

RRC 2018 Agenda item 9(b)

When RRS Part 2 applies?

The preamble to RRS part 2 states: *'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**.*

There are many occasions when it is not clear if boats are 'near the racing area'. This is mostly when the course area is a significant distance from the launch area or the moorings of the boats.

An extreme example occurred at the World Sailing Championships 2018 in Aarhus, Denmark. The kiteboards launching area could be a few nautical miles from the launch area depending of the course used for racing that day. There was a tangle between two boards, one arriving at the beach after racing, the other departing from the beach.

If RRS Part 2 is applied:

- There would be no penalty for a board that broke a rule of part 2, unless there was a breach of RRS 14 resulting in damage or injury.

If RRS Part 2 is not applied:

- In many cases, IRPCAS would apply and any breach of those rules would result in a DSQ penalty being applied to the nearest race, unless some other penalty is prescribed in the SI. This would seem to be contrary to the intention of 'no penalty'.
- In some cases – inland waters that do not have governmental rules, for example, there may not be any other rules to apply.

It can also be argued that the protest committee have no jurisdiction over the situation and so no racing penalty is possible, but the protest committee may still have to consider redress if there was damage or injury.

All in all, some clarification is needed. That may be a Case or it may be a rule change.

It is proposed to ask a group to consider this issue with a view to a submission in 2019

John Doerr
RRC Chairman
October 2018.