

Superyacht Racing Rules Booklet



The Racing Rules of Sailing for 2013 – 2016

Including
Appendix SY
(in Blue)

*Includes four superyacht racing rules Case
Studies and the current requirements
of the designated Safety Officer*

Version 3.2 (May 2014)



As the leading authority for the sport, the International Sailing Federation promotes and supports the protection of the environment in all sailing competitions and related activities throughout the world.

Contact Details for the ISAF Secretariat:

Ariadne House
Town Quay
Southampton
Hampshire SO14 2AQ
UK

Tel +44 (0) 2380 635111

Fax +44 (0) 2380 635789

Email secretariat@isaf.co.uk

sailing.org

Published by ISAF (UK) Ltd., Southampton, UK
© International Sailing Federation, Ltd.
June 2012

SYRA FOREWARD

Superyacht racing presents unique safety related issues that have been acknowledged and addressed by ISAF in the form of the new Appendix SY to *The Racing Rules of Sailing*. The challenges for tacticians and members of the afterguard include understanding the new rules and dealing with the lack of manoeuvrability inherent in many large cruising yachts.

The SYRA Racing Rules Booklet is meant to be a tool for afterguard members racing at superyacht regattas in which Appendix SY has been invoked by the Organizing Authority. It is not a complete rulebook, but a companion to *The Racing Rules of Sailing for 2013-2016* that should be aboard at all times while racing. The SYRA's Uniform Racing Rules Committee envisions this booklet serving as a convenient reference for superyacht racing and it includes critical sections of the rulebook as well as Appendix SY. Racing rules that have been impacted by the Appendix, and Appendix SY itself, are presented here in blue. Additionally, four basic racing rules case studies and an overview of the designated Safety Officer requirements are also included. For more case studies and details regarding Safety Officer requirements please go to the SYRA website... www.superyra.org .

Safe Sailing!

Edoardo Recchi
Chairman
SYRA Uniform Racing Rules Committee

CONTENTS

	Race Signals	(Not Included)
	Online Rules Documents	(Not Included)
	Introduction	Page 5
	Definitions	Page 6
	Basic Principals	Page 9
Part 1	Fundamental Rules	Page 9
Part 2	When Boats Meet	Page 11
Part 3	Conduct of Race	(Not Included)
Part 4	Other Requirements When Racing	(Abridged, Page 17)
Part 5	Protests, Redress, Hearings, Misconduct and Appeals	(Abridged, Page 19)
Part 6	Entry and Qualification	(Not Included)
Part 7	Race Organization	(Not Included)
	Appendix SY	Page 21
	SYRA Case Study # 1 (Starboard Waves Port Across on a Beat)	Page 23
	SYRA Case Study # 2 (Faster Yacht Overtaking a Slower Yacht on a Reach)	Page 24
	SYRA Case Study # 3 (Leeward Port – Starboard Finish)	Page 25
	SYRA Case Study # 4 (Starting Line Rules)	Page 26
	Safety Officer in Superyacht Racing	Page 27

INTRODUCTION

The Racing Rules of Sailing includes two main sections. The first, Parts 1–7, contains rules that affect all competitors. The second, the appendices, provides details of rules, rules that apply to particular kinds of racing, and rules that affect only a small number of competitors or officials.

Terminology A term used in the sense stated in the Definitions is printed in italics or, in preambles, in bold italics (for example, *racing* and ***racing***). ‘Racing rule’ means a rule in *The Racing Rules of Sailing*. ‘Boat’ means a sailboat and the crew on board; ‘vessel’ means any boat or ship. ‘Race committee’ includes any person or committee performing a race committee function. A ‘change’ to a *rule* includes an addition to it or deletion of all or part of it. ‘National authority’ means an ISAF member national authority. Other words and terms are used in the sense ordinarily understood in nautical or general use.

‘Superyacht’ means a boat with a hull length greater than 30.5 metres. ‘Superyacht class’ means a racing fleet in which a majority of the fleet are superyachts.

Appendices When the rules of an appendix apply, they take precedence over any conflicting rules in Parts 1–7 and the Definitions. Each appendix is identified by a letter. A reference to a rule in an appendix will contain the letter and the rule number (for example, ‘rule A1’). The letters I, O and Q are not used to designate appendices in this book.

Changes to the Rules The prescriptions of a national authority, class rules or the sailing instructions may change a racing rule only as permitted in rule 86.

