

SUMMARY OF CHANGES TO RRS APPENDIX C
2021-2024
by Bruce A Cook, IU-IJ

The following is a list of changes in the 2021-2024 edition of The Racing Rules of Sailing (RRS) to Appendix C. These are changes from the 2017-2020 edition. NOTE: *See the rule book for the actual text of the rules in the appendix and note that this is not a complete list of all the changes in the 2021-2024 RRS.*

- PREAMBLE: Matches shall be umpired unless the notice of race **and** or sailing instructions state otherwise.
In the previous edition of the RRS, match races were umpired unless both the notice of race and the sailing instructions stated otherwise. Now, a statement otherwise need not be in both documents; it can be set forth in only one of those two documents.

- C2.1 DEFINITION OF FINISH: A boat *finishes* when any part of her hull crosses the finishing line **in the direction of the course from the last mark from the course side** after completing any penalties. However, when penalties are cancelled under rule C7.2(d) after one or both boats have *finished* each shall be recorded as *finished* when she crossed the line. **A boat has not finished if she continues to sail the course.**
These changes make it clear that a boat that continues to sail the course after crossing the finishing line from the course side has not finished. For example, a boat has not finished that continues downwind past a leeward mark or gate across the finishing line “out of control” and continues the race when control is acquired.

- C2.2 MARK-ROOM: *Room* for a boat to sail her *proper course* to round or pass the mark **on the required side, and room to pass a finishing mark after finishing.**
This change makes it clear that a right to mark room at a finishing mark continues until a boat passes a finishing mark after finishing. This effectively makes a rule out of Match Racing Call K5.

- C2.9 18.1 WHEN RULE 18 [MARK ROOM] APPLIES: **Rule 18 no longer applies between boats when the boat entitled to *mark-room* is on the next leg and the *mark* is astern of her.**
This addition to C2.9 [rule 18] explains when mark room is given.

- C2.9 18.3 TACKING or GYBING: [b] When an inside *overlapped* right-of-way boat must change *tack* at a *mark* to sail her *proper course*, until she changes *tack* she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3(b) does not apply at a gate *mark* or a finishing *mark* and a boat shall ~~not be penalized for breaking this rule unless the course of another boat was affected by the breach of this rule~~ be exonerated for breaking this rule if the course of another boat was not affected before the boat changed *tack*.

This change conforms the language of this rule to the new convention of a boat being exonerated when the incident occurs rather than in a hearing [protest]. See new rule 43.

- C2.15 Add new rule 41(e):
(e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.
This addition effectively makes a rule out of Match Racing Call N4. It is not necessary to include this rule in sailing instructions as has been the recent practice.

- C3.1 STARTING SIGNALS: ATTENTION SIGNAL
~~710~~ Flag F displayed One Sound Signal Attention Signal
This change makes standard a 7-minute attention signal instead of a 10-minute one that was infrequently, if ever, used. There is no longer a need to provide in the sailing instructions for a 7-minute attention signal.

- C3.2 CHANGES TO RELATED RULES

(a) Rule 29.1 is changed to:

- (1) When at a boat's starting signal any part of her hull, ~~crew or equipment~~ is on the course side of the starting line The flag shall be displayed until **the hull of** the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.
- (2) When after **a boat's** starting signal **any part of her hull crosses a boat sails** from the pre-start side to the course side of the starting line across an extension without having started correctly, The flag shall be displayed until **the hull of** the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

These changes conform these rules to the use of the 'hull' of a boat to be consistent with other rules in the RRS. Crew and equipment are no longer a consideration.

- C4 REQUIREMENTS BEFORE THE START

C4.1 At a boat's ~~her~~ preparatory signal, her hull ~~each-boat~~ shall be **completely** outside the line that is at a 90° angle to the starting line through the starting mark at her assigned end....

C4.2 Within the two-minute period following **a boat's her** preparatory signal, **her hull a-boat** shall cross and clear the starting line, the first time from the course side to the pre-start side.

These changes conform these rules to the use of the 'hull' of a boat to be consistent with other rules in the RRS.

- C6.3 A boat **requesting intending-to-request** redress because of circumstances that arise **while she is racing or in the finishing area, before she finishes or retires** shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.

These changes were made to remove 'intent' from the rule. A rule that requires the reader to know a person's state of mind is more difficult to apply than a rule that does not make such a requirement.

- C6.5(a)(1) UMPIRE DECISIONS: **if the umpires decide to penalize a boat, and as a result that boat will have more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4;**

This addition to Appendix C changes the procedure for the display of a black flag. Before this addition, an umpire was technically required to display 3 penalty flags before displaying the black flag. Now, an umpire need not display a 3rd penalty flag before displaying a black; the umpire can simply display a black flag with a long sound signal under the circumstances described above.

- C7.2(c) ALL PENALTIES: A boat completes a leg of the course when **any part of her hull bow** crosses the extension of the line from the previous *mark* through the mark she is rounding, or on the last leg when she *finishes*.

These changes conform this rule to the use of the 'hull' of a boat to be consistent with other rules in the RRS.

- C7.2(d) ALL PENALTIES: A penalized boat shall not be recorded as having *finished* until she takes her penalty and her hull is **sails** completely **on to** the course side of the line and **she** then *finishes*, unless the penalty is cancelled before or after she crosses the finishing line.
These changes conform this rule to the use of the 'hull' of a boat to be consistent with other rules in the RRS.
- C7.2(f) ALL PENALTIES: ~~If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4.~~ If one boat has *finished* and is no longer *racing*, and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty.
This change makes a rule out of what has been a common sailing instruction.
- C8.1(b) RULE CHANGES: ~~Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this appendix.~~
This change recognizes the fact that exoneration is automatic and does not need to be applied by an umpire.
- C10.7 ~~When only one boat in a match fails to sail the course, she shall be scored DNF no points (without a hearing).~~
This addition to Appendix C makes a rule out of a standard sailing instruction. It is suggested that OAs consider changing this rule to read as follows: When a boat in a match fails to sail the course, she shall be scored no points without a hearing unless both boats in the match sailed the same course in which case the boats will be scored as if they had sailed the course. This changes RRS 28, 35, 63.1, A5 and C10.7. This change addresses Match Racing Call N10 [See C6.6(b)(3)].
- NOTE: In addition to the changes noted above, some rules have been re-numbered to conform the appendix to the rule book as it is currently written.
- NOTE: The reference to match racing calls above is a reference to calls in the 2017-2020 Call Book for Match Racing. See the 2021-2024 Call Book for Match Racing when it becomes available.
- NOTE: The comments included in this document are the comments of the author of this document and not World Sailing.

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BAC