

Superyacht Racing Rules



**The Racing Rules of Sailing
for
2017 – 2020**

Including Appendix SY (in blue)

Version 6.1 (February 2020)



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

Contact Details for the World Sailing Executive Office:

20 Eastbourne Terrace

Paddington

London

W2 6LG

United Kingdom

Telephone: + 44 (0)20 3940 4888

Fax: + 44 (0)2380 635789

Email office@sailing.org

Website sailing.org

SYRA FOREWORD

Superyacht racing requires special rules to accommodate the unique safety related issues inherent in the sport. Over the years, various attempts were made to apply different sets of rules for superyachts, with mixed results.

In the spring of 2011, the newly formed Superyacht Racing Association (SYRA) began working with the World Sailing (WS) Racing Rules Committee to test special rules at events held over the next two seasons. Then, in November 2012, WS published Appendix SY and it has been updated regularly ever since.

By any measure, Appendix SY has made superyacht racing safer.

This booklet is a useful tool when preparing to race in regattas where Appendix SY applies. It is a companion, not a replacement, for the full *Racing Rules of Sailing* and includes some study cases specific to Appendix SY. Racing rules that have been changed or added by Appendix SY are presented here in [blue](#). The changes in Appendix SY for 2019 include a new definition Overtaking and a change to RRS 17. Case Study 2 has been updated to reflect these changes.

Safe Sailing!

Jim Capron

Chairman

SYRA Racing Rules Committee



Photograph by **Tim Wright**
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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***).

Each of the terms in the table below is used in *The Racing Rules of Sailing* with the meaning given.

<i>Term</i>	<i>Meaning</i>
Boat	A sailboat and the crew on board.
Competitor	A person who races or intends to race in the event.
National authority	A World Sailing member national authority.
Race committee	The race committee appointed under rule 89.2(c) and any other person or committee performing a race committee function.
Racing rule	A rule in <i>The Racing Rules of Sailing</i> .
Superyacht	A boat with a hull length greater than 30.5 metres.
Superyacht class	A racing fleet in which a majority of the fleet are superyachts.
Technical committee	The technical committee appointed under rule 89.2(c) and any other person or committee performing a technical committee function.
Vessel	Any boat or ship.

Other words and terms are used in the sense ordinarily understood in nautical or general use.

Notation The notation ‘[DP]’ in a *rule* means that the penalty for a breach of the *rule* may, at the discretion of the protest committee, be less than disqualification. Guidelines for discretionary penalties are available on the World Sailing website.

Revision The racing rules are revised and published every four years by World Sailing, the international authority for the sport. This edition becomes effective on 1 January 2017 except that for an event beginning in 2016 the date may be postponed by the notice of race and sailing instructions. Marginal markings indicate important changes to Parts 1–7 and the Definitions in the 2013–2016 edition. No changes are contemplated before 2021, but any changes determined to be urgent before then will be announced through national authorities and posted on the World Sailing website.

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.

World Sailing Codes The World Sailing Codes are listed in the table below. The codes are published in the World Sailing Regulations.

<i>Title</i>	<i>Racing Rule</i>	<i>Regulation</i>
Advertising Code	80	20
Anti-Doping Code	5	21
Betting and Anti-Corruption Code	6	37
Disciplinary Code	7	35
Eligibility Code	75.2	19
Sailor Classification Code	79	22

These Codes are referred to in the definition *Rule* but are not included in this book because they can be changed at any time. The most recent versions of the codes are published on the World Sailing website; new versions will be announced through national authorities.

DEFINITIONS

A term used as stated below is shown in italic type or, in preambles, in bold italic type. The meaning of several other terms is given in Terminology in the Introduction.

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 apply to boats on opposite *tacks* only when rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind.

Conflict of Interest A person has a *conflict of interest* if he

- (a) may gain or lose as a result of a decision to which he contributes,
- (b) may reasonably appear to have a personal or financial interest which could affect his ability to be impartial, or
- (c) has a close personal interest in a decision.

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.

Keep Clear A boat keeps clear of a right-of-way boat if the right-of-way boat 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 *or waypoint* the sailing instructions require a boat to leave on a specified side, and a race committee vessel 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 close to it, and
- (b) room to round the *mark* as necessary to sail the course.

However, *mark-room* for a boat does not include room to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.

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*.

Overtaking A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.

