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SIGNIFICANT RULE and GAME CHANGES in the 2021-2024 RACING RULES OF SAILING *by Dave Perry*

Excerpted from Dave Perry's *Understanding the Racing Rules of Sailing through 2024*, available from the US Sailing, along with his other book on the rules: *Dave Perry's 100 Best Racing Rules Quizzes* (www.ussailing.org or 1-800 US SAIL-1).

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The following is a list of the significant changes in the 2021-2024 Racing Rules of Sailing (RRS) from the 2017-2020 edition. NOTE: These brief summaries are not intended to be actual representations of the rules; nor is this a complete list of all the changes in the 2021-2024 RRS.

Hails The Introduction of the RRS now states that a language other than English may be used for a hail required by the rules provided that it is reasonable for it to be understood by all boats affected; however, a hail in English is always acceptable.

Definition Finish The new definition Finish has eliminated the “crew or equipment in normal position” factor. Now a boat “finishes” when any part of its hull crosses the finishing line, regardless of when its crew, sails or other equipment crosses the line. Bowsprits and other pieces of equipment attached to the hull are typically not part of the hull (but check with class rules for clarifications). This will make it simpler for race committees to call close finishes, and anticipates the future use of electronic equipment placed on the bow of boats to assist race committees in calling starting and finishing lines, etc.

Definition Mark-Room The new definition Mark-Room has some new phrases (shown below in quotation marks) but there is no change in meaning to the previous definition. Mark-room is room to round “or pass” the mark “without touching the mark.” The phrase “sail the course” is now in italics because the phrase is a new definition, but it essentially means the same as the previous phrase.

Definition Obstruction The new definition Obstruction permits the race committee to designate an object that is otherwise too small to be an obstruction as an “obstruction,” and a “line” such as a start/finish line as an “obstruction” in the sailing instructions.

Definition Party When the protest committee calls a hearing under rule 60.3(b) (Right to Protest; Right to Request Redress or Rule 69 Action) to consider redress for a boat, the new definition Party makes that boat a party. And the new definition adds these people and boats to the definition: a support person subject to a hearing under rule 69 (Misconduct), any boat that person supports, and a person appointed to present an allegation under rule 60.3(d) (see rule 63.9, Hearings Under Rule 60.3(d) – Support Persons).

Definition Rule The new definition Rule (b) simply states that World Sailing Regulations are “rules” only if they have been designated by World Sailing as having the status of a rule and are published on the World Sailing website. New rule 6.1 (World Sailing Regulations) lists the Regulations that are “rules” as of June 30, 2020.

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Definition Sail the Course This new definition Sail the Course is simply the language from previous rule 28.2 (formerly titled Sailing the Course). The intent is to provide one clear meaning of the phrase “sail the course” which appears many times throughout the RRS.

Definition Start The new definition Start has eliminated the “crew or equipment” factor. Now a boat need only have its hull behind the starting line at the starting signal; the location of its crew, sails or other equipment is immaterial. This will make it simpler for race committees to call close starts, and anticipates the future use of electronic equipment placed on the bow of boats to assist race committees in calling starting and finishing lines, etc.

Basic Principles In the previous rules, the Basic Principle: Sportsmanship and the Rules, stated that a fundamental principle of sportsmanship was that when a boat broke a rule it would promptly take a penalty, even if the boat was certain it would be exonerated (not penalized) because it was compelled to break a rule by another boat breaking a rule. That unintended anomaly has been corrected with two changes in the new rules. New rule 43 (Exoneration) now automatically exonerates boats that are entitled to exoneration at the time of the incident. And the new statement on sportsmanship in the Basic Principle: Sportsmanship and the Rules, about taking a penalty now excludes boats that are exonerated.

Rule 1.1 (Safety: Helping Those in Danger) now includes “support persons,” meaning that parents, coaches and other support persons are required to give all possible help to any person or vessel in danger; and they, and possibly even the boats they are supporting, can be penalized for failing to do so.

Rule 2 (Fair Sailing) has been changed back to what it said prior to the previous rule book, which is that the only penalty for breaking rule 2 is a disqualification that is not excludable (DNE).

Rules 3 (Decision to Race) and 4 (Acceptance of the Rules) have simply been reversed in order from the previous rule book because the decision to race will come before needing to accept the rules.

