EXECUTIVE SUMMARY

1. Introduction

In November 2007 a submission was made to Council to require all ISAF Classes and MNA National Classes to clearly separate any ‘Championship Rules’ or ‘Championship Conditions’ from their Class Rules. Since this was presented a working party was formed and the submission was subsequently deferred until November 2008 in order to give the working party time to present a solution. In November 2008, Council rejected the Classes and Equipment Committee’s proposals to defer for continued working party work and approved the submission.

This report examines how the Council decision will be implemented and investigates the possible solutions available to classes. While a working party was formed to address this issue it has yet to make a report that actually implements the ISAF Council position.

2. Implementation

The following steps:

a) Publish guidelines for self-implementation by the Classes, remembering that ISAF has to clearly explain the logic behind the process together with a template based on this document. This should also be sent to the MNA’s to take similar steps with National Classes.

b) Circulate all ISAF Classes, including input from the CRSC in general, but specifically the Racing Rules Representative and Equipment Control Representative

All ISAF classes should be asked to review their rules in consultation with a finalised version of this document. The plan that all appropriate amendment to their class rules by the 1st March 2011 this gives change the class opportunity to have all the appropriate rule changes approved during 2010 in line with their constitutions.

3. Solution / Conclusion

The only solution is to separate out class equipment rules and the event rules as proposed by the submission. In summary the ethos of writing equipment rules and race management rules is completely different. In the case of a class equipment rule RRS 78.1 allows a protest for such breaches by a competitor and 78.3 by the race committee. When it comes to event rules there is no provision for a competitor to protest but simply to claim “redress” for breaches.

All event rules should be removed from class rules that do not affect:

- The equipment
- Administration of equipment control
- How the equipment is used
- Who can use the equipment

In some cases however, better equipment and crew limitation rules can be written and enforced when combined with good event management. While the default rule should work for all regattas, permitted variation on the basis of the level of event management should be allowed by the NOR. Neither changes to the Class Rules variations or the Equipment Rules shall be invoked automatically but must be ‘switched on’ by the NOR or the Sailing Instructions.
4. Assessment of Problem

The concept of separating championship/event rules and class equipment rules is the only practical solution. When writing class equipment rules it is important that they are as applicable and enforceable for mid-week evening club racing as for the world championships. A number of classes contain event management based equipment rules that are simply too onerous and were clearly written with mainly the high profile events in mind.

The main problem is trying to define what exactly a championship/event rule is; without doing this it is impossible to implement any separation. It is proposed that event rules, which affect the design of a piece of equipment (e.g. event equipment limitation), are written in a way that they work at any level of event. These may remain within the class equipment rules, as can rules that specifically control the way an item of equipment is used or who can use it (e.g. RRS 42 amendments, crew weight limits, sailor classification, usage limitations). All other rules governing class events should be moved into the championship/event rules.

It is evident that clearer rules can be written with some degree of event management intervention. This is particularly noticeable in regards to issues like the ISAF Sailor Classification Code and equipment limitation. It is felt that perhaps the ISAF Standard Class Rules could be adapted to handle permitted variations of class rules which could be invoked by the Notice of Race when event management infrastructure is there to support these rules. Items such as the ISAF Sailor Classification Code, crew weight limits and equipment limitation rules could noticeably benefit from this section.

Presently, ISAF approval of Class Event Rules that are fully separated from the class rules isn’t a requirement. The event rules document should not be automatically invoked by being at a certain level of event, if this is the case then the class should be asked to change these rules so the championship rules have to be invoked by the notice of race in the same way class rules are.

Classes should control race management issues by including them in the Notice of Race through discussion with the organising authority. Only in a few measurement controlled classes where event rules really affect the design of the equipment event rules will be allowed in the class rules.

However a large number of classes already do this - examples are shown in the following links and while these may not be model class event rules or have been vetted by ISAF, they do provide example of both new and long standing classes separating championship and event rules, showing standard notice of races etc. for race organisers to use.

Dragon http://www.intdragon.org/rules_home.php
Soling Class http://www.soling.com/
One Metre http://www.iomclass.org/6-events/

5. Proposed Changes to the Standard Class Rules

As stated for some event rules such as crew weight limits and sailor classification code a much better rule can be written in cooperation with the event organising authority’s race management team.

