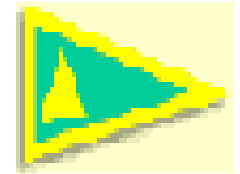




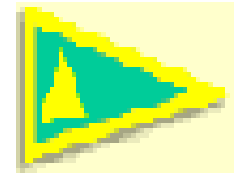
# Rules Can be Easy (& Fun)



*Ralph Singleton*

*Principal Race Officer*

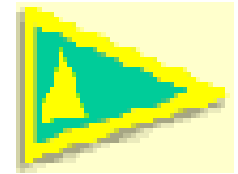
CVLSC



- **The Rule Book**
- **The Logic of the Rules**
- **When boats meet (Rules 10-22)**
- **Other Rules**
- **The Protest Room**
- **Rule Changes 2005-2008**
- **Q & A (Real situations)**



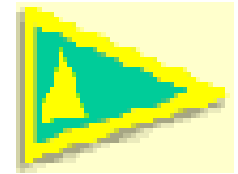
# The Rule Book



- **Definitions – Must read , Proper course , Two length zone etc**
  - **Racing Charter – New**
  - **Basic Principal – Sportsmanship**
- 
1. **Fundamental Rules- Safety,Drugs,Fair Sailing,Accepting Rules**
  2. **When Boats Meet - Port / Starboard etc**
  3. **Conduct of a Race – Starting ,Course,Recalls,Penalties,Time Limit**
  4. **Other Requirements – Safety, Outside Help, Propulsion, Clothing, Taking penalties and Other Structure of Boat rules**
  5. **Protests Etc – Protests , Redress, Misconduct, Appeals , Decisions**
  6. **Entry and Qualification – Organising Authority , Advertising**
  7. **Race Organisation – Notice of Race , Sis, Race Committee**



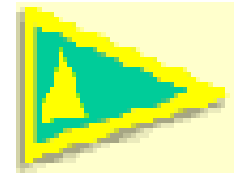
# Appendices



- A. Scoring- Low scoring now default**
- B. Windsurfing**
- C. Match Racing**
- D. Team Racing**
- E. Radio Controlled Boats**
- F. Appeal Procedures**
- G. Identification on Sails**
- H. Weighing Clothing and Equipment**
- J. Notice of Race and Sis**
- K. NOR Guide**
- L. SI Guide – including courses, Gate starts**
- M. Protest Comm Recommendations**
- N. International Juries**
- P. Penalties for Breaking Rule 42**
  - **Additional ISAF Regs**
  - **RYA Prescriptions – Advertising**
  - **RYA Guidance – Rule 60**



# Fundamental Basis of Rules

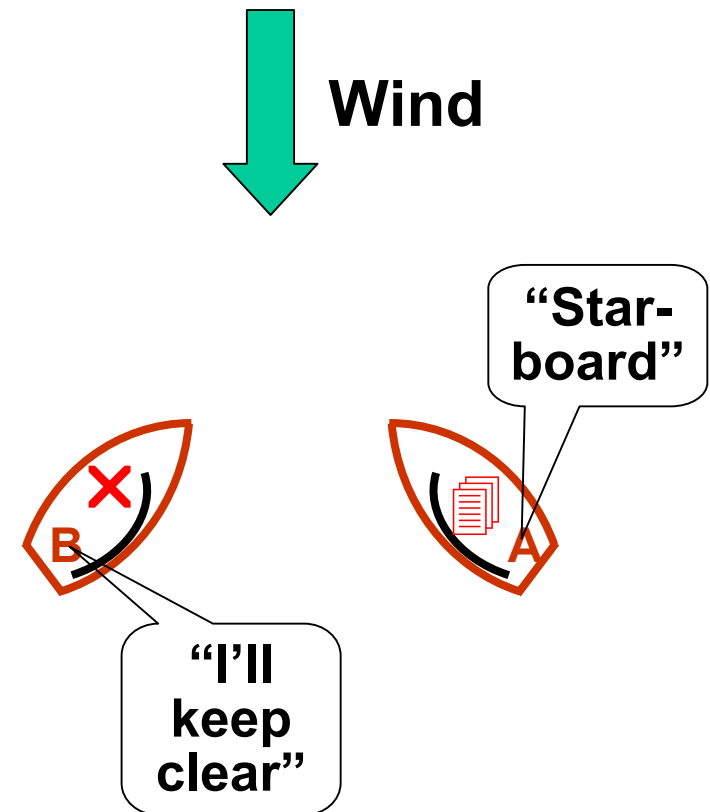


For any pair of boats:

One boat **has** to *keep clear*

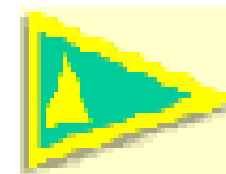
&

the other is **right-of-way** boat





# Logic of the Rules



**Propulsion (rules 28, 44 & 42)  
Sailing the Course, Penalties,**

**Proper Course  
(rule 17)**

**Contact  
(rule 14),  
Safety  
(rule 19)**

**Exceptions  
to R-o-w  
Rule  
(rule 18)**

**Room  
(rule 18)**

**Basic R-o-W Rules:  
port/starb'd etc.,(rules 10 - 13)**

**Fundamental Basis of Rules  
(definitions, rules 15 & 16)**

**Competitor obligations  
(rules 1-5)**

•Everything depends on understanding the fundamental basis

•Rule 17 always applies, independent of other rules

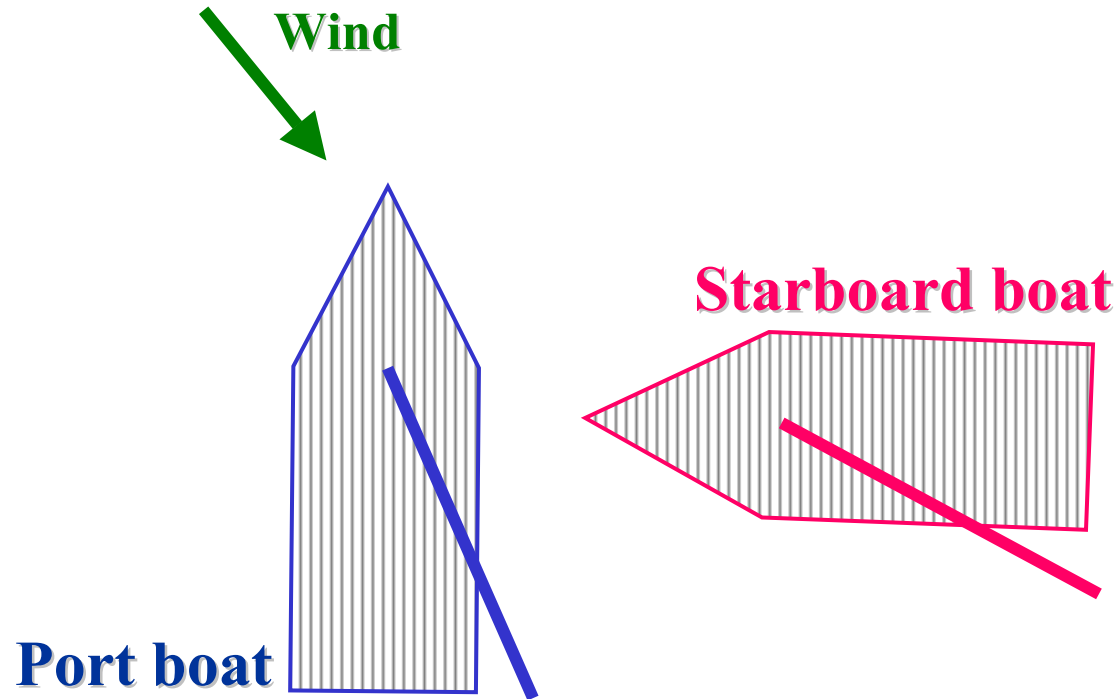
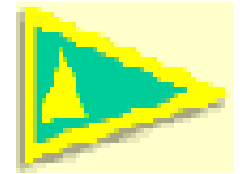
•Rule 18 includes both

