

# **Racing Rules of Sailing: Changes for 2013**

***Competitors, Coaches, RC and OA***

**Approved by:  
Sail Canada Rules Committee  
Sail Canada Judges Sub Committee**



**Acknowledgement:**

This presentation is based on *The Study Version of the Racing Rules of Sailing for 2013-2016* prepared by Dick Rose, Chair of the ISAF Racing Rule Committee. His efforts in this regard are much appreciated.

[http://www.sailing.org/tools/documents/RRS20132016StudyVersion-\[13380\].pdf](http://www.sailing.org/tools/documents/RRS20132016StudyVersion-[13380].pdf)

**Additional information**

Members of Sail Canada's Judges Committee and /or Rules Committee have added additional information or comments.



- It's that time again ...
- There are changes throughout the RRS that affect both competitors and officials, although once again without intended game changes
  - But we shall see ....
- We will ignore editorial changes in this discussion

Where are most of the new bits?

- The environment
- Definitions
- Parts 2, through 7
- Many appendices ....
- Sail Canada Prescriptions



## **ISAF has found the environment ...**

*“As the leading authority for the sport, the International Sailing Federation promotes and supports the protection of the environment in all sailing competitions and related activities throughout the world.”* RRS frontispiece

### **ENVIRONMENTAL RESPONSIBILITY**

*Participants are encouraged to minimize any adverse environmental impact of the sport of sailing (New basic principle)*

### **RRS 55: TRASH DISPOSAL**

*A competitor shall not intentionally put trash in the water*

- Our SI's can get shorter! Burt one might wonder why we needed to do this.



***Finish:*** *A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side. However, she has not finished if after crossing the finishing line she*

- (a) takes a penalty under rule 44.2,*
  - (b) corrects an error under rule 28.2 made at the line, or*
  - (c) continues to sail the course.*
- Wording clarifies intent and addresses questions raised in (c) through an ISAF Q&A (based on a Sail Canada reference)



***Keep Clear:*** *A boat keeps clear of a right-of-way boat*

(a) *if the right-of-way boat can sail her course with no need to take avoiding action and,*

(b) *when the boats are overlapped, if the right-of-way boat can also change course in both directions without immediately making contact*

- Extends previous definition (b) to boats overlapped on opposite tacks



**Mark:** *An object the sailing instructions require a boat to leave on a specified side, and a race committee boat surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a mark is not part of it.*

- To clarify the definition Mark, and to make it possible for race committees to attach a 'keep-off' mark to the transom of a race committee boat on the starting or finishing line.



**Mark-Room:** *Room for a boat to leave a mark on the required side. Also,*

*(a) room to sail to the mark when her proper course is to sail close to it, and*

*(b) room to round the mark as necessary to sail the course.*

*However, mark-room for a boat does not include room to tack unless she is overlapped inside and to windward of the boat required to give mark-room and she would be fetching the mark after her tack.*

- *Less ambiguous than the previous definition and arguably more restrictive ... The 2009-2012 definition grants room to sail a proper course while at the mark, which is a broader right than is needed for orderly mark roundings. Under the new definition, the right of the boat that has mark-room (without RoW) is always to sail a seamanlike course (to or round the mark). (Also see RRS 18)*





***Party:*** *A party to a hearing is*

- (a) for a protest hearing: a protestor, a protestee;
  - (b) for a request for redress: a boat requesting redress or for which redress is requested, a race committee acting under rule 60.2(b);
  - (c) for a request for redress under rule 62.1(a): the body alleged to have made an improper action or omission;
  - (d) a boat or a competitor that may be penalized under rule 69.2.
- However, the protest committee is never a *party*

- Largely housekeeping, to ensure that someone like a measurer can be a party



***Room:*** *The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.*

- This clarifies that a boat giving room to another has to include consideration of that other boat's obligations to a third boat
- Additionally it reinforces that room includes the space necessary to avoid touching a mark and that touching a mark is not seamanlike



## **Part 2, SECTION A Preamble**

*RIGHT OF WAY: A boat has right of way over another boat when the other boat is required to keep clear of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.*

- *Clarification of intent*



## RRS 14, AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room or mark-room*

(a) need not act to avoid contact until it is clear that the other boat is not *keeping clear or giving room or mark-room, and*

(b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.

