

ISAF PACKAGE OF TEST RULES

BRIEFING DOCUMENT

Background

This package of test rules is a collaborative effort across the Match Race Committee, Racing Rules Committee and Umpires Sub-Committee. A working group has been created to manage the creating and testing of these alternative rules.

The aim of this package of rule changes is to simplify some of the racing rules and in doing so improve the consistency of umpiring decisions.

This package of rule changes is derived from the rules in the 34th and 35th America's Cup events as well as the Alpari World Match Racing Tour.

Implementation

Approval by ISAF (refer RRS 86.2) or a Member National Authority (refer RRS 86.3) is required if an Organizing Authority wishes to implement this package of test rules. Please refer to the document created by the working group entitled "How To Implement the ISAF Package of Test Rules at Match Racing Events."

An Organising Authority shall not modify the package of test rules. ISAF will only approve the changes under RRS 86.2 if they are not altered and the working party managing this process requests that, if applicable, Member National Authorities only approve changes if the package of test rules are not altered. The reason is so the feedback on such tests is on a consistent package of changes.

Feedback

The working group needs feedback from all Organizing Authorities that test this package of rules. Member National Authorities that require feedback are requested to forward feedback on this package of rules to the ISAF working group (competitions@isaf.com).

We request that the feedback include:

- Opinions from sailors, umpires, the Organizing Authority and spectators.
- Details on the level of racing conducted.
- Number of incidents at the top mark, leeward mark / Gate, and finish marks.
- Description of interesting incidents involving the package of rules.

Package of test rules**A. Add new RRS 7 to Part 1:****7 LAST POINT OF CERTAINTY**

When there is doubt as to the relationship or change of relationship between *boats*, the last point of certainty will apply.

B. Delete RRS 18, C2.6 and C2.7 and replace with:**18 MARK ROOM****18.1 When Rule 18 Applies**

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a boat approaching a *mark* and one leaving it.

18.2 Giving Mark-Room

- (a) When the first boat reaches the *zone*,
 - (1) if boats are *overlapped*, the outside boat at that moment shall thereafter give the inside boat *mark-room*.
 - (2) if boats are not *overlapped*, the boat that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required.
- (c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, she is not required to give it.

18.3 Tacking or Gybing

When an inside *overlapped* right-of-way boat must tack or gybe at a *mark* to sail her *proper course*, until she tacks or gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3 does not apply at a gate *mark*.

C. Change definition of Mark-Room to:

Mark-Room Room for a boat to sail her *proper course* to round or pass the *mark*.

