posted on it. To alert competitors that signals may be made ashore at a location stated in the sailing instructions.

Proposal

25 NOTICE OF RACE, SAILING INSTRUCTIONS, NOTICE BOARD AND SIGNALS

25.1 *[no change]*

25.2 The race committee shall establish an official notice board that is available to all competitors and state its location in the sailing instructions. When a notice is posted, it shall include the date and time of posting.

25.32 The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the sailing instructions. When a signal is made ashore, it shall be displayed at the location stated in the sailing instructions.

25.43 A race committee may display a visual signal by using either a flag or other object of a similar appearance.

Consequential changes

Add new rule J2.1(10) as follows:

(10) location(s) of official notice board(s).

Delete rule J2.2(10) and renumber rules J2.2(11) – (40) appropriately.

In Appendix L, SI 2, place an asterisk (*) after '2'.

Current Position

As above.

Reason

It is universally accepted practice for the race committee to establish an official notice board that serves a variety of purposes, including informing competitors of changes in the sailing instructions, race and series scores, the deadline for delivering protests and requests for redress, and other matters. However, the current rules do not require the race committee to establish a notice board. The proposal corrects this omission.

A person reading any item posted on the official notice board should be able to determine when it was posted. The current rules do not require this.

The common practice of making signals ashore is not mentioned in any of the current racing rules. The proposal corrects this omission and requires that, when the race committee intends

to display signals ashore, the sailing instructions must state where those signals will be displayed.

Some events use a virtual notice board on a website, in place of a physical notice board. This may make the notice board more convenient for competitors and race administrators, especially when participants do not come from the host club, and the proposed rule does not prohibit such virtual boards. However, in such cases it is important to ensure that all competitors (and not, for example, only members of the host club) have access to the website containing the notice board. Also, virtual notice board postings are more difficult for competitors to track without the date and time of posting.

The sailing instructions should always inform competitors of the location of the official notice board. Moving item (10) from rule J2.2 to rule J2.1 and adding an asterisk to the '2' in SI 2 in Appendix L will require the race committee to include this SI in their sailing instructions.

Racing Rules of Sailing

Rules 44.3(b) and 61.3

A submission from US Sailing

Purpose or Objective

To use consistent wording in all rules that refer to the protest time limit.

Proposal

Change the last sentence of rule 44.3(b) to:

If this is impracticable, she shall do so at the first reasonable opportunity and within the **protest** time limit ~~for protests~~.

Change the first sentence of rule 61.3 to:

A *protest* by a boat, or by the race committee or protest committee about an incident the committee observed in the racing area, shall be delivered to the race office within the **protest** time limit stated in the sailing instructions.

Current Position

As above.

Reason

The term 'protest time limit' is well understood. It is used in the title to rule 61.3, in rule 62.2, in SIs L16.2, L16.3 and L16.7, in paragraph M1 of Appendix M, and in the protest form. However, in rules 44.3(b) and 61.3, we currently use different words to refer to the protest time limit. The

proposal will make the wording used to refer to the protest time limit the same throughout the rulebook.

Racing Rules of Sailing

Rule 71.2

A submission from US Sailing

Purpose

To change rule 71.2 in order to remove a previously unnoticed, and probably unintended, inconsistency between rules 71.2 and rule 70.1(a).

Proposal

71.2 The national authority may uphold, change or reverse ~~a the~~ protest committee's decision; declare ~~a the~~ *protest* or request for redress invalid; ~~or return the protest or request for the hearing to be reopened, or for a new hearing and decision~~ **order that a hearing be reopened; or order that a new hearing be held** by the same or a different protest committee. When the national authority decides that there shall be a new hearing, it may appoint the protest committee.

Clean Copy of the Proposal

71.2 The national authority may uphold, change or reverse a protest committee's decision; declare a *protest* or request for redress invalid; order that a hearing be reopened; or order that a new hearing be held by the same or a different protest committee. When the national authority decides that there shall be a new hearing, it may appoint the protest committee.

Current Position

As above.

Reason

Rule 70.1(a) allows a party to a hearing to appeal any protest committee decision, provided that the right of appeal has not been denied under rule 70.5. This includes a decision on rule 69. However, in the third line of current rule 71.2 only protests and requests for redress are listed, and therefore the current rule effectively prohibits a national authority from taking any action on a rule 69 decision other than upholding, changing or reversing the decision. For example, if a

protest committee commits a procedural error during a rule 69 hearing, the national authority cannot order the protest committee to conduct a new hearing. Also, the protest committee cannot order that a rule 69 hearing be reopened. The proposal removes these restrictions by simply removing that reference to a 'protest or request'. By doing this, the proposal brings rule 71.2 into conformity with rule 70.1(a).