When it comes to event limitation sometimes in development classes event issues such as the course can alter the design of the equipment so any policy on championship rules has to be flexible. Below is an example of how Part III SCR rules could work and the type of issues it could raise:
PART III – EVENT RULES

These rules must be invoked individually by the notice of race or sailing instructions. The default is these rule do not apply. The notice of race shall state that “XYZ Class rules are invoked in addition class rule Section I.XYZ and I.XYZ are also invoked” For a world or continental championship I.XYZ, I.XYZ and I.XYZ may not be invoked.

Section I

CLASS / EVENT RULES

I.1 GENERAL GUIDANCE (Used to raise to the attention of advisory things like maximum windspeed)

I.2 EVENT LIMITATION MARKS (to cover application of event marks the limitation and to provide a framework for their management)

I.3 ISAF SAILOR CLASSIFICATION CODE (Allow weaker application of the sailor classification and owner/driver rules to cover lower level events or to include race management framework for the class equipment rules)

I.4 CREW WEIGHT LIMITS (To allow different provision for the application of a crew weight limit such as pre regatta weigh-ins, daily weigh-ins and variable penalty random weigh-ins)

I.5 HANDICAP RACING (Allow class rules referring to sail limitation and sailor classification etc. to be weakened)

I.6 SAIL LIMITATION RULES (To write series based sail limitation rules)

I.7 MEASUREMENT PROTEST (To write comparison rules, alternative penalties etc.)

I.8 IN EVENT MODIFICATION, MAINTENANCE AND REPAIR (Section C of the SCR is presently uncertified modification, maintenance and repair there are a lot of uncertified modifications you may not want boats doing during an event)

I.9 DIVISIONS (To create standard wording for age divisions, Corinthian prizes etc.)

I.10 SUPPLIED EQUIPMENT

I.11 MEASUREMENT PROTESTS

ALMOST STANDARD NOR RULES

I.12 DISCIPLINE DEPENDENT ISSUES (specific issue linked to race management for areas like offshore racing e.g. communication, windsurfing, radio sailing etc.)

I.13 SUPPORT (Support boat, coach boats etc.)

I.14 RACING RULES OF SAILING (To allow the class to amend RRS not covered in 86.1(c) or to have selective implementation and cover issues like scoring, external sources of information (e.g. weather routing))

I.15 Standard Courses
6. **Background on the Submission**

Below is a copy of the submission together with extract from the committee discussion.

**Deferred Submission 065-07**

**Class Rules of ISAF and National Classes**

A submission from the Chairman of the Racing Rules Committee

**Proposal:**

ISAF shall require all ISAF Classes to clearly separate any ‘Championship Rules’ or ‘Championship Conditions’ from their Class Rules.

ISAF should ask all national authorities to require national classes to clearly separate any ‘Championship Rules’ or ‘Championship Conditions’ from their Class Rules.

**Reason:**

The term ‘class rules’ as used in *The Racing Rules of Sailing* was not intended to include ‘Championship Rules’ or ‘Championship Conditions’ (see, for example, rules 1, 43.1, 49.2, 64.3, 78, 86.1 and Appendix G). When classes include ‘Championship Rules’ or ‘Championship Conditions’ in their class rules, such ‘Championship Rules’ or ‘Championship Conditions’ often change rules in *The Racing Rules of Sailing* that class rules are not permitted to change (see rule 86.1(c)).

In practice, sailing instructions often contradict ‘Championship Rules’ for practical reasons, particularly in multi-class regattas.

‘Championship Rules’ or ‘Championship Conditions’ should be the basis for a class to negotiate the specifications for an event with an organizing authority, resulting in sailing instructions agreeable to both the class and the organizing authority. Class rules should contain only rules that specify the hull and equipment to be used when racing, rules that place limitations on the crew, and, as permitted by rule 86.1(c), rules that change a rule in *The Racing Rules of Sailing*.

Please see two accompanying submissions, one that propose a definition of the term ‘class rules’ to be included in *The Racing Rules of Sailing*, and the other that proposes to revise the definition of the term in *The Equipment Rules of Sailing*.