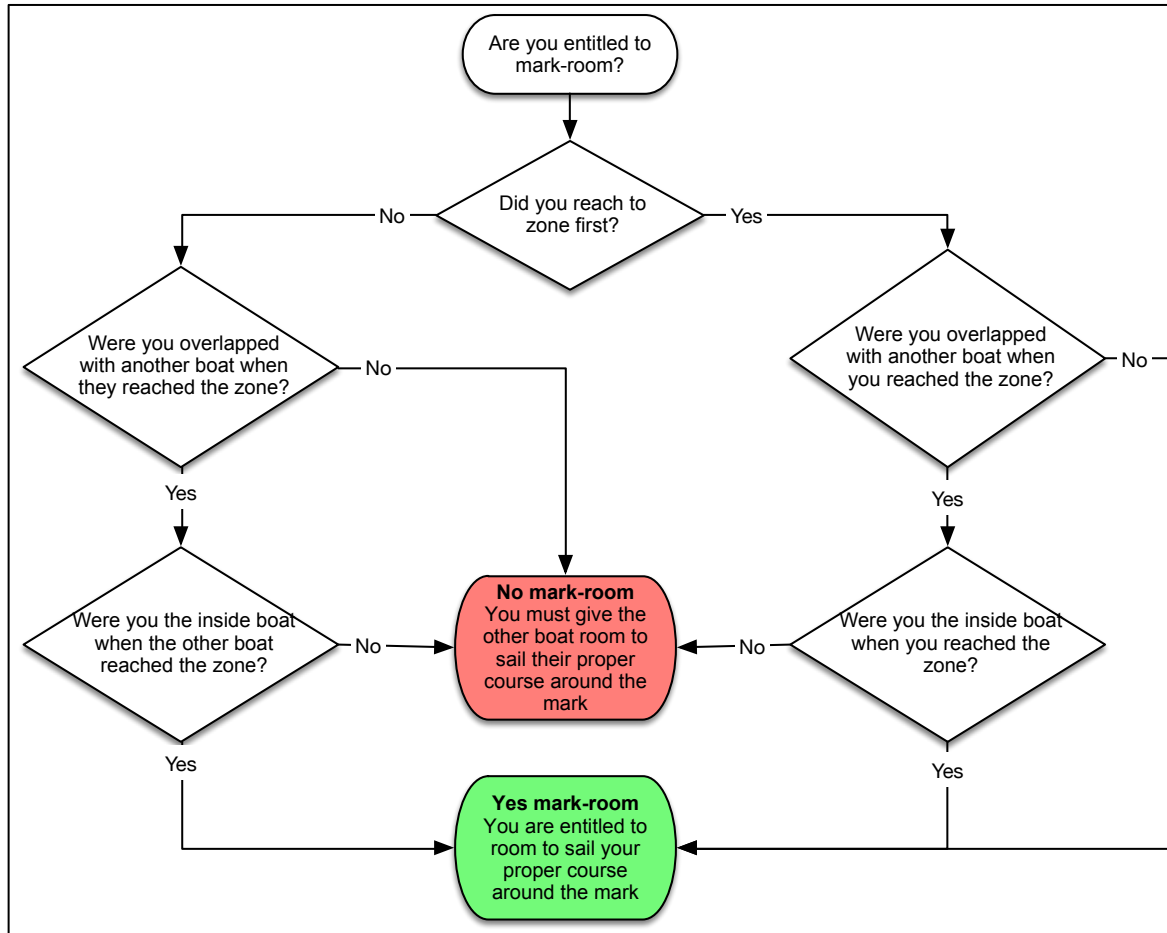
D. Add the following new rule:

C2.14 Rule 17 is changed to 'After the starting signal, if a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat.'

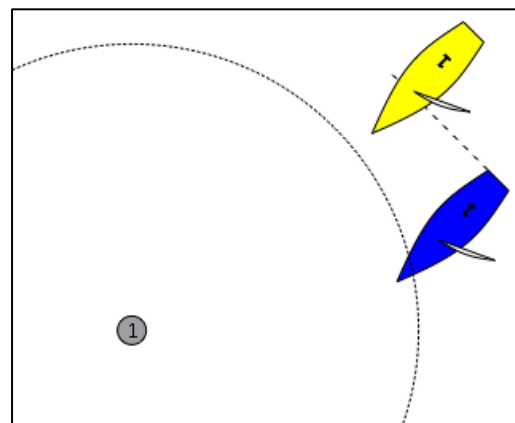
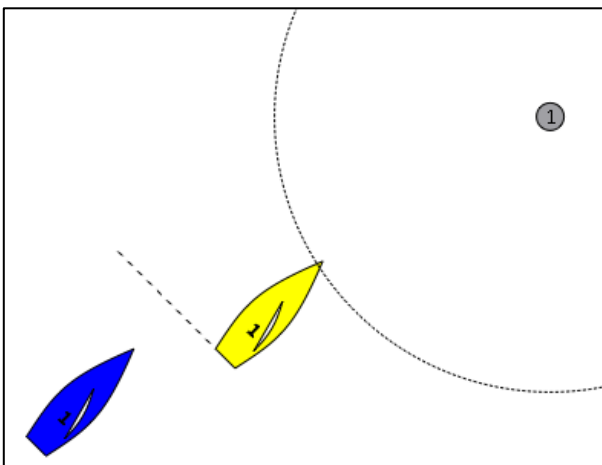
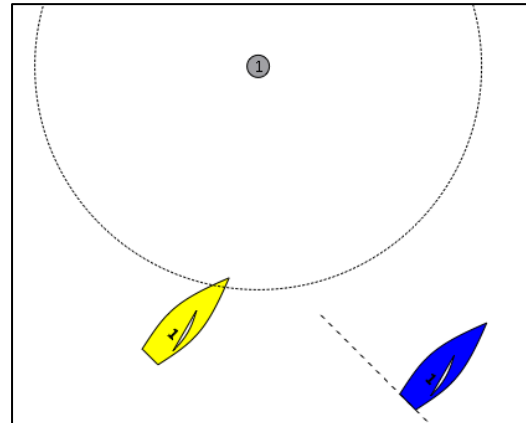
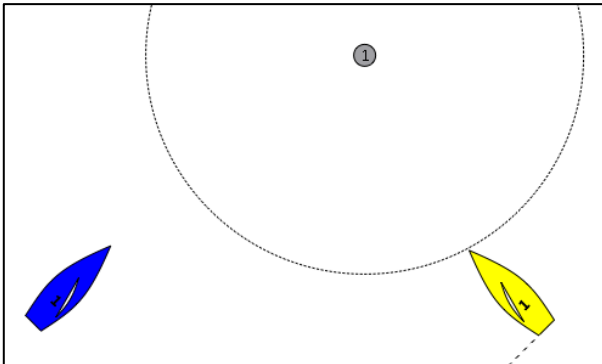
This rule does not apply if the right-of-way boat is on a leg to a leeward *mark* or the finishing line, or if the overlap begins while

