

Tacticians Guide to High Speed Rules Fleet Racing 2019

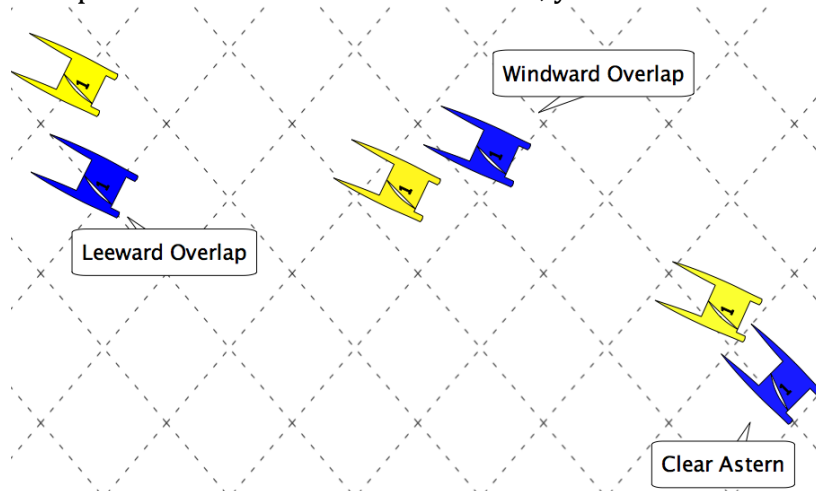
This paper does not replace the official documents but will take you through the differences between the 'Racing Rules of Sailing' and the High Speed Rules.

Safety and the application of the rules:

With high speed foiling boats the potential for damage or injury is increased. If the umpires see what they consider to be a reckless or high risk manoeuvres they may penalize the offending boat with a red or a black flag penalty on the water or deal with it in a protest situation after racing. That protest may be brought by the umpires themselves or by another boat. In any situation where a boat requests room it must be given where possible and the boat protested if the request was not valid.

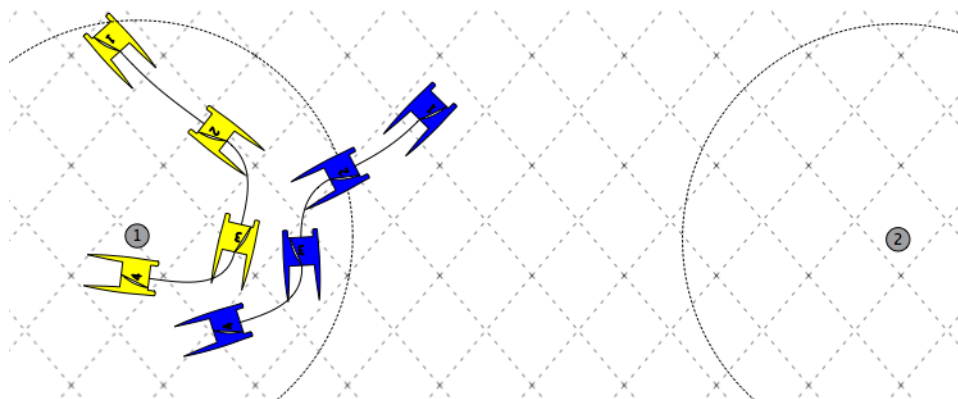
Definition changes:

Overlap: The bowsprit cannot be used for an overlap. If you have a hull or bowsprit between the other boats hulls, you are clear astern.



Finish: You finish with your hull.

Mark-Room: Is changed to room to sail your proper course not just to pass the mark. In the example below Yellow is entitled to sail her proper course at the mark. Without the change in the High Speed Rules she would only be entitled to room to pass and would be taking too much room.



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Obstruction: Unless a boat is right-of-way or entitled to mark-room it's not an obstruction. On a reaching start a right of way boat is not an obstruction to other boats when they are approaching to start.

OCS: Is determined by the hulls.

Start: Hulls crossing the starting line in the direction of the first mark after the starting signal.