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), a technical committee acting under rule 60.4(b);
- (c) for a request for redress under rule 62.1(a): the body alleged to have made an improper action or omission;

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- (d) a person against whom an allegation of a breach of rule 69 is made; a person presenting an allegation under rule 69;
- (e) a *support person* subject to a hearing under rule 60.3(d); any boat that person supports; a person appointed to present an allegation under rule 60.3(d).

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, a technical 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 manoeuvring 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) World Sailing Advertising Code, Anti-Doping Code, Betting and Anti-Corruption Code, Disciplinary Code, Eligibility Code, Sailor Classification Code, respectively Regulations 20, 21, 37, 35, 19 and 22;
- (c) the prescriptions of the national authority, unless they are changed by the notice of race or 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.

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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*.

Support Person Any person who

- (a) provides, or may provide, physical or advisory support to a competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a competitor in or preparing for the competition, or
- (b) is the parent or guardian of a competitor.

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

Waypoint A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

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

- (a) monitor the safety channel specified in the sailing instructions,
- (b) respond promptly to a hail from another boat, and
- (c) 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. The penalty shall be either disqualification or disqualification that is not excludable.

3 ACCEPTANCE OF THE RULES

- 3.1
 - (a) By participating or intending to participate in a race conducted under these *rules*, each competitor and boat owner agrees to accept these *rules*.
 - (b) A *support person* by providing support, or a parent or guardian by permitting their child to enter a race, agrees to accept the *rules*.
- 3.2 Each competitor and boat owner agrees, on behalf of their *support persons*, that such *support persons* are bound by the *rules*.

- 3.3** Acceptance of the *rules* includes agreement
- (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*;
 - (c) with respect to any such determination, not to resort to any court of law or tribunal not provided for in the *rules*; and
 - (d) by each competitor and boat owner to ensure that their *support persons* are aware of the *rules*.

3.4 The person in charge of each boat shall ensure that all competitors in the crew and the boat's owner are aware of their responsibilities under this rule.

3.5 This rule may be changed by a prescription of the national authority of the venue.

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 World Sailing 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.

6 BETTING AND ANTI-CORRUPTION

Each competitor, boat owner and *support person* shall comply with World Sailing Regulation 37, Betting and Anti-Corruption Code. An alleged or actual breach of this rule shall be dealt with under Regulation 37. It shall not be grounds for a *protest* and rule 63.1 does not apply.

7 DISCIPLINARY CODE

Each competitor, boat owner and *support person* shall comply with World Sailing Regulation 35, Disciplinary, Appeals and Review Code (referred to as 'Disciplinary Code' elsewhere). An alleged or actual breach of this rule shall be dealt with under Regulation 35. 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 14 when the incident resulted in injury or serious damage, or 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 When boats on the same tack are within 80 metres of each other, a boat being *overtaken* shall sail her proper course until the *overtaking* boat becomes *overlapped* with her.

- 17.3** If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

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*.
- (d) Rules 18.2(b) and (c) cease to apply when the boat entitled to *mark-room* has been given that *mark-room*, or if she passes head to wind or leaves the *zone*.
- (e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.
- (f) 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* of a *mark* to be left to port passes head to wind from *port* to *starboard tack* and is then *fetching* the *mark*, she shall not cause a boat that has been on *starboard tack* since entering the *zone* to sail above close-hauled to avoid contact and she shall give *mark-room* if that boat becomes *overlapped* inside her. When this rule applies between boats, rule 18.2 does not apply between them.

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 two boats at an *obstruction* except

- (a) when the *obstruction* is a *mark* the boats are required to leave on the same side, or
- (b) when rule 18 applies between the boats and the *obstruction* is another boat *overlapped* with each of them.

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

A boat may hail for *room* to tack and avoid a boat on the same *tack*. However, she shall not hail unless

- (a) she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and
- (b) she is sailing close-hauled or above.

In addition, she shall not hail if the *obstruction* is a *mark* and a boat that is *fetching* it would be required to change course as a result of the hail.

20.2 Responding

- (a) After a boat hails, she shall give a hailed boat time to respond.
- (b) A hailed boat shall respond even if the hail breaks rule 20.1.
- (c) A 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 a 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 a 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 a boat she hails.

SECTION D OTHER RULES

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

21 EXONERATION

When a boat is sailing within the *room* or *mark-room* to which she is entitled, 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.

22 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

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, or sideways to windward, 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** If reasonably possible, a boat shall not interfere with a boat that is taking a penalty, sailing on another leg or subject to rule 22.1. However, after the starting signal this rule does not apply when the boat is sailing her *proper course*.