- “Replacing "shall not be penalized" with "shall be exonerated" simplifies the rule and makes it consistent with the principle that a boat breaking a rule shall be exonerated or penalized.” (ISAF Submission 143-11)



## Part 2, Section C Preamble

AT MARKS AND OBSTRUCTIONS: *Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them.*

- *“When rule 20 applies, rules 18 and 19 do not” has been deleted from the preamble and addressed in the rules themselves.*



## RRS 18.2(c), Giving Mark Room

(c) When a boat is required to give *mark-room by rule 18.2(b)*,

(1) she shall continue to do so even if later an *overlap is broken or a new overlap begins*;

(2) if she becomes overlapped inside the boat entitled to mark-room, she shall also give that boat room to sail her proper course while they remain overlapped.

- “The new rule 18.2(c)(2) prevents a boat required to give mark-room from acquiring any rights or obstructing the boat entitled to mark-room if she becomes inside the other boat. It also puts a limit on the action that the boat entitled to mark-room may take when the boat required to give mark-room attempts to take advantage of space left between her and the mark by the boat entitled to mark-room.”



## RRS 18.2(e) Giving Mark Room

(e) If a boat obtained an inside *overlap from clear astern or by tacking to windward of the other boat* and, from the time the overlap began, the outside boat has been unable to give mark-room, she is not required to give it.

- “The extra words at the end of the first line of rule 18.2(e) address scenarios when a boat tacks inside at a windward mark, after passing either in front of or behind the other boat. Team racing call E6 (Q2) also refers but these scenarios can occur in fleet races with boats of differing speeds.”



## RRS 18.3, Tacking in the Zone

If a boat in the zone passes head to wind and is then on the same tack as a boat that is fetching the mark, rule 18.2 does not thereafter apply between them.

*The boat that changed tack*

the word of parts (a) and (b) remain unchanged

- Why: To simplify the rule and to confirm its application when the incident is between more than two boats





# RRS 20: Room to Tack at an Obstruction

*Major re-write, to clarify*

## 20.1 Hailing

*When approaching an obstruction, a boat may hail for room to tack and avoid a boat on the same tack. However, she shall not hail if*

- (a) she can avoid the obstruction safely without making a substantial course change,*
- (b) she is sailing below close-hauled, or*
- (c) the obstruction is a mark and a boat that is fetching it would be required to respond and change course.*

*...cont'd*



# RRS 20: Room to Tack at an Obstruction

## 20.2 Responding

- (a) After a boat hails, she shall give the hailed boat time to respond.
- (b) The hailed boat shall respond even if the hail breaks rule 20.1.
- (c) The hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat *room to tack and avoid her*.
- (d) When the hailed boat responds, the hailing boat shall tack as soon as possible.
- (e) From the time a boat hails until she has tacked and avoided the hailed boat, rule 18.2 does not apply between them.



## RRS 20: Room to Tack at an Obstruction

### 20.3 Passing On a Hail to an Additional Boat

*When a boat has been hailed for room to tack and she intends to respond by tacking, she may hail another boat on the same tack for room to tack and avoid her. She may hail even if her hail does not meet the conditions of rule 20.1. Rule 20.2 applies between her and the boat she hails.*



## New Rule 21, Exoneration:

*When a boat is sailing within the room or mark-room to which she is entitled under a rule of Section C, she shall be exonerated if, in an incident with a boat required to give her that room or mark-room,*

- (a) she breaks a rule of Section A, rule 15 or rule 16, or
- (b) she is compelled to break rule 31.

- Replace existing rules 18.5 and 20.2 with a common exoneration rule to apply to all rules of Part 2 Section C



RRS 22.3, Moving Astern: A boat moving astern through the water by backing a sail shall *keep clear* of one that is not.

- Addition of 'through the water' clarifies rules; had previously been source of varying interpretations (through water vice over the ground)



- RRS 25.3: A race committee may display a visual signal by using either a flag or other object of a similar appearance
- Old 25 broken up into two parts and this rule added.
- Addresses claims by some that race signals could *only* be flags where so defined



## RRS 28, Sailing the Course

**28.1** A boat shall *start*, sail the course described in the sailing instructions and *finish*. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.

- Re-written to clarify and re-order, and ...



## RRS 28, Sailing the Course

**28.2** A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,

- (a) pass each *mark* on the required side and in the correct order,
- (b) touch each rounding *mark*, and
- (c) pass between the *marks* of a gate from the direction of the previous *mark*.

She may correct any errors to comply with this rule, provided she has not *finished*.

- Makes starting limit marks meaningful, regardless of location
- Limits opportunity for a competitor to correct errors under this rule to prior to finishing (as was the case until 2008)





## RRS 29.1, Individual Recall

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line or one of its extensions and have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 30.3 applies this rule does not.

