

CHANGES TO THE RACING RULES OF SAILING 2017-2020 THAT AFFECT RACE ADMINISTRATION

prepared by the US Sailing Race Management Committee



The Racing Rules of Sailing (RRS) are reviewed and revised every four years. In 2016 the international organizing body of sailing changed their name from the International Sailing Federation (ISAF) to World Sailing (WS). It is the same organization, with the same duties and responsibilities, just a new name. Everywhere ISAF was cited has been changed to World Sailing. While the printed rulebook will still be published and will be the go-to reference for the RRS, there is an increasing number of on-line resources. The migration to paperless documentation will increase and become more user friendly. The RRS and other support documentation can be found at US Sailing and World Sailing webpages: US Sailing (rulebook.ussailing.org), World Sailing (www.sailing.org/racingrules/documents). A digital version of the RRS for mobile devices can be accessed at apple.ussailing.org (iOS devices) or android.ussailing.org (Android devices). The digital rulebook is free to US Sailing members.

Credit and many thanks to Dick Rose for his tireless work as Chairman of the World Sailing Racing Rules Working Party and for editing and distributing his Study Version of the Racing Rules, which is the source material for this document. Also, thanks to Dave Perry for many insightful additions and edits to the final document.

Please Note: This document does not present authoritative interpretations of *The Racing Rules of Sailing*; it is intended only as advice to race officials and highlights changes that affect race management or the organizing authority. There are changes other than those found in this document that govern situations when racing boats meet.

Your comments and suggestions on this document are welcome. Please send them to raceadmin@ussailing.org.

INTRODUCTION

The **INTRODUCTION** is an integral part of the book that introduces the format of the RRS book. The material in the **INTRODUCTION** is a rule as described in the **DEFINITIONS**.

Terminology: This section has been reformatted into a table. The Terminology section has several revised descriptions of terms and introduces us to one of the new concepts of these RRS, the Technical Committee. The Technical Committee is fully fleshed out in *Part 7 RACE ORGANIZATION*. Note that while “Vessel – Any boat or ship” is not new, the reader will notice throughout this new revision that the convention will be that “boat” will denote a competing sailboat and “vessel” will denote all other boats or ships, including race committee boats, etc.

Notation: Is a new addition. This describes the notation [DP] (Discretionary Penalty) that if included in a rule, indicates that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

World Sailing Codes: There is a convenient table cross referencing the several RRS that cite World Sailing Codes to the relevant World Sailing Regulations. (World Sailing Codes may change at any time.)

DEFINITIONS

There are new or changed definitions that affect race management and organizing authorities.

Clear Astern and Clear Ahead; Overlap: Last sentence restructured.

Conflict of Interest: The new definition spells out how *conflict of interest* is interpreted in the RRS. Note: The definition of “Interested Party” is deleted. These changes reflect current World Sailing Regulations. See numerous references in Part 5 - Protests, RRS 71.1 and Appendix M2.3.

Mark: Changes the reference of a Race Committee ‘boat’ to ‘vessel.’

Party: Adds references to a technical committee, RRS 69 parties and *support persons*.

Protest: Adds the new technical committee as a party permitted to protest under RRS 61.2.

Rule: Under (b) restructured to include several new WS Codes. Under (c) of rules, the notice of race may change a national prescription in compliance with the RRS.

Support Person: Support Person is a new definition. There are several new RRS and references to this new definition in the 2017-2020 RRS. Also see RRS 3, 60.3 (d) & 64.4 for guidelines on penalizing a support person as a result of a protest.

PART 1 - FUNDAMENTAL RULES

RRS 2 Fair Sailing: Adds the option of making a penalty under this rule either a DSQ or a DNE.

RRS 3 Acceptance of the Rules: New content describing how *support persons* are also bound by the rules and that the competitor and boat owner agrees, on behalf of their *support persons*, that such *support persons* are bound by the *rules* as well as the competitors.

RRS 6 Betting and Anti-Corruption: This was a mid-cycle addition. Now in the printed book. Not grounds for protest, see Regulation 37.

RRS 7 Disciplinary Code: References World Sailing Regulation 35, Disciplinary, Appeals and Review Code. Ties into RRS 69.

PART 2 - WHEN BOATS MEET

(This document does not address changes in Part 2 of the RRS.)

PART 3 - CONDUCT OF A RACE

RRS 25.2: Adds that in addition to the sailing instructions, the notice of race may describe other signals that shall be used.

