

Racing Rules of Sailing

Rule 32 and Race Signals, S

A submission from US Sailing

Purpose or Objective

To change the rules for shortening the course to make them fairer to all boats in the race.

Proposal

Change rule 32 and Race Signals, S, as follows:

32 SHORTENING OR ABANDONING AFTER THE START

32.1 After the starting signal, the race committee may shorten the course (~~display flag S with two sounds~~) or *abandon* the race (~~display flag N, N over H, or N over A, with three sounds~~),

- (a) because of foul weather,
- (b) because of insufficient wind making it unlikely that any boat will *finish* within the race time limit,
- (c) because a *mark* is missing or out of position, or
- (d) for any other reason directly affecting the safety or fairness of the competition.

In addition, the race committee may shorten the course so that other scheduled races can be sailed or *abandon* the race because of an error in the starting procedure. However, after one boat has *started*, *sailed the course* and *finished* within the race time limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boats in the race or series.

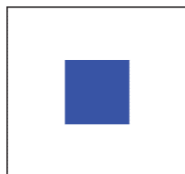
32.2 To shorten the course, the race committee shall display flag S with two sounds before the first boat crosses the finishing line. The two sounds shall be repeated as boats near the finishing line. If the course is shortened ~~race committee signals a shortened course (displays flag S with two sounds)~~, the finishing line shall be,

- (a) at a rounding *mark*, between the *mark* and a staff displaying flag S;
- (b) a line the course requires boats to cross; or
- (c) at a gate, between the gate *marks*.

~~The shortened course shall be signalled before the first boat crosses the finishing line.~~

32.3 **To abandon the race, the race committee shall display flag N, N over H, or N over A, with three sound signals.**

Shortened Course



S Shortened course.
Two sounds repeated as
required by rule 32.2.

~~S The course has~~
~~been shortened. Rule~~
~~32.2 is in effect.~~

Current Position

As above.

Reasons

1. When a race is shortened, it is frequently the case that the wind is very light and growing lighter. That means that, as boats approach the finishing line, flag S may be hanging down limply in a way that makes it difficult to 'read'. Also, the fleet may be quite spread out and those in the back of the fleet may not have heard the two sounds made when flag S was displayed. A boat's crew often change their tactics when they learn that the mark they are approaching is to be one end of the finishing line and not, as it would have been had the course not been shortened, a rounding mark or a gate mark.
2. The proposed addition to rule 32.2 requires repetition of the two sounds as boats near the finishing line. This is fairer to all boats in the fleet than the current arrangement (two sounds made just once when flag S is displayed). The current arrangement gives a tactical advantage to boats close enough to the race committee signal boat to hear the two sounds made at the time flag S was displayed.
3. Other minor changes in rule 32 in the proposal are made for clarity.

Racing Rules of Sailing

Rule 44.3

A submission from US Sailing

Purpose or Objective

To clarify when rule 44.3 applies.

Proposal

Add an introductory sentence to rule 44.3 as shown:

44.3 Scoring Penalty

This rule applies only if the notice of race or sailing instructions specify the use of the Scoring Penalty.

- (a) *[No change]*
- (b) *[No change]*
- (c) *[No change]*

Current Position

As above.

Reason

Current rule 44.3, read by itself, permits the Scoring Penalty to be taken, even when the notice of race and the sailing instructions are silent about it. The proposal solves that problem.

Racing Rules of Sailing

New Case

A submission from US Sailing

Purpose or Objective

To provide a clear example of how rule 43.1(b), Exoneration, applies in a common situation on the windward leg.

Proposal

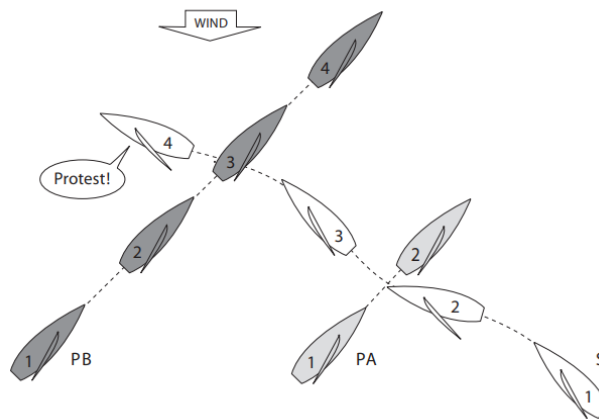
CASE XXX

Rule 10, On Opposite Tacks

Rule 16, Changing Course

Rule 43.1(b), Exoneration

When a right-of-way boat changes course, her obligation to give a keep-clear boat room to keep clear under rule 16.1 begins and she must then do what is necessary to give the keep-clear boat room to keep clear. If, while the right-of-way boat is maneuvering to give room, the keep-clear boat is briefly breaking a rule of Section A, she is exonerated by rule 43.1(b).



Facts and Protest Committee Decision

S, PA and PB (three J/105s) were racing upwind, with S on starboard tack and PA and PB on port tack (position 1). At position 2, S bore away to avoid contact with PA. PA took a penalty.

When S headed back up after avoiding PA, she was on a collision course with PB (position 3). Due to the proximity of the boats, PB was unable to keep clear of S either by tacking or by maintaining her course. S promptly bore away to avoid contact and hailed "Protest!"

The protest committee disqualified PB for breaking rule 10. PB appealed.

Decision

At position 2, S could continue to sail the course she was sailing with no need to take action to avoid PB; therefore PB was keeping clear (see the definition Keep Clear). At position 3, when the boats

became on a collision course, PB was unable to keep clear of S either by tacking or maintaining her course. S needed to change course to avoid contact with PB (positions 3–4).