New Rules & Rule Changes

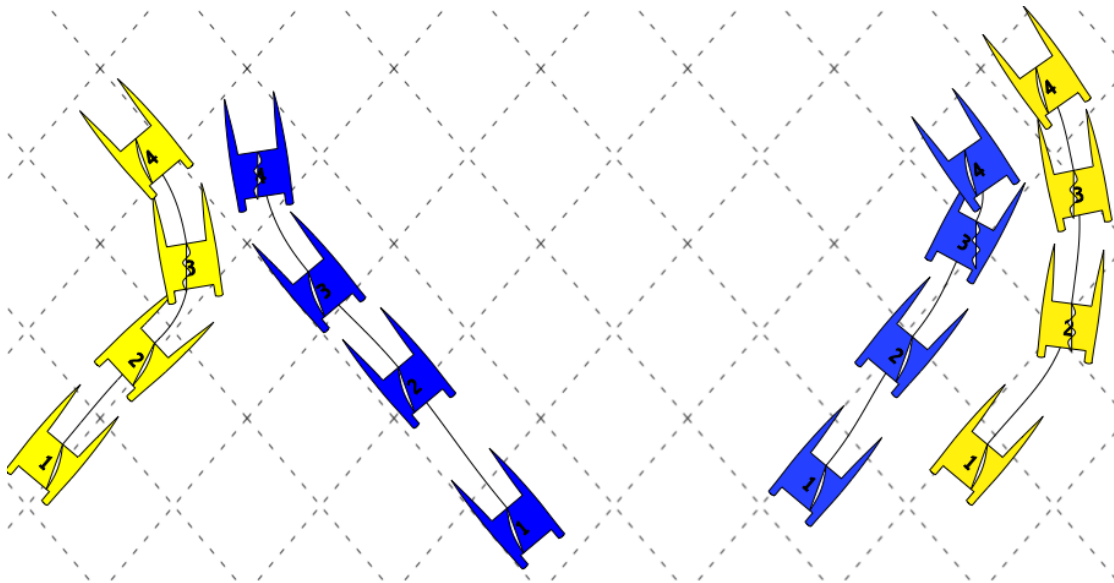
Rule 2 FAIR SAILING: You don't have to take a penalty unless signalled by an umpire.

Rule 8- LAST POINT OF CERTAINTY: If the umpires are not sure that a boat is overlapped or has changed tack then the boat's relationship with other boat remains as it was.

Rule 13- WHILE TACKING: This rule is deleted. This means that a boat instantly changes tack when she passes head to wind.

In the first example on the left Yellow passes head to wind in position 3 and immediately becomes right-of-way, her only obligation is to give Blue room to keep clear.

In the second example on the right Yellow is leeward right-of-way in positions 1&2. In position 3 Yellow passes head to wind and immediately becomes starboard right-of-way. This is quite a game change, as under the regular racing rules Yellow would have been stuck in position 2.



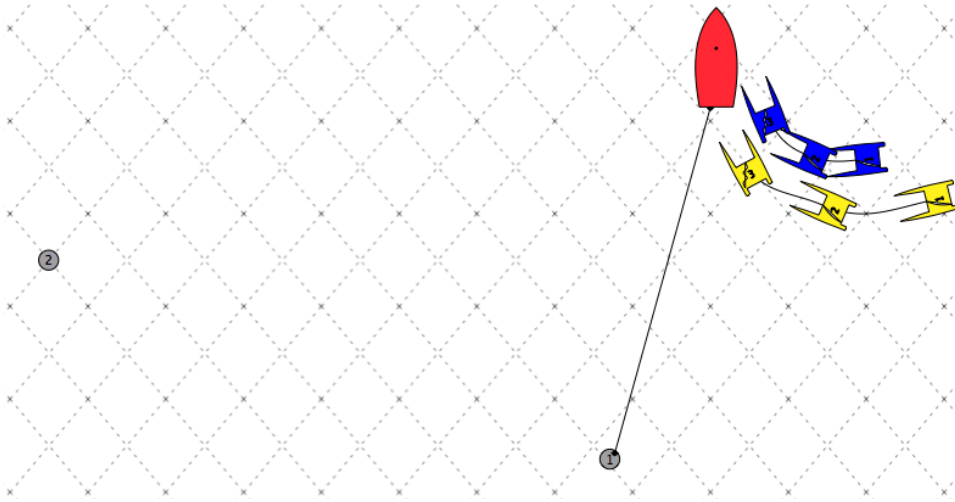
Rule 16.2 is deleted

Rule 17 ON THE SAME TACK; PROPER COURSE: This rule is deleted and makes everything simpler. If two boats on the same tack are overlapped the windward