Changes to National Authority Prescriptions A national authority may restrict changes to its prescriptions as provided in rule 88.2.

DEFINITIONS

A term used as stated below is shown in italic type or, in preambles, in bold italic type.

Abandon A race that a race committee or protest committee *abandons* is void but may be resailed.

Clear Astern and Clear Ahead; Overlap One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a boat between them *overlaps* both. These terms always apply to boats on the same *tack*. They do not apply to boats on opposite *tacks* unless rule 18 applies or both boats are sailing more than ninety degrees from the true wind.

Fetching A boat is *fetching* a *mark* when she is in a position to pass to windward of it and leave it on the required side without changing *tack*.

Finish A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

- (a) takes a penalty under rule 44.2,
- (b) corrects an error under rule 28.2 made at the line, or
- (c) continues to sail the course.

Interested Party A person who may gain or lose as a result of a protest committee's decision, or who has a close personal interest in the decision.

Keep Clear One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

Leeward and Windward A boat's *leeward* side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.

Mark An object the sailing instructions require a boat to leave on a specified side, and a race committee boat surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a *mark* is not part of it.

Mark-Room *Room* for a boat to leave a *mark* on the required side with no less than 40 metres between the boats. Also,

- (a) *room* to sail to the *mark* when her *proper course* is to sail to it, and
- (b) *room* to round the *mark* as necessary to sail the course.

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 23 applies, avoid her. A vessel under way, including a boat *racing*, is never a continuing *obstruction*.

Overlap See *Clear Astern and Clear Ahead; Overlap*.

Party A *party* to a hearing is

- (a) for a protest hearing: a protestor, a protestee;
- (b) for a request for redress: a boat requesting redress or for which redress is requested, a race committee acting under rule 60.2(b);
- (c) for a request for redress under rule 62.1(a): the body alleged to have made an improper action or omission;
- (d) a boat or a competitor that may be penalized under rule 69.2.

However, the protest committee is never a *party*.

Postpone A *postponed* race is delayed before its scheduled start but may be started or *abandoned* later.

Proper Course A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

Protest An allegation made under rule 61.2 by a boat, a race committee or a protest committee that a boat has broken a *rule*.

Racing A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way, with no less than 40 metres between the boats.

- Rule**
- (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;
 - (b) ISAF Regulation 19, Eligibility Code; Regulation 20, Advertising Code; Regulation 21, Anti-Doping Code; and Regulation 22, Sailor Classification Code;
 - (c) the prescriptions of the national authority, unless they are changed by the sailing instructions in compliance with the national authority's prescription, if any, to rule 88.2;
 - (d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');
 - (e) the notice of race;
 - (f) the sailing instructions; and
 - (g) any other documents that govern the event.

Start A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the first *mark*.

Tack, Starboard or Port A boat is on the *tack*, *starboard* or *port*, corresponding to her *windward* side.

Windward See *Leeward and Windward*.

Zone The area around a *mark* within a distance of 300 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.

BASIC PRINCIPLES

SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of *rules* that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a *rule* they will promptly take a penalty, which may be to retire.

ENVIRONMENTAL RESPONSIBILITY

Participants are encouraged to minimize any adverse environmental impact of the sport of sailing.

PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

1.2 Life-Saving Equipment and Personal Flotation Devices

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. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.

1.3 Communication

At all times while in the racing area, a boat shall monitor the VHF safety channel specified in the sailing instructions, shall respond promptly to a hail from another boat, and shall communicate with other boats on matters of safety.

2 FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.

3 ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each competitor and boat owner agrees

- (a) to be governed by the *rules*;
- (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*; and
- (c) with respect to any such determination, not to resort to any court of law or tribunal.

4 DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone.

5 ANTI-DOPING

A competitor shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and ISAF Regulation 21, Anti-Doping Code. An alleged or actual breach of this rule shall be dealt with under Regulation 21. It shall not be grounds for a *protest* and rule 63.1 does not apply.

PART 2

WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 24.1.*

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules.

SECTION A

RIGHT OF WAY

*A boat has right of way over another boat when the other boat is required to **keep clear** of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.*

10 ON OPPOSITE TACKS

*When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.*

11 ON THE SAME TACK, OVERLAPPED

*When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.*

12 ON THE SAME TACK, NOT OVERLAPPED

*When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.*

13 WHILE TACKING

*After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do*

not apply. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room*

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*, and
- (b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room* to *keep clear*, unless she acquires right of way because of the other boat's actions.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room* to *keep clear*.