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**2007 NOVEMBER CONFERENCE**

**Equipment**

**Recommendation to Council: Reject**

Support the principle however recommend a working party led by the Class Rules Sub-Committee Vice Chairman and consisting of members of Race Officials Sub-Committee and the ISAF Classes Committee to develop a satisfactory solution.

**ISAF Classes Committee**

**Opinion: Reject**

See submission 063-07 and 172-07

**Racing Rules Committee**

**Opinion: Approve**

**COUNCIL DECISION**

Council received Submission 065-07 from the Chairman of the Racing Rules Committee.
The recommendation from the Equipment Committee was noted.

**Decision**

1. Council deferred Submission 065-07. *(31 in favour, 2 against, 1 abstain)*
2. Council agreed to vote on whether to accept the principals as proposed in Submission 065-07. *(20 in favour, 12 against, 1 abstain)*
3. Council approved the principals of Submission 065-07 to separate “Championship Rules” or “Championship Conditions” from Class Rules. A working party led by the Class Rules Sub-Committee Vice-Chairman and including members of the Race Officials Sub-Committees and the ISAF Classes Committees to develop a proposal. *(27 in favour, 8 against, 0 abstain)*

**2008 NOVEMBER CONFERENCE**

**Equipment**

**Recommendation to Council: Approve**

Support in principle however let the Working Party continue to work out the issues surrounding the details of the submission

**Racing Rules Committee**

**Recommendation to Council: Approve**

Approve in principle but the Working Party appointed by Council last year should continue to work to implement Submission 065-07.

**ISAF Classes Committee**

**Opinion: Defer**

until the mid year meeting of the Equipment Committee 2009 to allow the working party further time to develop a satisfactory solution. Working Party members Bill Abbott(Chairman), Stephen Parry, David Sprague, Michael Grandfield and Dick Rose.

**Council Minutes**

Submission 065-07 - Class Rules of ISAF and National Classes

Council noted Submission 065-07 regarding the Class Rules of ISAF and National Classes.

The recommendation from the Equipment Committee was noted.

**Decision**

On a proposal to defer, Council rejected deferring Submission 065-07. *(16 in favour, 17 against, 1 abstain)*

**Decision**

Council approved Submission 065-07. *(29 in favour, 6 against, 1 abstain)*
7. **Example of Section I / Part 3**

Examples of some Section I rules the text included is very much a working draft to be refined.

### C.2.4 WEIGHTS

<table>
<thead>
<tr>
<th>The total weight of the crew dressed in underwear</th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
</table>

For the purpose of this rule the primary helmsman (charter or relief helmsman were applicable) may nominate a weight of 104 kg or may choose to weigh in.

### C.2 CREW

Whilst racing under these rules the ISAF Sailor Classification Code, Regulation 22 shall apply. All sailors requiring a classification should apply on the ISAF website: www.sailing.org/classification. Unclassified sailors will be assumed to be Group 3 for the purpose of this rule.

#### C.2.1 LIMITATIONS

(c) Up to three crew members may be Group 2 or 3 sailors the remaining crew shall hold valid Group 1 status.
PART III – EVENT RULES

These rules must be invoked individually by the notice of race or sailing instructions. The default is these rule do not apply. The notice of race shall state that “Melges 32 class rule Section I.XYZ is invoked” For a world or continental championship I.5, I.7 and I.XYZ may not be invoked.

Section I

I.1 GENERAL GUIDANCE

I.1.1 WINDSPEED

(a) For one design class events races will not be started when winds are consistently at or above 25 knots or gusting to 28 knots and above. If a race has been started and the wind increases to 25 knots and above, it remains at the discretion of the race committee whether or not to abandon the race.

(b) Races will not be started unless winds are consistently above 5 knots at the time of the start.

I.2 EVENT LIMITATION MARKS

I.2.1 LIMITATION MARKS

(a) Not more than 1 mainsail, 3 headsails (a L/M jib, M/H jib and a #4 type ORC jib), 2 asymmetrical spinnakers, and 1 code zero reaching spinnaker shall be presented for equipment inspection at a class event.

I.2.2 LIMITATION MARKS MANAGEMENT

(a) The event limitation marks

I.2.3 EQUIPMENT SUBSITUTION

(a) The

I.2.4 PENALITIES

(a) The

I.3 ISAF SAILOR CLASSIFICATION CODE

I.3.1 ADMINISTRATION

(a) All crew declaration shall be sent to race organisers 7 days before the start of the event.