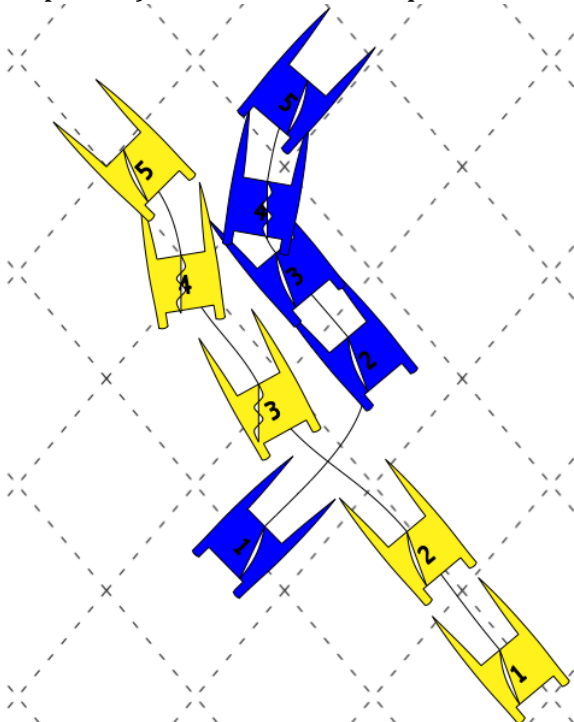
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one has to keep clear. Sailors and umpires no longer have to work out how an overlap was established, if it was broken and re-established or if a leeward boat has sailed above her proper course.

It does however have some tactical implications. In the example below Yellow overlaps Blue from clear astern just prior to the starting signal. After the starting signal Yellow has no obligation to sail her proper course and can continue to luff.



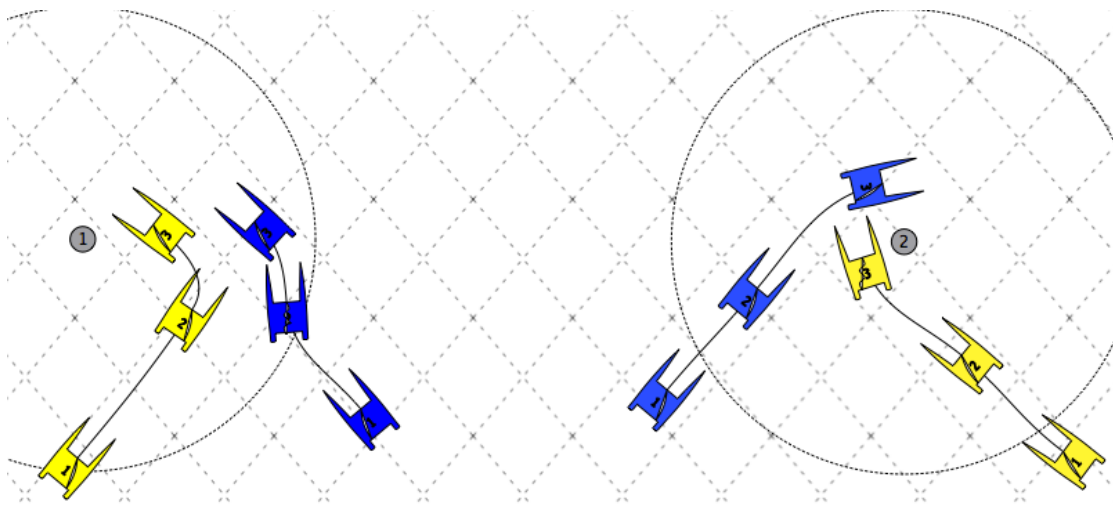
In the example below Blue cover tacks Yellow and is clear ahead when she tacks. With no proper course restriction Yellow can luff (she has to give blue room to keep clear) and Blue must keep clear.