16.2 In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *star-board-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE

17.1 A *leeward* boat shall not sail above her proper course while she is within 80 metres of the *windward* boat.

17.2 A boat being overtaken from *clear astern* shall sail her *proper course* from the time the overtaking boat is within 80 metres of her until the overtaking boat is *clear ahead* or more than 80 metres from her. The overtaking boat shall not sail within 40 metres of the other boat.

17.2 When rules 18, 19 or 20 apply, rules 17.1 and 17.2 do not.

SECTION C

AT MARKS AND OBSTRUCTIONS

*Section C rules do not apply at a starting **mark** surrounded by navigable water or at its anchor line from the time boats are approaching them to **start** until they have passed them.*

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

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

18.2 Giving Mark-Room

- (a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.
- (b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at that moment shall thereafter give her *mark-room*.
- (c) When a boat is required to give *mark-room* by rule 18.2(b),
 - (1) she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins;
 - (2) if she becomes *overlapped* inside the boat entitled to *mark-room*, she shall also give that boat *room* to sail her *proper course* while they remain *overlapped*.

However, if the boat entitled to *mark-room* passes head to wind or leaves the *zone*, rule 18.2(b) ceases to apply.

- (d) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.
- (e) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, she is not required to give it.

18.3 Tacking in the Zone

If a boat in the *zone* passes head to wind and is then on the same *tack* as a boat that is *fetching* the *mark*, rule 18.2 does not thereafter apply between them. The boat that changed *tack*

- (a) shall not cause the other boat to sail above close-hauled to avoid contact or prevent the other boat from passing the *mark* on the required side, and
- (b) shall give *mark-room* if the other boat becomes *overlapped* inside her.

18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.4 does not apply at a gate *mark*.

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between boats at an *obstruction* except when it is also a *mark* the boats are required to leave on the same side. However, at a continuing *obstruction*, rule 19 always applies and rule 18 does not.

19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on either side.
- (b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.
- (c) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the

overlap begins, there is not *room* for her to pass between them, she is not entitled to *room* under rule 19.2(b). While the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing

When approaching an *obstruction*, a boat may hail for *room* to tack and avoid a boat on the same *tack*. However, she shall not hail if

- (a) she can avoid the *obstruction* safely without making a substantial course change,
- (b) she is sailing below close-hauled, or
- (c) the *obstruction* is a *mark* and a boat that is *fetching* it would be required to respond and change course.

20.2 Responding

- (a) After a boat hails, she shall give the hailed boat time to respond.
- (b) The hailed boat shall respond even if the hail breaks rule 20.1.
- (c) The hailed boat shall respond either by tacking as soon as possible, or by immediately replying ‘You tack’ and then giving the hailing boat *room* to tack and avoid her.
- (d) When the hailed boat responds, the hailing boat shall tack as soon as possible.
- (e) From the time a boat hails until she has tacked and avoided the hailed boat, rule 18.2 does not apply between them.

20.3 Passing On a Hail to an Additional Boat

When a boat has been hailed for *room* to tack and she intends to respond by tacking, she may hail another boat on the same *tack* for *room* to tack and avoid her. She may hail even if her hail does not meet the conditions of rule 20.1. Rule 20.2 applies between her and the boat she hails.

21 EXONERATION

When a boat is sailing within the *room* or *mark-room* to which she is entitled under a rule of Section C, she shall be exonerated if, in an incident with a boat required to give her that *room* or *mark-room*

- (a) she breaks a rule of Section A, rule 15 or rule 16, or
- (b) she is compelled to break rule 31.

SECTION D

OTHER RULES

When rule 22 or 23 applies between two boats, Section A rules do not.

22 STARTING ERRORS; TAKING PENALTIES; MOVING ASTERN

22.1 A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to *start* or to comply with rule 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side.

22.2 A boat taking a penalty shall *keep clear* of one that is not.

22.3 A boat moving astern through the water by backing a sail shall *keep clear* of one that is not.

23 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

24 INTERFERING WITH ANOTHER BOAT

24.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

24.2 Except when sailing her *proper course*, a boat shall not interfere with a boat taking a penalty or sailing on another leg.

