

Racing Rules of Sailing

New or Revised Cases

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To move five Q&As into the Case Book as contemplated and permitted by Regulation 28.3.6.

Proposal 1

The Case Book Working Party to be authorized to revise Case 78 to include the interpretations of the racing rules in Q&A A1, Q&A A2 and Q&A A4, and to publish the revised version of Case 78 in the *2012 Supplement to the Case Book*.

Current Position for Proposal 1

Current Case 78 and Q&As A1, A2 and A4.

Reason for Proposal 1

It has become quite common for a national authority to base the selection of its Olympic team for the Olympic Regatta on the results from several major international regattas. Three current Q&As, Q&As A1, A2 and A4, would if combined with Case 78 provide in one place all the interpretations of how rule 2, Fair Sailing, applies to tactics that competitors might wish to use in the last race of such an Olympic selection series.

Therefore, it is clear that those three Q&As meet one of the criteria of Regulation 28.3.3 for a new case, in that they 'clarify the meaning of a rule'.

Proposal 2

Q&A F4 is to be reformatted by the Case Book Working Party as a new case to be published in the *2012 Supplement to the Case Book*.

Current Position for Proposal 2

Q&A F4.

Reason for Proposal 2

The interpretation of rule 64.2 made in Q&A F4 has been used by the International Juries at several Olympic Class events. It is important that this interpretation is not just on record in jury 'internal' documents but gets out to competitors. The proposed new case would do that. In addition, this case will emphasize the scope of the phrase 'as fair an arrangement as possible' in rule 64.2 – not just fair to the boat asking for redress, but fair to all the other boats as well.

Therefore, it is clear that Q&A F4 meets one of the criteria of Regulation 28.3.3 for a new case, in that it increases the understanding of rule 64.2, a complex rule the application of which is often quite difficult.

Proposal 3

Q&A C4 is to be reformatted by the Case Book Working Party as a new case to be published in the *2012 Supplement to the Case Book*.

Current Position for Proposal 3

Q&A C4.

Reason for Proposal 3

An important application of the definition *Obstruction* is to incidents that some serious students of the rules have called 'disappearing obstruction' incidents. Here is an example of such an incident: Boats A, B and C are on the same tack with A clear ahead of both B and C, B overlapped to leeward of C, and B's bow about one-half length ahead of C's. While B and C are clear astern of A, A is an obstruction to them. However, B and C are overhauling A, and at the moment B becomes overlapped to leeward of A, A ceases to be an obstruction to B and C. Such situations occur frequently while boats are lining up on starboard tack in the countdown to the start. Q&A C 004 discusses such a situation and provides valuable guidance in how to apply the definition *Obstruction* and rule 19.2(b) to it.

Clearly, Q&A C4 meets one of the criteria of Regulation 28.3.3 for a new case, in that it 'increases the understanding' of a complex and important definition in situations that happen at the start of virtually every race.

Additional Reason Applicable to All Three Proposals Above

Regulation 28.3.6 states that Questions and Answers published on the website by the Question and Answer Panel will normally be removed from the website no later than 1 January in the year in which a revised rulebook is published. That same regulation contemplates that some of the published Q&As, presumably the most important or useful Q&As, will become cases. These five Q&As are deserving of the more permanent status as authoritative interpretations that they would have if they were incorporated into the ISAF Case Book.

This submission was prepared by the Case Book Working Party.