Other changes are for clarity, ease of reading and to remove unnecessary words.

Racing Rules of Sailing

New rule 85, rule 89.2 and related changes

A submission from US Sailing

Purpose or Objective

To locate the rules governing rule changes, that are currently in widely separated sections of the rulebook, together in Part 7, to more logically organize those rules, and to eliminate duplication.

Proposal

Change the number of current rule 85 to 84 and add the following new rule 85:

85 **CHANGES TO RULES**

85.1 **A change to a *rule* shall refer specifically to the *rule* and state the change. A change to a *rule* includes an addition to it or deletion of all or part of it.**

85.2 **A change to one of the following types of *rules* may be made only as shown below.**

<i>Type of rule</i>	<i>Change only if permitted by</i>
Racing rule	Rule 86
Rule in an ISAF code	A rule in the code
Prescription of the national authority	Rule 88.2
Class rule	Rule 87
Rule in the notice of race	Rule 89.2(b)
Rule in the sailing instructions	Rule 90.2(c)
Rule in any other document governing the event	A rule in the document itself

Change rule 89.2 as follows:

89.2 Notice of Race; Appointment of Race Officials

- (a) The organizing authority shall publish a notice of race that conforms to rule J1. ~~The notice of race may be changed provided adequate notice is given.~~
- (b) **The notice of race may be changed provided adequate notice is given.**
- (c) The organizing authority shall appoint a race committee and, when appropriate, appoint a protest committee and umpires. However, the race committee, an international jury and umpires may be appointed by the ISAF as provided in the ISAF regulations.

Make the following related changes:

86 CHANGES TO THE RACING RULES

86.1 A racing rule shall not be changed unless permitted in the rule itself or as follows:

- (a) *[no changes]*
- (b) Sailing instructions may change a racing rule ~~by referring specifically to it and stating the change~~, but not rules 76.1 or 76.2, Appendix R, or a rule listed in rule 86.1(a).
- (c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54. ~~Such changes shall refer specifically to the rule and state the change.~~

88 NATIONAL PRESCRIPTIONS

88.1 Prescriptions that Apply

[no change]

88.2 Changes to Prescriptions

[no change]

90.2 Sailing Instructions

- (a) *[no change]*
- (b) *[no change]*
- (c) **The sailing instructions may be changed provided the change is** ~~Changes to the sailing instructions shall be~~ in writing and posted on the official notice board before the time stated in the sailing instructions or, on the water, communicated to each boat before her warning signal. Oral changes may be given only on the water, and only if the procedure is stated in the sailing instructions.

INTRODUCTION

Terminology A term used in the sense stated in the Definitions is printed in italics or, in preambles, in bold italics (for example, *racing* and ***racing***). ‘Racing rule’ means a rule in *The Racing Rules of Sailing*. ‘Boat’ means a sailboat and the crew on board; ‘vessel’ means any boat or ship. ‘Race committee’ includes any person or committee performing a race committee function. ~~A ‘change’ to a rule includes an addition to it or deletion of all or part of it.~~ ‘National authority’ means an ISAF member national authority. Other words and terms are used in the sense ordinarily understood in nautical or general use.

~~**Changes to the Rules** The prescriptions of a national authority, class rules or the sailing instructions may change a racing rule only as permitted in rule 86.~~

~~**Changes to National Authority Proscriptions** A national authority may restrict changes to its proscriptions as provided in rule 88.2.~~

Current Position

As above.

Reason

This proposal broadens the good practice of only changing a rule by ‘referring specifically to it and stating the change.’ Currently, this is only required when a racing rule is changed. The proposal makes that practice required when a change is made to a prescription, a class rule, a rule in the notice of race or a rule in the sailing instructions, as well as to a racing rule. To avoid repeating the requirement several times in Part 7, the proposal moves the clause to a new rule 85.1, which is worded so that it covers all rule changes.

New rule 85.2 provides a table designed to make life simpler for a race official who wishes to change a rule. There is a row in the table for or each of the seven types of rule listed in the definition *Rule*, and the second column of the table shows where to find the rule that applies to a change to each type of rule.

The change in rule 89.2 makes it easier to find the rule about changes in the notice of race.

If the proposal is accepted, all the rules involving rule changes will be close together in the rules of Part 7, and all references in the Introduction to rule changes will be removed. As a result, the rules related to rule changes will be easier to find and better organized, and duplication of some statements will be eliminated.