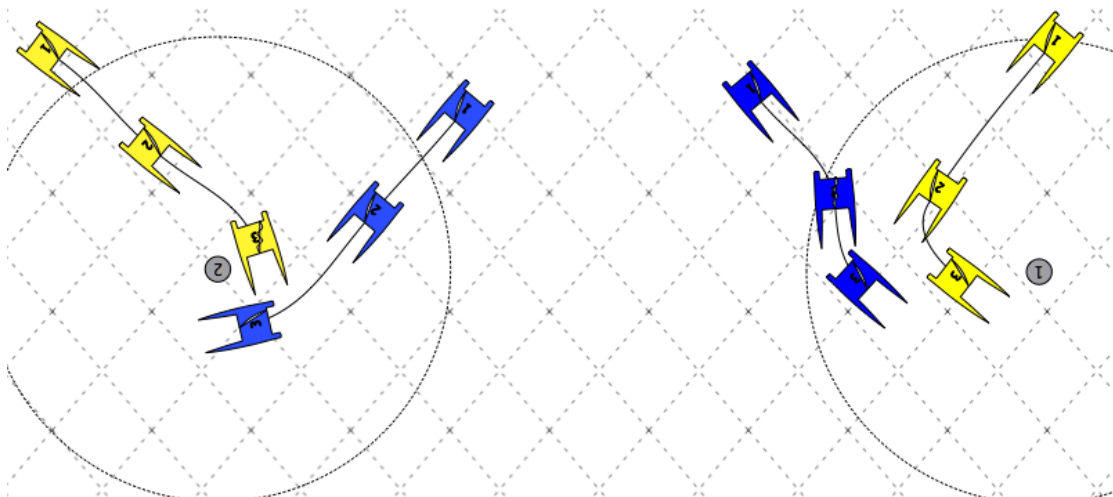
Rule 18 MARK ROOM: If boats are overlapped when the first one reaches the zone the inside boat is entitled to mark-room. If boats are not overlapped then the first boat that reaches the zone is entitled to mark-room.

The big change is the rules apply at the windward mark the same as they do at the leeward marks. Lets look at some examples at a windward gate. In the first situation on the left, Yellow is overlapped when she enters the zone and is entitled to mark-room. This means she is entitled to sail her proper to round the mark and would be exonerated if she broke rule 10 (port-starboard) while she is taking the mark-room she is entitled to.

In the second example Yellow is entitled to mark-room and alters course in position 3 to sail her proper course around the mark. Yellow is exonerated for not giving room to Blue to keep clear when she changes course as she is taking the mark-room she is entitled to.



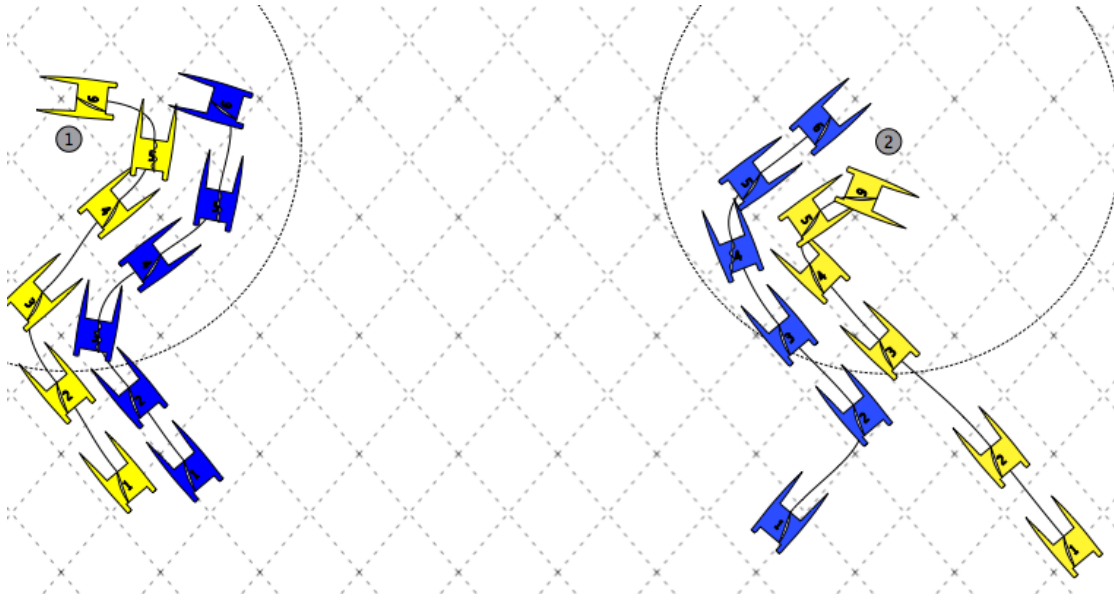
If we invert the diagram the rules apply in exactly the same way at the leeward gate. The only additional problem for Blue is on the diagram on the right, where not only has she to give mark-room but she is also a port keep clear boat and Yellow has no obligation to gybe.