PART 4

OTHER REQUIREMENTS WHEN RACING

*Part 4 rules apply only to boats **racing**. However, rule 55 applies at all times when boats are on the water.*

40 PERSONAL FLOTATION DEVICES

When flag Y is displayed with one sound before or with the warning signal, competitors shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

41 OUTSIDE HELP

A boat shall not receive help from any outside source, except

- (a) help for a crew member who is ill, injured or in danger;
- (b) after a collision, help from the crew of the other vessel to get clear;
- (c) help in the form of information freely available to all boats;
- (d) unsolicited information from a disinterested source, which may be another boat in the same race.

However, a boat that gains a significant advantage in the race from help received under rule 41(a) may be protested and penalized; any penalty may be less than disqualification.

42 PROPULSION

42.1 Basic Rule

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

42.3 Exceptions

- (a) A boat may be rolled to facilitate steering.
- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that,

just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.

- (c) Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull in any sail in order to initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind.
- (d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.
- (e) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat.
- (f) A boat may reduce speed by repeatedly moving her helm.
- (g) Any means of propulsion may be used to help a person or another vessel in danger, or as required to comply with rule 14, Avoiding Contact.
- (h) To get clear after grounding or colliding with a vessel or object, a boat may use force applied by her crew or the crew of the other vessel and any equipment other than a propulsion engine. However, the use of an engine may be permitted by rule 42.3(i).
- (i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.

Note: Interpretations of rule 42 are available at the ISAF website or by mail upon request.

52 **Rule 52 is deleted.**

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION

60.1 A boat may

- (a) protest another boat, but not for an alleged breach of a rule of Part 2 or rule 31 unless she was involved in or saw the incident; or
- (b) request redress.

60.2 A race committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from an *interested party* other than the representative of the boat herself;
- (b) request redress for a boat; or
- (c) report to the protest committee requesting action under rule 69.2(a).

However, when the race committee receives a report required by rule 43.1(c) or 78.3, it shall protest the boat.

60.3 A protest committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from an *interested party* other than the representative of the boat herself. However, it may protest a boat
 - (1) if it learns of an incident involving her that may have resulted in injury or serious damage, or
 - (2) if during the hearing of a valid *protest* it learns that the boat, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*;
- (b) call a hearing to consider redress; or

- (c) act under rule 69.2(a).

60.4 When the race committee or protest committee learns, from any source, of an incident involving boats sailing within 40 metres of each other or not responding to a radio hail, it may *protest* any boat involved.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

- (a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her *protest* will concern an incident in the racing area that she was involved in or saw, she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer *racing*. However,
 - (1) if the other boat is beyond hailing distance, the protesting boat need not hail but she shall inform the other boat at the first reasonable opportunity;
 - (2) if the hull length of the protesting boat is less than 6 metres, she need not display a red flag;
 - (3) if the incident was an error by the other boat in sailing the course, she need not hail or display a red flag but she shall inform the other boat before that boat *finishes* or at the first reasonable opportunity after she *finishes*;
 - (4) if the incident results in damage or injury that is obvious to the boats involved and one of them intends to protest, the requirements of this rule do not apply to her, but she shall attempt to inform the other boat within the time limit of rule 61.3.
- (b) If the race committee or protest committee intends to protest a boat concerning an incident the committee observed in the racing area, it shall inform her after the race within the time limit of rule 61.3. In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible.
- (c) If the protest committee decides to protest a boat under rule 60.3(a)(2), it shall inform her as soon as reasonably possible, close the current hearing, proceed as required by rules 61.2 and 63, and hear the original and the new *protests* together.

APPENDIX SY

SUPERYACHT RACING RULES

When stated in the notice of race and the sailing instructions, Superyacht races shall be sailed under The Racing Rules of Sailing as changed by this appendix.

Version 2.2, May 2014.

SY1 TERMINOLOGY

'Superyacht' means a boat with a hull length greater than 30.5 metres.
'Superyacht class' means a racing fleet in which a majority of the fleet are superyachts.

SY2 Changes to the Definitions and the Rules of Part 2

SY2.1 The definition *Keep Clear* is changed to:

Keep Clear One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

SY2.2 The definition *Mark-Room* is changed to:

Mark-Room *Room* for a boat to leave a *mark* on the required side with no less than 40 metres between the boats. Also,

- (a) *room* to sail to the *mark* when her *proper course* is to sail to it, and
- (b) *room* to round the *mark* as necessary to sail the course.