PART 4

OTHER REQUIREMENTS WHEN RACING

*Part 4 rules apply only to boats **racing** unless the rule states otherwise.*

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. When flag Y is displayed ashore, this rule applies at all times while afloat. 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 World Sailing website or by mail upon request.

55 TRASH DISPOSAL

A competitor shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.

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 a person with a *conflict of interest* 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(b).

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 a person with a *conflict of interest* 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;
- (c) act under rule 69.2(b); or
- (d) call a hearing to consider whether a *support person* has broken a *rule*, based on its own observation or information received from any source, including evidence taken during a hearing.

60.4 A technical 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 a person with a *conflict of interest* other than the representative of the boat herself. However, it shall protest a boat if it decides that
 - (1) a boat has broken a rule of Part 4, but not rules 41, 42, 44 and 46, or
 - (2) a boat or personal equipment does not comply with the class rules;
- (b) request redress for a boat; or
- (c) report to the protest committee requesting action under rule 69.2(b).

60.5 However, neither a boat nor a committee may protest for an alleged breach of rule 5, 6, 7 or 69.

60.6 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. The limitations on the source of information in rules 60.2(a) and 60.3(a) do not apply.

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 either before or at the first reasonable opportunity after the other boat *finishes*;
 - (4) if as a result of the incident a member of either crew is in danger, or there is injury or serious damage that is obvious to the boat intending 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, technical 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, races shall be sailed under The Racing Rules of Sailing as changed by this appendix.

Version 3.1, December 2018.

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 1 and Part 2

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

Keep Clear A boat *keeps clear* of a right-of-way boat if the right-of-way boat 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* is changed to:

Mark An object or *waypoint* the sailing instructions require a boat to leave on a specified side, and a race committee vessel 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.

SY2.3 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.

SY2.4 Add new definition *Overtaking*:

Overtaking A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.

SY2.5 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.

SY2.6 Add new definition *Waypoint*:

Waypoint A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

SY2.7 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*.

SY2.8 Add new rule 1.3:

1.3 Communication

At all times while in the racing area, a boat shall

- (a) monitor the safety channel specified in the sailing instructions,
- (b) respond promptly to a hail from another boat, and
- (c) communicate with other boats on matters of safety.

SY2.9 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 metres of the *windward* boat.

17.2 When boats on the same *tack* are within 80 metres of each other, a boat being *overtaken* shall sail her *proper course* until the *overtaking* boat becomes *overlapped* with her.

17.3 If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

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 Add new rule 60.6:

60.6 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. The limitations on the source of information in rules 60.2(a) and 60.3(a) do not apply.

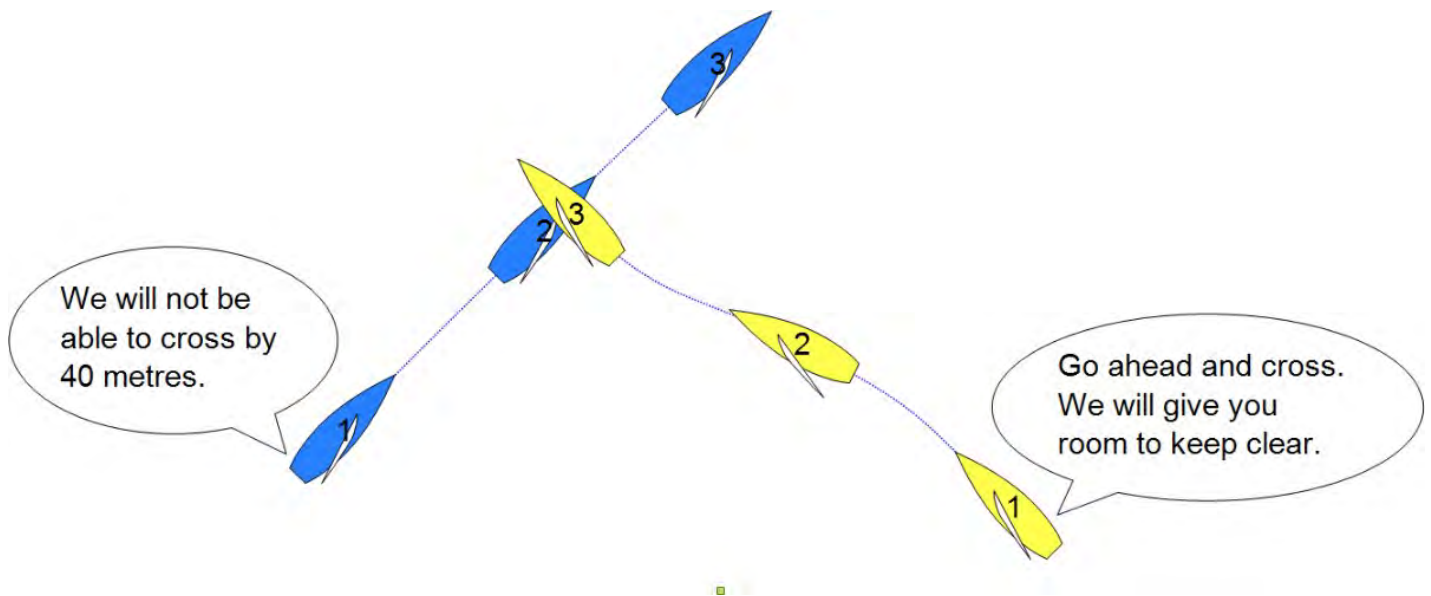
Note: Approved as an appendix to be placed on the World Sailing website for development of this discipline. The appendix may be amended with the approval of the World Sailing Racing Rules Committee.

