



FREE SAILING YACHT RACING RULES

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FUNDAMENTAL RULES

A Rendering Assistance

Every competitor may render all possible assistance to another competitor in trouble, when in a position to do so.

B Fair Sailing

Except to the extent permitted by team racing rules, competitors shall compete by using only the wind and water to maintain, increase or decrease the yacht's speed and by the skill of their individual effort, in compliance with the rules and in accordance with recognised principles of fair play and sportsmanship. Under this rule a competitor may be disqualified from a board, only in the case of a clear-cut violation of the above principles and when no other rule applies.

C Accepting Penalties

Competitors who realise that they have infringed a rule shall retire promptly from the board in progress.

D Appropriate Behaviour

A competitor shall be ready to race when called upon at any time considered reasonable by the starter or Race Officer (RO).

After a protest hearing the RO may disqualify a competitor from further participation in the event, or apply a penalty of five points for each incident, to be deducted at the end of the event should a gross breach of good manners occur: for example, the use of bad language, intimidation, unnecessary raised voices or physical contact. In such a case the RO shall

report the matter to MYA Racing Officer.

When a gross infringement of these rules or the appropriate class rules is proved against a competitor, the individual may be disqualified from competing in any event held under the auspices of the MYA for any period that Council may decide.

1 CLASS RULES

- 1.1 International and National class yachts shall conform to the current class rules, or previous issue class rules where a yacht is grandfathered, and the current Free Sailing Class Rule Supplement.

2 REGISTRATION

- 2.3 Before or at registration competitors shall present to the race committee a valid certificate for the yacht to be sailed, and if applicable, the owner's valid Personal Sail Number certificate. A printed paper copy of the valid certificate(s) will be acceptable. Unless entered on line, competitors shall also present their completed MYA Emergency Contact Form.
- 2.4 If the yacht's certificate and PSN certificate are not available at the event, but the competitor claims that they exist, the competitor shall sign a declaration to that effect and send a copy of the certificate(s) to the race committee within seven days of the end of the event. Failure to comply will result in disqualification from the event and a written report being sent by the race officer to the MYA Racing Officer.

3 DEFINITIONS

- 3.1 **Notice of Race (NoR)** – Sent out prior to an event which may modify and supersede aspects such as timings set out in these rules. The NoR takes precedence in these matters unless specifically modified by the RO.
- 3.2 **Skipper** - an MYA member sailing the yacht, who is also responsible for the actions of their mate(s).
- 3.3 **Joint Skippers** – two MYA members sailing the yacht who shall be responsible for the actions of their mate(s).
- 3.4 **Mate** - assistant to the skipper(s).
- 3.5 **Competitor** – skipper(s) and/or one or two mates, all of whom, except for overseas competitors, shall be MYA members for multi-day events.
- 3.6 **Pair** - two yachts drawn to race each other.
- 3.7 **Board** - a course in one direction of the lake.
- 3.8 **Heat** - two boards in which the same pair sail.
- 3.9 **Round** - number of heats necessary to ensure that each yacht sails against all other yachts in the event.
- 3.10 **Event** - one or more rounds (the final round may be incomplete).
- 3.11 **Sailing** - when an entered yacht is afloat and not being handled from the shore.
- 3.12 **Tacking** - a yacht is turned head to wind and onto the opposite tack until the headsail, or single sail in the case of a una-rig, is full.
- 3.13 **Gybing** - with the wind aft, the main boom crosses the centre line.
- 3.14 **Guying** - tacking of a yacht remote from the shore by use of a guy (an automatic tacking mechanism).
- 3.15 **Retrimming** - making a definite adjustment to one or more of the following: the sheets, steering gear, spars, rigging, sails or rudder. A gybe is a retrim.
- 3.16 **Shore** - the perimeter of the lake, beyond which a yacht cannot sail.
- 3.17 **Obstruction** - anything, excluding the other of a pair, the shore or weed, with which the yacht may collide.
- 3.18 **Foul** - when a yacht, having collided with another yacht or an obstruction, is entangled, turned off her course, or has any of her gear disarranged, so as to affect her chances of winning a board.
- 3.19 **Resail** - a board that is started again.