SY2.3 The definition *Room* is changed to:

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way, with no less than 40 metres between the boats.

SY2.4 The definition *Zone* is changed to:

Zone The area around a *mark* within a distance of 300 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.

(Appendix SY continues on the next page)

SY2.5 Add new rule 1.3:

1.3 Communication At all times while in the racing area, a boat shall monitor the VHF safety channel specified in the sailing instructions, shall respond promptly to a hail from another boat, and shall communicate with other boats on matters of safety.

Rule 17 is changed to:

17 ON THE SAME TACK; PROPER COURSE

17.1 A *leeward* boat shall not sail above her *proper course* while she is within 80 meters of the *windward* boat.

17.2. A boat being overtaken from *clear astern* shall sail her *proper course* from the time the overtaking boat is within 80 metres of her until the overtaking boat is *clear ahead* or more than 80 metres from her. The overtaking boat shall not sail within 30 metres of the other boat.

17.2 When rules 18, 19 or 20 apply, rules 17.1 and 17.2 do not.

SY3 Changes to the Rules of Part 4 and Part 5

SY3.1 Rule 42.3(g) is changed to:

(g) Any means of propulsion may be used to help a person or another vessel in danger, or as required to comply with rule 14, Avoiding Contact.

SY3.2 Rule 52 is deleted.

SY3.3 Add new rule 60.4:

60.4 When the race committee or protest committee learns, from any source, of an incident involving boats sailing within 40 metres of each other or not responding to a radio hail, it may *protest* any boat involved.

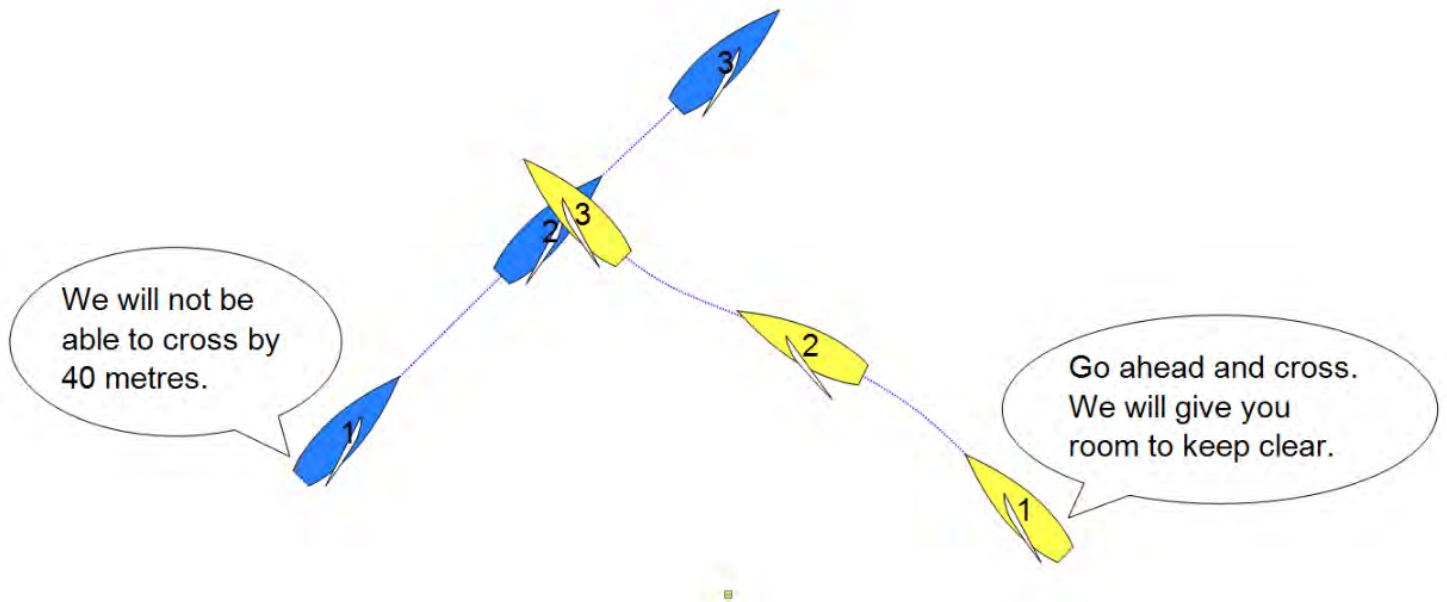
Note: Approved as an appendix to be placed on the ISAF website for development for this discipline. The appendix may be amended with the approval of the ISAF Racing Rules Committee Chairman.