–changes to r-o-w

–giving room

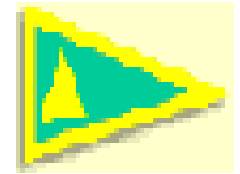


# Tack, Starboard or Port

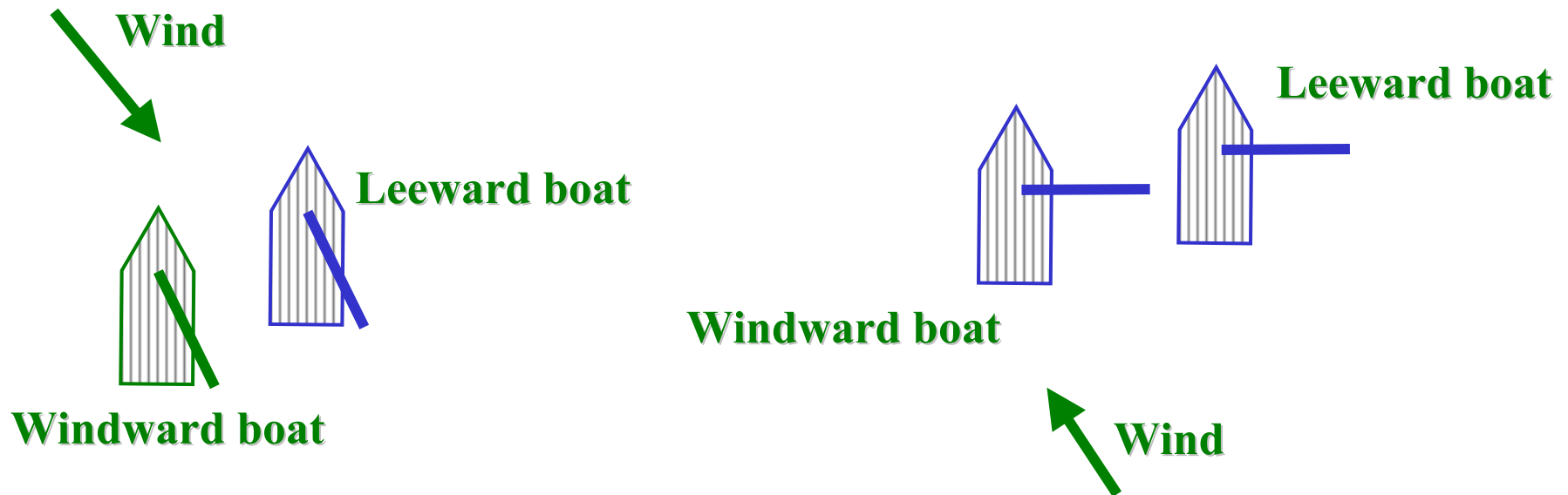




# Leeward and windward



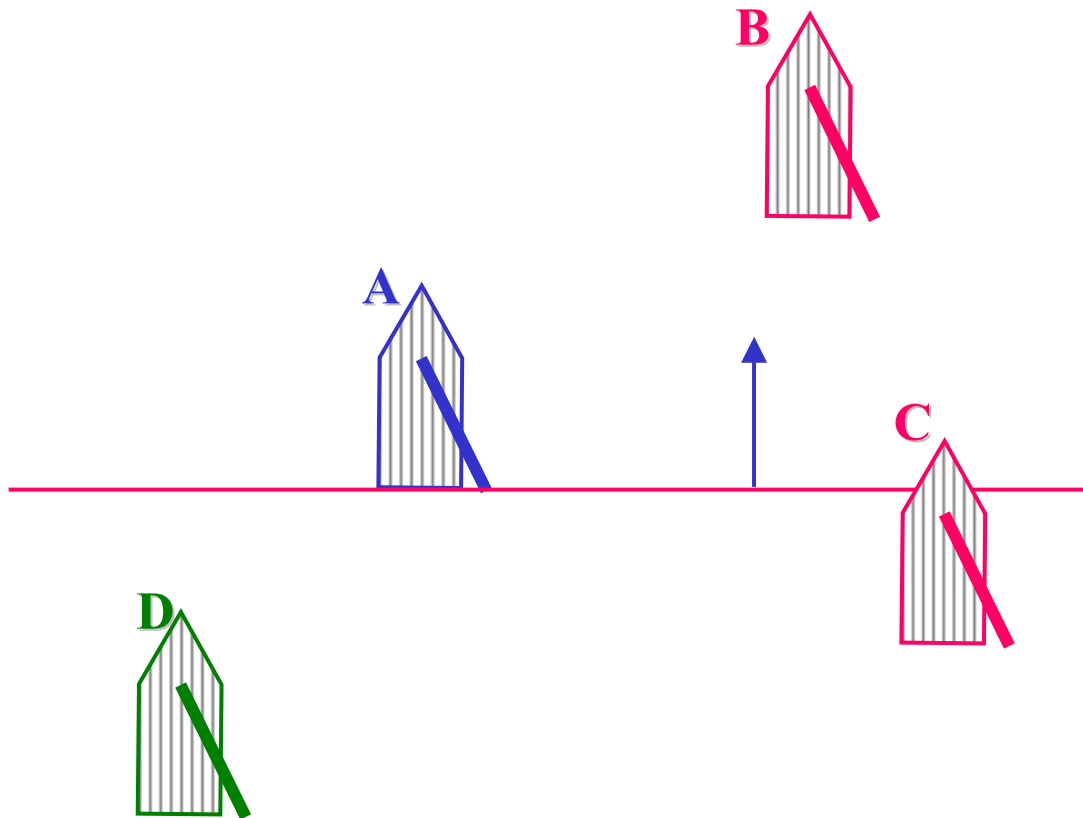
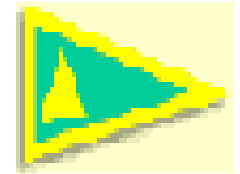
The leeward side is the side that is (was) away from the wind (if she is head to wind).







# Clear Astern



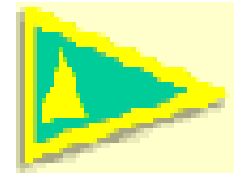
**D is clear astern of A.**

**A is clear ahead of D.**

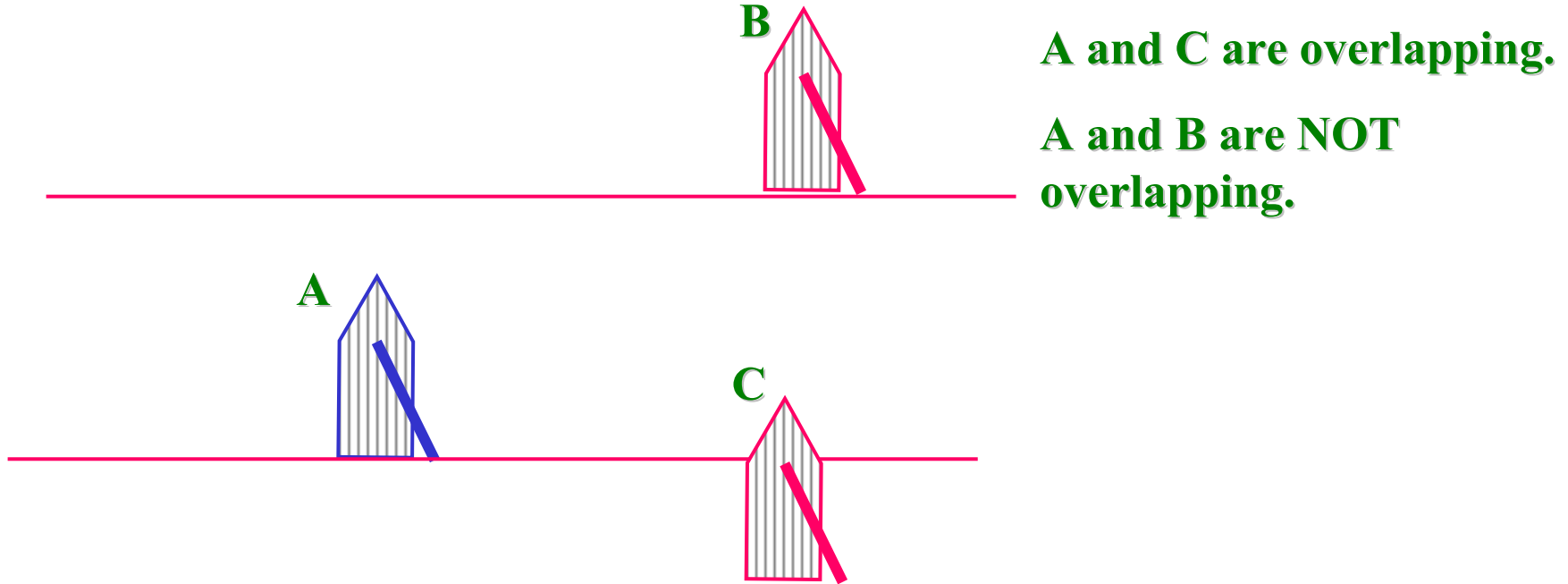
**B and C are NOT clear astern of A.**



# OVERLAP

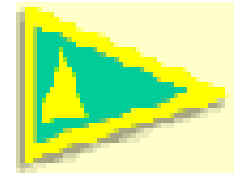


Two boats **OVERLAP** when neither is clear astern.

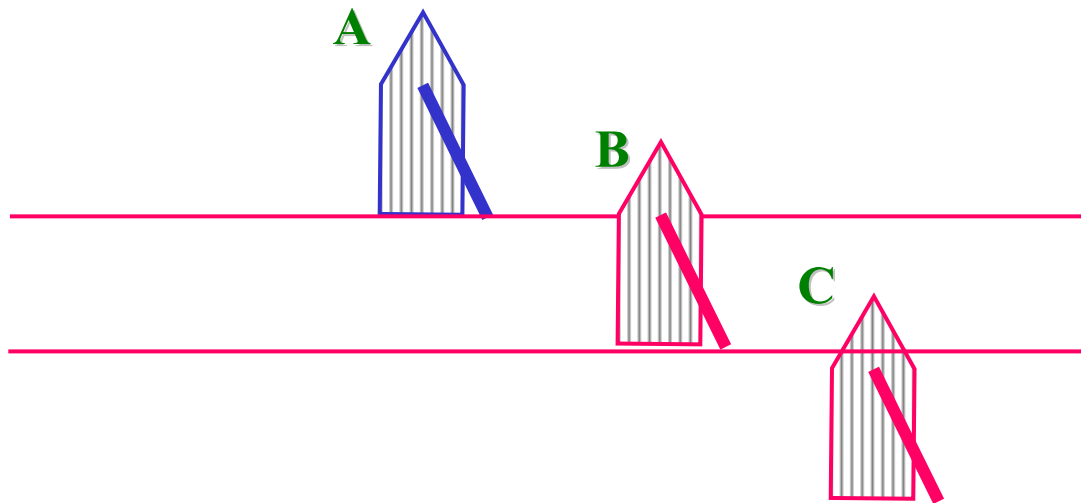




# OVERLAP



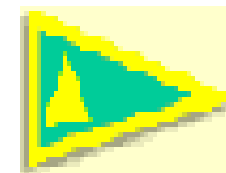
Two boats **OVERLAP** when a boat between them overlaps both.



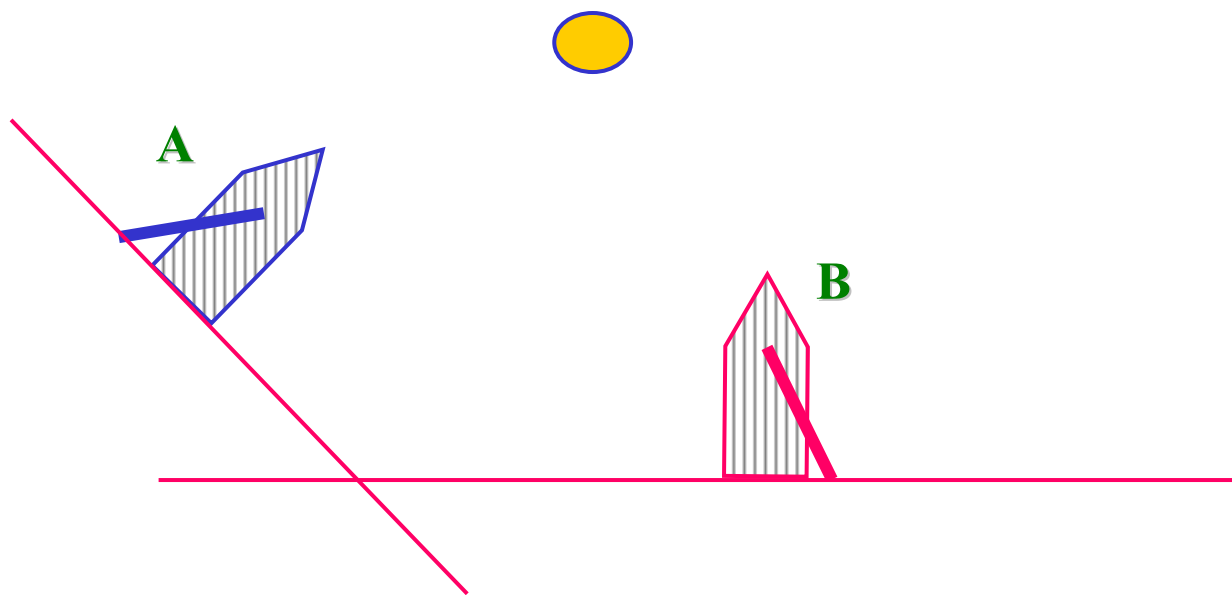
**A and C are overlapped.**



# OVERLAP: opposite tacks



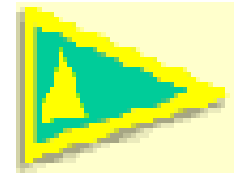
**When rule 18 applies, these definitions are also relevant for boats on opposite tacks.**