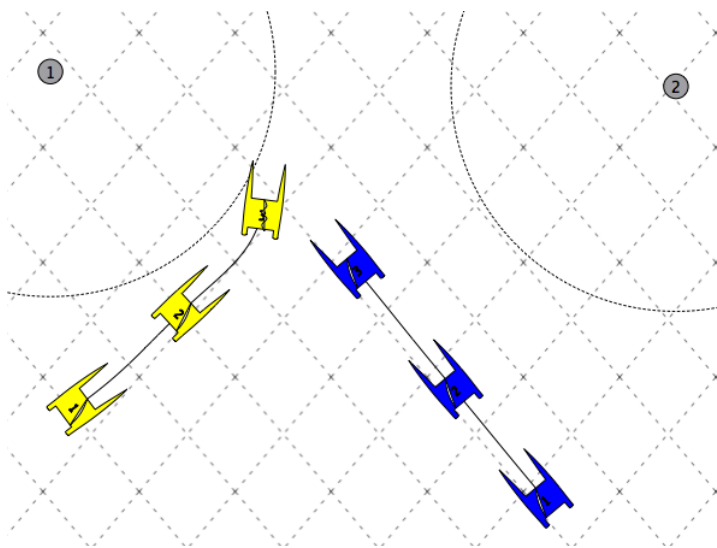
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Lets look at some more windward gate mark examples: In the example on the left Yellow is pinned and unable to tack. Once she enters the zone she is entitled to mark-room and has to make two tacks to round the mark. Blue is at risk because Yellow does not have to give Blue room to avoid her when she changes course to sail her proper course.

In the example on the right Blue enters the zone clear ahead and is entitled to mark-room. Blue sails her proper course and tacks on to port between position 4&5. Yellow is trapped on the inside of Blue and can only comply with her obligation to give mark-room by missing the mark.

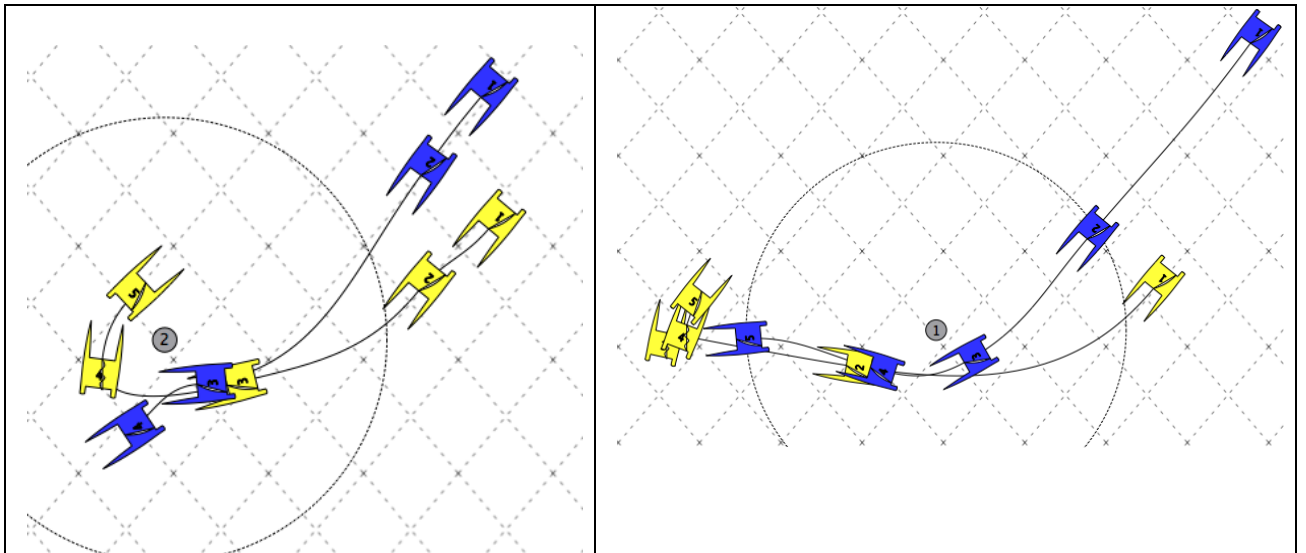


In the example below Yellow is hoping to cross to the right-hand gate mark but realizes that she won't make it. She enters the zone on port and as inside overlapped boat is entitled to mark-room. The umpires won't call Yellow inside the zone until they are certain she is. If Blue has to alter course while Yellow is on port it is a penalty on Yellow unless the umpires are certain she is in the zone.