- Housekeeping / word-smithing ....



## RRS 33, Changing the Next Leg of the Course

(a)(2) a green triangle for a change to starboard or a red rectangle for a change to port.

- To make the rule consistent with Race Signals and to make rule 33(a)(2) consistent with rule 33(b). The use of the words 'flag or board' implies that other methods of displaying the signal, for example on a drum, cannot be used.



- Part 4 Preamble: *Part 4 rules apply only to boats **racing**. However, rule 55 applies at all times when boats are on the water.*
- *RRS 55 is 'Trash Disposal'.*
- *"A competitor shall not intentionally put trash in the water."*



## RRS 41, Outside Help

A boat shall not receive help from any outside source, except

- (a) help for a crew member who is ill, injured or in danger;
- (b) after a collision, help from the crew of the other vessel to get clear

C & D remain unchanged

However, a boat that gains a significant advantage in the race from help received under rule 41(a) may be protested and penalized; any penalty may be less than disqualification.

- (a) allows broader application of the rule adding 'danger'
- (b) vessel means any boat or ship – tangle with RC rode and RC helps - OK
- 'however' recognizes that some circumstances may lead to inequitable consequences of help



## RRS 42.3, Exceptions

(c) Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull in any sail in order to initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind.

- 'Front' rather than leeward face of wave more consistent with common understanding and practice; removes a 'trap' from exploiting motorboat wakes
- 'pulled in' eliminates ambiguity in 2009-2012 wording



## RRS 42.3, Exceptions

(e) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat

- New rule addressing a common problem with boats with full-length battens: until now, many judges have simply looked the other way



## RRS 42.3, Exceptions

To get clear after grounding or colliding with a vessel or object, a boat may use force applied by her crew or the crew of the other vessel and any equipment other than a propulsion engine. However, the use of an engine may be permitted by rule 42.3(i).

- ‘Vessel’ in its broadest sense; not just another competitor (could be the signal or pin boat)
- Clarifies when a propulsion engine may be used



## RRS 44.1, Taking a Penalty

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. She may take a One-Turn Penalty when she may have broken rule 31.

Alternatively, sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty. However,

(a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;

(b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

- To clarify intent of rule ....





## RRS 48.2, Traffic Separation Schemes

A boat shall comply with rule 10, Traffic Separation Schemes, of the *IRPCAS*.

- Reference to Traffic Separation Schemes no longer required in SIs, although compliance with IRPCAS Rule 10 is a legal requirement for *every* vessel. Commonly referred to as shipping lanes.
- IRPCAS Rule 10 specifically refers to boat under 20 m in length.



## Rule 46 Person in Charge

A boat shall have on board a person in charge designated by the member or organization that entered the boat. See Rule 75.

- The rule is the same but the prescription below is new:

*SAIL CANADA prescribes that the designated person in charge, if resident in Canada, shall be a member of a club affiliated with the SAIL CANADA.*

- This may mean it will be necessary to access the SAIL CANADA roster of clubs to ensure the club does belong to SAIL CANADA . It may mean as well the membership cards be produced to complete and entry.



- RRS 49.2, Lifelines

When lifelines are required by the class rules or the sailing instructions they shall be taut, and competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task. On boats equipped with upper and lower lifelines, a competitor sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline. If the class rules do not specify the material or minimum diameter of lifelines, they shall comply with the corresponding specifications in the *ISAF Offshore Special Regulations*.

- Changes allow modern materials (reference to wire deleted) and introduce offshore regs definition of tautness.



## RRS 50.4, Headsails

For the purposes of rules 50 and 54 and Appendix G, the difference between a headsail and a spinnaker is that the width of a headsail, measured between the midpoints of its luff and leech, is less than 75% of the length of its foot. A sail tacked down behind the foremost mast is not a headsail.

- Changes align the rule with modern sail making practices where headsails often have battens and roach, among other things



## RRS 52, Manual Power

A boat's standing rigging, running rigging, spars and movable hull appendages shall be adjusted and operated only by the power provided by the crew

- Amendment to clarify intent of rule
- Note that class rules, such as PHRF, may change this rule (thus, hydraulic actuation of swing keels)



- **RRS 60.1, Right to Protest**

A boat may

(a) protest another boat, but not for an alleged breach of a rule of Part 2 or rule 31 unless she was involved in or saw the incident; or ....

