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PAUL ELVSTRØM explains
***THE RACING RULES
OF SAILING***

2005–2008 RULES

Edited by Søren Krause

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THE RACING RULES OF SAILING

2005-2008 RULES

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FOREWORD

Every four years after the Olympic Games the Racing Rules of Sailing are reviewed. In November 1996 the Rules were revised thoroughly but they are still quite difficult to understand and may be ambiguous in some situations. To help clarify them and ensure uniform interpretation and understanding of their meaning, the ISAF publishes a number of official 'interpretations'.

Paul Elvstrøm Explains the Yacht Racing Rules provides a ready-reference to the Rules, giving relevant interpretations together with explanatory notes and drawings in a handy pocket-sized book. Its aim is to help officials and competitors alike to learn the rules easily, to understand them, and to apply them correctly. It also enables protests and disputes to be resolved fairly.

Paul Elvstrøm Explains is therefore an invaluable handbook, providing a concise guide to the Racing Rules of Sailing for everyone involved in racing.

Göran Petersson
Vice President of ISAF
Former Chairman of the
Racing Rules Committee

INTRODUCTION

The main object of *Paul Elvstrøm Explains the Racing Rules of Sailing* is to provide a handy and easily-read guide for all of us to understand and interpret the rules identically.

In 1997 the Racing Rules were entirely rewritten in a shorter and more logical form, using a more modern and easily-read language but they are probably still among the most complicated of any sport. There is a constant flow of new interpretations, clarifications and changes to the rules. The use of the same rules also in match racing has greatly accelerated this process, and introduced a more aggressive use of the rules as a weapon against competitors. The best way to avoid problems is still to sail against others in the same way that we wish to be sailed against. This unwritten rule is the best way of preserving friendships and encouraging participation in sailboat racing.




It is great to win in yacht racing, but only if the other competitors join in the pleasure.

I am happy that Søren, besides being an active racing sailor and a busy international judge/umpire, again has found the time to edit this edition which incorporates the new 2005–2008 Rules and ISAF Cases up to 2004.

Paul Elvstrøm

HOW TO GET THE BEST USE OUT OF THIS BOOK

The book is divided into three sections.

- 1  *The Racing Rules of Sailing* as published by the ISAF.
- 2  A simple *Explanation* of the various situations that can arise under each rule, supported by bird's-eye-view line drawings.
- 3  A précis of most of the cases in *The Case Book* issued by ISAF, some with bird's-eye-view line drawings.

Following an incident, look up the appropriate Rule in the GREY section. This is a facsimile of the ISAF Rules. If you don't know the rule number, you might get help from the Fast Find diagram, page 2, for the 'when boats meet' rules, or in the Rules contents page 13 for the rest of the rules.

In the margin opposite the rule will be cross reference page numbers printed in RED which refers you to the *Explanatory* section with RED headbands. From here a new RED number will take you to the relevant *Interpretation* section with RED HATCHED headbands.

The *Explanatory* section is what it says – an explanation of the rule or rules involved, with line drawings to illustrate the points. In the line drawings, the red boat is either wrong, potentially wrong or in the worst position. This way of thinking, always being aware of who is wrong or RED, has proved very useful when racing, especially in match racing, where it is essential to both competitors and umpires to know who is at fault, even before the incident arises.

To support these explanations, many of the Appeals to the ISAF Rules are summed up in the *Interpretation* section with the RED HATCHED headbands. These form a Case Law for the Racing Rules of Sailing and are an invaluable cross reference. It is recommended that both the serious competitor and also the keen student of the Rules obtains a copy of the full text of the ISAF Interpretations.

I would like to thank the ISAF, especially the members of the Racing Rules Committee, for their help and co-operation in producing this book.

Søren Krause
2004

SUMMARY OF CHANGES IN THE 2005–2008 RULES

With the 1997–2000 edition of the *Racing Rules of Sailing*, the rules were totally revised. The New Simplified Rules have worked well but, as expected, loopholes and unforeseen consequences have appeared so ISAF have had to make minor changes in the first years where the rules are normally not changed in the 4 years between the Olympic Games.