- (a) the right-of-way boat is on a leg to a leeward *mark*,
- (b) the *windward* boat is required by rule 13 to *keep clear*, or
- (c) both boats are OCS.'

How the mark-room rules work



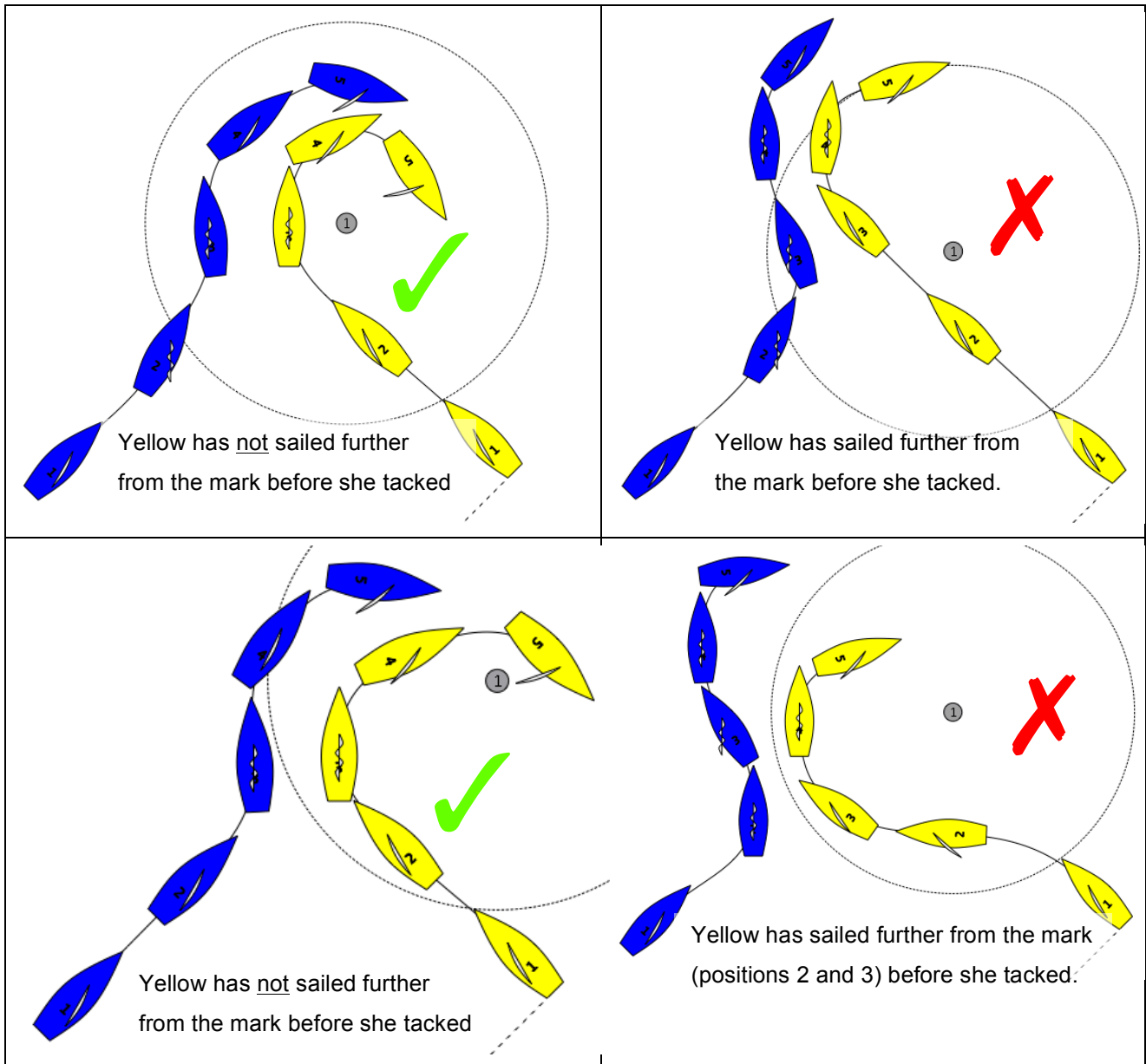
These diagrams show a windward mark to be rounded to starboard. In all diagrams, Yellow is entitled to mark-room.