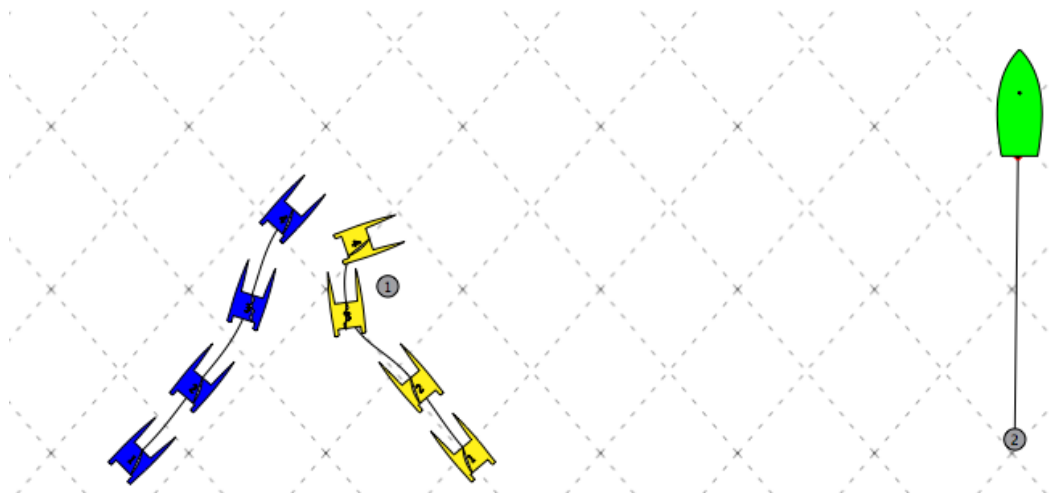


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The next two situations offer protection to the tacking boat. In the situation on the left Yellow is clear ahead at the zone in position 2. Yellow's mark-room entitles her to sail her proper course. While still overlapped with the mark she decides her proper course is to tack and is exonerated for not keeping clear as a port tack boat because she is sailing inside her mark-room entitlement. In the second example on the right when Yellow passes head to wind in position 3 there is no collision course with Blue. Blue a right-of-way boat luffs to close-hauled and creates a collision course with Yellow who has stalled during her tack. Blue has to give Yellow room to keep clear which she does in position 5 by bearing away behind Yellow.

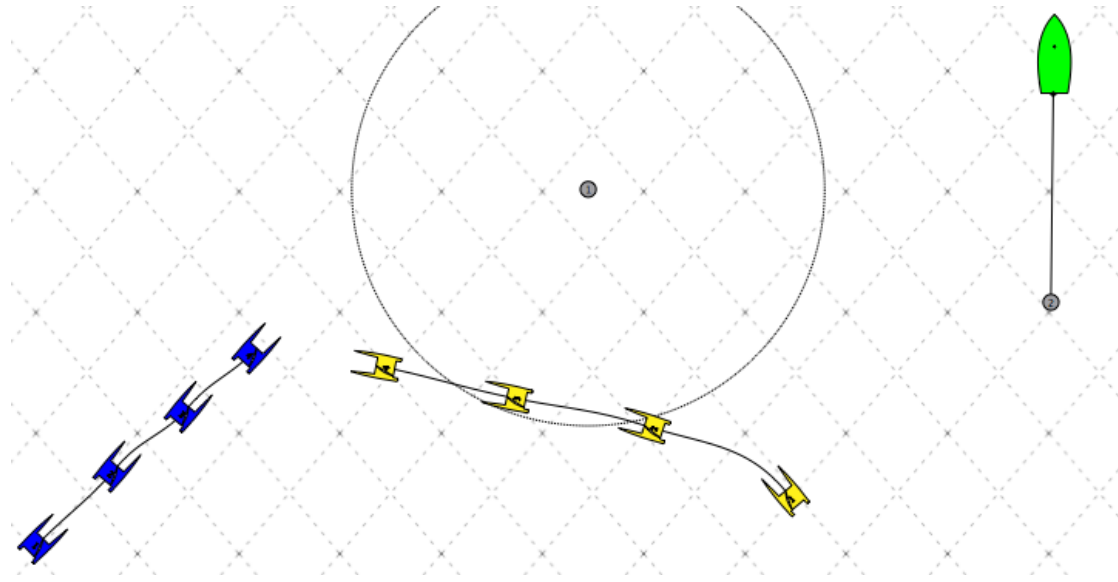


A further significant change to Rule 18 is 18.3 that imposes the obligation of an inside overlapped right-of-way boat to not sail further than her proper course when rounding the mark. In the example below Yellow must tack to sail her proper course. Blue should be careful as she is still a port tack keep clear boat and the umpires will only penalize Yellow for sailing beyond her proper course when they are certain she has.