In 2001, many rules had minor editorial changes to the wording but the 'game' was basically not changed. With the 2005–8 rules, the changes are fewer and there are still no major changes to the 'game'.

The following is a summary of the most important changes from ISAF since 2000 and to the new 2005–2008 rulebook.

- ❑ New ISAF cases have been issued discussing the interpretation of Rule 14 Avoiding Contact (Case 99), Outside Help (Case 100), Room to Tack (Case 101) and the definition of Room (Case 103).
- ❑ A series of 'Interpretations of Rule 42, Propulsion' (Rock and Roll) have been issued in April 2003. The interpretations are relevant not just to dinghy sailors but also to those sailing bigger keelboats. A huge effort has been made by ISAF on an international level and from many Member National Authorities to educate race officers in interpreting Rule 42 on-the-water to improve consistency. The experience from this special effort has led to several changes to Rule 42 in the 2005 rules. Because ISAF wants a consistent interpretation and on-the-water enforcement of Rule 42, the rule can now no longer be changed by the MNA or by the Sailing Instructions. (Rule 86.1). The interpretations may be slightly changed at the ISAF meeting in November 2004 and every year thereafter. The latest version can be found on the ISAF website: [www.sailing.org/Race Officials< Publications <RRS42 Interpretations](http://www.sailing.org/RaceOfficials/Publications/RRS42Interpretations).
- ❑ Appendices: 1 Advertising, 2 Competitors' ISAF Eligibility and 3 Banned Substances and Banned Methods are also 'ISAF Regulations' and can be changed whenever necessary, not just every four years. They are therefore no longer in the Rulebook but the latest version can be found on the ISAF Website: www.sailing.org/regulations/isafcodes.html
- ❑ The definition of 'Start' has been reworded for clarity. Rule 13 While Tacking: When two boats are tacking at the same time the port boat or the **one astern** shall keep clear.
- ❑ The discussion over Rule 16.2 Changing Course that was introduced in 1 January 2000 intending to curtail 'hunting' has continued. The term 'hunting' is new to many sailors. A right-of-way boat that

● 212
● 209, 196
● 214

changes course so as to make it more difficult for another boat to *keep clear* is said to be 'hunting' the other boat. Before 1997 when a right-of-way boat changed course she was not permitted to **prevent** the other boat from keeping clear, nor was she allowed to **obstruct** the other boat while she was keeping clear. Even if the old requirement not to **obstruct** the other boat did not specifically prohibit a change of course from the right-of-way boat, it was thought to prevent 'hunting'.

The 1997 rules however had no special 'anti-hunting' rule. A debate about the necessity of such a rule has been going on within ISAF ever since. Some felt that Rule 16.1 by itself provided sufficient control over hunting. Others, especially from North America, argued that new Rule 16.1 encouraged aggressive tactics like those used in match racing, and that this was directly in conflict with the goal of the rules to discourage contact and to minimise anxiety in close quarters.

Therefore Rule 16.2 was introduced in 2001. It does not apply to match races and some feel that even in fleet races it puts more restraint on the tactical possibilities of a right-of-way boat than the old requirement not to **obstruct** the other boat.

Rule 16.2 has now been changed so it only applies when the port boat is keeping clear by **passing astern** of the starboard boat. In other situations, Rule 16.1 is believed to give the keep-clear boat enough protection. So the protection a port boat had under Rule 16.2 when, for example, running parallel to another boat on opposite tacks has gone.

- ❑ The wording 'sound signal' is now just 'sound'.
- ❑ The 360° penalty for touching a mark and 720° penalty for a breach of Part 2 are now 'one-turn' and 'two-turns' penalties.
- ❑ In the preamble of Part 2, the right-of-way rules are changed so that only the race committee or the protest committee may protest an incident between a boat sailing under the Racing Rules and one sailing under the International Regulations for Preventing Collisions at Sea.
- ❑ Rule 18 At Marks and Obstructions. The Rule 18.1 preamble has been changed to make it clear when Rule 18 begins to apply and no longer applies. Minor editorial changes in the wording in 18.1(b), 18.2(c) and 18.2(d).
- ❑ Rule 19.1 Room to Tack at an Obstruction is changed so it applies to a boat sailing close-hauled **or above**; the wording is changed to underline that the boat shall only hail for safety reasons. So an unnecessary hail could be a breach of 'Fair Sailing'.