Rule 5 (Rules Governing Organizing Authorities and Officials) is previous rule 84 (formerly titled Governing Rules). It was moved into Part 1, Fundamental Rules, because it is just as fundamental that race officials be governed by the rules as it is for the competitors (see rule 4, Acceptance of the Rules). Note that the term “event” is used in place of the term “race” in rule 5, as well as in several other places throughout the RRS, because many rules apply before and after boats are racing, including on shore.

Rule 6 (World Sailing Regulations) is a combination of previous rules 5, 6 and 7. New rule 6 lists the World Sailing Regulations (or Codes) that are “rules” (see the definition Rule (b)). The text of the Regulations can be found on the World Sailing website. Note that the term “sailor classification” from the previous Regulations has been changed to “sailor categorization” to avoid confusion with the other uses of the term “classification” in the sport.

Part 2 preamble In the new rules, it is the notice of race (NoR), not the sailing instructions (SI’s), that is required to state if the rules of Part 2 (When Boats Meet) are replaced by the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) or by governmental right-of-way rules. See also rule J1.2(12).

Rule 14 (Avoiding Contact) The exoneration part of rule 14 (previous rule 14(b)) has been moved to new rule 43.1(c) (Exoneration). In the previous rule, in addition to a right-of-way boat, a boat entitled to

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room or mark-room was entitled to exoneration if the contact did not cause damage or injury. In the new rule, that boat is now exonerated only if she is actually sailing within the room or mark-room to which she is entitled.

Rule 16.2 (Changing Course) There are several significant changes to rule 16.2, which is often referred to as the “anti-hunting” rule. First, it now only applies when boats are on a “beat to windward.” Therefore, it does not apply before the starting signal (same as the previous rule); and it does not apply when the boats are sailing on downwind legs (different from the previous rule). Also, the rule only applies when the starboard-tack boat (S) bears away; it no longer applies when S luffs (rule 16.1 applies when S changes course to windward; i.e., luffs). And finally, the rule applies when the port-tack boat (P) is sailing to pass “to leeward” of S (the previous rule said pass “astern”), meaning that S can no longer turn this rule off by bearing away below 90 degrees to the true wind (a common move in team racing).

Rule 18.1 (Mark-Room) and rule 18.2(d) (Giving Mark-Room) Previous rule 18.2(d) stated that rules 18.2(b) and 18.2(c) no longer applied when the boat entitled to mark-room had been given mark-room. That created a small unintended loophole by leaving rule 18.2(a) still in effect, meaning that a boat clear astern could become overlapped and entitled to mark-room if the boat that had been entitled to mark-room had completed her rounding but was still near the mark. That loophole has been closed by moving the phrase to a new sentence in rule 18.1 which turns all of rule 18 off when mark-room has been given.

Rule 18.3 (Passing Head to Wind in the Zone) The only change to rule 18.3 is its title, which now more accurately describes when rule 18.3 applies. There is no change in meaning in the rule.

Rule 19.2(c) (Giving Room at an Obstruction) The new rule 19.2(c) is now just one sentence, clarifying that the last phrase “while the boats remain overlapped” only applies while the boats are passing the continuing obstruction (no change in meaning from the previous rule).

Rule 20.4 (Room to Tack at an Obstruction: Additional Requirements for Hails) New rule 20.4(a) states: “*When conditions are such that a hail may not be heard, the boat shall also make a signal that clearly indicates her need for room to tack or her response.*” This is a safety rule for when it is hard to hear hails (such as in strong winds or fast boats that are farther apart). Additional signals will commonly include arm signals, but could also include the use of lights or radios. Note that the notice of race (NoR) can specify an alternative form of communication other than a hail and require boats to use it (see new rule 20.4(b) and rule J1.2(8)).

Section D (Other Rules) Previous rule 21 (Exoneration) has been moved to new rule 43 (Exoneration) in Part 4 (Other Requirements When Racing), and Section D rules have been renumbered accordingly.

Rule 21.1 (Starting Errors; Taking Penalties; Backing a Sail) Now a boat sailing towards the pre-start side of the starting line to start or comply with rule 30.1 (Starting Penalties: I Flag Rule) need only keep-clear of other boats not doing so until her hull is completely on the pre-start side of the line (not her crew, sails or other equipment). This conforms the rule to the new definitions Finish and Start, which are now based on just the hull and not the crew, sails and other equipment of the boat.