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

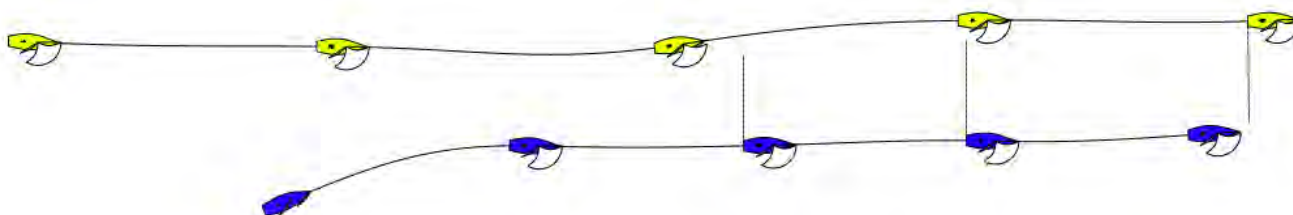
Faster Yacht *Overtaking* a Slower Yacht on a Reach

*Note: This case study has been revised based on a new definition for **Overtaking** (page 9) and changes to Rule 17, On the Same Tack; **Proper Course** (pages 15 & 16).*

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

Blue is a 35 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 than Blue. At position 1, Yellow is on a course to *overtake* Blue to *windward* (see the definition *Overtaking*). Blue is sailing higher in an attempt to encourage Yellow to pass to *leeward*.

Just before the boats reach position 2, Yellow comes within 80 metres of Blue and RRS 17.2 begins to apply. Blue, the boat being *overtaken*, is required to sail her *proper course* (see definition *Proper Course*). Blue bears away to a beam reach to comply with RRS 17.2.



Yellow is the *keep clear* boat under RRS 12 and luffs to a higher course at position 3 to comply with her obligation to maintain the minimum 40 metre separation from Blue. Between positions 3 and 4, Yellow becomes *overlapped* with Blue and then RRS 17.2 no longer applies. Yellow must continue to *keep clear* under RRS 11 and Blue must not sail above her *proper course* under RRS 17.1. Yellow passes approximately 50 metres to *windward* of Blue.

At position 5, Yellow is *clear ahead* (see definition *Clear Astern and Clear Ahead; Overlap*) and is no longer an *overtaking* boat. RRS 17.1 no longer applies to Blue, but RRS 12 requires Blue to *keep clear* of Yellow. If Yellow bears away to her *proper course*, she must give Blue *room* to *keep clear* under RRS 16.