SYRA CASE STUDY # 1

Starboard Waves Port Across on a Beat

The Racing Rules of Sailing apply as changed by Appendix SY.

Two 37 metre yachts approach each other on a beat to windward. Blue is slightly ahead but will cross only about 20 metres ahead of Yellow. The afterguards are in contact on the safety channel. Blue asks for permission to continue on port-tack. Yellow tells Blue to cross, and as a consequence, Yellow then assumes the obligation to give Blue *room to keep clear*. Yellow is obligated to bear off to pass no closer than 40 metres of Blue.

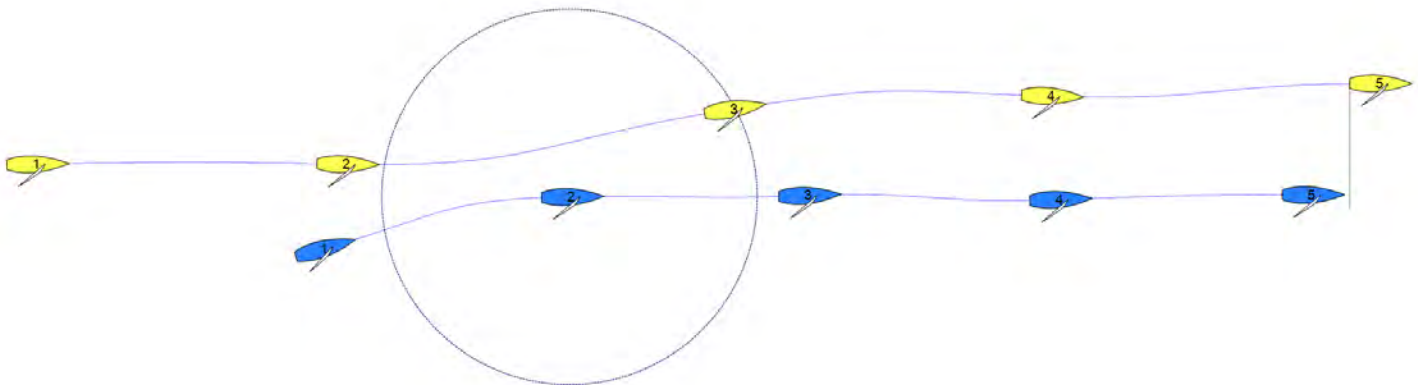


SYRA CASE STUDY # 2

Faster Yacht Overtaking a Slower Yacht on a Reach

The Racing Rules of Sailing apply as changed by Appendix SY.

Blue is a 37 metre yacht sailing on a reach to the next mark. Yellow is a 37 metre performance cruising yacht that is sailing almost 2 knots faster and overtaking Blue. At position 1, Blue is sailing higher in an attempt to make Yellow pass to leeward of her. When the boats reach position 2, Yellow comes within 80 metres of Blue and RRS 17.2 begins to apply, which requires Blue to sail her proper course (see the Definition *proper course*). Blue bears away to a beam reach to comply with the rule. As the overtaking boat, Yellow is required to not sail within 40 metres of Blue and at position 3, Yellow luffs to a higher course to comply with the rule. At position 4, Blue maintains her proper course as Yellow passes approximately 50 metres to windward. At position 5, Yellow is clear ahead (see Definition *Clear Astern and Clear Ahead; Overlap*) and RRS 17.2 no longer applies. Blue is clear astern and must keep clear of Yellow in accordance with RRS 12.