- Addition to clarify that restriction on hearsay protests applies to RRS 31 as well as rules of Part 2



## RRS 61.1, Informing the Protestee

61.1 (a)(3) if the incident was an error by the other boat in sailing the course, she need not hail or display a red flag but she shall inform the other boat before that boat *finishes* or at the first reasonable opportunity after she *finishes*;

- Various tense changes to fix the grammar
- Change recognizes that error need not be corrected until just before finishing but also reinforces the requirement to inform



## RRS 61.1(b), Informing the Protestee

If the race committee or protest committee intends to protest a boat concerning an incident the committee observed in the racing area, it shall inform her after the race within the time limit of rule 61.3. In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible

- Addition addresses situations not covered above





## RRS 62.1, Redress

A request for redress or a protest committee's decision to consider redress shall be based on a claim or possibility that a boat's score in a race or series has been or may be, through no fault of her own, made significantly worse by ....

- Change allows redress to be considered for actions that may affect future races, thus allowing unfairness to be addressed prior to a race, or racing. An example might be abandoning a race and thereby eliminating a drop.



## RRS 62.1, Redress

a) an improper action or omission of the race committee, protest committee, organizing authority, equipment inspection committee or measurement committee for the event, but not by a protest committee decision when the boat was a *party* to the hearing;

- Clarifies that redress is available for improper actions of various agents of the OAs, not just the OA itself



## RRS 62.1, Redress

d) an action of a boat, or a member of her crew, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.2(c).

- Recognizes that a warning under RRS 69 implies an action warranting redress and that warnings or penalties may have been given to a member of a boat's crew rather than the boat itself.



## RRS 62.2, Redress

A request shall be in writing and identify the reason for making it. If the request is based on an incident in the racing area, it shall be delivered to the race office within the protest time limit or two hours after the incident, whichever is later. Other requests shall be delivered as soon as reasonably possible after learning of the reasons for making the request. The protest committee shall extend the time if there is good reason to do so. No red flag is required

- Seems a good idea to know why!



## RRS 63.6, Taking Evidence and Finding Facts

The protest committee shall take the evidence of the *parties* present at the hearing and of their witnesses and other evidence it considers necessary. A member of the protest committee who saw the incident shall, while the *parties* are present, state that fact and may give evidence. A *party* present at the hearing may question any person who gives evidence. The committee shall then find the facts and base its decision on them.

- Reinforces that absence is not in itself a basis for reopening to offer evidence that would have been presented at the first hearing
- Removes contradiction between current 63.6 and 63.3(b) and ensures that a judge that saw an incident discloses that fact, whether or not evidence given, to assist in transparency and reduce chance of a decision involving knowledge not derived from testimony



## RRS 64.1, Penalties and Exoneration

When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated, it shall disqualify her unless some other penalty applies. A penalty shall be imposed whether or not the applicable *rule* was mentioned in the *protest*. If a boat has broken a *rule* when not *racing*, her penalty shall apply to the race sailed nearest in time to that of the incident. However,

- (a) when as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat shall be exonerated.
- (b) if a boat has taken an applicable penalty, she shall not be further penalized under this rule unless the penalty for a *rule* she broke is a disqualification that is not excludable from her series score.
- (c) if the race is restarted or resailed, rule 36 applies.

- Rewritten to clarify/simplify



## RRS 64.3, Decisions on Protests concerning Class Rules

- Measurement' replaced by more general 'class rules'
- Old RRS 67 on RRS 42 Penalties deleted (Etchells was one of the few classes using it)



## Rule 67 Damages

- The rule has not changed but the prescription to it has. I now reads:

*SAIL CANADA prescribes that a boat that has been found by a protest committee to have broken a rule and caused damage shall be considered at fault for the purposes of rule 67.*

- The old prescription required that a boat be penalized. As circumstance would have it, there were recently boats in which the collision happened between races and the give way boat could not be penalized. Now, in a request for redress under 62.1(b), a boat that was found to have broken a rule even though she might not be penalized.





## RRS 69, Allegations of Gross Misconduct

- Extensively re-written,
  - First to obligate competitors not to commit gross misconduct
  - Then to set a standard against which gross misconduct is to be measured, and then,
  - To require action of the MNA when a penalty is reported under RRS 69 or a report of alleged gross misconduct is received.



## RRS 70.1, Appeals

(b) A boat may appeal when she is denied a hearing required by rule 63.1.

- Memory prompt – 63.1 requires a hearing for any penalty (except those allowed by the race committee: OCS, BFD etc.) Hearings are also required for consideration of redress.



