

RACING RULES OF SAILING 2009-2012: GUIDANCE FROM THE RYA RACE MANAGEMENT ISSUES

ORGANIZING AUTHORITIES

ADVERTISING CODE

At the time of writing, a revised Advertising Code is awaited from ISAF. When it is published, this document will be updated on the RYA website.

THE NOTICE OF RACE: See rule J1 and Appendix K

- It must state, when applicable, that boats will be required to display advertising chosen and supplied by the organizing authority.
- It must state, when applicable, the full details of Sailor Classification requirements under rule 79 and Regulation 22 that will apply
- It must state, when applicable, national prescriptions that may require advance preparation when entries from other countries are expected. The RYA prescription to rule 40 stated below is likely to be the only one that is relevant. As discussed below, this prescription cannot be changed by the notice of race or by the sailing instructions. However, the prescription does not apply when an international jury has been appointed for the event. If the organizing authority feels it appropriate for a similar requirement to apply to its event to which an International Jury will be appointed (whether or not competitors from other countries are expected) it must say so in the notice of race and the sailing instructions. The prescription to rule 40 is:

When a *rule* requires a personal flotation device to be worn, the device shall comply with the specifications for the personal flotation devices that the boat is required to carry. If more than one specification applies, the personal flotation device worn shall comply with the highest of them.

- It must state the prescriptions of the National Authority that will not apply. Rule 88.2 allows a national authority to restrict changes to its prescriptions, and this is what the RYA has done, with ISAF approval, with the exception that when an International Jury has been appointed for the event, only the prescriptions to rule 5, 68, 86.3 and 88.2 shall apply. If that is not applicable, then:
 - All the prescriptions of the RYA will apply, and
 - It is not necessary for the notice of race or sailing instructions to say so, since a statement to the effect that the regatta / event will be governed by the rules as defined in the Racing Rules of Sailing automatically applies all the items listed as rules in the definition Rule. (This is the case even if, in unnecessarily attempting in the notice of race and the sailing instructions to set out what those rules are, reference to one or more of those items is omitted)
- It should use the term 'Equipment Inspection' for notice of pre-event checks that will be made, reserving the term 'Measurement' for situations where the outcome of inspection will affect the certificate or rating of the boat.
- It must not seek to change class rules (or to give notice of a change to class rules in the sailing instructions), except when this will comply with rule 87, which says:

The sailing instructions may change a class rule only when the class rules permit the change, or when written permission of the class association for the change is displayed on the official notice board.

(A 'change' to a rule includes 'an addition to it or deletion of all or part of it' (Introduction to the RRS; Terminology))

It may be necessary to contact classes at an early stage when it is known that a change to a class rule will be sought.

- Rule J 1.2(1) continues to require advance notice and outline details in the notice of race of any intended changes to the racing rules. When some of these changes are known at the time of the publication of the notice of race, but others may be added, follow K1.4. When the likely changes are largely or completely uncertain at the time of the notice of race's publication, say simply in the notice of race that:

Changing rule J1.2(1), any changes to the racing rules will be stated in the sailing instructions.

- If it is intended to change the *zone* from three hull lengths to either two or four lengths, and any of the marks to be used are shared with other clubs, contact those clubs to formulate a common policy to comply with rule 86.1(b).
- If it is intended that the sailing instructions can be used to change a provision in the notice of race, say so in the notice of race, otherwise any difference between the notice of race and the sailing instructions that comes before a protest committee will be resolved by rule 63.7, which might not have the desired effect.

AND FINALLY...

- As recommended under the RYA Charter, consider adopting the Exoneration Penalty, Advisory Hearings and RYA Arbitration in addition to protest hearings to improve understanding of and compliance with the Racing Rules of Sailing

(visit www.rya.org.uk/WorkingWithUs/raceofficials/Pages/bestpractices.aspx)