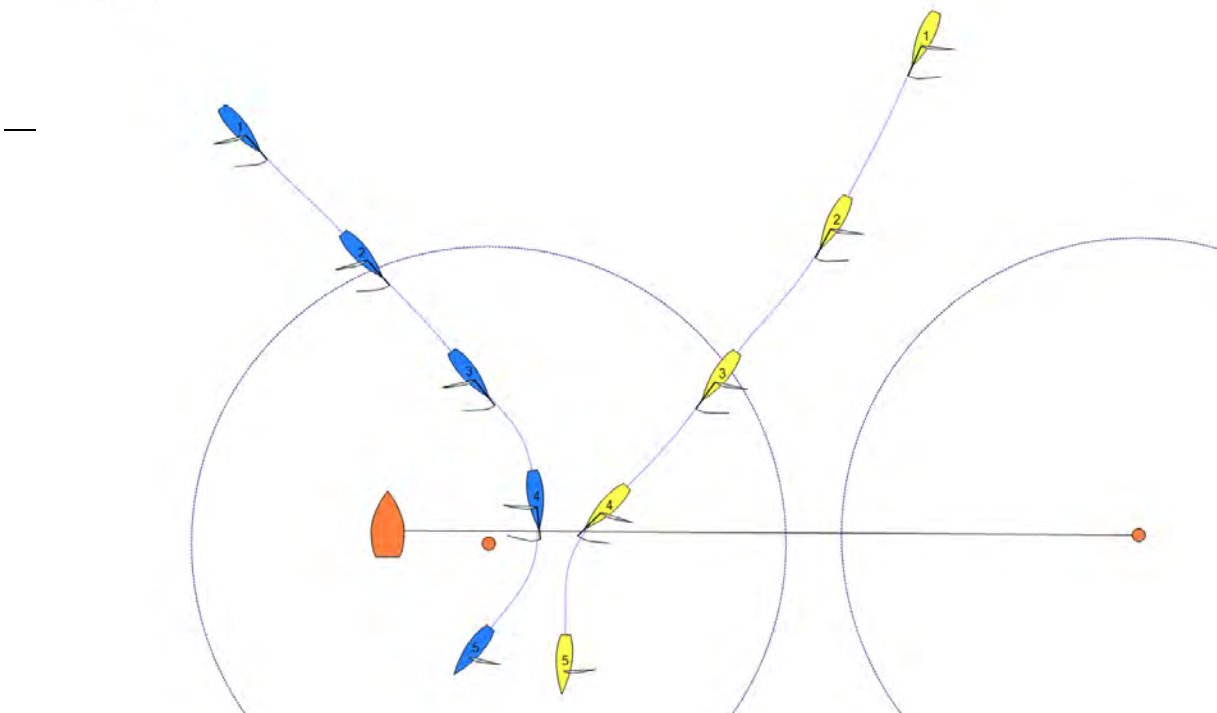
SYRA CASE STUDY # 3

Leeward Port – Starboard Finish

The Racing Rules of Sailing apply as changed by Appendix SY.

Blue and Yellow, both 37 metre yachts approach the finishing line overlapped on opposite tacks (see the last sentence of the definition *Clear Astern and Clear Ahead; Overlap*). The sailing instructions define the finishing line as being between an orange flag on the race committee signal boat and an orange cylinder buoy on the other end. However, an inner limit mark (ILM) is set near the signal boat which both boats must leave to starboard. RRS 18.2(b) applies at position 2 when Blue enters the zone, 300 metres from the mark. At that time, Yellow, the outside boat is obligated under RRS 18.2(b) to give Blue, the inside boat, *mark room*, which includes *room* to sail her *proper course* to the *mark* and *room* to leave the mark on the required side with no less than 40 metres between the boats.

Yellow breaks rule 18.2(b) just before position 4 when the boats came within less than 40 metres of each other. Note that if Blue hits the mark, or fails to keep clear of Yellow on starboard, she will be exonerated under RRS 21 because Yellow failed to give her *mark room*.