**A and B are overlapped.**

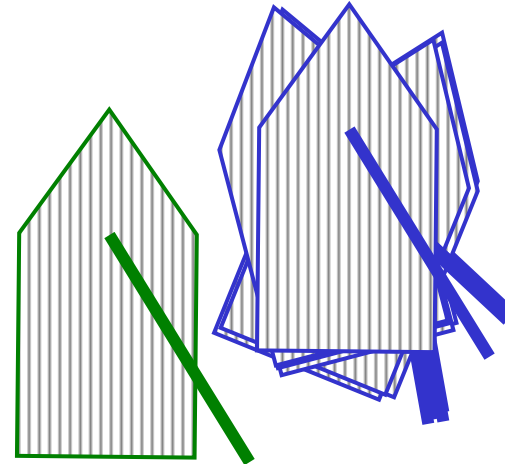


# Keep Clear



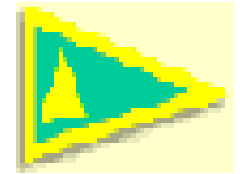
One boat **keeps clear** of another if the other can sail her course with no need to take avoiding action.

Where the boats are overlapped on the same tack, the leeward boat **is kept clear** if she can change course in both directions without immediately making contact with the windward boat.

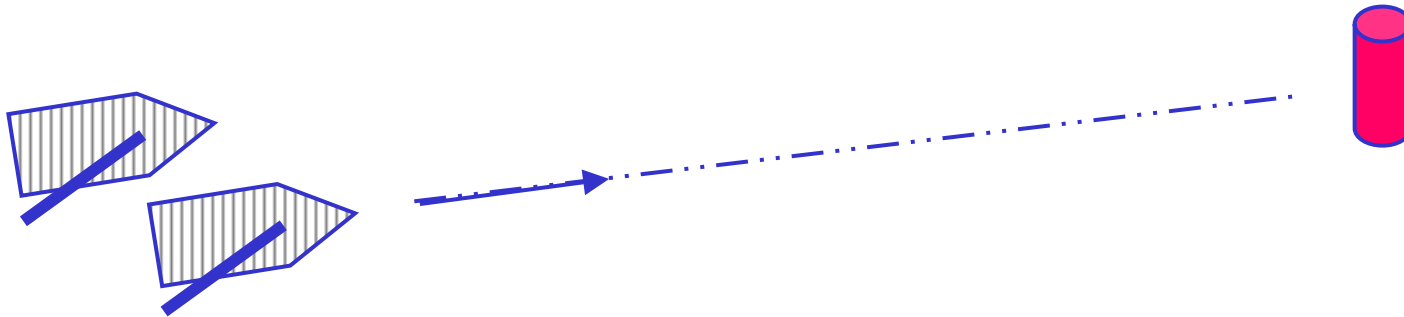




# Proper course

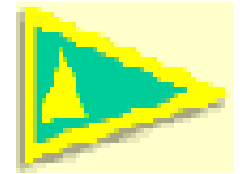


The **proper course** is the course a boat would sail to finish as soon as possible in the absence of other boats referred to in the rule using the term. A boat has no **proper course** before her starting signal.

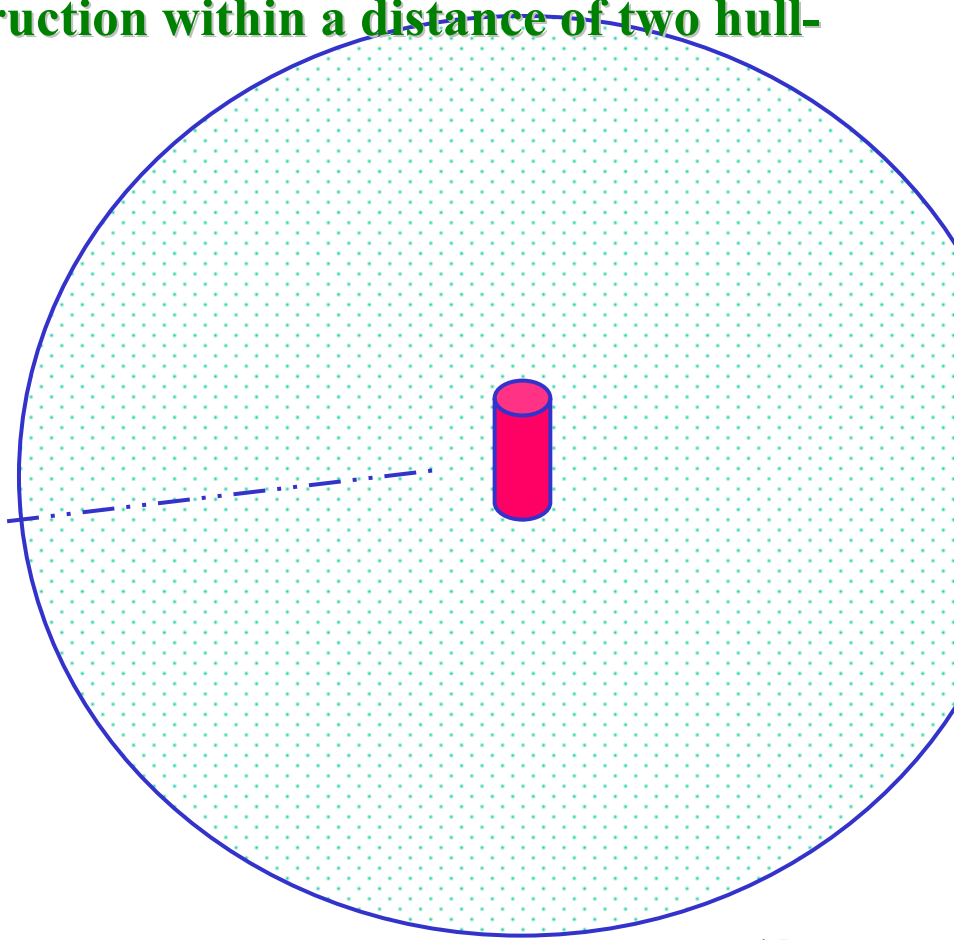
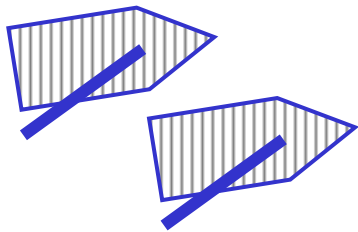




# Two length zone

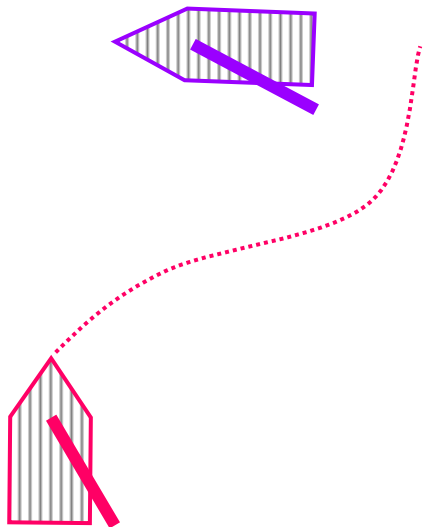
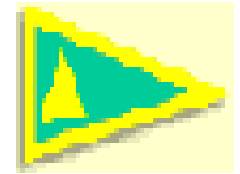


**The area around a mark or obstruction within a distance of two hull-lengths of the boat nearer to it.**

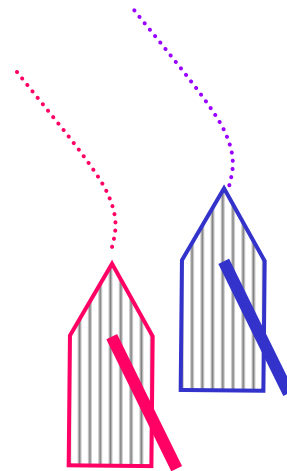




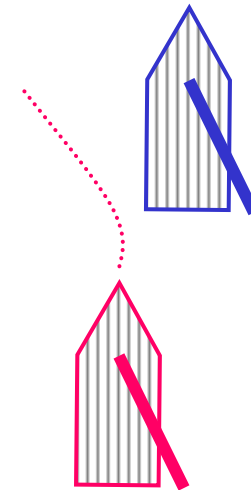
## Right of way



**10: port boat shall keep clear of starboard boat.**



**11: when boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.**

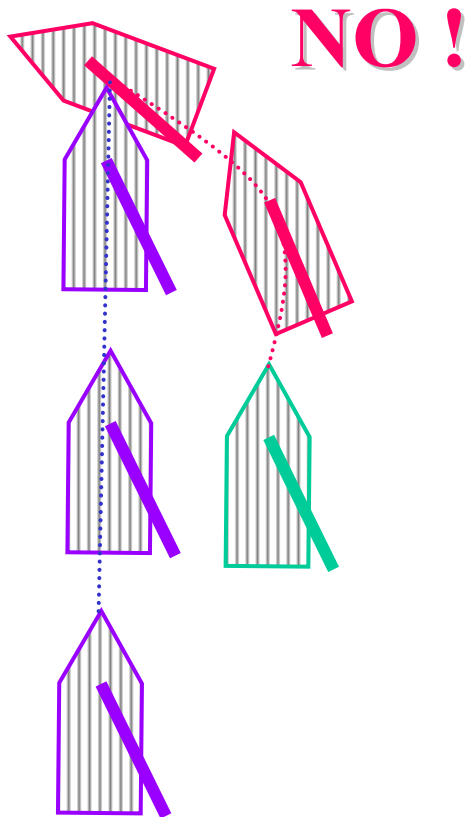
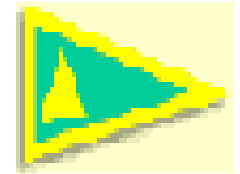