RACE COMMITTEES

SAILING INSTRUCTIONS

- See above for rules governing the event, including whether national prescriptions will apply
- If an International Jury is appointed to the event, list the national prescriptions that will not apply (which would be those to rules 40, 50.4, 70.5, 76.1, 78 and to Appendix G: the prescription to Appendix F will not normally be relevant; also, consider whether a sailing instruction based on the prescription to rule 40 would be suitable)
- If no International Jury is appointed, but entries from other countries are expected, either repeat the national prescriptions in full in sailing instructions, or state in the sailing instructions that they will be posted on the official notice board
- If you wish to permit the use of an engine 'or any other method' to propel a boat (say to cross a shipping lane or to refloat when aground), you may now do so (see new rule 42.3(h))
- If a race will pass through the waters of another country,
 - find out from the national authority of that country whether any of its prescriptions will apply to those boats, and state those prescriptions (rule 88.1)
 - state the national authority to which any appeals are to be sent. (It is suggested that where an event has only GBR competitors and the protest committee, although meeting abroad, has only GBR members, the RYA would be the appropriate appellate body. Otherwise, and particularly if the protest committee is established by a club in the destination country, the appellate body would be that club's national authority.)
- State any change to the *zone* beginning three hull lengths from the mark, provided that is done in compliance with rule 86.1(b) (two or four hull lengths, same for all marks of that course, and for all boats that will visit that mark if the marks are shared with other clubs).

- State the changes to class rules that are permitted by class rules or have been agreed in writing by a class (see rule 87 - such permission to be posted on the official notice board)
- Unless it is clear from the course diagram, state any of the marks which are rounding marks (or how the designation as a rounding mark of a mark that might otherwise equally be a passing mark will be signalled)
- Consider whether to include a non-binding indication of a target time for the race (L15.1)
- Note the designation DPI for a discretionary penalty where the sailing instructions permit this. See L 16.6, which suggests infringements for which competitor protests should not be allowed, and where a discretionary penalty would be appropriate.
- If your sailing instructions are not based on Appendix L, consider whether this is sensible. Now is the time to review this policy. Many appeals are based on the unforeseen consequences of badly drafted sailing instructions, and an Appendix L-based format will be more likely to be comprehensible to visiting competitors. Help is always available from the RYA's Race Management Group by emailing racinq@rya.org.uk.
- Use the latest terminology:
 - Personal flotation devices (rather than 'personal buoyancy' or 'lifejackets' (see rules 1.2 and 40))
 - Taking a penalty, one-turn penalty, two-turns penalty (not new)
 - Equipment inspection (rather than measurement, in most cases – see above)
 - Leg lengths are decreased or increased (rather than shortened or lengthened – see rule 33(b))
- Several rule numbers have been changed. Those likely to be referred to in sailing instructions are:
 - Rule 44.1 (as concerns the One Turn Penalty previously rule 31.2)
 - Rule 80, Advertising (was rule 79)
 - Rule 81, Rescheduled Races (was rule 80)
 - Rule 88, Prescriptions (was rule 87)
 - Rule 89, Organizing Authority; Notice of Race; Appointment of Race Officials (was rule 88)
 - Rule 90. Race Committee; Sailing Instructions; Scoring (was rule 89)
 - Rule 91, Protest Committee (was rule 90)
- If you quote rule titles as well as rule numbers, note the rules whose title has been changed: 5, 18, 19, (was part of 18), 21, 30.1, 30.2, 30.3, 40, 44, 63.7, 69.2, 69.3, 71, 88 (was 87)

RACE MANAGEMENT

Rule 30.2, Z Flag Rule: this confirms previous RYA advice that multiple 20% penalties for a boat are to be calculated sequentially, not as 40%, 60% etc for multiple infringements, and the outcome could be slightly different when rounding needs to be applied.

Rule 32.2, Shortening or Abandoning After the Race: this confirms that you cannot shorten a race once one boat has finished on the designated finishing line

Rule 60.2, Right to Protest: You can once again protest a boat based on information from that boat (such as a declaration) even though she will be an interested party.

OLDIES BUT GOLDIES

Not new, but sometimes overlooked

- If any of the following are intended to be used without change, it is not necessary for the sailing instructions to refer at all to them (see preamble to Appendix L)
 - Rule 26, Starting Races
 - Rule 44, Penalties at the Time of an Incident
 - Appendix A, Low Point, one discard
- If your sailing instructions change a rule, make sure your wording complies with the last sentence of rule 86.1(b), otherwise the intended change could be ineffective. Rule 35, Time Limit and Scores, is frequently a case in point.
- When you shorten to a gate, the finishing line is between the gate marks (rule 32.2(c)) unless your sailing instructions say differently. Position the committee boat as near as possible to one of the gate marks to avoid any confusion (including securing one of the marks to the side of the committee boat)
- Unless the sailing instructions say differently, you cannot shorten to the intended full-race finishing line or (if different) to the starting line unless boats are also required in the sailing instruction to cross that line at the end of each lap. That is so even if the course configuration is such that all boats cannot avoid crossing that line. See rule 32.2(b).