Racing Rules of Sailing

Rule A11, SCP

A submission from US Sailing

Purpose

To change the entry for the abbreviation 'SCP' in rule A11 so that it can be used whenever a boat receives a Scoring Penalty.

Proposal

In rule A11, change the line for the abbreviation 'SCP' as follows:

SCP ~~Took a Scoring Penalty~~ applied ~~under rule 44.3(a)~~

Current Position

As above.

Reason

Scoring Penalties are applied under a variety of situations. Many Scoring Penalties are not taken 'under rule 44.3(a)'. The current SCP abbreviation is not available to the scorer for a Scoring Penalty that is not taken under rule 44.3(a). Under the proposal, the SCP abbreviation will be available to the scorer for all Scoring Penalties.

Racing Rules of Sailing

Rules J1.2(11) and J2.2(19), Appendix K 7.6, and Appendix L 5.5

A submission from US Sailing

Purpose

Housekeeping changes to make Appendices J and K consistent with current SI 5.5 in Appendix L.

Proposal 1

Add the following new rule J1.2(11) and renumber current rules J1.2(11) – (15) appropriately:

J1.2 The notice of race shall include any of the following that will apply and that would help competitors decide whether to attend the event or that conveys other information they will need before the sailing instructions become available:

(11) the time after which no warning signal will be made on the last scheduled day of racing;

Proposal 2

Add the following new rule J2.2(19) and renumber current rules J1.2(19) – (40) appropriately:

J2.2 The sailing instructions shall include those of the following that will apply:

(19) the time after which no warning signal will be made on the last scheduled day of racing;

Proposal 3

Add the following new NoR in Appendix K:

Use when it would be helpful to competitors to know this time before the event. Insert the time.

7.6

On the last scheduled day of racing no warning signal will be made after _____.

Proposal 4

Change SI 5.5 in Appendix L as shown below:

Insert the time.

5.5

On the last **scheduled** day of **racing** ~~the regatta~~ no warning signal will be made after _____.

If Proposal 4 is approved, the same change should be made in Appendix LE.

Current Position

As above.

Reason

Knowing the time on the last scheduled day of racing after which no warning signal will be made is often helpful to competitors for planning their trip home after an event and for making tactical decisions on the last scheduled day of racing. For those reasons, proposed new NoR 7.6 will often be helpful in the NoR and, when such a cut off time is used on the last day of racing, proposed SI 5.5 should be included in the SIs.

Any NoR recommended in Appendix K should be listed in rule J1.2. Similarly, any SI recommended in Appendix L should be listed in rule J2.2.

Proposal 4 makes the wording of SI 5.5 consistent with the wording of SI 5.1.

Racing Rules of Sailing

Appendix L, SI 2

A submission from US Sailing

Purpose or Objective

To change Appendix L to reflect the increasingly common practice of posting notices to competitors on a notice board located on the internet.

Proposal

In Appendix L, change SI 2 as follows:

2 NOTICES TO COMPETITORS

*Insert the location(s). **If notices will be posted electronically, state the internet address.***

Notices to competitors will be posted on the official notice board(s) located at ____.

Current Position

As above.

Reason

The current Appendix L is written in the context of a physical Official Notice Board. Increasingly, events are posting notices on a website or using other electronic methods to communicate with competitors. Appendix L should reflect this change and should assure that competitors can readily find such notices.

Racing Rules of Sailing

Appendix L, SI 11.4

A submission from US Sailing

Purpose or Objective

To clarify a sailing instruction.

Proposal

In Appendix L, change SI 11.4 as follows:

Insert the number of minutes.

11.4 A boat **that does not start within** ~~starting later than~~ _____ minutes after her starting signal will be scored Did Not Start without a hearing. This changes ~~rules rule A4~~ **and A5**.

Current Position

As above.

Reason

The proposed version of the SI reads better than the current version and does not distinguish boats crossing the starting line late from boats that never start at all. The amended SI informs a boat intending to cross the starting line after the time limit that her score has already been determined; she will be DNS whether she crosses the line or not.

Racing Rules of Sailing

Rule P2

A submission from US Sailing

Purpose

1. To simplify the wording of rules P2.2 and 2.3.
2. To clarify and simplify the process for penalizing a boat that breaks rule 42 so close to the finishing line that it is not reasonably possible for her to retire before she finishes.

