

APYC Sailing Instruction Changes for 2017-2020

The world governing body for sailing, World Sailing (once the IYRU, then ISAF), has for some time reviewed the Racing Rules of Sailing (RRS) every four years. The latest edition became effective on 1 January 2017, and although no further changes are contemplated before 21 December 2020, they do have the power to make annual changes.

Australian Sailing's *2017-2020 Blue e-Book Racing Rules of Sailing* contains the 2017 – 2020 Racing Rules of Sailing (RRS) of World Sailing and the Prescriptions of Australian Sailing. It can be downloaded at <http://www.sailing.org.au/wp-content/uploads/2017/03/2017-2020-Racing-Rules-of-Sailing-with-Australian-Sailing-Prescriptions.pdf> .

As a result of some changes made at World Sailing's last review it is necessary to appraise and revise the Club's Sailing Instructions (SIs). The new APYC Sailing Instructions will come into effect on 1 April 2017. This paper explains the few changes that have been made. There are several style and nomenclature changes that have been made to provide internal consistency and standardisation with the RRS, especially Appendices J and L, the Sailing Instruction Guides. These need not be commented upon.

SI 1, Rules has changed to refer to recently adopted names of *World Sailing* and *Australian Sailing*. Note that the Prescriptions of Australian Sailing refer to comments in the *Blue Book* and to *Australian Sailing Special Regulations Part 2 for Off the Beach Boats*, which can be downloaded from <http://www.sailing.org.au/wp-content/uploads/2016/12/161219-Special-Regulations-Part-2-Off-the-beach-boats-v2.pdf> .

The main change to the SIs is the introduction of **Discretionary Penalties DPs**. The only penalty available to Protest Committees has been disqualification, which for many offences is too severe. It is intended that penalties will take the form of additional points to a boat's finishing score. In some cases, there may be similarities with the redress system where it is intended to restore fairness to a race where something has gone awry. By way of example the DPs for the ISAF Sailing World Cup are found at <http://www.sailing.org/35815.php>.

DPs have been assigned to **SIs 5 Declarations, 12.3 Crowding buoy, 12.4 Sailing near boats that have received their Preparatory Signal, 15 Outside Assistance and 21.2 Safety**. The Race Committee and Race Officers will need

to review the application of DPs. Interfering with the Start is probably the most irritating behaviour covered by these DPs and may be a place to begin.

The only situation not included in the World Sailing DP guidelines, such as those for the Sailing World Cup, is the matter of Outside Assistance. The existing APYC Sailing Instructions allowed Outside Assistance because it was considered appropriate for club sailing to encourage prompt rescues and to promote safety. However, the approach risks being unfair to other members of the fleet. Instead of other sailors seeking redress it is envisaged that the application of a DP to the boat that received assistance may be a way to restore fairness. To do this Race Officers and rescue-boat crews will need to be aware of time issues associated with the provision of assistance.

SI 13 Recalls. Individual Recalls RRS 29.1 have been redefined and now comply with existing APYC practice so there is no need to refer to Individual Recalls in the Sailing Instructions (SIs should not mention any RRS that is not being modified). The procedure for **General Recalls** has been modified from that previously employed at APYC. The positioning of the recalled start to follow the last scheduled start is retained, but the First Substitute is to be **lowered one minute before** the subsequent start (previously it was lowered at the subsequent start). This aligns the SIs with RRS 29.2 where the First Substitute is lowered one minute before the next Warning Signal.

Summary

There are only two changes to existing APYC racing practice in the revised Sailing Instructions; the time that the First Substitute is lowered and the adoption of Discretionary Penalties. The first is straight-forward, while the latter will need some prudence in its application.