**12: when boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.**





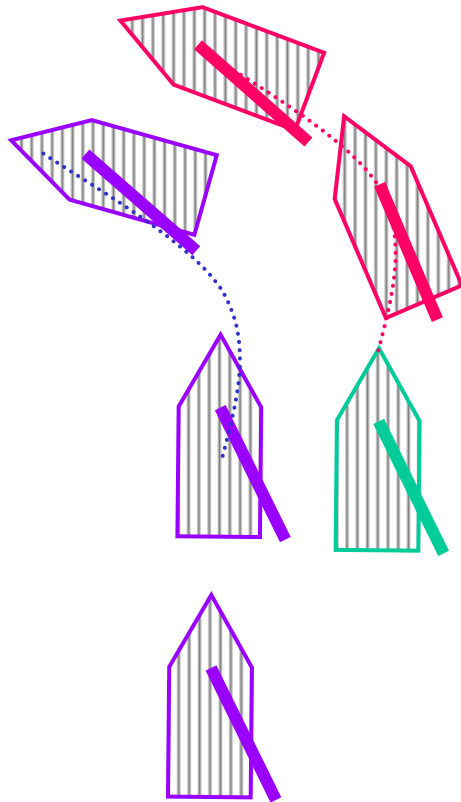
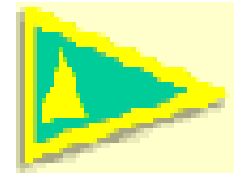
# Right of way



**13: while tacking. After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During this time rules 10, 11 and 12 do not apply.**



# Avoiding contacts

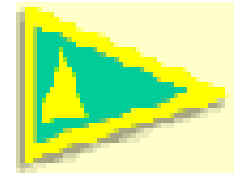


**14: A boat shall avoid contact with another boat if reasonably possible. However a right-of-way boat**

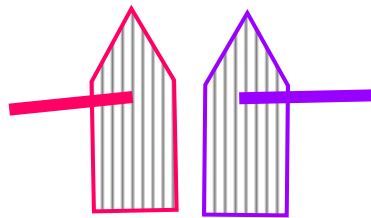
- need not act to avoid contact until it is clear that the other boat is not keeping clear, and
- shall not be penalized under this rule unless there is contact that causes damage.



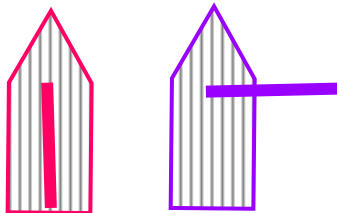
# Acquiring right of way



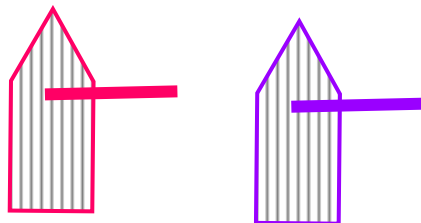
**NOOOO !!!**

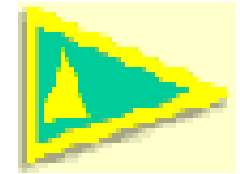


**15: When a boat acquires right-of-way, she shall initially give the other boat room to keep clear, unless she acquires right-of-way because of the other boat's action.**



**Here **TIMING** is very important, as a consequence of the word initially !**





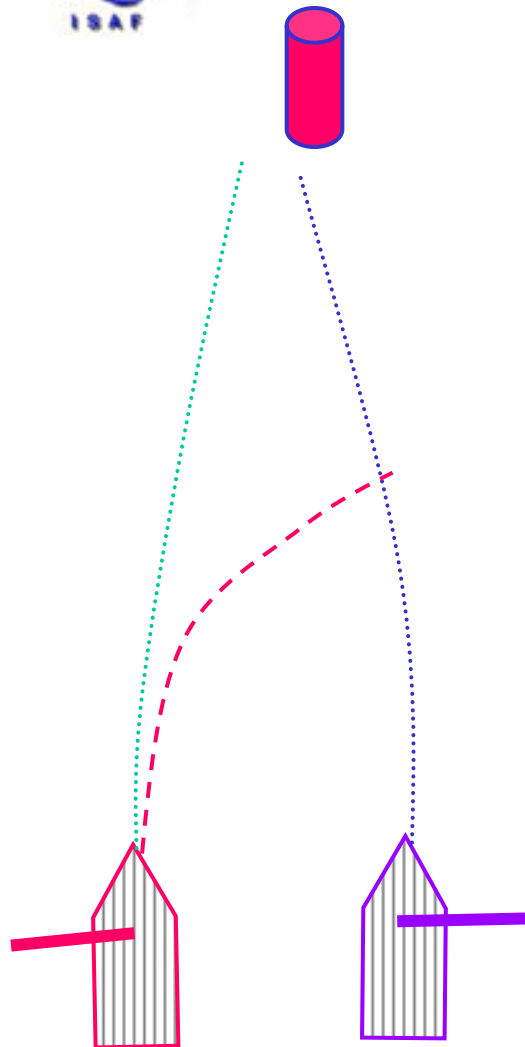
## Changing course

**16.1 : When a right-of-way boat changes course, she shall give the other boat room to keep clear.**

**The red boat CANNOT LUFF ABRUPTLY.**

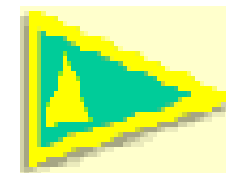
**Here TIMING is also important.**

**This rule and the previous one are very important. They essentially say that you CANNOT make a quick change of course (when you acquire right-of-way or you have it already ) and claim to room before giving the other boat time and possibility to react.**



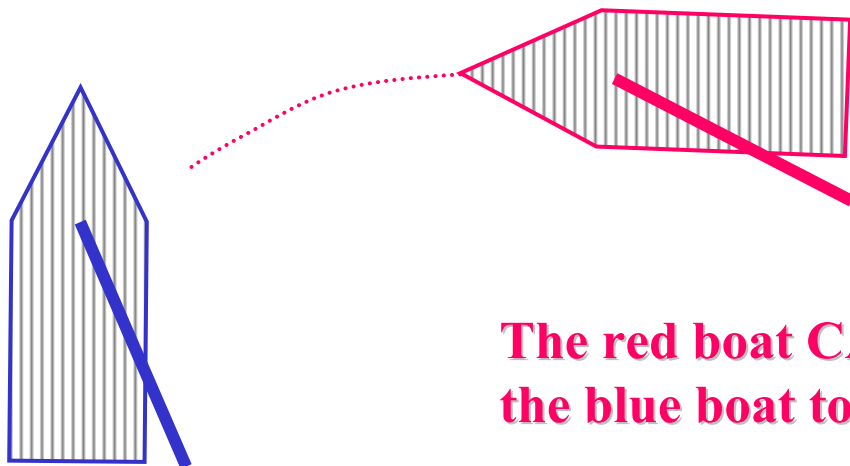


## Changing course



**16.2 : After the start, when boats are crossing on opposite tacks, the starboard boat shall not change course if as result the port boat would immediately need to change course to continue keeping clear.**

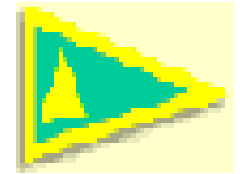
**NO !!!!**



**The red boat CANNOT bear up forcing the blue boat to tack !!!**



# Rule 17: Proper Course (the only proper course rule)



## Definition

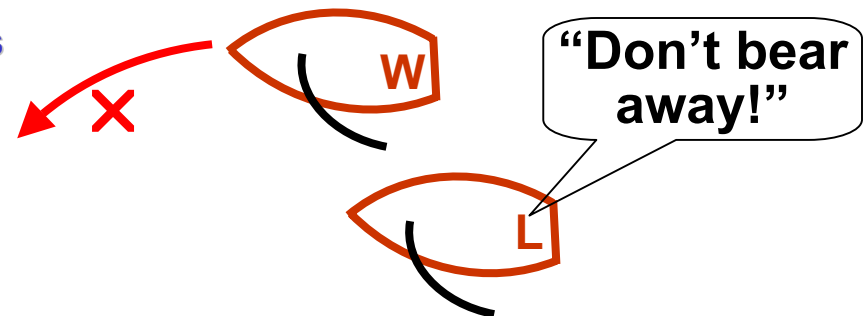
One rule (17.1) for leeward boat

One rule (17.2) for windward boat

*Proper course* is (after the start) any course you could sail (in the absence of the other boat) to finish as quickly as possible

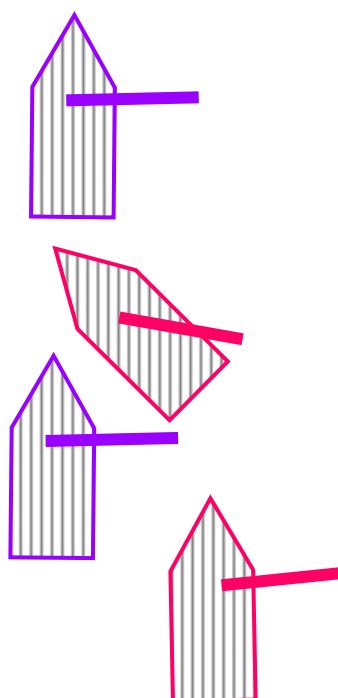
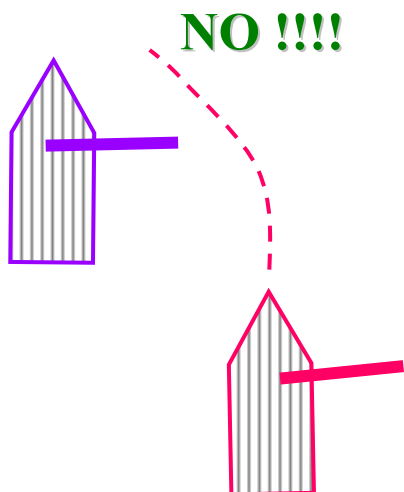
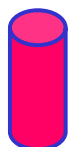
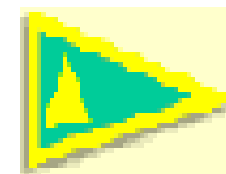
**Windward boat W** can't sail **below** her *proper course* if:

- there's a leeward or astern boat within 2 lengths aiming to pass to leeward





## On the same tack; proper course

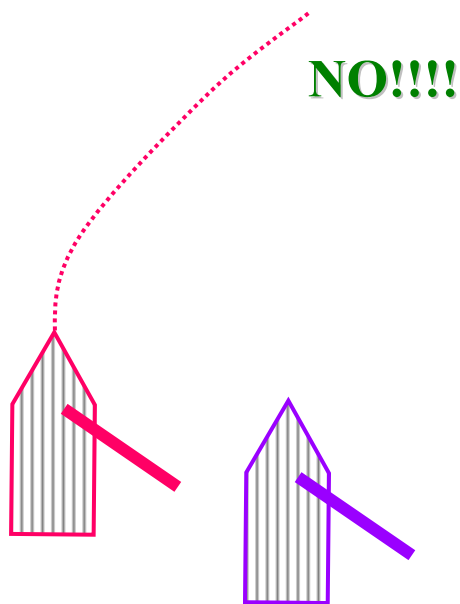
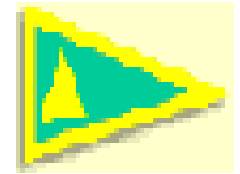


