

Considerations when writing Sailing Instructions

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The importance of using the ISAF Racing Rules of Sailing (RRS) Appendix L/LE templates is emphasised when teaching Race Management courses. ISAF is consistent with the use of the templates except in three areas. The three areas are listed below and I hope that with the next rule changes the ISAF rules committee will implement them. However, rather than waiting three years you might consider implementing these instructions now. CORK did implement them for the 2014 season.

The following three changes to the Sailing Instructions are recommended:

1. RRS should be used for references to the rules of the Racing Rules of Sailing. ISAF uses this method and it clearly distinguishes the Racing Rules of Sailing rules from the equipment rules, class rules and etc.
2. In the case where RRS Appendix P is in effect and when you want to change P2.1 to a One-Turn Penalty. This is needed because RRS 44.1 is only for Part 2 infractions and RRS 42 is a Part 4 rule.
Change: 14.2 For the _____ class(es) rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
To: 14.2 For the _____ class(es) RRS 44.1 and RRS P2.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
3. In the current Appendix L/LE it is recommended to have an instruction that references all the instructions that will not be grounds for a protest by a boat.

Currently you often see something like:

16.6 Breaches of instructions 11.3, 18, 21, 23, 24, 25, 26 and 27 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

Similar instructions are also used for standard penalties by the race committee and penalties at the discretion of the protest committee. As instructions are added to the SI's, these references will have to be updated which causes considerable maintenance.

It is now recommended to add the following text right below the Sailing Instructions heading.

In all sections the following abbreviations apply:

SP Rules for which a standard penalty may be applied by the Race Committee

DP Rules for which the penalties are at the discretion of the International Jury

NP Rules that are not grounds for protest by a boat

Also add the following instructions in the penalties and grounds for protest section:

40.1. Breaches of rules marked [NP] will not be grounds for protest by a boat. This changes RRS 60.1(a).

40.2. Penalties for breaches of SIs marked [DP] at the discretion of the Protest committee.

40.3. For breaches of the SIs marked [SP], the Race Committee may apply a standard penalty without a hearing. A list of these breaches and associated standard penalties will be posted on the Official Notice board at the beginning of the Sailing competition. The Race Committee may still protest a boat when they consider the standard penalty to be inappropriate. This changes RRS 63.1 and Appendix A5.

The scoring abbreviation for a DP or SP penalty is DPI.

A good example of the use of the above suggestions can be found in the 2012 Olympic Sailing Instructions. Here is a link to them:

<https://www.dropbox.com/s/gu43lm82cy8c37c/SailingInstructionsOG2012final-%5B12499%5D.pdf>

As per RRS 86.1 the Notice of Race (NOR) may not change a rule. It's recommended that that the NOR lists the rules that will be changed in the sailing instructions.