(b)

I.3.2 CREW SUBSTITUTION

(a) All

I.3.3 PROTEST DEADLINES

(a) For events were the crew list has been published 5 days prior to the start of racing on the official notice board or event website the deadline for protests is the end of the first race.

(c) If a crew substitution has accorded since the officially published list
I.4 CREW WEIGHT LIMITS

The notice of race may invoke class rules I.6.1, I.6.2 or I.6.3 to replace class rule C.XYZ & C.XYZ the schedule of weigh in shall included in the NOR or be displayed on the official notice board not later than 12 hours before the start of the first race.

I.4.1 FOR EVENTS WITH PRE REGATTA WEIGH IN

Crew substitutions are permitted during a regatta provided no crew declaration form has been required by the notice of race in which case it shall be at the discretion of the race committee.

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>The total weight of the crew at the weight in shorts and T Shirt</td>
<td>XYZ kg</td>
<td></td>
</tr>
</tbody>
</table>

Protest during the regatta for breaches of class rule C.2.4 will not be permitted by any competitor.

One owner helmsman aboard may elect to weigh-in or shall be allocated a weight of XYZ kg.

I.4.2 FOR EVENTS WITH DAILY WEIGH IN

Crew substitutions are permitted during a regatta provided no crew declaration form has been required by the notice of race in which case it shall be at the discretion of the race committee.

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>The total weight of the crew at the weight in shorts and T Shirt</td>
<td>XYZ kg</td>
<td></td>
</tr>
</tbody>
</table>

One owner helmsman aboard may elect to weigh-in or shall be allocated a weight of XYZ kg.

Protest during the regatta for breaches of class rule C.2.4 will not be permitted by any competitor.

I.4.3. FOR EVENTS AND SERIES WITHOUT A PRE REGATTA WEIGHT IN (SUITABLE FOR RANDOM WEIGH-IN REGATTA’S)

Crew substitutions are permitted during a regatta provided no crew declaration form has been required by the notice of race in which case it shall be at the discretion of the race committee.

<table>
<thead>
<tr>
<th></th>
<th>minimum</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>The total weight of the crew in shorts and T Shirt</td>
<td>629 kg</td>
<td></td>
</tr>
</tbody>
</table>

One owner helmsman aboard may be assumed as 104 kg if he/she choose not be weighted.

Boats whose crew exceeds the maximum weight allowance in Rule C.2.4(b) shall be penalized as follows:

(i) When a boat’s total crew weight of is higher than XYZ kg but less than or equal to XYZ kg, the boat shall receive, in each race of the day, a scoring penalty equal to the whole number (rounding 0.5 upward) nearest to the XYZ% of the number of boats entered, except that she shan’t be scored worse than DNF.

(ii) When a boat’s total crew weight is higher than XYZ kg but less than or equal to XYZ kg, the boat shall receive, in each race of the day, a scoring penalty equal to the whole number (rounding 0.5 upward) nearest to the XYZ% of the number of boats entered, except that she shan’t be scored worse than DNF.
(iii) When a boat's total crew weight is higher than XYZ kg, the boat shall be scored DSQ for the every race in the event.

When (i) or (ii) apply the scores of the other boats shall not be changed; therefore, two boats may receive the same score.

I.5 HANDICAP RACING
I.5.1 MATERIALS
(a) Any modification to the RRS made in these class rules are not applicable and shall be replaced by that of the rating or handicap system
(b) Crew Weight and Numbers shall be as stated in the rating rule
(c) Sail Limitation Rules are replaced with that of the rating rule

I.6 SERIES SAIL LIMITATION RULES
I.6.1 RULES
Only sails with a valid

I.6.2 ADMINISTRATION
I.6.2 ALLOCATION

I.7 MEASUREMENT PROTEST
I.7.1 M
(a) The

I.8 IN EVENT MODIFICATION, MAINTENANCE AND REPAIR
I.8.1 RULES

I.9 DIVISIONS
I.9.1 YOUTH DIVISION
(a) The
I.9.2 CORITHIAN DIVISIONS
The sailor classification requirement for all crew excluding the helmsman shall not apply. The helmsman shall be either:
(a) Valid group 1 sailor classification in accordance with ISAF Regulation 22. or
(b) If the helmsman does not hold a valid is not a group classification he shall be an owner/driver, relief driver or charter driver in accordance with class XYZ.