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Rule 25 (Notice of Race, Sailing Instructions and Signals) There is a significant shift in the importance of the notice of race (NoR) in the new rules. The NoR contains rules that a boat must comply with before the event, rules that would help competitors decide whether to attend the event, and information that they will need before the sailing instructions become available. However, there was no rule in the previous RRS that stated by when the NoR had to be made available. New rule 25 states: *“The notice of race shall be made available to each boat that enters an event before she enters.”* And US Sailing adds this prescription to rule 25: *“US Sailing prescribes that the race committee shall ensure that the notice of race and sailing instructions are readily available to competitors throughout the event.”* This will include posting the documents throughout the event on the official notice board and on any online document sources for the event.

Note that rule 25 and many other new rules now use the term “event” which includes a race or a series of races (see the preamble to Appendix J, Notice of Race and Sailing Instructions). Furthermore, the preamble to Appendix J states: *“A rule in the notice of race need not be repeated in the sailing instructions.”* Therefore, it is now even more critical that competitors read and hang onto the NoR as well as the sailing instructions for an event.

Rule 26 (Starting Races) Now the notice of race (NoR) or the sailing instructions (SI’s) can change the timing of the Warning signal.

Rule 28 (Sailing the Race) The first sentence of new rule 28.1 states the three elements of sailing a race: *“A boat shall **start, sail the course and then finish.**”* The previous title of rule 28 was “Sailing the Course;” the new title includes all three elements. The addition of the term “then” clarifies that boats must do the elements in the order listed. Under new rule A5.1 (Scores Determined by the Race Committee), the race committee can essentially disqualify a boat without a hearing for not sailing the course (see the new “NSC” in rule A10). Deleted from new rule 28.1 is reference to “the course described in the sailing instructions” because there are times the course is not described in the sailing instructions (see rule 27.1, Other Race Committee Actions Before the Starting Signal). The “string rule” in previous rule 28.2 is now the new definition Sail the Course.

Rule 29.1 (Individual Recalls) and Rule 30 (Starting Penalties) To conform to the new definition Start, for the purposes of rules 30.1 (I Flag Rule), 30.2 (Z Flag Rule), 30.3 (U Flag Rule) and 30.4 (Black Flag Rule), a boat is on the course side of the starting line (OCS) or in the triangle formed by the ends of the starting line and the first mark if any part of her hull is across the starting line (her crew, sails and other equipment is immaterial).

Rule 32 (Shortening or Abandoning After the Start) and rule 35 (Race Time Limit and Scores) adds the term “race” before “time limit” to clarify the rule is referring to the race time limit.

Rule 33 (Changing the Next Leg of the Course) and rule 34 (Mark Missing) adds the phrase “while boats are racing” to clarify the race committee must make the required actions only when acting while boats are racing.

Rule 37 (Search and Rescue Instructions) New rule 37 states: *“When the race committee displays flag V with one sound, all boats and official and support vessels shall, if possible, monitor the race committee communication channel for search and rescue instructions.”* Flag V has been added to Race Signals.

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Part 4 (Other Requirements When Racing) This section has been reorganized into two distinct sections: Section A, General Requirements (rules 40 – 47), and Section B, Equipment-Related Requirements (rule 48 – 55), with an attempt to consolidate all the racing rules pertaining to a boat’s equipment in Section B.

Rule 40 (Personal Flotation Devices) New rule 40 has been significantly reorganized, with some minor changes in its meaning. Note that rule 40.1, which, when in effect, requires each competitor to wear a personal flotation device (PFD), can be put in effect by the notice of race or the sailing instructions. And if flag Y is displayed ashore, it must be accompanied by a sound signal (see rule 40.2(b)).

The previous US Sailing prescription to rule 40 requiring every boat to carry life-saving equipment conforming to government regulations that apply in the racing area while racing has been deleted. That does not change any legal requirement a boat may have under laws that pertain in the sailing area. It just means that boats cannot be penalized under the racing rules for the failure to do so. US Sailing continues to support compliance with the applicable laws, including laws on carrying required life-saving equipment, adding this statement to the beginning of the US Sailing edition of the rule book: *“As the national authority for the sport, US Sailing is committed to promoting compliance with applicable government regulations regarding life-saving equipment.”*

The racing rule which creates the standard for the PFD’s that boats are required to carry onboard is rule 1.2 (Life-Saving Equipment and Personal Flotation Devices) which states: *“A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision.”* If a boat is protested, it is up to the protest committee to determine whether its life-saving equipment is “adequate.” It is generally accepted that approximately 50 Newtons of floating capability is “adequate.” Boats carrying “life-saving equipment” that is clearly not adequate, with no other adequate device onboard, are breaking rule 1.2 and can be penalized.