**17.1 : If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain overlapped,**

**unless in doing so she promptly sails astern of the other boat.**



## On the same tack; proper course

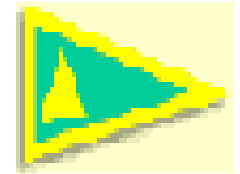


**17.2 : Except on a beat to windward, while a boat is less than two hull lengths from a leeward boat or a boat clear astern steering a course to leeward of her, she shall not sail below her proper course unless she gybes.**





## **Rounding and passing marks (obstructions) Rule 18**

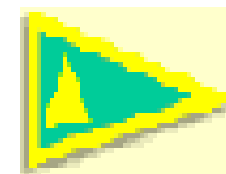


**This applies when boats are about to round or pass a mark they are required to leave on the same side, until they have passed it. It does not apply**

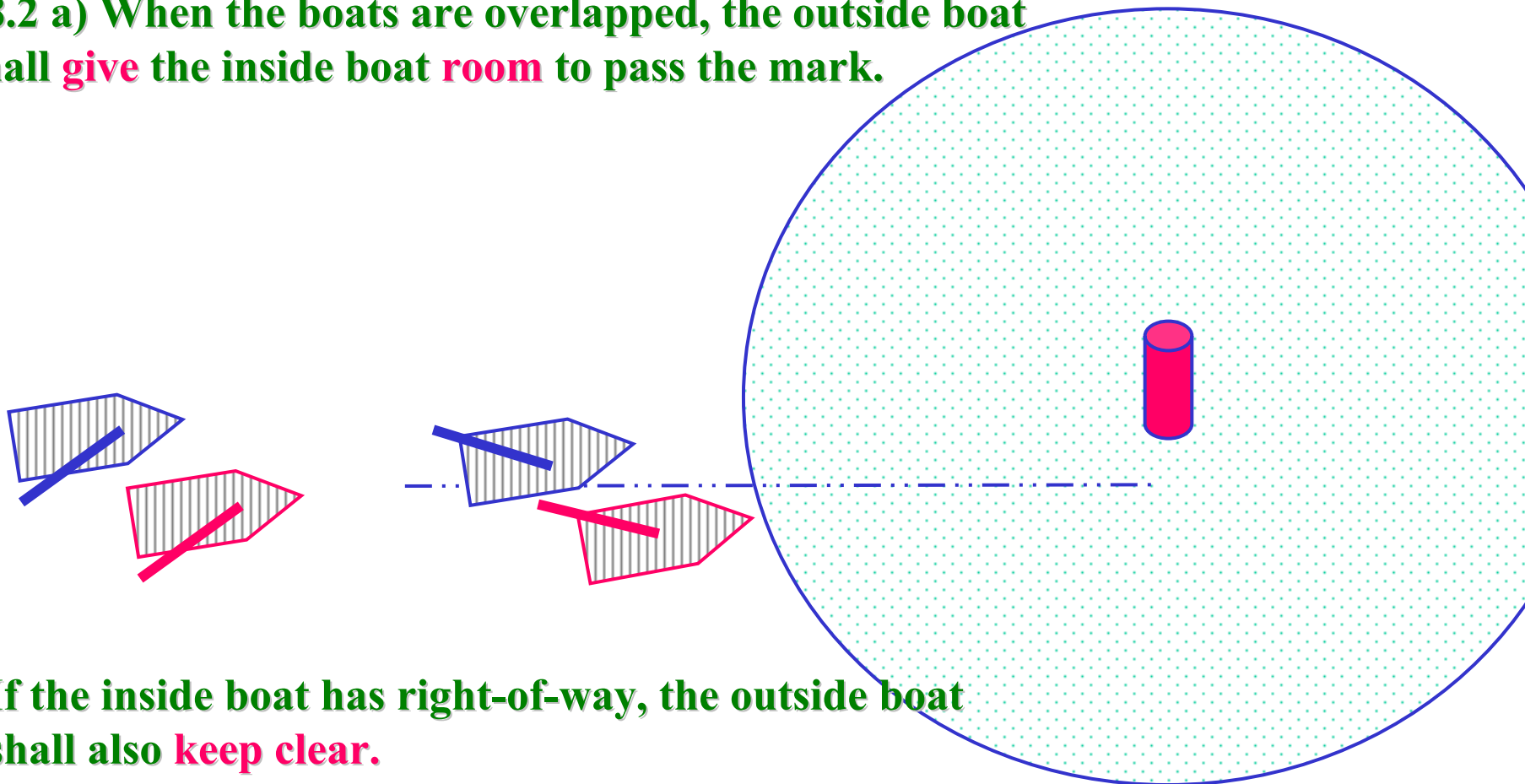
- at a starting mark from the time the boats are approaching to start until they have passed,**
- between two boats on opposite tacks, either on a beat to windward or when the proper course for one or both of them to round or pass the mark is to tack.**



## Giving room; keep clear



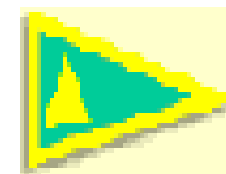
18.2 a) When the boats are overlapped, the outside boat shall **give** the inside boat **room** to pass the mark.



If the inside boat has right-of-way, the outside boat shall also **keep clear**.

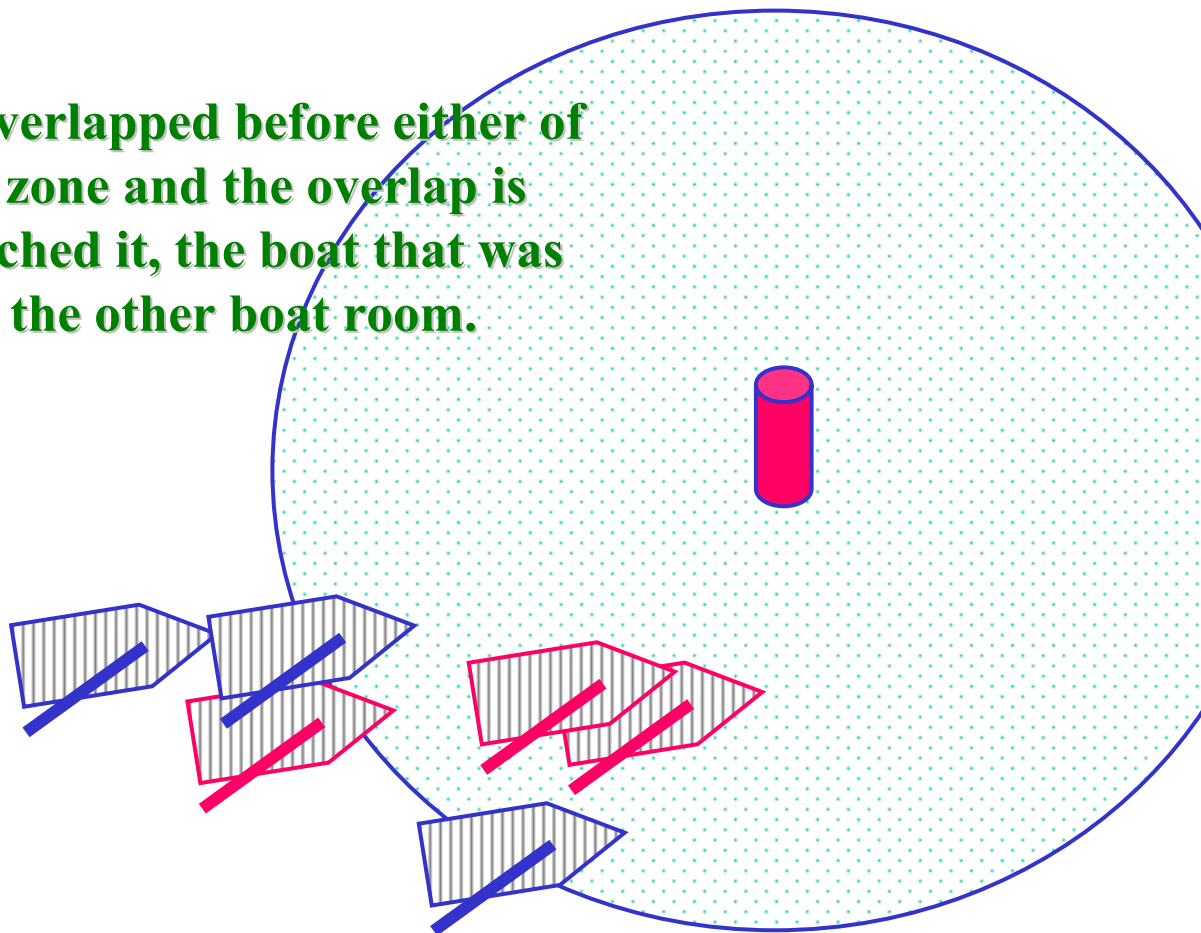


## Giving room; keep clear



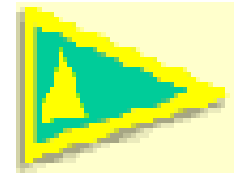
**18.2 b) When the boats are overlapped before either of them reached the two-length zone and the overlap is broken after one of them reached it, the boat that was outside shall continue to give the other boat room.**

**If the outside boat becomes clear astern or overlapped inside the other boat, she is not entitled to room and shall keep clear.**





