

## **RACING RULES AND OCEANIC & OFFSHORE RACING**

Review of rules applying to offshore and oceanic racing.

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Offshore & Oceanic Committee and International Judges Sub-Committee are requested to consider how best to achieve a detailed review of rules relating to offshore and oceanic racing. Thereafter, consideration would be given to how to enable an experimental appendix to the *Racing Rules of Sailing* to be drafted.

### **Proposal**

Offshore & Oceanic Committee and International Judges Sub-Committee are requested to consider:

1. Developments in oceanic and offshore sailing and rules changes that may be necessary.
2. How oceanic and offshore rules issues can best be addressed within the World Sailing committee structure.

### **Current Position**

The joint OC/IJSC working party on offshore and oceanic judging has been in existence for four years. A team of race officials with appropriate skills is in place.

There has been a general examination of rules affecting offshore and oceanic racing. The potential for rules changes has been considered. However that analysis reached no definitive conclusions and did not extend to full consideration of what changes would benefit competitors and race officials.

There are no standards set for many of the issues commonly encountered in Offshore and Oceanic Racing.

The Notice of Race and Sailing Instructions used in Offshore and Oceanic Races vary widely worldwide and there can be considerable scope for differing interpretations of rules documents.

There is a lack of understanding, by many sailors and judges, despite advice and case law, of how to apply IRPCAS in protests.

Technology development within offshore and oceanic sailing is enabling new methods of communication and the management of rules disputes.

Best practice in these and other matters would benefit from detailed review.

Specifically:

1. Provisions are already being made by event organizers, possibly in breach of rule 86.1(a), to enable IRPCAS to be dispensed with in offshore and oceanic racing.

There is the potential for right-of-way conflicts between boats in the same race, e.g., when the superyacht rule appendix and IRPCAS are both invoked.

2. Organising authorities have differing approaches in regard to outside help for navigational and meteorological information, medical advice and support whilst racing, what may or may not be permitted when seeking advice for damage during racing or for interrupting racing for repairs.
3. Given the proliferation of communications methods during offshore and oceanic races, there is a need to set a standard approach taking into account developments in technology.
4. Organisers frequently wish to resolve redress issues and rules disputes prior to competitors finishing. This requires changes to protest procedures.
5. A two-turns penalty for breach of Part 2 rules may be an inappropriate penalty in an offshore or oceanic race. In short-handed races, there is also risk of rig damage when taking a turns penalty. Time penalties are generally considered more appropriate and prevalent, but there is no standard approach.
6. A number of juries worldwide have introduced discretionary penalty (DPI) structures in offshore and oceanic races. There is as yet no consistency in approach, although guidance from the working party has been requested.

There may be further issues for consideration in addition to the above.

#### Action Requested

Offshore & Oceanic Committee and International Judges Sub-Committee requested to consider.