Summary of Changes in the 2005–2008 Rules

- ❑ Rule 20 Starting errors, Penalty turns, Moving astern is split into three for easier reference.
- ❑ Rule 22.2 Interfering with Another Boat has changed wording and now also applies when the other boat is on another leg or lap of the course.
- ❑ Rule 28.1 Sailing the Course. Editorial changes.
- ❑ Rule 29 Recalls: 29.1 and 29.2 are merged into one rule so old 29.3 is now 29.2.
- ❑ Rule 30, 31, 32, 33 and 34. Editorial changes.
- ❑ New Rule 40.2 Personal Buoyance: Harnesses. A Hook Quick Release System is required for trapezes from **1 January 2006**.
- ❑ Rule 41 Outside Help has been changed for clarity and new Rule 41(e) allows for outside help in the form of information freely available to all boats and unsolicited information from a disinterested source, which may be another boat in the same race.
- ❑ New Rule 61.1(a) 3 Protest Requirements. If there is obvious damage or injury after an incident, the normal protest requirements do not apply (flag and hail) but you shall still try to inform the other boat within the time limit.
- ❑ Rule 62.1(a) Redress and Definition 'Party'. The Organising Authority is added.
- ❑ New Rule 63.7 When there is conflict between NoR and SI, the protest committee shall apply the rule that is most fair for all affected. Old Rule 63.7 is now 63.8.
- ❑ Rule 69.1(a) Gross Misconduct. The protest committee can initiate a hearing because of a report from any source. Rule 69.1(d) is rewritten to make it clear what to do when the competitor does not attend the hearing.
- ❑ Rule 86.2 Authorisation for changes of the Racing Rules for a specific international event (eg America's Cup) may, in limited circumstances, be given by ISAF. Old 86.2 is now 86.3.
- ❑ New Rule 87 allows a National Authority to restrict changes to its prescriptions.
- ❑ Old Rule 87 is now 88.1(a) + (b) and old Rules 88 + 89 are now 89 + 90.
- ❑ Appendices C for Match Racing and D Team Racing. Lots of minor changes but mostly editing; clarifications based on experience, and items moved from the 'Standard Sailing Instructions' into the appendix.

BRIEF NOTES OF GUIDANCE FOR MAKING A PROTEST

- 1** Following an incident you must quickly reach a decision – are you in the wrong? In which case you must either retire or accept a penalty. Or are you the aggrieved boat? In which case you must protest (Rule 60.1). Of course, if the other boat retires or accepts a penalty as a result of this infringement, a protest will not be necessary. But do not come ashore and grumble about the foul and fail to protest.
- 2** Be sure in your mind that having decided to protest you have a) tried to inform the other boat (a hail is mandatory if the incident is in the racing area) and b) displayed a protest flag at the first reasonable opportunity (Rule 61.1(a)).
- 3** Immediately try to identify any possible witnesses from nearby boats.
- 4** After the incident quickly go over the events that led up to the infringement so as to be quite clear about the manner in which it happened. If it is possible, scribble some notes to remind you later about the exact details. Discuss it briefly with your crew if you think it will help. However you should be careful not to spend too much time on the incident while still racing as this could impair your performance.
- 5** Be sure that the Race Committee acknowledges your intention to protest as you finish (Rule 61.1(a)).
- 6** Once ashore you have several tasks to complete before lodging the protest:
 - (a) Check the latest time for lodging a Protest (Rule 61.3). It is usually two hours after the last boat finishing but can be varied by the Sailing Instructions. The Protest Time is usually posted on the Official Notice Board; check the Sailing Instructions.
 - (b) Again be sure that you have tried to inform the protested boat.
 - (c) Contact your possible witnesses and ask them to attend the hearing if you feel they will support your case. Make sure that your witnesses will be positive to your case in their testimony. Simply padding out your case with a large number of witnesses who have little to add to the facts will do nothing but keep everybody in the Protest Room longer than they wish and may alienate the Protest Committee. Do not rehearse your witness. It

is usually very obvious that he or she has been set up in your favour and this may legislate against you.