I.10 SUPPLIED EQUIPMENT
I.10.1 M
(a) The

I.11 MEASUREMENT PROTESTS
I.11.1 M
(a) The
I.12 **DISPLINE DEPENDENT**

I.12.1 M

(a) The

I.13 **SUPPORT**

This rule is not intended as a deterrent to social interaction before and between races

I.13.1 OUTSIDE ASSISTANCE

(a) **Crew** shall not have contact of any nature either by radio, telephone, vocal signal, visual signalling or any other means while racing

(b) The **boat** shall not receive any real time or near to real time data other than that collected aboard.

I.13.2 SUPPORT BOATS

(a) The transfer of equipment and persons with a **boat** from the time the **boat** leaves the dock each day until the boat has finished racing for the day.

(b) Individual support or coach boats shall not approach closer than 100 metres to any **boat** that is racing, except at a mark rounding or the finish where they shall not approach closer than 30 metres to the mark or finish line.

(c) At the Warning Signal individual support or coach boats shall leave the area being used by the **boats** and may station themselves outside of either the committee boat or the start line outer distance mark, but no closer to either end than 30 metres.

(d) Video and photos taken from any support and/or coach boat shall not be used as evidence at protest hearings. This alters RRS 63.6.

(e) In the event of an emergency the support boat may approach within 20 metres to offer assistance

(f) In the event of an engine failure before the preparatory signal the support boat may tow the **boat** to the race area in this instance the race committee shall be informed and every effort to fix the engine for the next day must be made

I.13.3 PENALTY

(a) Infringements of these in H.3 may result in a penalty to the **boat** associated with support boat having a place penalties or disqualification at the discretion of the race committee.

I.14 **RACING RULES OF SAILING**

I.14.1 RRS PART 4

(a) Rules 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required.

(b) Appendix 'P' (Immediate penalties for breaking Rule 42) shall apply.

(c) If the Jury is constituted in accordance with Appendix 'N' there decision will be final as provided in Rule 70.4 except for breeches of Part 2 class rules or the sailor classification code.

I.14.2 SCORING

(a) The Low Point System of Appendix 'A' will apply.

(b) Three races are required to be completed to constitute a series.

(c) When fewer than six races have been completed, a boat's series score will be the total of her race scores.
(d) When from six to twelve races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
I.15  STANDARD COURSES

I.15.1  COURSE ALPHA

(a) Course 1 shall be signalled by the committee flying pennant flag for A

(b) Course 1 shall be signalled by the committee flying pennant flag no. 1

(c) boat shall pass all marks to port except for the start and finish line on approaching the finish line may pass buoy 1 to port or starboard

(d) Bowsprits usage
I.15.2 COURSE BETA

(a) Course 1 shall be signalled by the committee flying pennant flag for A

(b) Course 1 shall be signalled by the committee flying pennant flag no. 1

(c) Boat shall pass all marks to port except for the start and finish line

(d) Bowsprits usage
I.15.3 COURSE CHARLIE – WINDWARD LEEWARD WITH A GATE (UPWIND START AND FINISH)

(a) Course 1 shall be signalled by the committee boat flying pennant flag for A

(b) Course 1 shall be signalled by the committee boat flying pennant flag no. 1

(c) boat shall pass all marks to port except for the start and finish line

(d) Bowsprits usage
I.15.4 COURSE DELTA – WINDWARD LEEWARD WITH A GATE

(a) Course “Delta” shall be signalled by the committee boat flying the class flag together with pennant flag for “D”

(c) A lap is defined as 1 (starboard), 2 (starboard) and 3s (starboard) or 3p (port)

(d) On the final lap boats may pass marks 3s and 3p to either side on the way to the finish line

(d) Bowsprits usage
I.15.5 COURSE ECHO - TRIANGLE COURSE

(a) Course “Echo” shall be signalled by the committee boat flying the class flag together with pennant flag for “E”

A Lap is defined as 3 - 1 – 2 – 3 -1 – 2 - 1 all left to port

(c) boat shall pass all marks to port except for the start and finish line the number of laps

(d) Bowsprits usage