When S luffed back up to a close-hauled course after passing astern of PA, her change of course required her to give PB room to keep clear under rule 16.1. By promptly bearing away and avoiding PB, S complied with her obligation to give PB room.

Because S needed to change course to avoid PB, PB broke rule 10. However, she is exonerated for that breach by rule 43.1(b) because she was sailing within the room to which she was entitled under rule 16.1. PB's appeal is upheld and she is to be reinstated. See also Case 146.

USA 2019/120

Current Position

None. The case is new.

Reason

1. In this common situation on the windward leg, it is common for sailors and race officials to not consider rule 43.1(b), Exoneration. The result is often one boat or the other is penalized when in fact neither boat should be.
2. This Case illustrates the correct rules interpretations and applications.

Racing Rules Committee

Rule 34

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify the wording in rule 34 to assist translation.

Proposal

34 MARK MISSING

If a *mark* is missing or out of position while boats are *racing*, the race committee shall, if possible,

- (a) ~~replace it in~~ **move it to** its correct position or ~~substitute~~ **replace it with** a new one of similar appearance, or
- (b) ~~substitute~~ **replace it with** an **object** displaying flag M and make repetitive sound signals.

Current Position

As above.

Reasons

The proposed wording is simpler and clearer, which should assist in translations into other languages.

Racing Rules Committee

Rules 86.1(a) and 86.1(b)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To remove a conflict between rule 4.5 and rule 86.1(a).

Proposal

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) Prescriptions of a national authority may change a racing rule, but not the Definitions; the Basic Principles; a rule in the Introduction; Part ~~4~~, 2 or 7; rule **1, 2, 3, 5, 6**, 42, 43, 47, 50, 63.4, 69, 70, 71, 75, 76.3 or 79; a rule of an appendix that changes one of these rules; Appendix H or N; or a rule in a World Sailing Code listed in rule 6.1.
- (b) The notice of race or sailing instructions may change a racing rule, but not rule **4**, 76.1 or 76.2, Appendix R, or a rule listed in rule 86.1(a).

Current Position

As above.

Reasons

1. Rule 4.5 states that rule 4 may be changed by a prescriptions of the national authority. Rule 4 is in Part 1 of the RRS. Rule 86.1(a) states that a rule in Part 1 may not be changed by a prescription of the national authority. Therefore, rules 4.5 and 86.1(a) conflict. The proposal removes this conflict.
 2. Rule 4 is a rule that should not be changed by either the notice of race or the sailing instructions.
 3. Under the proposal, it will be permissible for a prescriptions of a national authority to change rule 4, but it will not be permissible for either the notice of race or the sailing instructions to change it.
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Racing Rules Committee

Rule 90.3, Last Paragraph

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To correct an error in a rule reference in the last paragraph of rule 90.3

Proposal

Change the last paragraph of rule 90.3 as follows:

However, in exception, changes to scores shall be made resulting from a decision under rules 6, 69 or 71 ~~70~~. The notice of race may change ‘24 hours’ to a different time.

Current Position

As above.

Reasons

Rule 70 discusses the procedures for appeals to a national authority, but rule 70 does not mention decisions of the national authority. The title of rule 71 is ‘National Authority Decisions’ and rule 71 deals with a decision made by a national authority made in response to an appeal. For this reason, the appropriate reference in rule 90.3's last paragraph is to rule 71 and not to rule 70.

Racing Rules of Sailing

New Rule D1.1(a) – Urgent Change

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To restore the scoring position in team racing which has been inadvertently changed by the new RRS.

Proposal 1

Insert new rule D1.1(a) as follows (and re-number accordingly):

(a) In the definition *Finish*, delete the words “after starting”.

Current Position 1

As above.

Proposal 2

If approved, Proposal 1 shall take effect as an urgent rule change on 1 January 2022.

Current Position 2

Any rule change will normally take effect on 1 January 2025.

Reasons

In the previous RRS, if a boat was OCS and finished the race, she received an additional 10 points on her score e.g. a boat finishing in first place scored 11 points (1 + 10).

In 2021, the definition *Finish* has been changed so that a boat which is OCS (and does not return) has not started and now never finishes. Under rule D3.1(a), a boat that does not finish is scored "points equal to the number of boats entitled to race." Thus, a boat that is scored OCS has the 10 points added to the number of boats entitled to race, rather than to the position in which she crossed the finishing line.

For example, if a boat is over early at the start in a 6 boat race and does not return, and she finishes in first place, she now receives 16 points (6 boats + 10 points), whereas before she would have received 1 + 10 = 11 points.

This is a significant change to the game in team racing and was not expected. It is inappropriate to expect organizing authorities to continually use sailing instructions to reverse this issue until 2025. If Proposal 1 is approved, it is proposed that the Racing Rules Committee should approve this as an urgent rule change from 1 January 2022 by a 75% majority (and the Board will be requested to consent as well as per the Regulations).

Racing Rules of Sailing

Rule 69.2(k)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To make clear that the decision not to hold a hearing is for the protest committee, not the organizing authority or race committee.

Proposal

Amend rule 69.2(k) as follows:

- (k) If the protest committee decides not to conduct the hearing without the person present, or if the protest committee has left the event and a report alleging a breach of rule 69.1(a) is received, the race committee or organizing authority may appoint the same or a new protest committee to proceed under this rule. If **the protest committee decides** it is impractical ~~for the protest committee~~ to conduct a hearing, it shall collect all available information and, if the allegation seems justified, make a report to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing.

Current Position

As above.

Reasons

The current wording is unclear as to who can decide if a hearing is impractical (i.e. could it be the race committee or organizing authority when they receive a report?). The process should be that a protest committee is appointed to review the report and make the decision about how to proceed.
