

## Summary of changes incorporated into RRS 2021-2024, of particular interest to competitors

<p><i>The focus of this presentation is changes to the Racing Rules which will be of particular interest to competitors. Changes which are of more interest to race officers, equipment inspectors and so on, are dealt with separately.</i></p>	
<p><b>Race Signals</b></p>	
<p><b>Additional flag signals:</b></p> <p>Orange flag      One end of starting line.</p> <p>Blue flag        One end of finishing line</p>	<ul style="list-style-type: none"> <li>• <i>No real change for competitors.</i></li> <li>• <i>It is a fundamental part of racing athletes/sailors should be aware. "Navigation 101". Hate when silly fundamental things like this that cause mistakes, there are plenty of competitors and wind shifts that will do that for you, and the exact way we want the racing to unfold.</i></li> </ul>
<p><b>Definitions</b></p>	
<p><b>Start and Finish</b></p> <p>Now refers only to 'the hull'.</p>	<ul style="list-style-type: none"> <li>• <i>The 'game change' is that it longer includes 'crew or equipment in normal position'</i></li> <li>• <i>The video with 18's, produced by Steve Hatch, shows if perfectly.</i></li> <li>• <i>May not change your race strategy much but knowing that some races are won and lost by inches, knowing this though could be to your advantage.</i></li> <li>• <i>Simple rule is to "keep the peddle to the metal until you are well beyond the finish line"</i></li> </ul>
<p><b>Starting Penalties (rule 30)</b></p> <p>Now refers to 'the boat's hull' only, rather than 'the boat's hull, crew or equipment'.</p>	<ul style="list-style-type: none"> <li>• <i>What about a skiff returning to start after being over early doesn't get the wing or crew completely on the pre-start side?</i></li> <li>• <i>The skiff will have re-started correctly if the hull, and not the wing or bow sprit, crosses to the pre-start side.</i></li> <li>• <i>A great tool to know for racing. Especially in those boats that have bow sprits or with the crew trapezing on the side or off wings, you might be able to gain on a start line or minimise the damage for a re-start situation.</i></li> </ul>
<p><b>Clear Astern and Clear Ahead (Overlap)</b></p> <p>Still includes, in addition to the 'hull', 'equipment in normal position'.</p>	<ul style="list-style-type: none"> <li>• <i>There is no 'game change' but it is worth noting that it differs from 'Start' and 'Finish' in that it still includes, in addition to the 'hull', 'equipment in normal position'.</i></li> </ul>

<b>Introduction</b>	
<b>Hails</b> Language other than English may be used provided it will be understood.	<ul style="list-style-type: none"> <li>• <i>Many countries will use their language for hailing like room or raum in German. Often, I have also heard grunts, groans or oy-oy-oy, they are normally all very obvious what the boat is asking for, so now this is allowed within the rules.</i></li> </ul>
<b>Basic Principles</b>	
<b>Sportsmanship</b> Minor re-wording but no 'game change'.	<ul style="list-style-type: none"> <li>• <i>Whilst there is no 'game change' it is worth remembering that Sportsmanship requires competitors to follow and enforce the rules – enforcement generally being by protesting a boat that has infringed you.</i></li> <li>• <i>Should always follow the rules. When you work hard and be good to your mother, the world will repay you ten times over!</i></li> </ul>
<b>Fundamental Rules</b>	
<b>Generally</b> Rearrangement of these rules incl reference to Support Persons and World Sailing Regulations.	<ul style="list-style-type: none"> <li>• <i>The role of Support Persons is more fully integrated into the rules as 'part of the game' and they will be subject to these rules as well as requirements set out in the NoR and SI's.</i></li> <li>• <i>This has become more prevalent in the Olympic scene over the last few Olympic Quads. Each regatta support boat regulations are now as long as the Sailing Instructions. This has seen many support staff being banded in varying ways. Be aware!</i></li> </ul>
<b>Flag V</b> Monitor safety communications channel.	<ul style="list-style-type: none"> <li>• <i>Race committee will need to include 'event specific' instructions in the Notice of Race including radio frequencies to be used.</i></li> </ul>
<b>Safety (rule 1)</b> Support Person added to requirement to help person or vessel in danger.	<ul style="list-style-type: none"> <li>• <i>Certainly, something that coaches or support people should be aware of. To me this is a fundamental part of being a good person. I can honestly say most sailors would do this for anyone.</i></li> </ul>