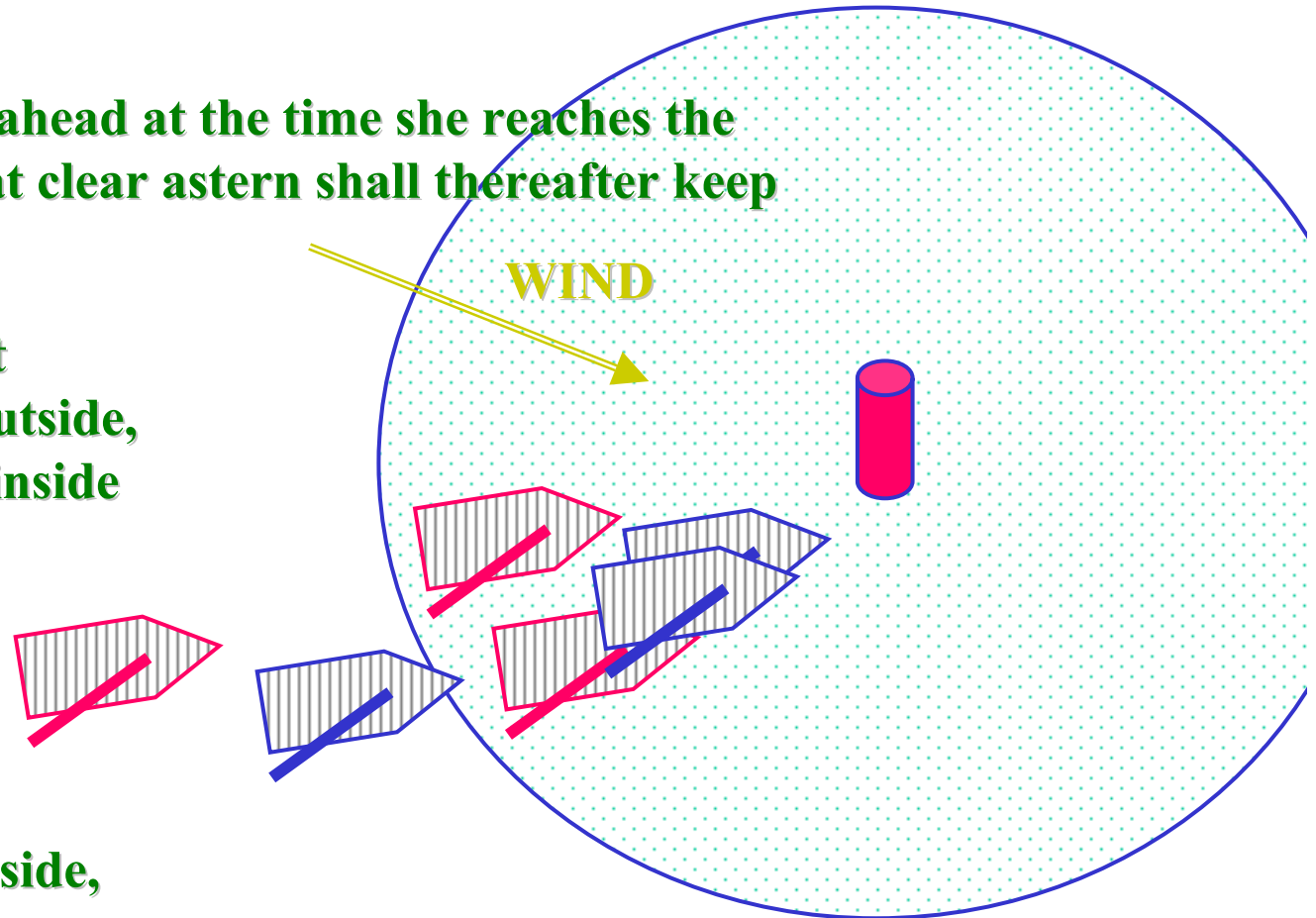
## Giving room; keep clear



**18.2 c) If a boat is clear ahead at the time she reaches the two-length zone, the boat clear astern shall thereafter keep clear.**

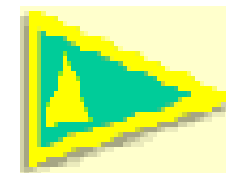
**If the clear astern boat becomes overlapped outside, she shall also give the inside boat room.**

**If the boat clear astern becomes overlapped inside, she is not entitled to room.**



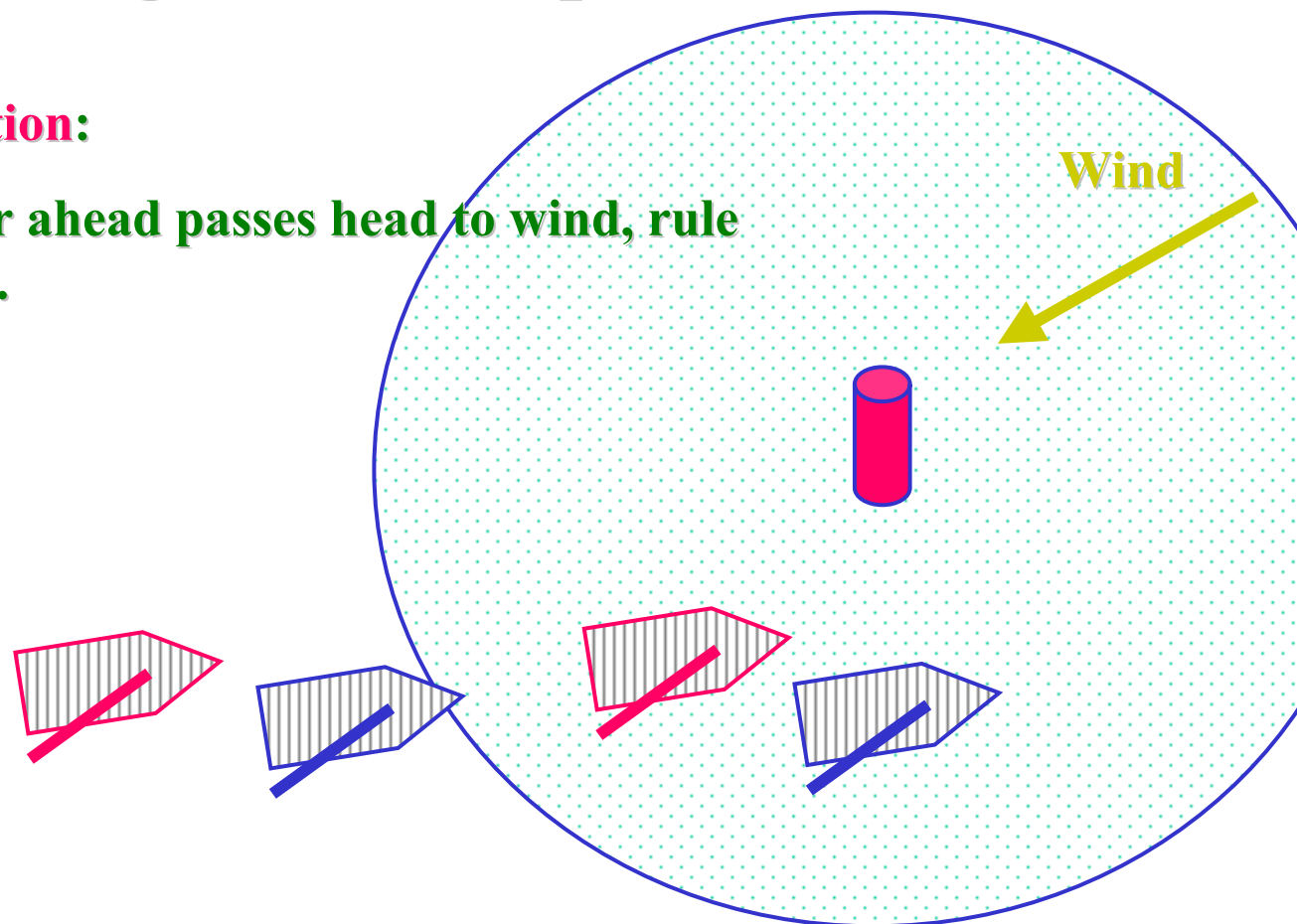


## Giving room; keep clear



### 18.2 c) Important exception:

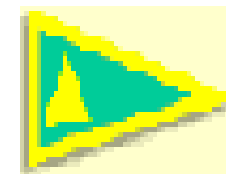
If the boat that was clear ahead passes head to wind, rule 18.2 c) no longer applies.



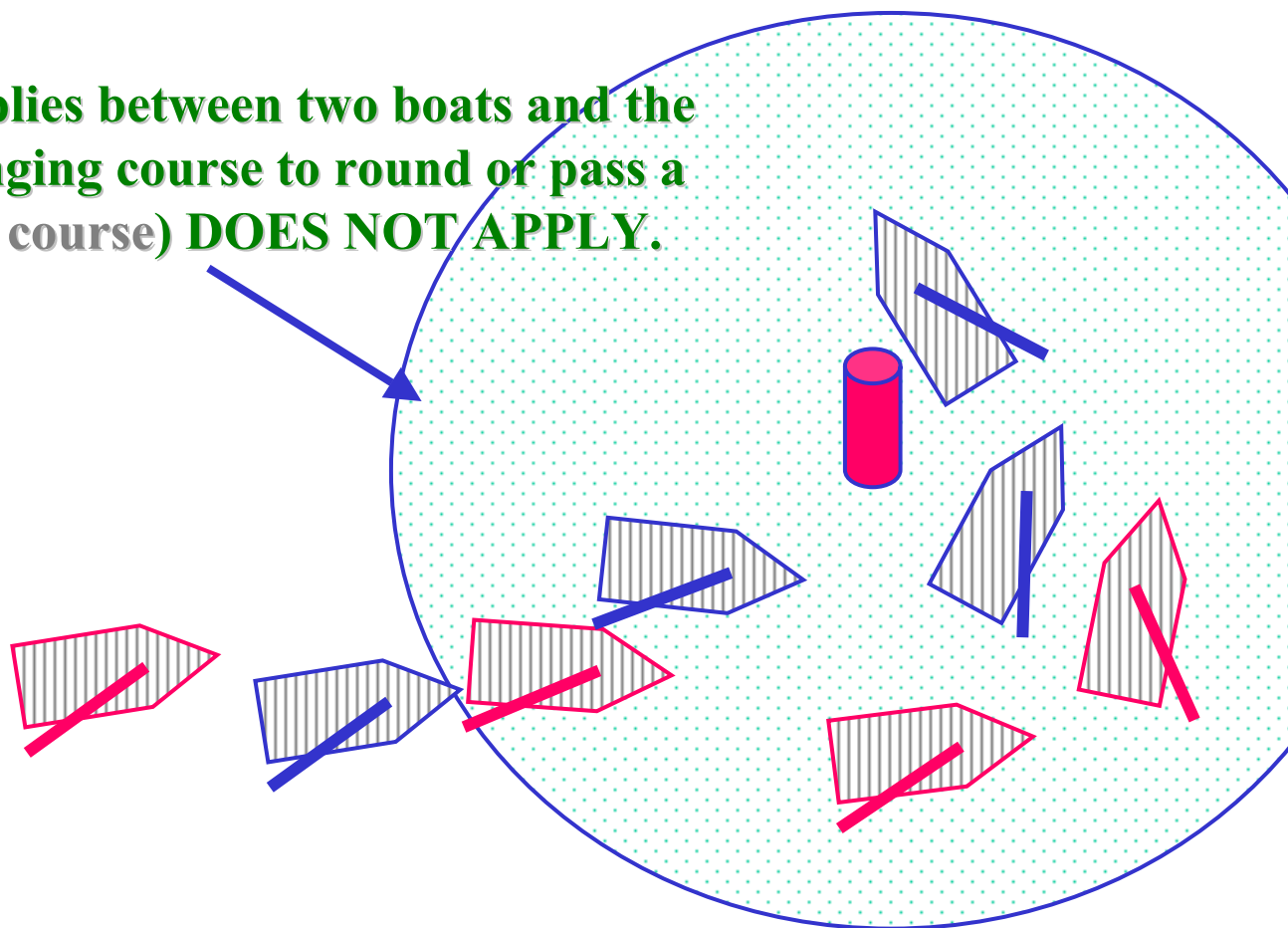
The blue boat cannot tack until the red has tacked ! (Rule 13, keep clear while tacking)