RRS 25.3: Restates the concept that the RC may display objects similar in appearance to a flag required as a visual signal.

RRS 26 Starting Races: Adds U flag as a standard Preparatory signal. (Note: U flag prep starts are referenced in RRS 29.1, 30.3, A5, A11 and Race Signals and special language in the sailing instructions is no longer required.)

RRS 29.1 Individual Recall: Adds that individual recall requirements do not apply to U Flag starts.

RRS 30.1 I Flag Rule: Streamlines and clarifies the language about a boat’s requirements after being on the course side of the starting line or its extensions.

RRS 30.3 U Flag Rule: Here is the language for the U flag starting penalty. Note that RRS 26, 29.1, 63.1, A5 and A11 also have been adjusted to reflect this new rule. Appendix L 11.5 has been deleted.

RRS 30.4 Black Flag Rule: Same language as the old 30.3 – now 30.4.

RRS 32.1: Language has been reorganized but no substantive change in effect.

RRS 32.2: Simplified language.

RRS 33 (a): Language changed to allow “one or both of” new compass bearing or red or green shapes to designate a change of course.

RRS 36 Races Restarted or Resailed: Reformatted and adds that a boat may be penalized even if the race is restarted, e.g. after a general recall, if she was penalized under RRS 14 when she has caused injury or serious damage. See Preamble to Part 2.

PART 4 OTHER REQUIREMENTS WHEN RACING

Preamble to Part 4: Adds that “Part 4 rules apply only to boats racing unless the rules states otherwise.”

RRS 40 Personal Flotation Device: New sentence: “When flag Y is displayed on shore, this rule applies at all times while afloat.” Note that because this is now in the body of the RRS, Appendix L 4.3 is deleted.

RRS 43.1 (c): Deleted. The newly defined technical committee is permitted to protest – no longer needs to go to the RC.

RRS 44.3 (b): Cleaned up language – no substantive change.

RRS 44.3 (c): redefined the scoring penalty as “20% of the score for a DNF” (rounded) and added that “However, the penalty shall not cause the boat’s score to be worse than the score for DNF.”

RRS 49.2 Crew Positions; Lifelines: Brings it into alignment with other rules (including class rules) for lifelines.

RRS 55 Trash Disposal: Permits discretionary penalties.

US Sailing Prescription RRS 56 Flags: Deleted.

PART 5 PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

SECTION A - PROTESTS; REDRESS; RULE 69 ACTION

RRS 60.2 (a) & RRS 60.3 (a): Adds a report from person with a *conflict of interest* to the list of non-allowed sources.

Old RRS 60.2 (c): Deleted. New technical committee protests technical issues. RC no longer has that responsibility. See RRS 60.4

RRS 60.3 (c): Realigns to new RRS 69 citation.

RRS 60.3 (d): By providing for hearings and penalties for breaches by support persons the need to use rule 69 for relatively minor breaches of the rules is avoided. This makes it easier for protest committees to act. See RRS 64.4.

US Sailing Prescription to 60.3(b): Technical fix to make the “Farrah Hall” prescription to RRS 63.2 legitimate under the rules. See new US Sailing Prescription to RRS 63.2.

RRS 60.4: Gives the newly-designated technical committee the right to protest or request redress for a competitor. This changes the concept that the RC shall protest when it receives a report from a measurer under old RRS 43.1 (c) or 78.3.

RRS 60.5 New rule. List of rules that a boat or a committee may not protest under.

RRS 61.1(a) (3) Reworded

RRS 61.1(a)(4) Adds the element that if a member of either crew is in danger or if there is injury or “serious” damage that is obvious to the boat intending to protest, she does not need to display a flag or hail.

RRS 61.1 (b) Adds the technical committee to the list of entities that may protest.

RRS 61.2 (c) Adds “where and when the incident occurred” as its own bullet point and can be corrected during a hearing.

RRS 61.2 Final sentence: New (c) requirement may be met before or during the hearing if the protestee is allowed reasonable time to prepare.

RRS 61.3 Protest Time Limit: Adds the technical committee to the list.

RRS 62.1 Redress: Adds “or place” after “score.”

RRS 62.1 (a): Adds technical committee to list.

RRS 62.1 (d): Adjustment to RRS 69 citation (RRS 69 rewritten).