The inside boat gets room to sail her proper course to round or pass the mark. This room continues even if the boat tacks.

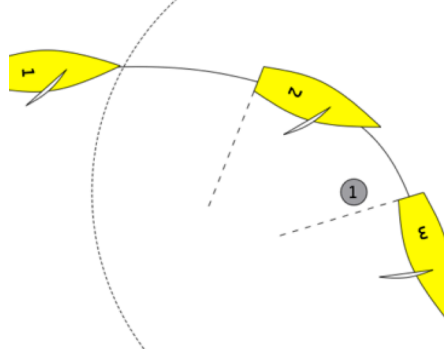
If there is a mark that is to be left to port, then the port tack boat may be the inside, overlapped boat and is entitled to mark-room.

Except at a gate mark, when a boat is inside, overlapped, right-of-way boat at a mark, and she must tack or gybe at a mark to sail her proper course, she cannot sail further from the mark than needed to sail her proper course until she tacks or gybes. This is the same as the existing rule at a leeward mark but is a change when considering the windward mark.

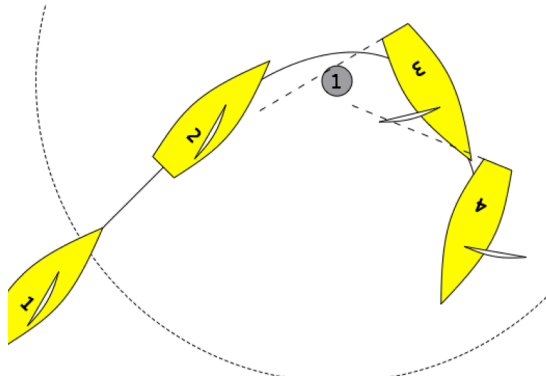


A boat has rounded or passed the mark when the mark is clear astern of the boat and the boat is on the new leg of the course. This is consistent with room as interpreted in existing call E2 and implicit in call E1.

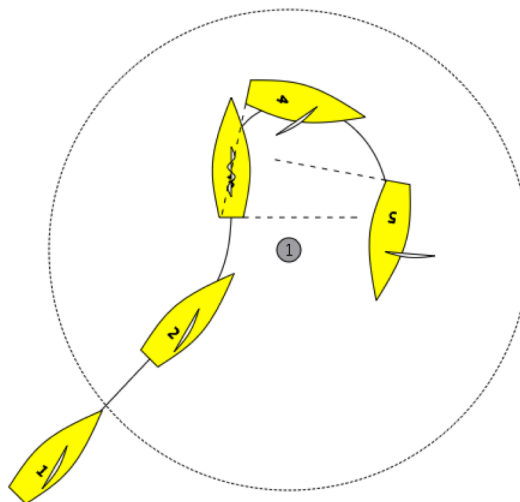
Yellow has rounded or passed the mark at position 3 as the mark is clear astern and Yellow is on a new leg of the course.



