

## Racing Rules of Sailing

### Rule 49.2

A submission from the Chairman of the Racing Rules Committee

#### Purpose or Objective

To eliminate a possible conflict caused by the new wording of OSR 3.14.2

#### Proposal

Amend rule 49.2 as follows:

- 49.2 When lifelines are required by the class rules or the sailing instructions, ~~they shall be taut, and~~ competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task. On boats equipped with upper and lower lifelines, a competitor sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline. **Unless the class rules or any other rule applicable specify a maximum deflection, lifelines shall be taut.** If the class rules do not specify the material or minimum diameter of lifelines, they shall comply with the corresponding specifications in the ISAF Offshore Special Regulations.

#### Current Position

As above

#### Reasons

1. In Nov 2014 OSR 3.14.2 was reworded. The current wording has eliminated the word 'taut' and replaced it with a fixed maximum deflection. However, not everybody agrees that this maximum is 'taut' as per the general use of the word.

Offshore Special Regulation 3.14.2 – Pulpits, Stanchions and Lifelines.  
Wording Effective 1 January 2014:

*"Lifeline deflection shall not exceed the following:*

- a) *When a deflecting force of 40N is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 50mm. This measurement shall be taken at the widest span between supports that are aft of the mast.*
  - b) *When a deflecting force of 40N is applied midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 120mm from a straight line between the stanchions."*
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2. The Q&A panel identified this situation as a potential conflict, since the OSR do not overrule the RRS and it is possible to find a situation where a boat may, at the same time, comply with the OSR and fail to comply with the RRS.
  3. The change would clarify that if OSR, class rules or the SIs specify a deflection, the concept 'taut' is overridden.
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