Racing Rules of Sailing

Part 2 Preamble

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To provide an alternative to the IRPCAS or government right of way rules when racing in limited visibility.

Proposal 1 – Alternate 1

Change the preamble to RRS Part 2 as follows.

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 (a) changed by Appendix RV or (b) replaced by the right-of-way rules of the IRPCAS or government right-of-way rules.

Proposal 1 – Alternate 2

To include the change in Proposal 1 in the Appendix itself, to avoid the need to change Part 2 preamble for an appendix that is not proven.

Proposal 2

Add new Appendix RV, Reduced Visibility Racing Rules, which may be published as a test rule, to the World Sailing Special Appendices website page, as follows:

APPENDIX RV
REDUCED VISIBILITY RACING RULES

When so stated in the notice of race [and the sailing instructions], the race shall be sailed under The Racing Rules of Sailing as changed by this appendix.

Version 1, November 2019.

RV1 Changes to the Definitions

RV1.1 The definition Keep Clear is changed to:
**Keep Clear** A boat keeps clear of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

RV1.2 The definition *Mark* is changed to:

*Mark* An object or waypoint 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.

RV1.3 The definition *Mark-Room* is changed to:

*Mark-Room* Room for a boat to leave a mark on the required side with no less than 40 metres between the boats. Also,

(a) room to sail to the mark when her proper course is to sail to it, and

(b) room to round the mark as necessary to sail the course.

RV1.4 Add new definition *Overtaking*:

*Overtaking* A boat is overtaking when she is approaching a boat from clear astern. She remains the overtaking boat until she is clear ahead. The other boat is the boat being overtaken.

RV1.5 The definition *Room* is changed to:

*Room* The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way, with no less than 40 metres between the boats.

RV1.6 The definition *Zone* is changed to:

*Zone* The area around a mark within a distance of 200 metres of it. A boat is in the zone when any part of her hull is in the zone.

**RV2 Changes to the Rules of Part 2**

RV2.1 Rule 17 is changed to:

17 **ON THE SAME TACK; PROPER COURSE**

17.1 A leeward boat shall not sail above her proper course while she is within 80 meters of the windward boat.

17.2 When boats on the same tack are within 80 metres of each other, a boat being overtaken shall sail her proper course until the overtaking boat becomes overlapped with her.

17.3 If there is reasonable doubt that a boat is overtaking another boat, it shall be presumed that she is.

*Note: Approved as an appendix to be placed on the World Sailing website. This appendix may be changed with the approval of the ISAF Racing Rules Committee.*
Proposal 1 is a change to the Racing Rules of Sailing and must be decided at the World Sailing AGM in Bermuda in November 2019.

Proposal 2 is a WS Appendix to the RRS that will be posted on the WS website. Consequently, Appendix NS may be revised from time to time, as approved by the Racing Rules Committee.

It should be noted that Proposal 1, the change to the preamble to Part 2 in the rule book, is technically not needed if Appendix RV is used because Appendix RV itself permits the changes to the definitions and RRS Part 2. However, adopting Proposal 1 would be beneficial to competitors and race officials by making clear, in one location, the status of the rules that organizers can use to change or replace the rules of Part 2.

**Current Position**

See above for the change to the preamble to Part 2. Appendix RV is new.

**Reasons**

1. For many years, organizers of overnight or distance races have been replacing the rules of RRS Part 2 with the steering rules of the International Regulations for the Prevention of Collisions at Sea (IRPCAS) or the government right-of-way rules. Most often, this is done for racing between the hours of sunset and sunrise, but it may also be done at other times when the OA wants to increase safety by keeping the boats farther apart. Currently, no option is open to the organizer other than Part 2 or the IRPCAS.

2. The application of the IRPCAS or government right-of-way rules to sailboat racing is problematic when the boats are in close quarters, especially at marks and obstructions. The IRPCAS are silent on such common race situations as turning marks and finishing lines.

3. With Appendix RV, competitors apply most of the basic principles of the regular racing rules, but with some additional distance between the boats. The only significant changes in the racing rules are the limitations placed on boats on the same tack in overtaking situations. All other rules continue to apply under Appendix RV.

4. The application of 40 metres separation between boats is the equivalent of 2.5 boat lengths for a TP52 and approximately 1.5 boat lengths for a maxi yacht. World Sailing Case 38 has two boats tracking two boat lengths apart when one boat breaks an IRPCAS rule.

5. The learning curve for competitors is much steeper when completely replacing RRS Part 2 with the IRPCAS.

6. The principles of this new appendix have been thoroughly tested and refined in superyacht racing over the last 5 years.

7. This may be published as a test rule to make it clearer that it may be subject to updating in a shorter time frame than other rules.