SECTION B - HEARINGS AND DECISIONS

RRS 63.1 Requirements for a Hearing: Adds new U flag and new rules on measurement and certificate protests.

US Sailing Prescription to RRS 63.2: First, every boat has the right to participate in the redress hearing and does not need to make a written request to do so. Second, the protest committee now has the obligation to request redress for boats choosing to participate in the hearing, and also for boats requesting in writing to participate in the hearing even if they don’t show up. This must be in writing, but it does not need to state the reason for the request (see RRS 62.2).

RRS 63.3 (a): Changes “party” to “a representative of each party.”

RRS 63.4 Conflict of Interest: The 2017-2020 RRS removes the definition “Interested Party” and adds “Conflict of Interest.” The concept of Conflict of Interest for race officers was added to the World Sailing Regulations and this is an outgrowth of that. The significant change in rule 63.4 is that now a person with a *conflict of interest* (note the new definition) is permitted to be a member of a protest committee if all the *parties* consent, or if the protest committee decides that the conflict is not “significant.” Rule 64.3(c) and Appendix M2.3 discuss the criteria for making that determination. See definition of “conflict of interest,” numerous references in Part 5 - Protests, RRS 71.1 and Appendix M 2.3.

RRS 63.7 Conflict Between Rules: The former RRS 63.7 only spoke about conflicts between contents of the NoR and the SIs. This version talks about conflict between the NoR, SIS and any other documents that may govern the event.

RRS 64.3 (c) & (d): Under the old RRS, a boat could be penalized for breaking a class rule only following a valid protest for a particular race. In the new revision, a boat can be also penalized for class rule breaches in earlier races without a hearing. For example, if such a protest is lodged only when the breach was observed in the third race in a series, and the protest committee decides the boat gained an advantage from her breach in races one and two, it should be possible to also penalize the boat in these earlier races. Renumber rules 64.3(c) and (d) as 64.3(d) and (e).

RRS 64.4 Decisions Concerning Support Persons: The purpose of this rule is to ensure that the sanctions and penalties available to the protest committee will discourage support persons from breaking rules. There have been many examples of support persons (which includes parents and guardians) behaving in a manner that is detrimental to the sport. While many of these behaviors constitute misconduct and will be liable to action under rule 69, this is often perceived as a last resort. If support persons know that competitors may be penalized as a result of their breaches, they are much less likely to do so. See RRS 60.3 (d).

RRS 65.3: “measurement rule” changed to “class rule.”

RRS 66 REOPENING A HEARING: Appendix L 16.7 (now deleted) was almost universally applied at events, either as written, or modified to apply to one day events. This proposal will make the requirement universal and places it in the main body of rules. Sailing instructions will be shortened and simplified.

RRS 69 MISCONDUCT: RRS 69 was completely updated because:

1. The behavior of coaches and parents has been the cause of considerable problems.
2. There has been considerable difficulty in determining what is and is not “gross” in the context of misconduct. Misconduct is misconduct, and if it is minor or severe the penalty will reflect that.
3. A general definition of misconduct is helpful in the RRS as there are many different views around the world as to what constitutes misconduct.
4. As the procedures for Rule 69 hearings are different from those of other hearings they should be clearly set out, both for the benefit of the committee and to avoid procedural error.
5. It should also be clear that when a protest committee appoints one of its members or any other person to act as the presenter of any case against a competitor, the appointed individual has the same rights as a party to a protest.

(Also see Changes in Appendixes M & N for RRS 69 procedures.)

RRS 71.1: Changes “interested party” to the “conflict of interest” concept.

RRS 71.2: Adds RRS 69 decisions to things that may be appealed and establishes that the national authority may order a hearing reopened.

RRS 71.3: Slight change for clarity.

PART 6 ENTRY AND QUALIFICATION

RRS 78.1 Compliance with Class Rules; Certificates: Clarifies when a boat shall be in compliance; i.e. between races or while being repaired? See K 8.2.

RRS 78.2: To make it clear that a boat that does not prove that she has a valid measurement certificate has broken RRS 78.2. Also, to simplify the process for penalizing such a boat. See A5.

Old RRS 78.3: Deleted. See RRS 60.4.

PART 7 RACE ORGANIZATION

RRS 84, 85, 86, and 89 are changed to locate the rules governing rule changes together in Part 7, to more logically organize those rules, and to eliminate duplication.

RRS 84 Governing Rules: (Was RRS 85) Adds the technical committee and other race officers to the list of those governed by the rules.