Note that a class, or the notice of race or sailing instructions for an event, can require competitors to wear U.S. Coast Guard Approved lifejackets (PFD’s) as US Sailing does for its championships. See rule J2.2(5) (Notice of Race and Sailing Instructions).

Rule 41 (Outside Help) Rule 41(a) permits a boat to receive help for a crew member who is ill, injured or in danger (which can include being in the water). The previous rule 41 said that if a boat gained a significant advantage from help received under rule 41(a) it could be protested and penalized. This has been deleted in new rule 41 to remove any motivation for competitors not to avail themselves of help when they are in danger.

Rule 42.3(c) (Propulsion: Exceptions) Rule 42.3(c) contains some new exceptions for when boats can pump. Boats may now pump on a beat to windward if they are able to surf down the front of a wave (for instance a large powerboat wake moving to windward), and they may pump as much as they like to initiate foiling (lifting up on hydrofoils).

Rule 43 (Exoneration) “Exoneration” means “freed from penalty.” Several rules in the previous rule book contained exoneration provisions (specifically rule 14(b) involving contact, rule 21 involving room and mark-room, and rule 64.1(a) involving being compelled to break a rule). Those rules have

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now been consolidated into the new rule 43. In the previous rules, the protest committee “exonerated” boats as part of its decision. New rule 43 exonerates boats entitled to exoneration at the time of the incident, and says they cannot be penalized. This works with the new Basic Principle: Sportsmanship and the Rules, which says that boats which have broken a rule do not need to take a penalty if they are exonerated. Note that if a boat is protested, the protest committee will decide if the boat is indeed entitled to exoneration or not based on the facts it finds. Rule 43 has been added to rule 86.1(a) (Changes to the Racing Rules) meaning that the notice of race and the sailing instructions cannot change rule 43.

Rule 44.1 (Penalties at the Time of an Incident: Taking a Penalty) now allows for the notice of race or the sailing instructions to specify the use of the Scoring Penalty (rule 44.3, Scoring Penalty) or some other penalty.

Rule 44.2 (One-Turn and Two-Turns Penalties) In order to finish after completing a penalty turn, a boat need only have her hull on the course side of the finishing line (her crew, sails and other equipment is immaterial).

Rule 47 (Trash Disposal) “Support persons” have been added to rule 47 (previously rule 55), clarifying that the term “participants” in the Basic Principle: Environmental Responsibility, includes support people. This means that support people (parents, coaches, etc.) who intentionally put trash in the water, and the boat(s) they are supporting, can be penalized (see rule 64.5, Decisions Concerning Support Persons). Rule 47 has been added to rule 86.1(a) (Changes to the Racing Rules) meaning that the notice of race and the sailing instructions cannot change rule 47.

Rule 48.2 (Limitations on Equipment and Crew) Rule 48.2 (previously rule 47.2) now clarifies that if a boat is capsized and drifts towards the next mark or across the finishing line without all the sailors on board or in contact with the boat, that is OK. Furthermore, when the crew begins sailing the boat again, anyone in the water simply needs to be in physical contact with the boat, not onboard.

Rule 49.2 (Crew Position; Lifelines) The phrase “on the deck” has been removed from this rule. The reasons include: (1) it is not unusual for crew sitting on the rail to be supported only at their upper legs when hiking facing outboard, (2) the term “sitting on the deck” was unclear regarding which part of the competitor’s body needs to be in contact, and (3) it is often difficult to define where the sheerline and hull becomes the deck.

Rule 50.1 (Competitor Clothing and Equipment) Under rule 50.1(b) (previously rule 43.1(b)) it is the class rules or the notice of race (not the sailing instructions) that can specify a lower or higher weight limit for competitor clothing and equipment. Rule 50.1(c) is a rule regarding quick releases for trapeze harnesses which goes into effect January 1, 2023.

Rule 55.3 (Setting and Sheeting Sails: Sheeting Sails) is previous rule 50.3. There is no change in meaning. Note that rule 55.3(a) says that a headsail clew can be “connected” to a whisker pole. “Connected” is a new definition in *The Equipment Rules of Sailing* (C.6.3, Boat Control Definitions) which means: “to bring together or into contact so that a real link is established by which one item affects the function of the other.” Therefore, as in the previous rule, the headsail may be sheeted at its clew to a pole, provided a spinnaker is not set.