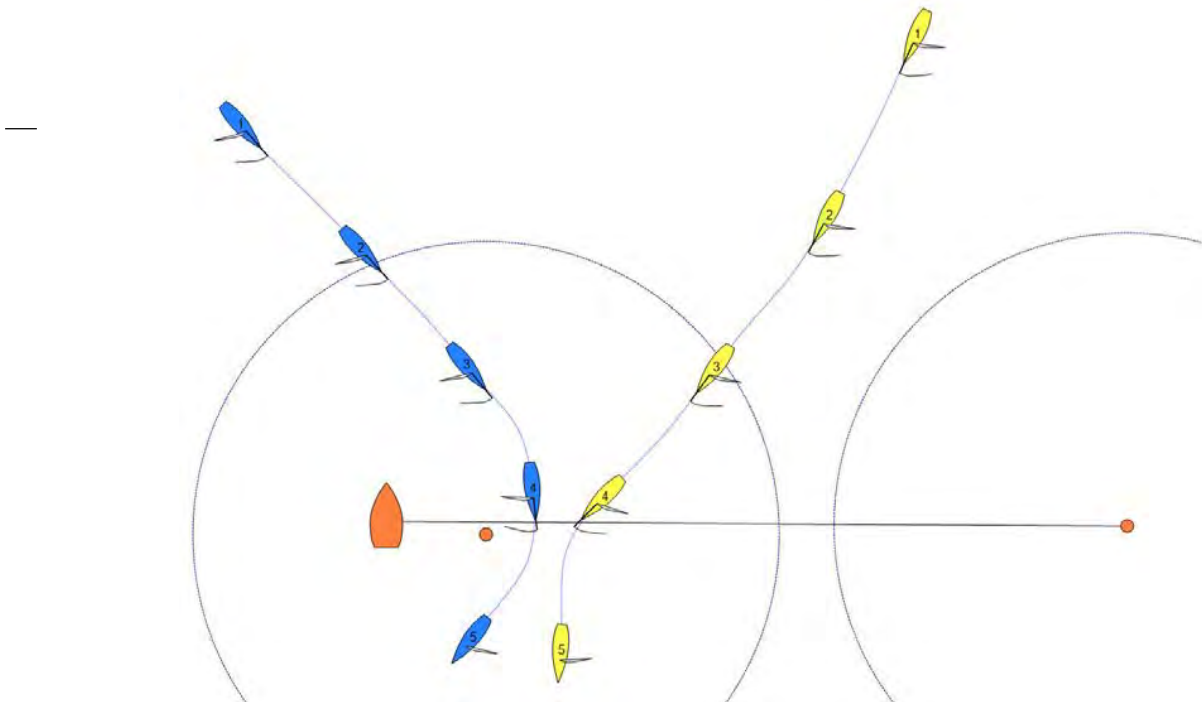
SYRA CASE STUDY #3

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 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*.



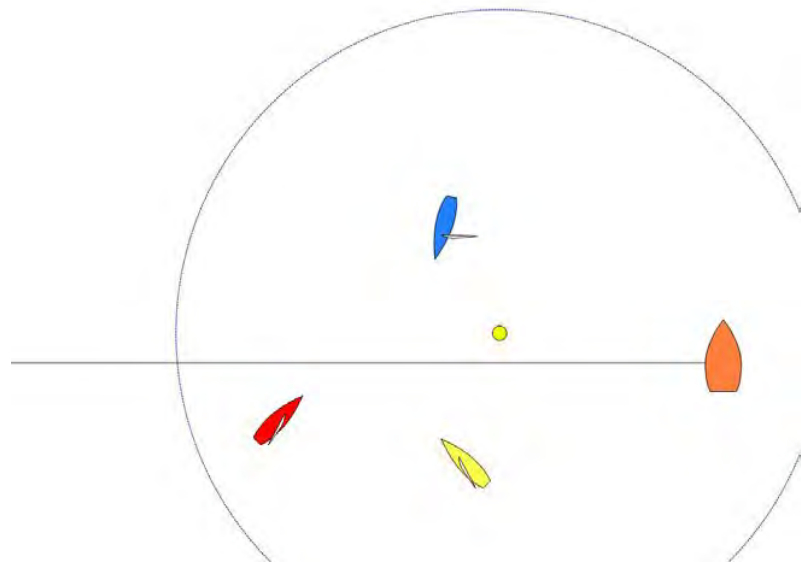
SYRA CASE STUDY #4

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

SYRA CASE STUDY #5

On the Same Tack; Proper Course

A 51m schooner (Blue) and a 31m sloop (Yellow) are both on *port* tack on a long beat to windward. The yachts have been *overlapped* continuously for a long time and the more weatherly sloop is sailing a course approximately 10° higher than the schooner. The yachts converge to where Yellow is approximately 40 metres to *leeward* of Blue at which time Blue tacks onto *starboard*. Blue contends that Yellow “luffed” Blue and broke SY2.6, rule 17.1.