RRS 85 CHANGES TO RULES: New rule 85.2 provides a table designed to make life simpler for race officials who wish to change a rule. The first column lists each of the seven types of rule listed in the definition Rule, and the second column indicates the rule that governs how it may be changed.

RRS 86.1 (a): Adds several logical additions.

RRS 86.1(b): Importantly adds that the NoR may change one of the listed rules.

RRS 87 Changes to Class Rules: Permits the NoR to change class rules if properly done.

RRS 88.1 Prescriptions that Apply: Adds title to section and permits the NoR to specify which prescription shall apply.

RRS 88.1 Prescriptions that Apply: Adds title to section plus permits the NoR to change a prescription if allowed.

US Sailing Prescription to RRS 88.2: The prescription to rule 60.3 corrects a flaw in the racing rules that protest committees cannot request redress on behalf of boats. In the previous rules only race committees

could do that. Until World Sailing corrects this flaw, the prescription should not be deleted or modified by sailing instructions.

RRS 89.2 Notice of race; Appointment of Race Officers: Adds technical committee. The Technical Committee is a new term encompassing the duties of measurers and equipment inspectors.

RRS 90.2 (c): Reworded

RRS 90.3 Scoring (a): Permits NoR to change the scoring system.

RRS 90.3 (b): Old 90.3 (b) had a list of rules that were DNE, the new revision just refers to them.

RRS 91 (c): The last sentence of rule 71.2 states, 'When the national authority decides that there shall be a new hearing, it may appoint the protest committee.' It was added to rule 71.2 in 2013. The sentence allows the national authority to appoint the protest committee when the national authority decides, following an appeal, to return a protest or request for redress for a new hearing.

RRS 92 Technical Committee: There was no rule defining a committee in charge of equipment control at events. In practice, in most high level international events and in many national events there is such a committee in place. Also see Appendix H.

APPENDICES

Appendix A - Scoring: Allows the NoR to state the number of races and the number of excluded races and specify a scoring system other than the low point system. Reworded A5 for clarity and adds U Flag penalty to the list of scores determined by the RC. Adds the U flag penalty UFD to A11.

Appendix B - Windsurfer Competition RRSs: Several changes to the definitions and other changes. RC need to thoroughly review this appendix if appointed to conduct races in this discipline.

Appendix C - Match Racing: New definition of Mark-Room and RRS 17 is deleted. The 2016 Test Rules have been incorporated into the appendix. RC must thoroughly review this appendix if appointed to conduct races in this discipline.

C6.7: Allows appointment of one International Umpire to the jury or panel in place of an International Judge.

Appendix D - Team Racing RRSs: Changes to RRS 24 and scoring. RC need to thoroughly review this appendix if appointed to conduct races in this discipline.

Appendix E - Radio Sailing RRSs: Several changes. RC must thoroughly review this appendix if appointed to conduct races in this discipline.

Appendix F - Kiteboarding RRSs: A number of changes. RC need to thoroughly review this appendix if appointed to conduct races in this discipline.

Appendix G - Identification on Sails: Several countries added.

Appendix H - Weighing Clothing and Equipment: Spells out the responsibility of the technical committee.

Appendix J1 - Notice of Race contents: The preamble warns that care should be taken to ensure that there are no conflicts between the NoR and other rules. Because of changes in RRS 86, the NoR may change racing rules. See J1.2(1), J1.2(7), J1.2(11), J1.2(14)

Appendix J2 Sailing Instruction contents: Though the NoR now may include a number of items and change rules, the SIs still are required to include all the rule changes and the scoring system if different from the Low Point System in Appendix A, with the exception of items in rules J2.1(9), J2.1(10) and J2.2 (9).

Appendix K - NOTICE OF RACE GUIDE and Appendix L - SAILING INSTRUCTION GUIDE: Both Appendix K - NoR Guide and Appendix L - SI Guide now give us the style directive to use the convention: "Rule references within the notice of race use RRS, NoR and SI to denote the source of the rule. 'RRS x' is a rule in The Racing Rules of Sailing. 'NoR x' is a rule in the notice of race, and 'SI x' is a rule in the sailing instructions." Additionally it gives us the advice: "If the notice of race or sailing instructions are made

available electronically, printed copies should be provided on request.” The new preamble states: “The notation ‘[DP]’ in a rule in the NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.”