## RRS 70.3, Appeals

An appeal under rule 70.1 or a request by a protest committee under rule 70.2 shall be sent to the national authority with which the organizing authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while *racing*, the sailing instructions shall identify the national authority to which appeals or requests are required to be sent.

- Self-explanatory change



## RRS 70.6, Appeals

- Procedures are now in Appendix R, to allow kite-sailing rules to be grouped with other similar appendices (Match, team, board, and RC model rules)
- There were some changes in the prescriptions of SAIL CANADA to the new appendix R. These will be shown in detail .



## RRS 71.2, National Authority Decisions

The national authority may uphold, change or reverse the protest committee's decision; declare 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 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.

- If the PC had troubles the first time it stands to reason that there might be a need to replace them ...



## RRS 76, Exclusion of Boats or Competitors

The organizing authority or the race committee may reject or cancel the entry of a boat or exclude a competitor, subject to rule 76.3, provided it does so before the start of the first race and states the reason for doing so. On request the boat shall promptly be given the reason in writing. The boat may request redress if she considers that the rejection or exclusion is improper

- Offers opportunity to counter capricious rejection, especially in conjunction with RRS 70.1(b)



## RRS 78.2, Compliance with Class Rules; Certificates

When a *rule* requires a valid certificate to be produced or its existence verified before a boat *races*, and this cannot be done, the boat may *race* provided that the race committee receives a statement signed by the person in charge that the boat has a valid certificate. If the certificate is not produced or verified before the end of the event, the boat shall be disqualified from all races of the event.

- Change recognizes that many ‘certificates’ are now on-line records and adds *validity* as a requirement



## RRS 81, Rescheduled Event

When an event is rescheduled to dates different from the dates stated in the notice of race, all boats entered shall be notified. The race committee may accept new entries that meet all the entry requirements except the original deadline for entries.

- Other rules adequately deal with rescheduled races so this one has been rewritten to address *events*, including an allowance for new entries which might otherwise be after the original close of entry date





## RRS 86.1(b), Changes to the Racing Rules

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).

- Deletes option of changing size of zone, given experience that few OAs have done so in the past four years



## 88 National Prescriptions

- The rule remains unchanged but SAIL CANADA has added a prescription.

*SAIL CANADA prescribes that the sailing instructions of national or lesser events shall not change or delete any SAIL CANADA prescription. For events that have a no appeal protest committee or an international jury, prescriptions to rule 61.2 or 67 shall not be deleted.*

- This was needed to prevent the deletion of some of the prescriptions .



## RRS 89.1, Organizing Authority

“Races shall be organized by an organizing authority, which shall be ....

(c) an affiliated club;

(d) an affiliated organization other than a club and, if so prescribed by the national authority, with the approval of the national authority or in conjunction with an affiliated club;

(e) an unaffiliated class association, either with the approval of the national authority or in conjunction with an affiliated club;

(f) two or more of the above organizations;

....

In rule 89.1, an organization is affiliated if it is affiliated to the national authority of the venue; otherwise the organization is unaffiliated. However, if boats will pass through the waters of more than one national authority while *racing*, an organization is affiliated if it is affiliated to the national authority of one of the ports of call.”

... cont'd



## RRS 89.1, cont'd

- “To clarify the meaning of ‘affiliated’ as used in rule 89.1 and elsewhere in the rulebook.
- To clarify the conditions for a class association to be an organizing authority.
- It is frequently the case that two or more clubs or other organizations serve jointly as the organizing authority for a race. It is also that case, as in oceanic races with ports of call in more than one country, that the organizing clubs or organizations are affiliated to different national authorities. Proposed new rule 89.1(f) would allow such arrangements”



## RRS 90.3(c), Scoring

When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.

- There was previously no procedure in the racing rules for a race committee to follow when it makes a “scoring error”, although it was customary (but not *required*).



## RRS 91(b), Protest Committee

A protest committee shall be ...

(b) an international jury appointed by the organizing authority or as prescribed in the ISAF regulations. It shall be composed as required by rule N1 and have the authority and responsibilities stated in rule N2. A national authority may prescribe that its approval is required for the appointment of international juries for races within its jurisdiction, except ISAF events or when International juries are appointed by the ISAF under rule 89.2(b).

- To include international jury composition and responsibility requirements within RRS 91



## Appendix A, Scoring

- Various changes, particularly related to return of retirement (RET) and addition of discretionary penalties (DPI)



# Appendix B, Windsurfing Competition Rules

- Total re-write ....





## Appendix C, Match Racing Rules

- Changes to RRS ....



