

RACING RULES OF SAILING 2017 - 2020



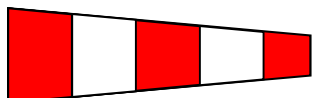
Match Racing Edition

(including Appendix C and
cross referenced to WS Call Book

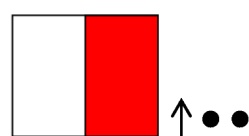
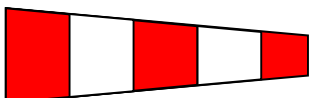
RACE SIGNALS

The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑ ↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

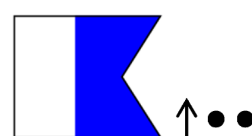
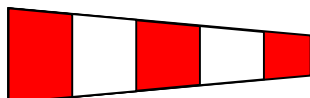
POSTPONEMENT SIGNALS



AP Races not started are *postponed*. The **warning attention** signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*. C3.2(b)



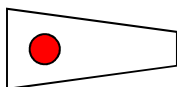
AP over H Races not started are *postponed*. Further signals ashore.



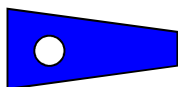
AP over A Races not started are *postponed*. No more racing today.

AP OVER A NUMERAL PENNANT 1 – 9

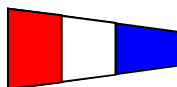
Postponement of 1 – 9 hours from the scheduled starting time.



Pennant 1
↑ •• ↓ •



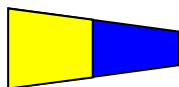
Pennant 2
↑ •• ↓ •



Pennant 3
↑ •• ↓ •



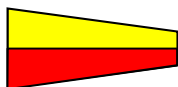
Pennant 4
↑ •• ↓ •



Pennant 5
↑ •• ↓ •



Pennant 6
↑ •• ↓ •



Pennant 7
↑ •• ↓ •



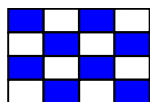
Pennant 8
↑ •• ↓ •



Pennant 9
↑ •• ↓ •

*Within a flight, numeral pennant 1 means Match 1, pennant 2 means Match 2, etc., unless the sailing instructions state otherwise. C3.1

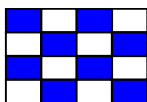
ABANDONMENT SIGNALS



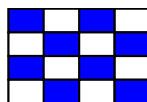
N All races that have started are *abandoned*.

Return to the starting area. The **warning attention** signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.

C3.2(c)



N over H All races are *abandoned*. Further signals ashore.



N over A All races are *abandoned*. No more racing today.

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DEFINITIONS

A term used as stated below is shown in *italic type* or, in preambles, in *bold italic type*. The meaning of several other terms is given in Terminology in the Introduction.

Abandon A race that a race committee or protest committee *abandons* is void but may be resailed.

Clear Astern and Clear Ahead; Overlap A4, A5, B8, B16, L4 One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a boat between them *overlaps* both. These terms always apply to boats on the same *tack*. They apply to boats on opposite *tacks* only when rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind.

Conflict of Interest A person has a *conflict of interest* if he

- (a) may gain or lose as a result of a decision to which he contributes,
- (b) may reasonably appear to have a personal or financial interest which could affect his ability to be impartial, or
- (c) has a close personal interest in a decision.

Fetching A boat is *fetching a mark* when she is in a position to pass to windward of it and leave it on the required side without changing *tack*.

Finish A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

- (a) takes a penalty under rule 44.2;
- (b) corrects an error under rule 28.2 made at the line, or
- (c) continues to sail the course.

Finish A5, K1, K3 A boat *finishes* when any part of her hull crosses the finishing line in the direction of the course from the last *mark* after completing any penalties. However, when penalties are cancelled under rule C7.2(d) after one or both boats have *finished* each shall be recorded as *finished* when she crossed the line. C2.1

Keep Clear A1, A4, B17, D1, L4 A boat *keeps clear* of a right-of-way boat

- (a) if the right-of-way boat can sail her course with no need to take avoiding action and,
- (b) when the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.

Leeward and Windward A boat's *leeward* side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack* *overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.

Mark B14 An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a *mark* is not part of it.

PART 2 WHEN BOATS MEET

The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to *race*, are *racing*, or have been *racing*. However, a boat not *racing* shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 24.1.

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules.

SECTION A RIGHT OF WAY

A boat has right of way over another boat when the other boat is required to *keep clear* of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.