- (d) Think the incident through again. By now, you should be in a position to set out the incident as you saw it and the rest of the contents, on the Protest Form (Rule 61.2). A standard protest form is usually supplied at the Race Office. If not, any sheet of paper will do, provided it is not tatty or soggy; the Protest Committee have to read it. Do not put too much detail on the Protest Form. You can find details of what is required in Rule 61.2. A short description of the incident is all that is necessary. Add details of where and when it took place to make sure everybody knows exactly which incident you are referring to. There may have been several. If possible, add a note of which Rules you think have been infringed. A clear diagram is usually very helpful. (Use the 'ruler' with the models in the front wallet).
- (e) One final point to consider, before lodging your protest: if the onus is on you to prove your case, and there is no positive witness in your favour and the evidence is poor, think very carefully before lodging the protest. You have to have a very good case, otherwise it is a lost cause. Such circumstances are:
 - (i) An outside boat has to satisfy the Protest Committee that she was clear ahead at the moment she reached the two boat length zone around a mark (Rule 18.2(e)).
 - (ii) An inside boat has to satisfy the Protest Committee that she established her overlap in time (Rule 18.2(e)).

7 Now lodge the protest. No action can be taken by the Protest Committee to hear your protest unless you lodge it within the required time limit. Remember, once you have lodged a protest it must be heard unless the Protest Committee approves your request to have it withdrawn. (Rule 63.1).

8 Make sure you know where and when your protest is to be heard. The Sailing Instructions should detail where the notice will be posted.

9 During the hearing, which should follow the procedure set out in Appendix L, treat the Protest Committee with respect. They will almost certainly be sailors like yourself, doing their best for everybody concerned. Do not be rude or lose your temper. It will do nothing to further your case.

- 10** In establishing your case it is often helpful to work back from the incident. The facts as you see them will come out during the hearing. The following table of the rate of advance of a boat may be a helpful guideline in establishing distances.

1 kt	= 0.51 m/sec
2kt	= 1.03 m/sec
3kt	= 1.54 m/sec
4kt	= 2.11 m/sec
5kt	= 2.57 m/sec
6kt	= 3.09 m/sec
7kt	= 3.60 m/sec
8kt	= 4.12 m/sec
9kt	= 4.63 m/sec
10kt	= 5.14 m/sec

- 11** Remember there is no substitute for care in the preparation of your case.
- 12** A point for Protest Committees – it is very helpful to the competitor if you give some explanation of the background when you announce your decision. Not only will the competitor learn from that, but it will go a long way towards maintaining the good spirit of the event.

THE RACING RULES OF SAILING

FOR 2005–2008

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INTRODUCTION

The Racing Rules of Sailing includes two main sections. The first, Parts 1–7, contains rules that affect all competitors. The second, Appendices A–P, provides details of rules, rules that apply to particular kinds of racing, and rules that affect only a small number of competitors or officials.

Revision

The racing rules are revised and published every four years by the International Sailing Federation (ISAF), the international authority for the sport. This edition becomes effective on 1 January 2005. No changes are contemplated before 2009, but any changes determined to be urgent before then will be announced through national authorities and posted on the ISAF website (www.sailing.org).

ISAF Codes

The ISAF Eligibility, Advertising and Anti-Doping Codes (Regulations 19, 20 and 21) are referred to in the definition *Rule* but are not included in this book because they can be changed at any time. New versions will be announced through national authorities and posted on the ISAF website.

Cases and Calls

The ISAF publishes interpretations of the racing rules in *The Case Book for 2005–2008* and recognizes them as authoritative interpretations and explanations of the rules. It also publishes *The Call Book for Match Racing for 2005–2008* and *The Call Book for Team Racing for 2005–2008*, and it recognizes them as authoritative only for umpired match or team racing. These publications are available on the ISAF website.

Terminology

A term used in the sense stated in the Definitions is printed in *italics* or, in preambles, in **bold italics** (for example, *racing* and ***racing***). ‘Boat’ means a sailboat and the crew on board. ‘Race committee’ includes any person or committee performing a race committee function. Other words and terms are used in the sense ordinarily understood in nautical or general use.