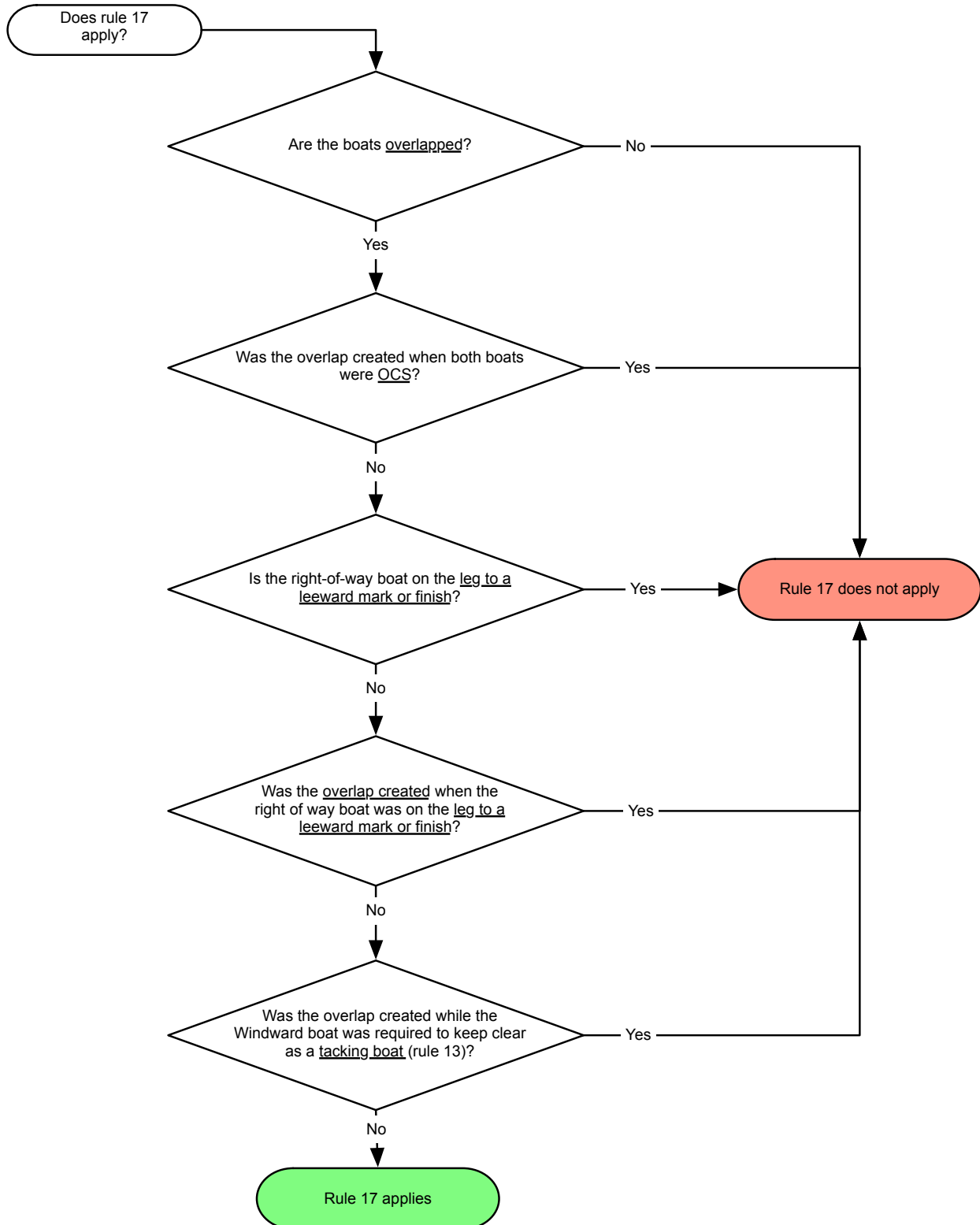
Yellow has rounded or passed the mark at position 4 as the mark is clear astern and Yellow is on a new leg of the course.



