

Racing Rules of Sailing

New Appendix W - Racing Round Waypoints

A submission from the Royal Yachting Association

Purpose or Objective

To provide a standard set of rules for the use of waypoints as "marks" in offshore races.

Proposal

APPENDIX W RULES FOR RACING AROUND WAYPOINTS

Use of this appendix is recommended for offshore races when the race committee may wish to specify waypoints instead of physical marks which boats are required to pass to complete the course.

Races shall be sailed under The Racing Rules of Sailing as changed by this appendix only if the notice of race and sailing instructions so state.

W1 CHANGES TO THE DEFINITIONS

W1.1 The definition *Start* is changed to:

Start A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the course.

W1.2 Add new definition:

Waypoint A position, other than a *mark*, described by latitude and longitude coordinates.

W2 Rule 28 is changed to:

28 SAILING THE COURSE

28.1 A boat shall *start*, sail the course described in the sailing instructions and *finish*. While doing so, she may leave on either side a *mark* or *waypoint* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.

28.2 A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,

- (a) pass each *mark* or *waypoint* on the required side and in the correct order,
 - (b) touch each rounding *mark*, touch a hypothetical object at each rounding *waypoint*, and
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- (c) pass between the *marks* or *waypoints* of a gate from the direction of the previous *mark* or *waypoint*.

She may correct any errors to comply with this rule, provided she has not *finished*.

- 28.3** The sailing instructions may specify criteria to determine whether a boat has rounded or passed a *waypoint* on the required side.

W3 Add new rule nn in Part 2 of the RRS:

nn ROOM TO PASS A WAYPOINT

nn.1 When rule 20 applies, rules nn.2 and nn.3 do not.

nn.2 When *overlapped* boats are approaching a *waypoint* to pass it on the required side the outside boat shall give the inside boat *room* to pass the *waypoint* unless the outside boat has been unable to do so from the time the *overlap* began;

nn.3 If the inside boat has reasonable doubt that she has *room* to pass the *waypoint*, she may hail the outside boat accordingly. The outside boat shall then give the inside boat additional space unless she is unable to do so.

W4 ELECTRONIC POSITION FIXING

When data from electronic position fixing systems is used to determine the position of a boat for the purpose of verifying compliance with the *rules*, precedence shall be given to data from the boat's primary navigation system.

Current Position

As above

Reasons

In offshore races there may be no physical mark in the location required for setting a good course. The option to use a waypoint instead of a mark provides flexibility to a race committee that enables it to improve the quality of courses in offshore races. In addition, such races are often long and weather conditions can vary significantly during a race, so a course change in mid-race can be much more easily effected.

The availability of reliable and inexpensive GPS systems enables the use of waypoints instead of marks. Electronic Position Fixing Systems are already required equipment for races of OSR Category 3 and higher.

A supporting paper with the RYA/RORC guidance on the use of waypoints is available on the ISAF web site with the 2015 Annual Conference documents. The guidance on proof of sailing the course is just one of several possible mechanisms. It is not included in the appendix as it will not be appropriate for all events. Race committees are encouraged to develop the mechanism in step with evolving position fixing and tracking technology.

It is intended that this appendix should be web based only with the same status as the existing appendix SY for Superyachts.

These rules have been trialled and developed over the last 3 years in the English Channel by the Royal Ocean Racing Club (RORC) and in the Irish Sea by the Royal Dee Yacht Club, both with consent from the RYA under RRS 86.3.