## Giving room; keep clear



**18.2 d) When rule 18 applies between two boats and the right-of-way boat is changing course to round or pass a mark, rule 16 (change of course) DOES NOT APPLY.**

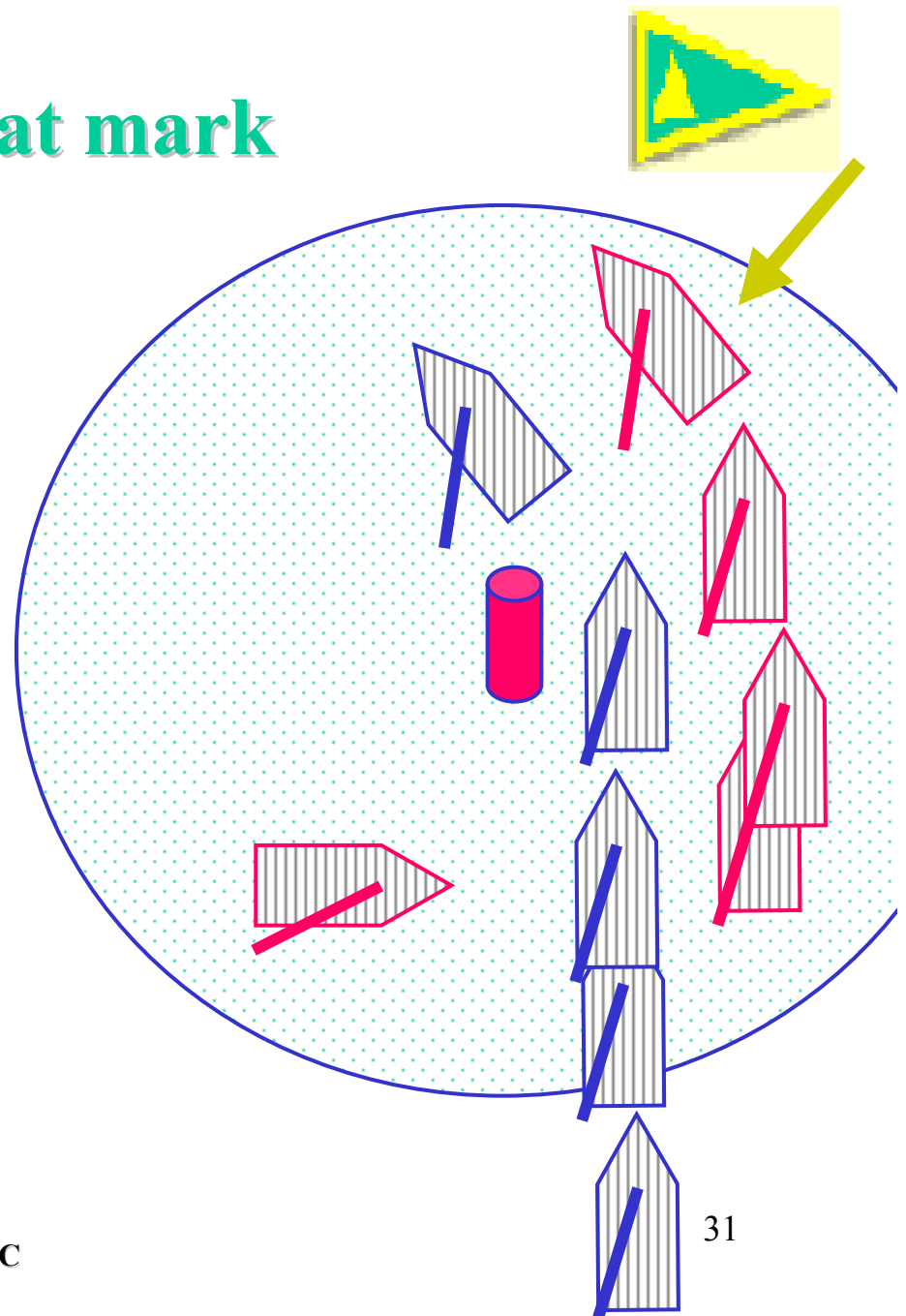




## Tacking at mark

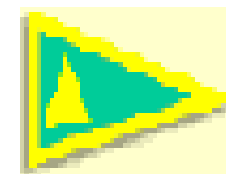
**18.3** If two boats are approaching a mark on opposite tacks and one of them completes a tack in the two-length zone when the other is rounding the mark, rule 18.2 does not apply. The boat that tacked

- shall not cause the other boat to sail above close-hauled to avoid her nor prevent the other boat from passing the mark,
- shall give room should the other boat become overlapped inside her, in which case rule 15 (acquiring right-of-way) does not apply.

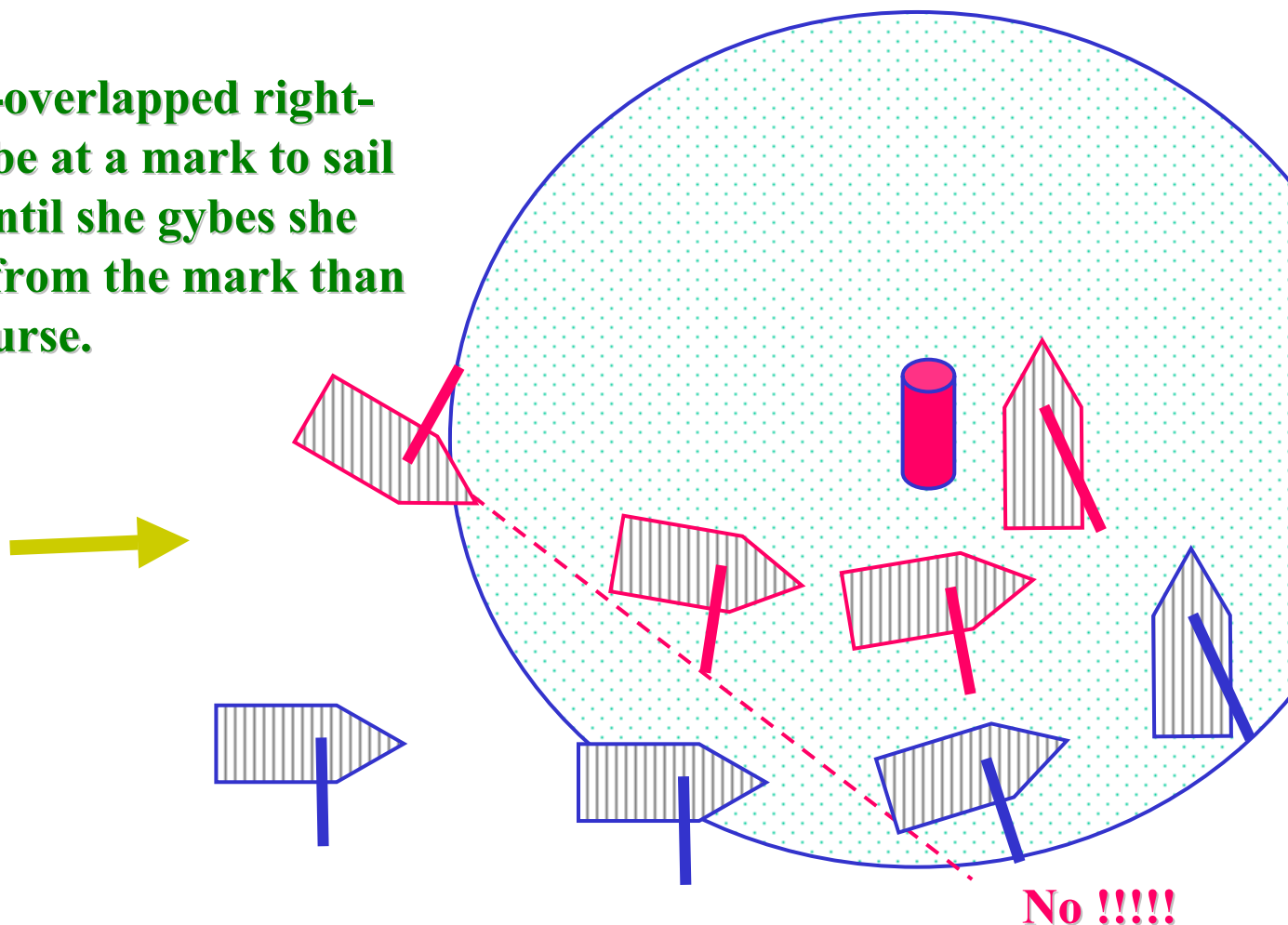




# Gybing at a Mark



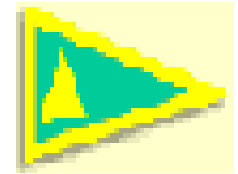
**18.4 When an inside-overlapped right-of-way boat must gybe at a mark to sail her proper course, until she gybes she shall sail no further from the mark than needed to sail her course.**