# Appendix D, Team Racing Rules

- Major rewrite



# Appendix E, Radio Sailing Racing Rules

- Major Re-write



## Appendix F, Kiteboard Racing Rules

- New Appendix
- Appeals now Appendix R



## Appendix D, Identification on Sails

- Administrative updates



## Appendix J, NOR and SIs

*SAIL CANADA prescribes to J1.2*

- *(16) when applicable that arbitration will be offered,*

*SAIL CANADA prescribes to J2.2:*

- *(41) when applicable arbitration will be offered. See Addendum C to Appendix L for recommended sailing instructions.*

## Appendix K, NOR Guide

## Appendix L, SI Guide

- Changes to reflect changes in RRS
- SAIL CANADA arbitration SI suggestions follows:



## **ADDENDUM C ARBITRATION**

*The following sailing instructions are recommended when arbitration will be offered. These can be changed to suit the circumstances.*

*An arbitrator should be familiar with the ISAF International Judges Manual's section on Arbitration, which at the time of publication, could be found at Sail Canada's web site: [www.sailing.ca](http://www.sailing.ca).*

*Add to sailing instruction 14 – Penalty System:*

**14.5** Rule 44.1 is changed to permit a boat that has broken a rule of Part 2 or rule 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty as calculated in rule 44.3(c) equal to 40% of the number of entries in her class or 50% of the difference between her finishing position and the number of entries in her class, whichever is less. However, if she caused injury or serious damage or gained a significant advantage in the race or series by her breach, her penalty shall be to retire.

*Insert as a separate sailing instruction after sailing instruction 16 – Protests and Requests for Redress:*



## **17 ARBITRATION**

**17.1** For a protest between two boats alleging a breach of a rule of Part 2 or rule 31, an arbitration meeting may be held prior to any protest hearing.

**17.2** One representative from each boat will meet with the arbitrator. No witnesses will be permitted.

**17.3** The arbitrator will advise on whether:

- a) One or both boats should take a penalty;
- b) The protest should be withdrawn; or
- c) The protest should go to the protest committee for a hearing.

**17.4** When a boat accepts a penalty or the arbitrator advises that the protest should be withdrawn, the arbitrator will allow the protest to be withdrawn. This changes rule 63.1.

**17.5** When a protest is withdrawn, it will not be reopened or made the subject of a request for redress.

**17.6** The penalty is to be calculated according to sailing instruction 14.5.





## Appendix M, Recommendations for PCs

**M2.2** Determine if any members of the protest committee saw the incident. If so, require each of them to state that fact in the presence of the *parties* (rule 63.6).

**M3.2** Allow members of the protest committee who saw the incident to give evidence (rule 63.6), but only while the *parties* are present. Members who give evidence may be questioned, should take care to relate all they know about the incident that could affect the decision, and may remain on the protest committee (rule 63.3(a)).



## Appendix M, cont'd

### M4.2 Evidence is 'new'

- if it was not reasonably possible for the *party* asking for the reopening to have discovered the evidence before the original hearing,
- if the protest committee is satisfied that before the original hearing the evidence was diligently but unsuccessfully sought by the *party* asking for the reopening, or
- if the protest committee learns from any source that the evidence was not available to the *parties* at the time of the original hearing.



## Appendix P5(a), Flags O and R

If the class rules permit pumping, rocking and ooching when the wind speed exceeds a specified limit, the race committee may signal that those actions are permitted, as specified in the class rules, by displaying flag O no later than the warning signal.

- To align usage with other flags and allow circumstantially appropriate removal (e.g.: late arrival of competitors vice subsequent start of another class with different 'O' wind speeds)



## Appendix R Procedures for Appeals

- There are a couple of changes in the appeal procedures that will make a difference when an uncooperative protest committee is encountered.
- Rule 65 requires that a party to the protest may request a copy of the decision in writing within 7 days of the hearing and the protest committee must respond. However – sometimes the PC does not.
- R2.1(c) , in the absence of a response from the PC, allows the appellant to send an appeal with the information she does have. The wording is “within a reasonable time after the hearing”. R2.1(a) has a 15 day time limit to respond if the PC supplies the information. Although it could vary, one would suspect that a similar time limit would be considered “within a reasonable time...”
- The other major change in appeals is when the national authority decides there should be a new hearing, it may appoint the protest committee. This would take it out of the hands of the OA.
- SAIL CANADA prescriptions to this appendix are basically unchanged.



So, there are many changes, some of which are housekeeping, others of which are significant. The game is not supposed to change for the competitors, but it has changed in many ways for those who support the competitors.

Discussion?