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Part 5 (Protests, Redress, Hearings, Misconduct and Appeals) The previous standard protest form has been replaced with two forms: a hearing request form and a hearing decision form.

Rule 60 (Right to Protest; Right to Request Redress or Rule 69 Action) now clarifies that a boat, or the race or technical committee, can give a report alleging inappropriate behavior by a support person to the protest committee requesting its action under rule 60.3(d) or by any person requesting action under rule 69.2(b) regarding misconduct. Rule 60.4(a) now only requires the technical committee to protest if it decides that a boat or personal equipment does not comply with the class rules or with rule 50 (Competitor Clothing and Equipment).

Rule 61.1 (Protest Requirements: Informing the Protestee) The phrases “intending to protest” and “that she was involved in or saw” have been removed from rule 61.1(a). There is no change in meaning. If a boat wants to protest, it must inform the other boat of its intention at the first reasonable opportunity; and if the incident occurred in the racing area, it shall hail “Protest,” and fly a flag if required. Note that a boat can protest an alleged breach of a rule of Part 2 (When Boats Meet) or rule 31 (Touching a Mark) only if it was involved in or saw the incident (see rule 60.1(a), Right to Protest; Right to Request Redress or Rule 69 Action).

Rule 61.1(a)(4), which says that a boat does not need to hail or fly a protest flag when it is obvious there has been injury or serious damage, now only applies when it is obvious to the protesting boat at the time of the incident.

Rule 61.1(b), regarding protests by the race, protest or technical committees, clarifies that a notice posted on the official notice board within the appropriate time limit satisfies the rule’s notification requirement.

Rule 62 (Redress) Rule 62.1(b) has been changed so that now, in order to be entitled to redress based on injury or physical damage caused by another boat that was racing, the offending boat needs to have taken a penalty or be penalized by the protest committee first. This will require boats to protest in order to become entitled to redress under rule 62.1(b) if the offending boat does not take a penalty.

Rule 62.1(d) has added “support persons” to the list of offenders that may entitle a boat to redress.

Rule 62.2(a) now states that on the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted.

Rule 63.6 (Taking Evidence and Finding Facts) Rule 63.6(a) now requires protest committees to take “hearsay evidence.” “Hearsay evidence” is the testimony or information of a person not present at the hearing, presented to the protest committee by another person. “Hearsay evidence” includes oral reports, written statements and photographic evidence. Reasons for this change include (a) protest committees often do not know the evidence is “hearsay” until after they have heard it, (b) often “hearsay evidence” can be useful, such as a list of mark roundings from a member of the race committee, and (c) often it is impractical to bring the videographer into the hearing. Rule 63.6(a) now also gives the protest committee the right to exclude evidence which it considers to be irrelevant or unduly repetitive.

Rule 63.6(c) still gives each party the right to question any person giving evidence. In the case of “hearsay evidence,” the person “giving” the evidence includes the originator of the evidence (the person

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who wrote the written testimony or told the party their account of the incident). The protest committee must protect the party's right by allowing the party to call the person giving the evidence as a witness, and to reconvene or reopen the hearing if needed.

New **Rule 63.6(d)** states that the protest committee must consider the credibility of any evidence and assign "weight" to it before deciding the facts and making its decision. The World Sailing *Judges Manual* advises that hearsay evidence of the description of a racing incident should be given little or no weight.

Finally, **Appendix M**, which is advisory, contains one bullet point that likely should have been deleted. It is in rule M3.2, bullet 9, which advises the protest committee to not accept written evidence from a witness who is not available to be questioned unless all the parties agree. This of course would violate the protest committee's obligation to accept all the parties' evidence in rule 63.6(a), so should be ignored.

Rule 63.9 (Hearings under Rule 60.3(d) — Support Persons) provides the due process rules for hearings involving support people.

Rule 64.1 (Decisions: Standard of Proof, Majority Decisions and Reclassifying Requests) provides a basic standard of proof for protest committees. It says "*A protest committee shall make its decision based on a balance of probabilities, unless provided for otherwise in the rule alleged to have been broken.*" The rule goes on to state some other procedural actions for protest committees.

Rule 64.5 (Decisions Concerning Support Persons) clarifies that a support person or a boat that person supports can only be penalized if they are a party to a hearing held under rule 60.3(d) (Right to Protest; Right to Request Redress or Rule 69 Action) or rule 69 (Misconduct).

