

Reporting Committee – Measurement

Other Committees – Racing Rules

Equipment Rules of Sailing, Part 1

A submission from the Royal Yachting Association

PROPOSAL

1. Delete existing Part I of ERS and insert: -

PART I – USE OF EQUIPMENT

Section A – During an Event

A.1 CLASS RULES

A.1.1 Boats without Class Rules

The **boat** and other items of equipment shall comply with the ERS Part I.

A.1.2 Boats with Class Rules

The **boat** and other items of equipment shall comply with its **class rules**, and ERS Part I except as changed by its class rules to the extent permitted by Changes (c).

A.2 CERTIFICATE

A.2.1 Having a certificate

The **boat** shall have such valid certificate as required by its **class rules** or the **certification authority**.

A.2.2 Compliance with a Certificate

The **boat** shall comply with its **certificate**

A.2.3 Producing a Certificate

When a *rule* requires a **certificate** to be produced before a **boat** *races*, and it is not produced, the **boat** may *race* provided that the race committee receives a statement signed by the person in charge that a valid **certificate** exists and that it will be given to the race committee before the end of the event. If the **certificate** is not received in time, the **boat's** scores shall be removed from the event results.

A.3 IDENTIFICATION ON SAILS

A boat shall comply with the requirements of ERS Appendix A governing class insignia, national letters and numbers on sails.

A.4 ADVERTISING

See RRS Appendix Part II, 2 Advertising Code

A.5 SKIN FRICTION

The **hull** and its **hull appendages** shall not have specially textured surfaces which could increase the speed of the **boat** by altering the character of the water flow.

A.6 EVENT MEASUREMENT

When an **event measurer** concludes that a **boat** or **personal equipment** does not comply with the **class rules**, he shall report the matter in writing to the race committee, which shall protest the boat.

Section B – When Racing

B.1 PERSONAL BUOYANCY AND LIFE-SAVING EQUIPMENT

B.1.1 A **boat** shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her **class rules** make some other provision. Each **crew** member is individually responsible for wearing personal buoyancy adequate for the conditions.

B.2 COMPETITOR CLOTHING AND EQUIPMENT

B.2.1 **Crew** members shall not wear or carry clothing or equipment for the purpose of increasing their weight.

B.2.2 A **crew** member's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. **Class rules** or sailing instructions may specify a lower weight or a higher weight up to 10 kilograms. **Class rules** may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 2 kilograms, except that class rules may specify a higher weight up to 4 kilograms. Weights shall be determined as required by ERS Appendix B.

B.2.3 When an **event measurer** in charge of weighing clothing and equipment believes a **crew** member may have broken rule B.2.1 or B.2.2 he shall report the matter in writing to the race committee, which shall protest the boat of the **crew** member.

B.2.4 Rule B.2.2 does not apply to boats required to be equipped with lifelines.

B.3 LIMITATIONS ON EQUIPMENT

A boat shall use only the equipment on board at her preparatory signal.

B.4 LIMITATIONS ON CREW AND CREW POSITION

See RRS rule 47 Limitations on Crew and RRS rule 49 Crew Position.

B.5 MANUAL POWER

A **boat's rigging, spars** and movable **hull appendages** shall be adjusted and operated only by manual power.

B.6 EJECTING OR RELEASING OF SUBSTANCE

A **boat** shall not eject or release a substance, such as a polymer, that could improve the character of the flow of water inside the boundary layer.

B.7 SETTING OF SPARS

B.7.1 Mainsail, Foresail and Mizzen Booms set on a Mast

The extension of the upper edge of the boom **spar** shall intersect the mast **spar** above the **lower limit mark**, with the boom on the mast **spar** centreplane and at 90° to the mast **spar**.

B.7.2 Headsail Booms

The fore end of the boom **spar** shall be approximately on the **boat** centerline.

B.7.3 Spinnaker and Whisker Poles

Only one **spinnaker pole** or **whisker pole** shall be used at a time except when gybing. When in use, it shall be attached to the **spar** of the foremost mast.

B.7.4 Bowsprits

The **inner limit mark** shall not be outboard the **hull** when the **bowsprit** is set.

B.8 SETTING OF RIGGING

B.8.1 Forestays

Forestays shall be attached approximately on a **boat's** centreline.

B.9 SETTING, SHEETING AND CHANGING SAILS

B.9.1 General

(a) The point at which the load from the **clew** is taken, shall not be outboard of the **hull**, except that:

a mainsail may be attached to a mainsail **boom**.

a headsail may be attached to a headsail **boom** or, if a spinnaker is not set, may be attached to a **spinnaker pole/whisker pole**.

a spinnaker may be attached to a **spinnaker pole**.

a mizzen may be attached to a mizzen **boom**.

a foresail may be attached to a foresail **boom**.

a staysail may be attached to a staysail **boom**.

(b) Any sheet may be led above a mainsail, mizzen, foresail, headsail or staysail **boom**.

B.9.2 Trilateral Mainsails, Foresails and Mizzens

a) The **sail** shall be below the mast **upper limit mark**.

b) The **leech**, extended as necessary, shall intersect the upper edge of the boom **spar** forward of the **outer limit mark**.

c) The **foot** of a loose footed sail, extended as necessary, shall intersect the mast **spar** above the **lower limit mark**.

d) Only one mainsail shall be carried set at a time.

B.9.3 Headsails

(a) The **tack** of any headsail set on a **bowsprit** shall be attached aft of the **outer limit mark**.