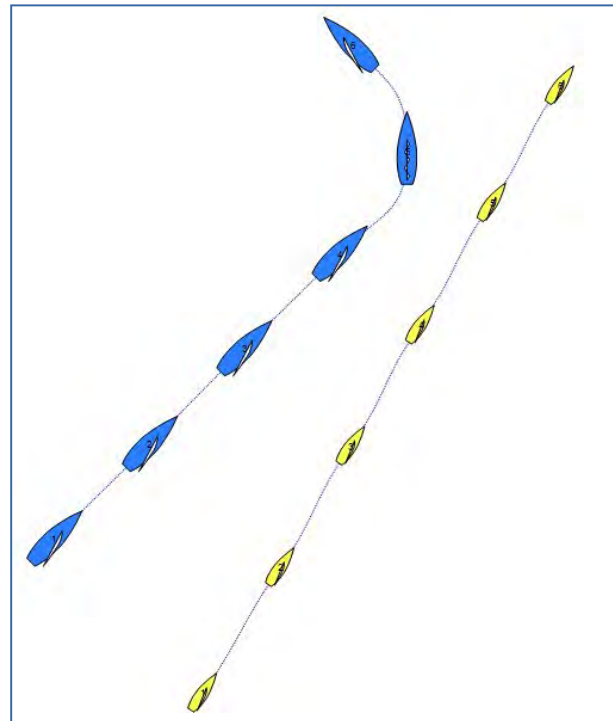
Question 1

Does Yellow break a rule?

Answer 1

No. SY2.6, rule 17.1 says “A *leeward* boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.” Yellow is sailing her *proper course*, “a course a boat would sail to *finish* as soon as possible in the absence of other boats referred to in the *rule* using the term.”

ISAF Case 14 also addresses this scenario. “When owing to a difference of opinion on the *proper course* to be sailed, two boats on the same *tack* converge, *windward* is bound by rule 11 to *keep clear* and by rule 14 to avoid contact.”



“Two boats on the same leg sailing near one another may have different *proper courses*.”

SYRA CASE STUDY #5 *continued*

SY2.6, rule 17.1 places a limitation on the *leeward* boat and Yellow respects that limitation by not sailing above her *proper course*. Blue, the *windward* boat, is the *keep clear* boat and by *tacking* onto to starboard *keeps clear* of Yellow.

Question 2

Two boats are sailing downwind on the same tack continuously *overlapped*. The *windward* boat is carrying an asymmetric spinnaker and the *leeward* boat, sailing a higher course, is carrying a Code 0. What *rules* apply in this situation?

Answer 2

RRS SY2.6, rule 17.1 applies to the *leeward* boat and she shall not sail above her *proper course* when she is within 80 metres of the *windward* boat. RRS 11 applies to the *windward* boat and she must *keep clear*. RRS 14, Avoiding Contact, applies to both boats.

A boat's *proper course* is the course she would sail to finish as soon as possible, in the existing conditions with the sails she has set. See ISAF Case 134.

