

CHANGES TO THE RACING RULES OF SAILING 2025-2028

In November 2024 World Sailing took the unusual step of changing the *Racing Rules of Sailing* after they had been agreed and published in June 2024 and our first print run of *Rules in Practice* had been printed.

Fernhurst Books provide this addendum which shows the rules changes on this side and the resulting changes to the text of *Rules in Practice* on the other side.

For most people, the changes will have little consequence and, indeed, half of them are in the less-used appendices on team racing and kitesurfing.

Changes to the RRS (page number in *Rules in Practice* indicated)

PI 08, RH column

Obstruction An obstruction is

- (a) 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;
- (b) ~~an object that is so designated in a rule;~~
- (cb) an object that can be safely passed on only one side; or
- (c) **an object, area or line that is so designate in a rule.**
- (d) ~~an area or line in a rule that boats are prohibited from entering or crossing.~~

However, a boat racing is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 22 applies, avoid her.

Proper Course A course a boat would choose in order to ~~complete the leg she believes she is on~~ **sail the course** as **quickly 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.

PI 13, LH column

27.3 Before the starting signal, the race committee may for any reason *postpone* (display flag AP, AP over H, or AP over A, with two sounds) or *abandon* the race (display flag **N**, N over H, or N over A, with three sounds).

PI 18, RH column

60.5 (c) (4) she broke a class rule and rule 60.5(d)(**1**) applies.

PI 35, RH column

D1.2 Protests and Requests for Redress

- (a) A boat may
 - (1) protest another boat, but her protest is invalid if it alleges a breach of a rule of Part 2 and she was not involved in the incident, unless the incident involved contact between boats **on the other team**. (This changes rule 60.4(a)(2).);

PI 42, RH column

F2 18.1 When Rule 18 Applies

Rule 18 applies between kiteboards 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 kiteboards that are on opposite *tacks* when the first kiteboard reaches the zone; or
- (b) between a kiteboard approaching a *mark* and one leaving it.

Rule 18 no longer applies between kiteboards when **either kiteboard referred to in this rule changes tack or** mark-room has been given.

PI 44, RH column

F5 60.5 Protest Decisions

Add new rule 60.5(e):

- (e) **if the protest committee decides** a kiteboard has broken a *rule* and is not exonerated and, as a result, caused a tangle for the second or subsequent time during the event, her penalty shall be a disqualification that is not excludable.

CHANGES TO THE RULES IN PRACTICE 2025-2028 TEXT

As a result of the rules changes overleaf, we make the following changes to the text of the book.

Page 11, RH column

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 **or that can be safely passed on only one side, and** an object, **an area or line** that is so designated by a rule or that can be safely passed on only one side: An area or line that boats are prohibited from entering or crossing are also obstructions.

Page 14, RH column

Proper course (see diagram below)

A proper course is 'a course a boat would choose in order to **sail the course** complete the leg she believes she is on as **quickly** 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.'

Page 17, LH column, second bullet

■ **If I don't have luffing rights, what is my proper course?** The fastest course you choose to complete the leg **sail the course** in the absence of the boat(s) to windward affected by the luff.

Page 17, RH column

Proper course

The leeward boat's proper course is the course that that boat's skipper believes is the course which would result in completing the **course** leg as **quickly** soon as possible, in the absence of the windward boat(s) involved. If he is mistaken about the effect of the tidal stream, or anything else for that matter (even including not knowing where the next mark is), that doesn't matter. It is what he believes (reasonably) that counts. A boat has no proper course before her starting signal. (**Definition Proper Course**)

Page 23, RH column, last paragraph

Now let's say you are RED, the windward boat. You must keep clear if you are able (in the diagram, your bearing away, or failing to luff, at position 3-4 is failing to keep clear). Even if YELLOW sails above his proper course, you must still keep clear. It is perfectly possible for both boats to be penalized. RED can protest YELLOW for sailing above his proper course, but remember it is his proper course that counts, not your proper course and not the course you may think should be his proper course. In the situation in the diagram, if there was a protest and you are claiming YELLOW sailed above his proper course, he will say that because of GREEN sailing over both boats, his proper course changed and he wanted to sail higher. Proper course is the course the leeward boat's skipper believes would be the most likely to finish the leg **sail the course** as quickly as possible, in the absence of the windward boat.

Page 40, last line of LH column & RH column

1. 'A yellow mark with a pink flag will be laid near the committee boat. **The line between this mark and the committee boat is an obstruction and** boats shall not pass **cross it**. between this mark and the committee boat after the preparatory signal

Such a sailing instruction does not give the mark a required side (rather it specifies a prohibited area which by definition **the sailing instruction identify is as** an obstruction) so it could be argued that you have the right to room to avoid the 'obstruction', and you may hit the buoy without penalty (provided you don't cross the imaginary line between it and any part of the committee boat); and if you are forced into the 'prohibited area' by a boat breaking a rule you can escape penalty by protesting the boat that forced you to break the sailing instruction. (Rule 60.1 gives you the right to a hearing and Rule 43.1(a) exonerates you.)