Rule 64.6 (Discretionary Penalties) New rule 64.6 states "*When a boat reports within the protest time limit that she has broken a rule subject to a discretionary penalty, the protest committee shall decide the appropriate penalty after taking evidence from the boat and any witnesses it decides are appropriate.*"

Rule 66.3 (Reopening a Hearing) This new rule requires the protest committee to at least consider all requests it receives from parties to reopen a hearing (note, rule 66.2 permits parties to make written requests within the time limit in rule 66.2); and to add at least one new member, if practicable, when it is considering a request to reopen a hearing based on a claim that the protest committee made a significant error.

Rule 69.1(b)(2) (Misconduct: Obligation not to Commit Misconduct: Resolution) "Misconduct" is now conduct that may bring, or has brought, the sport into disrepute.

Rule 70 (Appeals and Requests to a National Authority) Rule 70.3 now states: "*However, if boats will pass through the waters of more than one national authority while racing, an appeal or request shall be sent to the national authority where the finishing line is located, unless the sailing instructions identify another national authority.*" Rule 70.5 now provides that the notice of race or (not "and") the sailing instructions can state that an appeal is denied (provided it meets the criteria in the rule).

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Rule 78.2 (Compliance with Class Rules: Certificates) Rule 78.2 now reinserts the deadline for complying with rule 78.2 which was inadvertently omitted in the 2017-2020 RRS.

Rule 87 (Changes to Class Rules) has been changed such that now only the notice of race (not the sailing instructions) may change a class rule (see rule J1.2(3)).

Rule 88.1 (National Prescriptions: Prescriptions that Apply) If boats will pass through the waters of more than one national authority while racing, rule 88.1 has been changed such that now the notice of race (not the sailing instructions) must identify the prescriptions that will apply and when they will apply.

Rule 90.3 (Race Committee; Sailing Instructions; Scoring: Scoring) New rule 90.3(e) allows the notice of race to put a time limit on making changes to race or series results, including the correction of errors; and it provides a default time limit of 24 hours after the protest time limit for the last race, being informed of the protest committee decision after the last race, or the results are published. This allows race organizers to state an “end” to the event. The rule of course makes an exception to certain scoring change actions such as appeals and rule 69 hearings, etc.

Appendix A5 (Scores Determined by the Race Committee) Rule A5.1 now requires the race committee to basically disqualify boats without a hearing that do not sail the course correctly (score them “NSC”, meaning “Did not sail the course”; see rule A10, Scoring Abbreviations). In the previous rules, the race committee was required to protest boats that failed to sail the course correctly. Under the new rules, boats scored NSC will have to request redress under rule 62.1(a) (Redress) if they dispute the race committee’s judgment.

Note, new rule A5.3, about alternative scoring for boats that come to the starting line but do not start, etc., or do not come to the starting line at all, is previous rule A9, and it now requires the notice of race or sailing instructions to put it into effect.

Appendix J (Notice of Race and Sailing Instructions) The new rules remove all requirements that a rule included in the notice of race (NoR) be repeated in the sailing instructions, and require the NoR to contain rules a reasonable competitor would want to know when deciding whether to enter an event or when preparing for the event in the weeks before the event begins. Note, the preamble to Appendix J states: “*A rule in the notice of race need not be repeated in the sailing instructions.*” And rule J2.1 (Sailing Instruction Contents) states: “Unless included in the notice of race, the sailing instructions shall include the following...”. This significantly increases the importance of the NoR, and competitors are well advised to not only read the NoR carefully, but have a copy available to them at the event (see the changes to rule 25 discussed above).

Notice of Race and Sailing Instructions Guides (formerly Appendices K and L) These guides, which were formerly Appendix K and Appendix L, have been removed from the RRS. They are available, in various formats, at the World Sailing web site at sailing.org/racingrules/documents.

Race Signals A new flag V has been added to Race Signals. It means “monitor communication channel for safety instructions” (see rule 37, Search and Rescue Instructions). Race Signals now include an orange and a blue flag. The staff displaying the orange flag is one end of the starting line, and the staff displaying the blue flag is one end of the finishing line (see Appendix S, Standard Sailing Instructions,

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rules S9.2, The Start, and S11.1, The Finish). New to Race Signals is this statement: “*When a visual signal is displayed over a class flag, fleet flag, event flag or race area flag, the signal applies only to that class, fleet, event or race area.*”

End (pew)