K 1.4: New concept that the NoR may change a rule (follow RRS 85.1, 86.1(b) and J1.2(1)). In the past, the NoR would alert the reader that the SIs would change a rule and the reader could find the change in the SIs. Note: a) The Organizing Authority needs only to include in the NoR a statement of rule changes that would help a competitor decide whether to attend the event or that conveys other information they will need before the SIs become available. And b) Regardless of whether a rule is changed in the NoR, the SIs must list every racing rule being changed and refer specifically to the rule and state the change (RRS 85.1 and J2.2(3))

K 1.7: Introduces notion of Standard SIs, Appendix S. See more below.

K 7 - Schedule: Adds Equipment inspection and event measurement.

K 7.6: Adds the time of the last warning signal.

K 8.2: Deadline for conforming to class rules.

K - 18 Radio Communication: Adds advice for describing allowed electronic communication while racing.

Appendix L - Sailing Instruction Guide: See note on commonalities of Appendix L and Appendix K above.

L2 Notices to Competitors: Adds advice “If notices are online, state how and where they may be found.”

L4.2: Adds “Boats shall not leave the harbor until this signal is made. [DP] “

L4.3: Deleted

Rx to L5.5: reworded

L11.4: reworded

OLD L11.5 is deleted: Old U flag language deleted because new RRS 30.3 is in place. This rule no longer needs to be in the SIs.

L16.4: Adds technical committee to list.

L16.7: Deleted, see RRS 66.

L20 - EQUIPMENT AND MEASUREMENT: Rewritten and adds technical committee.

L21 - EVENT ADVERTISING: Adds admonition of consequences if this rule is broken.

L29 - RADIO COMMUNICATION: see K18 above.

Appendix M - RECOMMENDATIONS FOR PROTEST COMMITTEES:

M2.3: “Assess conflicts of interest.” New section how to deal with the new World Sailing definition of *conflict of interest*.

M5 - Misconduct: Several new sections to meet new RRS 69 procedures.

Appendix N - INTERNATIONAL JURIES

This appendix has several rewritten rules and additions regarding number and compositions of juries, conflict of interest and misconduct hearings. Serious study is required for full understanding.

Appendix P - SPECIAL PROCEDURES FOR RRS 42:

P1.1 and 1.2: New rules describe that the PC may appoint “observers” to watch for RRS 42 violations.

P2.4 Penalties Near the Finishing Line: New rule about calls close to finish line.

P5 - Flags O and R: Rewritten and clarifications to reflect best practices.

US Sailing Prescription Appendix R Procedures for Appeals and Requests: The big change is the introduction of a new form, called the US Sailing Appeals & Requests Information Form. The Appeals Committee

believes that this form will help appellants navigate the rather lengthy and detailed process of making an appeal and will also speed up the appeals process. Other changes are made for clarity, to enable speedier decisions, and to conform the appendix to changes in the racing rules made by World Sailing.

NEW APPENDIX S - STANDARD SAILING INSTRUCTIONS: This is a long-awaited appendix that gives the race committee a tested basic set of sailing instructions that may be invoked by the NoR. The “supplementary sailing instructions” will be the only discretionary portion that the RC needs to provide. The appendix also contains standard course diagrams.

OLD Appendix T - Alternative Procedures for Dispute Resolution (US Sailing prescription): Has been replaced with two appendices, Appendix T, a WS RRS Appendix, and Appendix V, a US Sailing prescription.

Appendix T - ARBITRATION: New rule and does not exactly track the former US Sailing prescription. This appendix needs to be cited in the NoR or SIs to apply.

APPENDIX U - AUDIBLE-SIGNAL RACING SYSTEM: Was Appendix S. This appendix has been rewritten and reordered but is basically the same.

APPENDIX V - ALTERNATIVE PENALTIES: US Sailing Prescription. WS included some of the arbitration language from the old Appendix T - Alternative Procedures for Dispute Resolution. This is a rewrite of old Appendix T Sections A & B. Similar in intent but reworded. Previous Appendix T, Section C regarding expedited hearings is gone.

PROTEST FORM

There is a new form. Find the old ones and shred them.

RACE SIGNALS

Postponement Signals: Clarifies the practice of displaying a numeral pennant under the AP.

Preparatory Signals: Added U flag.

Other Signals: Changed “boat” to “vessel” under Flag L and Blue flag. Also references RRS 40 under Y flag.