



Rules Submissions Teams

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If you do not understand a racing rule or you believe one is wrong then this is how to do something about it. The RYA Race Management Group and Racing Rules Committee welcome input from all RYA race officials and the seminar will explain the processes and give delegates an opportunity to participate and get answers at various levels, e.g. general discussions, questions to the RRC, appeals, submissions (and how to make them and get them through the RYA). David is our new chair of RMG and Richard is one of our two representatives on the ISAF Racing Rules Committee.

RYA Race Officials Conference 2009 Workshop on Racing Rules Submissions

Submissions Process Explained

A submission to ISAF is any proposal to change a rule or regulation of ISAF, including the Racing Rules of Sailing (RRS). Only national authorities such as the RYA, ISAF Committee Chairmen and a very few others may make a submission. Most proposals originating with RYA Race Officials to change any part of the Racing Rules of Sailing will become an RYA proposal and will normally go through the following steps:

- (1) Any person can put forward to the RYA a problem, preferably with an idea about the solution.
- (2) The problem and possible solutions are considered by the Racing Rules Committee (RRC) and, if appropriate, the Race Management Group (RMG).
- (3) If RRC or RMG decide the problem merits a submission and an appropriate solution is agreed, a full submission is prepared.
- (4) The submission is approved by RYA Racing Committee and RYA Council.
- (5) The submission is sent by RYA to ISAF before the 1 August deadline each year.
- (6) Submissions are considered by ISAF Racing Rules Committee at the annual ISAF Conference in November who make recommendations to ISAF Council.
- (7) Submissions accepted by ISAF Council are incorporated into the next edition of the RRS.

The ISAF regulations state the RRS may be changed only every four years. The next change will be on 1 January 2013. In order to allow time for detail editing, translation, consequential changes to appendices and other documents, the schedule for the 2013 edition is

1 July 2012	Publication of RRS in English
November 2011	Acceptance by ISAF Conference
31 July 2011	Receipt of submission by ISAF
January 2011	Last date (approx) for RYA RRC & RMG to start consideration of possible submissions.

Thus any proposal for the 2013 RRS must be initiated within the RYA within the next two years.

Problems and Possible Solutions Considered

The following were raised by delegates:

- (A) Rule 60.3(a)(1) omits the words about significant advantage that are present in 44.1(b). Should both rules have the same words. It was noted that damage and injury can be assessed without deciding whether or not a boat broke a rule but significant advantage requires a hearing of the protest first.
- (B) There was concern that the non-binding RYA Arbitration in the RYA Rules Disputes Procedures will result in competitors using the service for "fishing for answers" and will then take those answers to a full protest hearing. It was suggested to delegates that this sort of action could lead to a rule 69 hearing and, if it was suspected, competitors should be made aware of the possible consequences.

- (C) Should appropriate provision for exoneration for breaking rule 31 (hitting a mark) be included in rule 18.5 or 44? Although exoneration is available in rule 64.1(c), this can only apply after a protest hearing. This is a particular concern of the radio-controlled boat community.

Research subsequent to the Conference shows that the RRS 1997-2000 included a rule 31.3 which stated that a boat hitting a mark shall be exonerated "if the other boat acknowledges breaking a rule of Part 2 by taking a penalty" Whilst the reasons for deleting this rule in 2001 are not immediately available, it seems likely that the reason was a conflict with the general principle, since 2001 specifically expressed in the RYA Prescription to rule 68, that "A boat that takes a penalty or retires does not thereby admit liability for damages or that she has broken a rule."

- (D) In rule 45 should "at her preparatory signal" be changed to "after her preparatory signal"; otherwise she can momentarily drop her mooring before the signal and pick it up again immediately after the signal.
- (E) Should the taking of turns penalties be prohibited in the zone of a mark?
- (F) The preparatory signal is often a penalty signal, effective only in the last minute before the starting signal. Would the signal be enhanced if it was displayed during the time it is effective (ie: during the final minute)? This could be achieved by lowering the class flag at 1 minute and lowering the preparatory signal at the start.

All the above will be considered during 2009 by RYA RRC or RMG as appropriate. Any further suggestions will be welcome and should be emailed to racing@rya.org.uk