The mark may be clear astern of Yellow at position 3, however she is not yet on the new leg and when she goes onto the new leg, the mark is not clear astern of Yellow. Yellow is still rounding the mark at position 5.



How the changes to rule 17 work



An overlap that is created when rule 17 does not apply will not become a rule 17 overlap if the boats then go onto a windward leg.

Rule 17 applies from the starting signal and an overlap must be established (in compliance with other restrictions of rule 17) after the starting signal for rule 17 to apply.

The rule no longer applies when the bow of the right-of-way boat has crossed the extension of the line from the leeward mark through the windward mark.

Impact of the package of test rules on the Call Book

ISAF regulation 28 only allows for authoritative interpretations of the rules for match racing via *The Call Book for match Racing*. When considering the Mark-room Package of test rules, the ISAF working party has identified the calls below as needing to be reviewed, if not changed and as assistance, have suggested how the rules would change the calls.

Call	Impact
D7	No Change
E1	Effectively no change. Only changes are the rule references.
E2	Effectively no change. Answer simplified: Blue is entitled to sail her proper course to round or pass the mark on the required side. At position 3 Yellow has given Blue mark-room as required by rule 18.2(a)(ii), and rule 21 no longer applies. If Blue gybes after this point, she will be subject to rule 13.2 and then rules 15 and 16.1.
E3	Change to call. Suggested answer: A1: When Yellow enters the zone, rule 18.2(a)(ii) applies until Yellow has rounded and passed the mark. At position 6 Yellow has not yet passed the mark. If Yellow cannot sail her proper course around the mark or has to avoid Blue, Blue breaks rule 18.2(a)(ii). Penalize Blue and exonerate Yellow under rule 21(a). If Yellow is able to sail her proper course around the mark, display the green and white flag. A2: See Answer 1.
E4	No change
E5	Change to call, Answer 1 only: Display green and white flag. When Yellow enters the zone, rule 18.2(a)(i) applies until Yellow has rounded and passed the mark. Blue keeps clear of Yellow and gives Yellow mark-room.
E6	Change references to 18.2(b) in the answer to 18.2(a)(i).
E7	Change to call This call is silent on the relationship of the boats at the time the first boat entered the zone. <u>For the purposes of this package of test rules it is assumed that Blue was overlapped inside Yellow when the first boat reached the zone.</u> Answer 1: Yellow must give Blue mark-room from the time rule 18 applies to when Blue has rounded or passed the mark. Blue is an inside <i>overlapped</i> right-of-way boat and therefore has an obligation to sail no farther from the mark than needed to sail her proper course until she tacks (rule 18.3). Answers 2 and 3: Refer Answer 1.
E8	Call should be deleted when considering the package of test rules.
E9	Effectively no change.

	Only change is the rule reference at the start of the answer to 18.2(a)(i).
G1	Call should be deleted when considering the package of test rules.
G3	Call should be deleted when considering the package of test rules.
G4	Change to call. Answer should be: "Yes. At the moment Yellow becomes right of way as the leeward boat, rule 15 begins to apply."
G5	Call should be deleted when considering the package of test rules.
G6	Call should be deleted when considering the package of test rules.
G8	Call should be deleted when considering the package of test rules.
J1	Effectively no change. Only changes are the rule references.
J2	Effectively no change. Only changes are the rule references.
J3	Call should be deleted when considering the package of test rules.
K2	Effectively no change. Only changes is the rule reference.
K4	Effectively no change. Only changes are the rule references.
L9	Change to call. Answer 1 changed to: At position 2 Yellow is in the zone and is the right of way, inside boat. Under rule 18.3, until she tacks, Yellow is required to sail no further from the mark than needed to sail her proper course. By bearing away at position 3 Yellow is no longer sailing her proper course. Penalize Yellow.
M8	Change to Call. Question 2 should be deleted when considering the package of test rules.