Proposal 1

P2.2 Second Penalty

When a boat is penalized a second time during the regatta, **she shall** ~~her penalty shall be to~~ promptly retire ~~from the race~~. If she fails to **do so** ~~take it~~ she shall be disqualified without a hearing and her score shall not be excluded.

P2.3 Third and Subsequent Penalties

When a boat is penalized a third or subsequent time during the regatta, she shall promptly retire ~~from the race~~. If she does so her penalty shall be disqualification without a hearing and her score shall not be excluded. If she fails to do so her penalty shall be disqualification without a hearing from all races in the regatta, with no score excluded, and the protest committee shall consider calling a hearing under rule 69.2(a).

Current Position

As above.

Reason for Proposal 1

The penalty described in the first sentence of current rule P2.2 is identical to the penalty described in the first sentence of current rule P2.3, but the wording in P2.2 differs from that in P2.3. The proposal makes the wording of those two sentences identical.

The change to the beginning of the second sentence of rule P2.2 makes its wording identical with the wording in rule P2.3.

In both rule P2.2 and rule P2.3, the phrase 'from the race' is unnecessary.

Proposal 2

Add new rule P2.4:

P2.4 Penalties Near the Finishing Line

If a boat is penalized under rule P2.2 or P2.3 and it was not reasonably possible for her to retire before *finishing*, she shall be scored as if she had retired promptly.

Current Position

None. The proposed rule is new.

Reason for Proposal 2

Under the current rules of Appendix P, if a boat is penalized under rule P2.2 or P2.3 and it was not reasonably possible for her to retire before finishing, her penalty is to 'promptly retire'. If she fails to do so, she will receive a much worse score. There are several different ways in which judges and race officers interpret 'promptly retire' when the penalty is signaled near the finishing line or after the boat finishes. Some expect the boat to immediately announce her retirement to the race committee at the finishing line. Others allow the boat to sail to the race committee starting vessel and announce her retirement there. Some judges will accept an announcement of retirement from the crew and report it to the race committee. Other judges will not accept such an announcement and, instead, will send the boat to the race committee to announce her retirement. Some judges will consider an announcement of retirement after the crew has returned to shore to be 'prompt'; others will not.

Proposed new rule P2.4 provides a uniform and simple way to handle this matter. It removes any obligation on a boat in this situation to report her retirement and, instead, simply treats her as if she had retired promptly.

Racing Rules of Sailing

New Appendix X, Arbitration

A submission from US Sailing

Purpose

In 2014 Submission 201-14 proposed that a new appendix – Appendix X, Arbitration – be added to *The Racing Rules of Sailing*. The Racing Rules Committee and Council accepted Submission 201-14 amended to state that Appendix X would be located on the ISAF website. The purpose of this submission is to propose that that appendix also be included in all printed editions of *The Racing Rules of Sailing for 2017-2020* published by ISAF and MNAs.

Proposal

Include the new experimental Appendix X, Arbitration, as an appendix in *The Racing Rules of Sailing for 2017-2020*.

Current Position

As recorded in the minutes of the November 2014 meeting of the Racing Rules Committee, Appendix X, Arbitration, was approved for publication on the ISAF website, but not in *The Racing Rules of Sailing for 2017-2020*.

Reason

For at least twenty years arbitration has been widely used and welcomed by competitors and judges as a way to reduce the number of protest hearings at an event and to provide a less formal forum in which sailors can present their cases. Currently the race committee for an event wishing to use arbitration must copy the sailing instructions implementing it from another event's sailing instructions or invent their own set of rules for arbitration. As a result there is no consistency in the rules for arbitration from one event to another, and many of the sailing instructions for arbitration are not consistent with one or more racing rules.

One of the main purposes of Submission 201-14 was to provide a standard set of rules for arbitration that an event can use in its sailing instructions by simply stating in the event's SIs, 'Appendix X will apply.' If Appendix X is only available on the ISAF website, then it will be necessary to include it, in its entirety, in the SIs. If the appendix is in the rulebook, then it will only be necessary to state in the SIs, 'Appendix X will apply.' This will markedly shorten the sailing instructions. (This is exactly how events currently invoke Appendix P without copying all of its rules into the SIs.)

In addition, including Appendix X in the rulebook will encourage events to use the appendix without making changes in it and, thereby, provide uniformity in the rules for arbitration tested over the 2017-2020 rules cycle. Several decades ago, it was the inclusion of an appendix in the rulebook that resulted in the acceptance of today's very popular Two-Turns Penalty, now located in rule 44.

Finally, if the appendix is in the rulebook, it is much more likely to be tested and evaluated than it will be if it is located only on the website.