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In this second example Yellow enters the zone but leaves it before she engages with Blue. Therefore RRS18.3 no longer applies.



It's really important to know when 18.3 applies. If a mark is described as a gate in the course description it doesn't, if it's described as a single mark it does. It doesn't matter if it looks like a gate, what matters is the course description.

Rule 19 ROOM TO PASS AN OBSTRUCTION:

Room at an obstruction is now different because it has a three boat length zone. You only get the room required to pass and room doesn't include room to tack unless that's the only option. In the ideal world there would be no obstructions in the racing area as the High Speed rules are set up to have a boundary but sometimes there are obstructions that cannot be moved. Boundaries maybe declared obstructions in the pre start. The boundary rules don't apply until after a boat has started. In the pre-start the rule applies when at least one boat is in the zone of the obstruction and when the first boat reaches the zone it's the right of way boat that gets to choose which side they'd like to pass the obstruction.

Rule 20 ROOM TO PASS A BOUNDARY: The High Speed Rules have also adopted the rules for boundaries as used by the Americas Cup. The boundary is defined by the race committee and could be natural, such as the shoreline or manmade such as a line of buoys. The boundary zone is three boat lengths and whilst inside the boundary a boat entitled to room may sail her proper course. Hand signals are no longer required when manoeuvring so the boat required to give room needs to be aware that the other boat may tack right in front of her without any notice.

MBO - Marks, Boundaries and Obstructions:

The order of hierarchy of rules 18, 19 and 20 starts with Marks, then it's Boundaries and last is Obstructions.

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Rule 22.2 TAKING PENALTIES: Rule 22.2 has been deleted which means that a boat taking a penalty retains her rights when doing so.

Rule 24.4 INTERFERING WITH ANOTHER BOAT: After a boat has started she is not allowed to interfere with a boat taking a penalty unless she is sailing her proper course.

Rule 31 TOUCHING A MARK: You can touch marks but not one that is a race committee vessel. If you do manage to wrap an anchor line around the boards or rudder and subsequently cut the line and don't re-attach it to the mark, expect a protest from the Race Committee or umpires and disqualification from the race.

Man overboard: A crewmember must be back onboard before the boat continues in the race. They can be recovered by another vessel but the boat must return for them to be put onboard. If a guest falls overboard an official boat will attempt to recover the guest but the responsibility still lies with the competitor to recover the guest. Guests will not be put back onboard if they are recovered by an official boat.

OCS: If you are identified as OCS you exonerate yourself by being clear astern of all boats that are not OCS or have been identified as a delayed starter when they enter leg 2. You do not have to keep clear of other boats while you are taking your OCS penalty but you need to sail directly towards the first mark unless a deviation from that course has no impact on another boat. The umpires can declare the penalty complete if the penalised boat is trying to take it but the loss is more than intended.

Umpire Signals: The umpires will signal a penalty with a red flag. If they answer your protest with a green and white flag it means no penalty. If they display a black flag the penalized boat is disqualified.

Penalties: As soon as possible a boat may do two consecutive gybes with the gennaker completely furled at some time between the two gybes, or two consecutive tacks, close-hauled to close-hauled.

Hard Contact: (see SI's) In a fleet race if there is hard contact (hull, rack, rudder, spars or rigging against another boats hull, rack, rudder, spars or rigging) the boat that broke a rule will get a two-point penalty on their overall series score and the other boat may get a one-point penalty. Further action may be taken under rule 14 AVOIDING CONTACT.

Protest: You protest for a boat-to-boat incident with a **Y flag**. For other protests you must inform the race committee anytime before 2 minutes have elapsed after the last boat finishes.

Protest Hearings: These can be quite informal with no need for a written protest and the penalty at the discretion of the protest committee.