<p><b>Outside Help (rule 41)</b></p> <p>The ability to protest a boat which has gained a significant advantage, has been deleted and moved elsewhere.</p>	<ul style="list-style-type: none"> <li>• <i>The ‘game change’ is to make sure there is no hesitation in a support person giving help to a crew member who is ill, injured or in danger or, in fact, no hesitation on the part of the sailor, in accepting this help.</i></li> <li>• <i>This principle is also embraced in 1.1 Safety and 37 covering display of Code Flag V requiring support vessels and others to monitor the Safety channel.</i></li> <li>• <i>To me this is great to see. The rules now allow common sense to prevail. You can assist someone from a safety standpoint, just being a good human. But you can’t give them a material advantage.</i></li> <li>• <i>An example which sort of covers this for me, was the Danish winning the 2008 Beijing Gold when they broke their mast well before the start gun, managed to borrow the Croatian boat whom wasn’t in the medal race, started 4:55 secs behind (5 secs within the start limit) and raced the race without a spinnaker to defend their point lead and win the Gold. As a competitor, if you couldn’t beat them under these circumstances, then they certainly deserved the win!</i></li> </ul>
<p><b>Fair Sailing (rule 2)</b></p> <p>No longer includes a DSQ option – only DNE.</p>	<ul style="list-style-type: none"> <li>• <i>This reinforces to idea of fair sailing and sportsmanship.</i></li> <li>• <i>DNE’s are the worst type of “letter” score you can get, they are non-discardable... and obviously it was a serious breach of the rules... shouldn’t be anywhere near that redline. It’s costly.</i></li> <li>• <i>Stay clean and sail well!</i></li> </ul>
<p><b>When Boats Meet (Part 2)</b></p>	
<p><b>Room to Tack at an Obstruction (rule 20)</b></p> <p>Minor re-wording but no ‘game change’ other than:</p> <p>Additional requirements for hails including hand signals when the hail may not be heard.</p>	<ul style="list-style-type: none"> <li>• <i>NOR can also mandate alternative communication</i></li> <li>• <i>It’s obvious what the competitor is asking, better to abide by the rules and race on. If they didn’t do something technically correct, you are able to take that to a protest with a no loss situation.</i></li> </ul>
<p><b>Other Requirements When Racing (Part 4)</b></p>	

<b>General Requirements (Section A)</b>	
<p><b>Exoneration (rule 43)</b></p> <p>Exoneration is now applied more widely to a boat compelled to break a rule by the actions of another boat.</p>	<ul style="list-style-type: none"> <li>• <i>A boat exonerated for breaking a rule need not take a penalty.</i></li> <li>• <i>We are a self-policing sport, so under Sportsmanship, we must always enforce the rules. This is not easy or clear to implement, and I hate to leave ambiguity.</i></li> <li>• <i>My advice is to make sure you are in the right. Make sure you know the situation and how it occurred explicitly, say the procedural things like hail “protest”, whom is/can be a witness? Do this all on the water, once you get ashore then you can proceed or not with the formal protest.</i></li> <li>• <i>This is a safe way to give yourself the best chance and avoid any unfortunate surprises.</i></li> </ul>
<b>Equipment-Related Requirements. (Section B)</b>	
<p><b>Crew limitations (rule 48)</b></p> <p>Now requires that a person leaving the boat by accident must only be ‘back in contact with the boat’ before continuing, rather than ‘back on board’.</p>	<ul style="list-style-type: none"> <li>• <i>Contact could include in the water holding on to the boat or a sheet or whatever – or even swimming – although, difficult to meet the test of ‘in contact’ unless the boat was drifting. What about ‘finishing’?</i></li> <li>• <i>If the boat crossed the line with a crew member ‘in contact’, she would have finished when the hull crossed the line.</i></li> <li>• <i>Not that I would advise this or even train for this but staying in contact with the boat has become more important. I have seen boats finish on their side, while going backwards or even capsizing their way over the line or rounding marks.</i></li> </ul>
<b>Protest Requirements (Part 5)</b>	
<p><b>Hearings (rule 63)</b></p>	<ul style="list-style-type: none"> <li>• Generally minor re-wording but no ‘game change’ other than:</li> </ul>
<p>Hearings can now be conducted with respect to support persons.</p>	<ul style="list-style-type: none"> <li>• <i>Outcome could include penalising the competitor as well as the support person.</i></li> </ul>

	<ul style="list-style-type: none"> <li>• <i>Olympic scene has seen this occurring more and more. Penalties have been enforced on support people from not allowed to Olympic Venue, not allowed on the water for a day or more, or even completely banned from the venue. Worst case will be if the actual sailor copes a penalty for the support persons indiscretion. Much easier to play by these rules.</i></li> </ul>
<p>Hearsay evidence is now allowed.</p>	<ul style="list-style-type: none"> <li>• <i>The protest committee will 'weight' hearsay evidence as there is no ability to 'test' it by questioning it in the hearing.</i></li> <li>• <i>Note also, the limitations of video evidence.</i></li> </ul>