(b) Headsail **tacks**, except those of spinnaker staysails when the **boat** is not close-hauled, shall be attached approximately on the **boat** centreplane.

(c) When a headsail is being changed, a replacing **sail** may be fully set and trimmed before the replaced **sail** is lowered.

(d) The difference between a headsail and a spinnaker is that the mid-girth of a headsail, measured from the mid-points of its **luff** and **leech**, does not exceed 50% of the length of its **foot**, and no other intermediate girth exceeds a percentage similarly proportional to its distance from the head of the **sail**. A **sail** tacked down behind the foremost mast is not a headsail.

B.9.4 Spinnaker Staysails and Mizzen Staysails

(a) The **tack** shall be inboard the **sheerline**.

(b) When a spinnaker is being changed, a replacing **sail** may be fully set and trimmed before the replaced **sail** is lowered. Except when changing, only one spinnaker shall be carried set at a time.

B.10 CENTRE OF GRAVITY

B.10.1 **Corrector weights** shall be securely fixed.

B.10.2 All movable ballast shall be properly stowed, and water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board.

B.11 ANCHORING, MAKING FAST AND HAULING OUT

A **boat** shall be afloat and off moorings at her preparatory signal.

Thereafter, she shall not be hauled out or made fast except to bail out, reef sails or make repairs. She may anchor or the a **crew** member may stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

B.12 FOG SIGNALS AND LIGHTS

When safety requires, a **boat** shall sound fog signals and show lights as required by the *International Regulations for Preventing Collisions at Sea* or applicable government rules.

2. Add in at end new Appendix A and Appendix B.
3. Text of Appendix A to be as existing RRS Appendix G amended to reflect its inclusion within the ERS.
4. Text of Appendix B to be as existing RRS Appendix H amended to reflect its inclusion within the ERS.
5. Delete existing RRS rules 1.2, 42.1, 43, 45, 47, 48, 50, 51, 52, 53, 54, 77, 78, and insert: -

1.2 Life-saving Equipment and personal Buoyancy

See ERS rule B.1 PERSONAL BUOYANCY AND LIFE-SAVING EQUIPMENT

42.1 Basic Rule

Except when permitted in rule 42.3 or ERS rule B.11, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her **crew** may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

43 COMPETITORS CLOTHING AND EQUIPMENT

See ERS rule B.2 PERSONAL EQUIPMENT

45 HAULING OUT; MAKING FAST; ANCHORING

See ERS rule B.11 ANCHORING, MAKING FAST AND HAULING OUT

47 LIMITATIONS ON CREW

No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A person leaving the boat by accident or to swim shall be back on board before the boat continues in the race.

48 FOG SIGNALS AND LIGHTS

See ERS rule B.12 FOG SIGNALS AND LIGHTS

50 SETTING AND SHEETING SAILS

See ERS rule B.7 SETTING OF SPARS and ERS rule B.8 SETTING OF RIGGING and ERS rule B.9 SETTING, SHEETING AND CHANGING SAILS

51 MOVABLE BALLAST

See ERS rule B.10 CENTRE OF GRAVITY

52 MANUAL POWER

See ERS rule B.5 MANUAL POWER

53 SKIN FRICTION

See ERS rule A.5 SKIN FRICTION and ERS rule B.6 EJECTING OR REJECTING OF SUBSTANCE

54 FORESTAYS AND HEADSAIL TACKS

See ERS rule B.8 SETTING OF RIGGING and ERS rule B.9 SETTING, SHEETING AND CHANGING SAILS

77 IDENTIFICATION ON SAILS

See ERS rule A.3 IDENTIFICATION ON SAILS

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

See ERS rule A.2 CERTIFICATE and ERS rule A.6 EVENT MEASUREMENT

6. Delete existing Appendix G and Appendix H from RRS.

CURRENT POSITION

The current edition of the Racing Rules of Sailing contains a number of rules of a technical nature. These would be better if included in the Equipment Rules of Sailing and serviced by technical experts in accordance with ISAF Regulation 22.

REASON

Now that ISAF Rules are contained in one book there is no longer any reason why those equipment rules which a sailor needs to know at an event should not be included in the Equipment Rules of Sailing. This would be more logical than the existing situation where the rules are imbedded in the RRS which are primarily considered as and used for control of on the water right of way aspects of the sport.

Including the technical rules in the ERS would also lead to better control of equipment as they would be serviced by the ISAF technical experts in accordance with ISAF Regulation 2.

CURRENT ISAF COUNCIL POSITION

Recommendation of the Measurement Committee

The submission was approved in principle. (Vote of 11 in favour, 2 opposed.)

Council noted the opinion of the Racing Rules Committee and ISAF Classes Committee.

It was proposed that a working party be appointed to look into the proposals within the timeframe of the production of the Racing Rules of Sailing.

Council Decision

- (i) **On a proposal by Ken Ellis, seconded by Ding Schoonmaker, Council unanimously approved to defer Submission 049-01 and appoint the following working party to consider the submission, agree the principles and report back with their recommendation within the Racing Rules of Sailing timeframe:**

- **Eric Tulla (PUR) - Chairman**
- **Tony Mooney (AUS)**
- **Ken Kershaw (GBR)**
- **Dina Kowalyshyn (USA)**
- **Jim Taylor (USA)**
- **David Sprague (CAN)**
- **Jan Dejmo (SWE)**