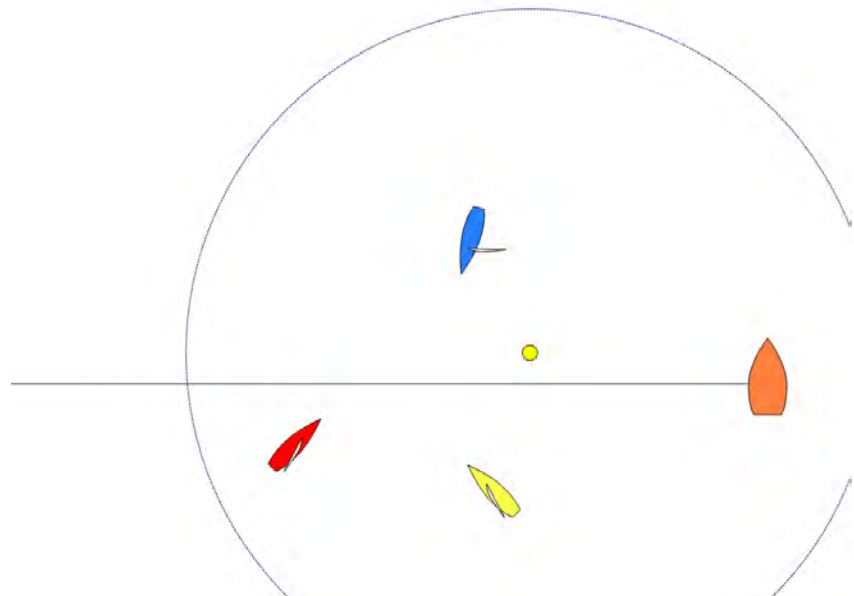
SYRA CASE STUDY # 4

Starting Line Rules

The Racing Rules of Sailing apply as changed by Appendix SY.

The local time is 11:09:56. Three 37 metre yachts are in the starting area. Red is approaching the line on port tack at four seconds to go before her starting signal. Blue's starting time was 11:08, but she was late in arriving and was to windward of the race committee boat when her start was signaled. Blue is now almost two minutes late and sailing toward the pre-start side of the line to start. Yellow is in the starting area but her start is scheduled for 11:20. She is checking the layline and her sail trim as she approaches the line on starboard. What rules apply between the boats?

Boats are *racing* from their preparatory signal (see definition *Racing* and RRS 26). In this case, Red and Blue are racing but Yellow is not. However, *The Racing Rules of Sailing* still apply between all the boats because they intend to race or are racing (see the preamble to Part 2). Red, on port, must keep clear of Yellow, on starboard, under RRS 10. However, Yellow is not racing and must not interfere with Red or Blue which are racing (RRS 24.1). In the position shown, Yellow may already be breaking that rule with respect to both boats.



Blue was on the course side of the starting line at the time of her starting signal, so she was identified by the race committee as OCS under RRS 29.1. Blue would normally have right-of-way over Red under RRS 10. However, Blue is sailing towards the pre-start side of the starting line to start, so RRS 22.1 applies. In superyacht racing, it is likely that RRS 29.1 is changed to prohibit boats from sailing back to the pre-start side of the starting line to start, so Blue may be breaking that sailing instruction.

THE SAFETY OFFICER REQUIREMENT IN SUPERYACHT RACING

All superyacht regattas now have a requirement for a designated “Safety Officer.” Entrants must name an individual and submit a Safety Officer Information Form **in advance** to the regatta’s Event Organizer for review and approval.

The Safety Officer is a member of the afterguard whose sole responsibility is collision avoidance, the safe maneuvering of the yacht and communication on the dedicated VHF safety channel. The Safety Officer shall have no other responsibility above and beyond these safe racing related matters. The critical role of the Safety Officer in superyacht racing cannot be understated. The Safety Officer is an integral member of the ‘afterguard’ who must work closely with the helmsman, racing tactician and navigator with a primary focus on safe racing.

It became readily apparent during a number of regattas in 2011 and 2012 that some Safety Officers did not have the qualifications and experience required to assume this important position. Hence, most regattas require all entrants to submit a resume or statement detailing their designated Safety Officer’s credentials.

QUALIFICATIONS AND CREDENTIALS REQUIRED

Some of the fundamental qualifications that a Safety Officer must possess are as follows:

- Experience racing aboard large sailing yachts;
- **Fully conversant with *The Racing Rules of Sailing***;
- Aware of the maneuvering characteristics and limitations of the yacht and her competitors;
- A thorough understanding of racing tactics;
- A comprehensive understanding of the regatta’s documents (*rules*) including; the Notice of Race, Sailing Instructions and any Amendments or Exhibits thereto;
- Conversant in English and experienced with VHF radio protocol.

The Safety Officer’s position is not to be assumed by the yacht’s helmsman, navigator, racing tactician or crew boss, however, in some instances the yacht’s Boat Captain may possess the necessary qualifications. The resumes of pre-approved Safety Officers are available [here](#) on the SYRA website for those entrants who would like to avail themselves of individuals with prior experience fulfilling this important role.

For more information on the Safety Officer requirement visit the SuperYacht Racing Association’s (SYRA) website, <http://www.superyra.com>



SuperYacht Racing Association
www.SuperYRA.org
Office: +1 (781) 639 – 9501
Fax: +1 (781) 639 – 9171