10 ON OPPOSITE TACKS A2, B7, B12, B16, D2, D4, D5, E1, G5, K4, M9, N2

When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.

11 ON THE SAME TACK, OVERLAPPED A1, A3, B3, B4, B5, B6, B9, B10, B12, B15, B18, C1, D1, D4, E1, E4, E6, G5, G7, K2, K4, M8

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

12 ON THE SAME TACK, NOT OVERLAPPED B8, B18, D4

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

~~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 that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.~~

13 WHILE TACKING OR GYBING B6, B11, E1, E6

13.1 After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course.

13.2 After the foot of the mainsail of a boat sailing downwind crosses the centreline she shall *keep clear* of other boats until her mainsail has filled or she is no longer sailing downwind.

13.3 While rule 13.1 or 13.2 applies, rules 10, 11 and 12 do not. However, if two boats are subject to rule 13.1 or 13.2 at the same time, the one on the other's port side or the one astern shall *keep clear*. C2.6

- (1) she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins;
- (2) if she becomes *overlapped* inside the boat entitled to *mark-room*, she shall also give that boat *room* to sail her *proper course* while they remain *overlapped*.
- (d) Rules 18.2(b) and (c) cease to apply when the boat entitled to *mark-room* has been given that *mark-room*, or if she passes head-to-wind or leaves the *zone*.
- (e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.
- (f) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, she is not required to give it.

18.3 Tacking in the Zone

If a boat in the *zone* of a *mark* to be left to port passes head-to-wind from *port* to *starboard tack* and is then *fetching* the *mark*, she shall not cause a boat that has been on *starboard tack* since entering the *zone* to sail above close-hauled to avoid contact and she shall give *mark-room* if that boat becomes *overlapped* inside her. When this rule applies between boats, rule 18.2 does not apply between them.

18.4 Gybing

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 farther from the *mark* than needed to sail that course. Rule 18.4 does not apply at a gate *mark*.

18 MARK-ROOM

18.1 When Rule 18 Applies E2, E5, E9, E10, J2

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a boat approaching a *mark* and one leaving it.

18.2 Giving Mark-Room

A3, E1, E2, E3, E4, E5, E6, E9, E10, J1, K2, K4, K5, M14

- (a) When the first boat reaches the *zone*,
 - (1) if boats are *overlapped*, the outside boat at that moment shall thereafter give the inside boat *mark-room*.
 - (2) if boats are not *overlapped*, the boat that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required based on the relationship of the boats at the time rule 18.2(a) is re-applied.
- (c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, she is not required to give it.

18.3 Tacking or Gybing E5, J1, J2

- (a) If *mark-room* for a boat includes a change of *tack*, such tack or gybe shall be done no faster than a tack or gybe to sail her *proper course*.
- (b) When an inside *overlapped* right-of-way boat must change *tack* at a *mark* to sail her *proper course*, until she changes *tack* she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3(b) does not apply at a gate *mark* or a finishing *mark* and a boat shall not be penalized for breaking this rule unless the course of another boat was affected by the breach of this rule. C2.9

C2.14 Rule 31 is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.





C2.15 Rule 42 shall also apply between the warning and preparatory signals.

C2.16 Rule 42.2(d) is changed to: 'sculling: repeated movement of the helm to propel the boat forward;'

C3 RACE SIGNALS AND CHANGES TO RELATED RULES

C3.1 Starting Signals

The signals for starting a match shall be as follows. Times shall be taken from the visual signals; the failure of a sound signal shall be disregarded. If more than one match will be sailed, the starting signal for one match shall be the warning signal for the next match.

<i>Time in minutes</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>
10	Flag F  displayed	One	Attention signal
6	Flag F  removed	None	
5	Numeral pennant displayed*	One	Warning signal
4	Flag P  displayed	One	Preparatory signal
2	Blue or yellow flag or both displayed**	One**	End of pre-start entry time
1	Flag P  removed	One long	
0	Warning signal removed	One	Starting signal

*Within a flight, numeral pennant 1 means Match 1, pennant 2 means Match 2, etc., unless the sailing instructions state otherwise.

**These signals shall be made only if one or both boats fail to comply with rule C4.2. The flag(s) shall be displayed until the umpires have signalled a penalty or for one minute, whichever is earlier.

C3.2 Changes to Related Rules

(a) Rule 29.1 is changed to:

- (1) When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or one of its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat with one sound. The flag shall be displayed until the boat is completely on the pre-start side of the