## Rules 18.4 & 18.5: Other Provisions

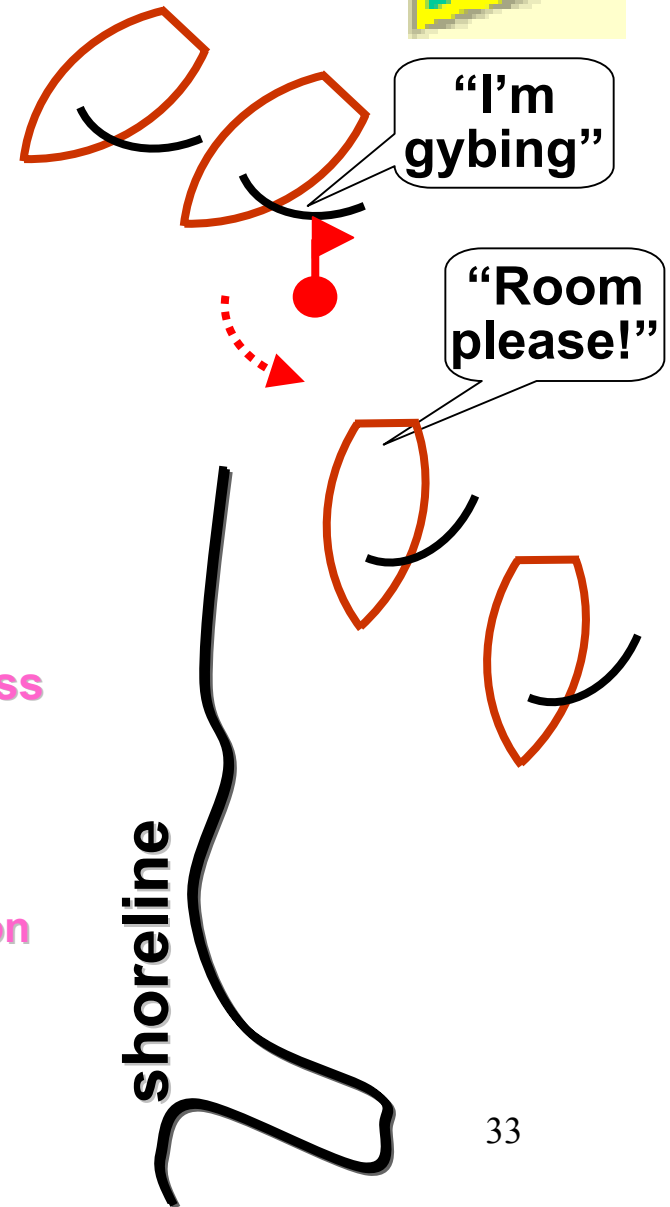


### Gybing

- When inside overlapped r-o-w boat must gybe at mark to sail her proper course, she must do so close to mark

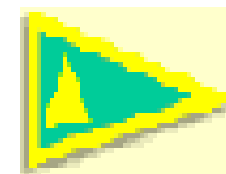
### Continuous Obstruction

- 2 length rules (18.2b & c) don't apply
- When boat astern establishes inside overlap
  - she is only entitled to *room* if there is *room* to pass at the moment the *overlap* is established
  - if not, she must *keep clear*
  - Applies on a crowded start line
  - Another right of way boat is a continuous obstruction
  - Anti- barging rule

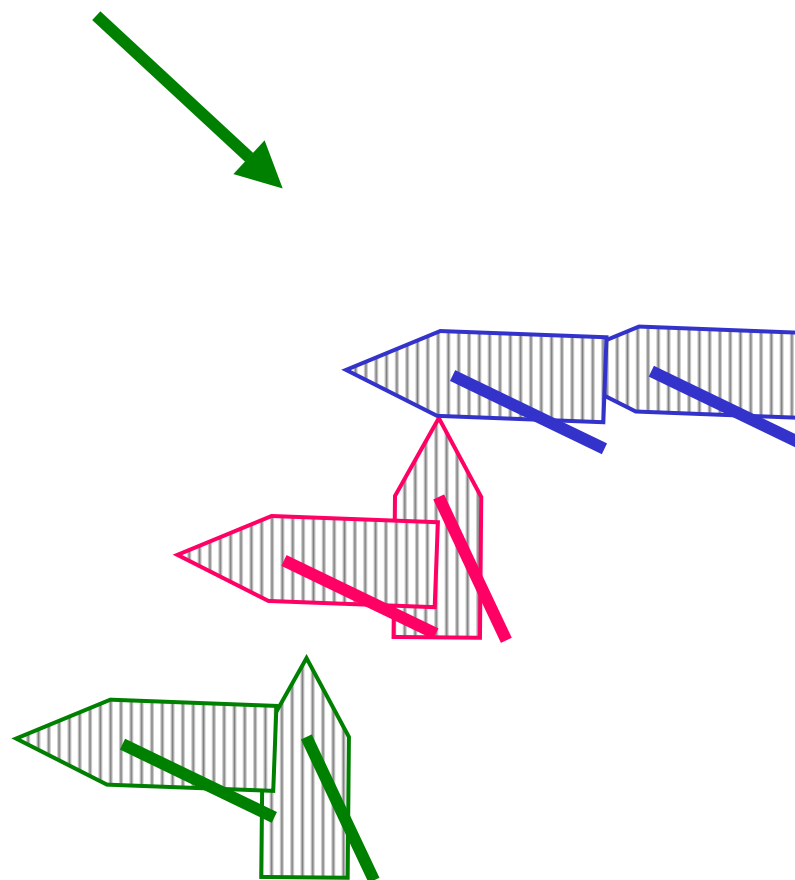




## Room to tack at an obstruction

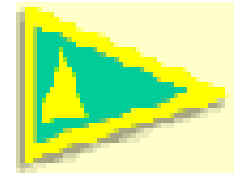


**19.1 : When safety requires a close-hauled boat to make a substantial course change and she intends to tack, but cannot tack and avoid another boat on the same tack, she shall hail room to do so. Before tacking she shall give the hailed boat time to respond. The hailed boat shall either tack as soon as possible or reply “you tack” and give room.**





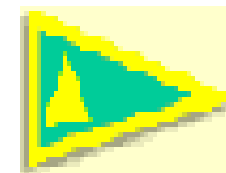
## Other Rules



- A boat “repeating the start” shall keep clear. (Rule 20.1)
- A boat making a penalty shall keep clear. (Rule 20.2)
- A boat shall not deliberately interfere with a boat taking a penalty. (rule 22.2)
- A boat not racing shall not interfere with a boat that is racing. (Rule 22.1)  
I.E Keep clear of boats trying to start.
- 44.1: A boat that may have broken a rule of Part 2 (when boats meet) while racing, may take a penalty at the time of the incident. Her penalty shall be a 2 Turns Penalty unless the sailing instructions specify differently. However if she caused serious damage or gained significant advantage in the race or series by her breach she shall retire.
- 44.2: After getting well clear of other boats **as soon after the incident as possible** a boat makes two complete turns in the same direction including two tacks and two gybes.



## Other Rules



**44.4** When taking a penalty under 44.1 if a boat also touches a mark she need not take a penalty as per 31.2 ( No need to do an additional 1 turn penalty)

**62.1** : A request for redress may be made if your result is made worse by

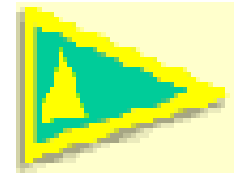
- a) Improper action of the race committee
- b) Injury or damage to the boat caused by another boat
- c) Giving help to those in trouble
- d) Disadvantaged by a boat disqualified for misconduct

**64.1 (b)** If a boat which has broken a rule causes another boat to break a rule that boat is exonerated. Eg Touching a mark when you are right of way boat- no need to do 1 turn penalty

**90 rules in total + appendices !!!**



# Racing Charter

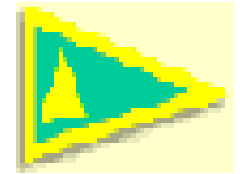


## Objectives

- **To provide the framework for everyone to enjoy the sport of sailboat racing in whatever capacity and to whatever level the individual desires.**
- **To ensure that the sport of sailboat racing welcomes people and treats them equally.**
- **To ensure that those who experience sailboat racing are encouraged to continue.**
- **RYA Guidance on Rule 69**
- **Rule 69 is used by the sport of sailboat racing to control and penalize unacceptable behaviour during an event. It covers both on- and off-the-water behaviour. Action under rule 69 is entirely separate from any protest and any resulting penalty arising from any other rule that may have been broken.**
- **See RYA website for further info**



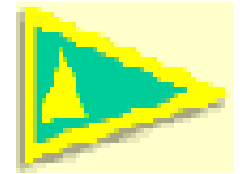
# Protest Committee Tips



- **Prepare your defense and work out your opponent's defense in advance**
- **Understand the FACTS that support your defense and the RULES that apply**
- **Present both, clearly and concisely**
- **Question your opponent where his facts seem muddled**
- **Call witnesses who can corroborate your facts (and were in the right position to do so)**
- **Summarize the facts and the rules**
- **Appendix M for order of events at a protest hearing**



# Rule Changes



## •31.2 Touching a Mark

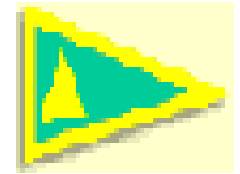
- The penalty is no longer a 360o turn – it is a “One-turn penalty” comprising a tack and a gybe in the same direction
- Also change to 44.1 – 720o turn is now a “Two-turns penalty”
- Avoids argument about whether 360o or 720o turn was completed
- SI often refer to 360o and 720o turns

## • 33 – Changing the Next Leg of the Course

- Next mark (or finishing line) need not be in position when change is signalled



# Rule Changes

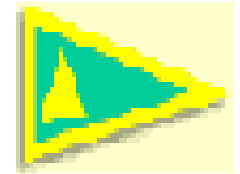


- When two boats are tacking at the same time the one clear astern must keep clear ( addition to rule 13)
- 18.2(d) now after the starting signal - Rule 16 does not apply (CB)
- Notice of race must be displayed as well as SIs.
- No extra signal required under Black flag rule unless there is another general recall. Boat numbers must be displayed.
- Rule 61.2 - A protest may be lodged on a blank piece of paper describing the incident
- Change in wording in Rule 42 Get video from Class assoc. Rolling allowed to facilitate steering !!!
- Rule 18 now goes back to 1997 – 2000 wording giving room to tack at leeward mark if required to resume proper course
- Low points scoring system is default system
- If only leading boat finishes in time limit and retires race will still be counted
- 40.2 : A trapeze or hiking harness shall have a quick release device. ( From 1:01:2006)





## Rule Changes

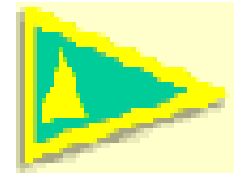


- Rule 19.1 now refers to “ Close hauled or **above**” when you can call for water for a continuous obstruction
- Rule 22.2 adds that you can not interfere with a boat on another leg of the course. Ben Ainslie situation still allowed !!!
- Rule 28.1 now adds that even after going through the finish line you may go back to correct an error in the course that you have sailed
- Rule 62.1 (b) now allows for redress to be given if a person is injured by another boat that is in the wrong.
- Neither the NOR or the Sis may modify Rule 42

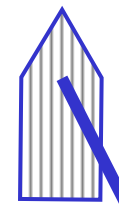
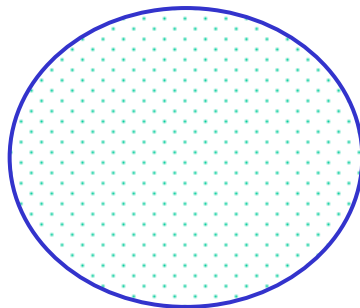
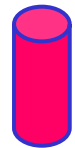


# Questions & Answers

(Examples after a short break)



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**WIND**



**CVLSC**

19<sup>th</sup> Jan 2005