CASE STUDY NOTES

SYRA CASE STUDY #6

Faster Yacht Overtaking a Slower Yacht Downwind at Different Angles

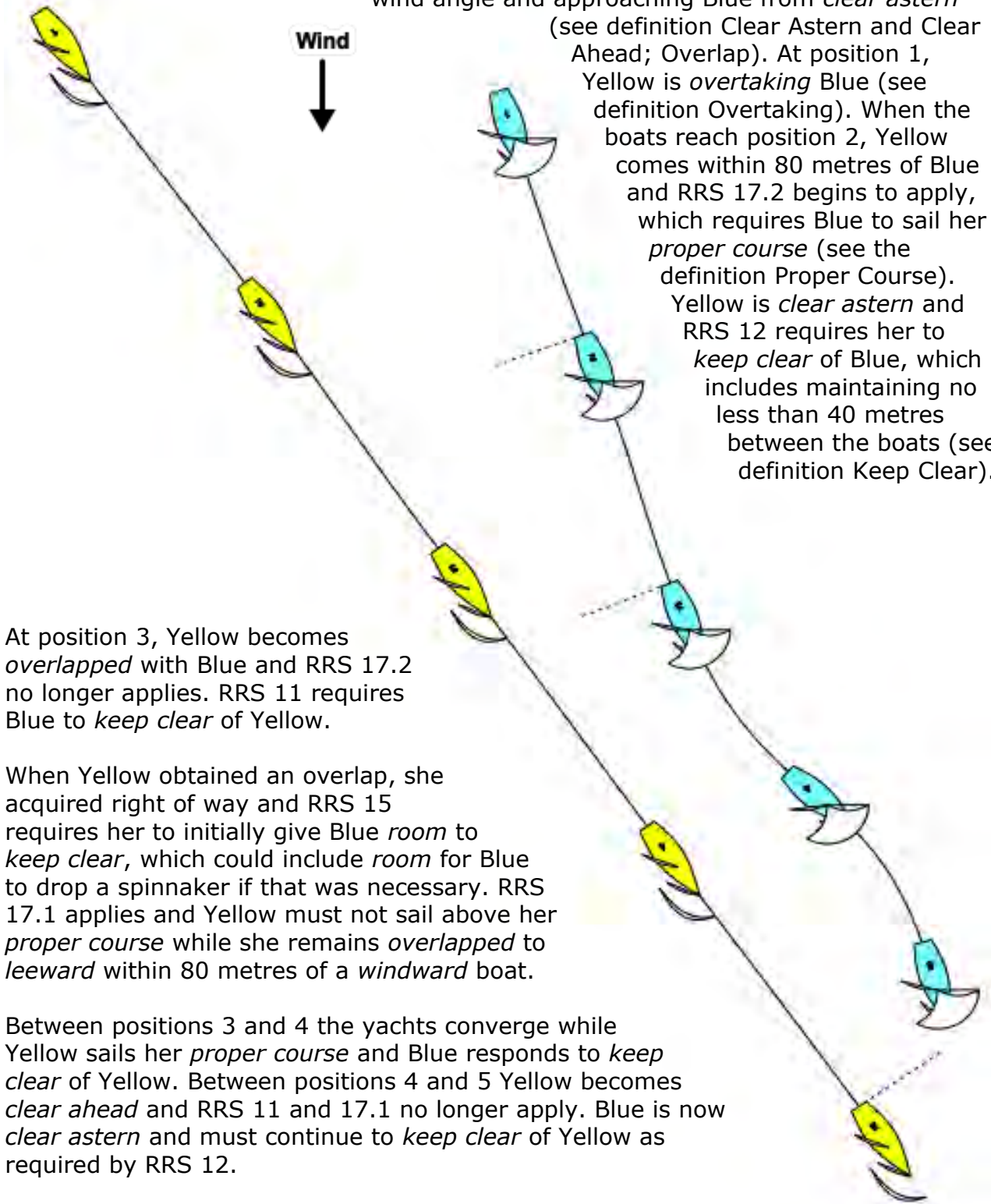
The *Racing Rules of Sailing* apply as changed by Appendix SY.

Blue is a classic 37 metre yacht sailing downwind to the next *mark*. Yellow is a modern 35 metre performance cruising yacht sailing two knots faster at a narrower wind angle and approaching Blue from *clear astern* (see definition Clear Astern and Clear Ahead; Overlap). At position 1, Yellow is *overtaking* Blue (see definition Overtaking). 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). Yellow is *clear astern* and RRS 12 requires her to *keep clear* of Blue, which includes maintaining no less than 40 metres between the boats (see definition Keep Clear).

At position 3, Yellow becomes *overlapped* with Blue and RRS 17.2 no longer applies. RRS 11 requires Blue to *keep clear* of Yellow.

When Yellow obtained an overlap, she acquired right of way and RRS 15 requires her to initially give Blue *room* to *keep clear*, which could include *room* for Blue to drop a spinnaker if that was necessary. RRS 17.1 applies and Yellow must not sail above her *proper course* while she remains *overlapped* to *leeward* within 80 metres of a *windward* boat.

Between positions 3 and 4 the yachts converge while Yellow sails her *proper course* and Blue responds to *keep clear* of Yellow. Between positions 4 and 5 Yellow becomes *clear ahead* and RRS 11 and 17.1 no longer apply. Blue is now *clear astern* and must continue to *keep clear* of Yellow as required by RRS 12.





SuperYacht Racing Association

www.superyra.org

peter@superyra.org

+1-781-639-9501

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SYRA Superyacht Racing Rules Committee

Jim Capron (chair) IJ

Gordon Stredwick IJ

Willii Gohl IJ

Jens Christensen

Michael Kurtz

Nacho Postigo

Tony Rey

Peter Craig

This document and individual case studies are posted on
the SYRA website