- 3.20 **Finishing** - a yacht finishes a board when any part of her hull or equipment in normal position crosses a line between the course side of the finishing line poles.

4 RACE OFFICIALS

- 4.1 **Race Committee** – responsible for the event organisation.
- 4.2 **Race Officer** – the RO, as appointed by the race committee, will take charge of the racing on behalf of the MYA. The RO has the powers of an umpire. Should any point arise during the progress of the event in which the rules are silent, the RO is empowered to give a ruling for the occasion, which shall be accepted unless protested under Rule 13. Any such points will be included in a report to the MYA Racing Officer. The RO will be responsible for appointing race officials and protest committee, racing schedules, the start, finishing times and progress of racing, the positioning of the starting marks and finishing marks, defining steerage way at the start, deciding the starting tack on windward legs, the points to be scored for each board, the awarding of resails etc. The RO may delegate a duty, for example to a starter, who may brief competitors at any time during the event.
- 4.3 **Assistant Race Officer** – as appointed by the race committee, to assist the RO in any capacity and to act as the race officer if the latter is unable to be present.
- 4.4 **Umpire** – as appointed by the race committee to assist the RO to observe yachts and competitors' actions whilst racing and make decisions regarding any rule infringements witnessed. An umpire will disqualify a competitor from the board for an infringement of the racing rules and will immediately inform the competitor. An umpire's decision may be subject to revision by the RO.
- 4.5 **Starter** - starts pairs from the appointed starting marks, with full authority to restart pairs should a collision occur within the area adjacent to the start.
- 4.6 **Marshal** - calls competitors to the starting marks ready for starting.
- 4.7 **Line Judge** - decides which, of a pair of yachts, first crosses the finishing line as defined in Rule 3.20. A line judge's decision will be final.
- 4.8 **Scorer** - records the scores on the master score-sheet in accordance with the decisions of the line judge. The scorer will act in the capacity of a line judge, if one is not appointed.
- 4.9 **Competitor as race official** - the RO is empowered to co-opt any competitor not racing to act as a race official should there not be sufficient persons present to be race officials.

5 RACING TIME

- 5.1 Racing time is defined as the period of the day between the start and finish of racing for that day as set out in the NoR.
- 5.2 The briefing at the start of each day will be at 10.00 hours, or earlier if advertised to all competitors on the event noticeboard during the previous day's racing. Racing will commence shortly after the briefing's conclusion.
- 5.3 Except where an announcement is made during the day's briefing to vary the racing time in the NoR, or in exceptional circumstances where all competitors agree, racing will continue until the following times:
- a) during multi-day events, no heat will start after 17.00 hours. Any board of that heat or any resails will be abandoned if not completed before 18.00 hours.
 - b) at the end of the event, no heat will start after 16.00 hours, which shall be the finishing time for the event. Any heat will be abandoned if the heat has not been completed before 16.30 hours.

This rule is changed only when either:

- (i) one round, or subsequent complete rounds of the schedule have been completed within two hours (or shorter period set by the RO at the day's briefing for low entry events) of the finishing time, in which case the winner will be determined at that point, or
- (ii) only one heat remains to be sailed at the finishing time to complete a full round of the schedule, in which case the racing time will (wind conditions permitting) be extended to complete the remaining heat.

5.4 Where an announcement is made to vary the following day's briefing time, or the racing time, this will be confirmed in writing on the event notice board.

5.5 Unless scheduled to race, competing yachts shall not be sailed during the racing time,

6 METHOD OF RACING

6.1 Events will be sailed using a tournament system, whereby each competing yacht races all other competing yachts both ways of the lake. If possible, events should consist of completed rounds.

6.2 A recognised racing schedule will be used, with consideration being given to the avoidance of members of the same club having to race each other in the latter heats of the round.

6.3 The racing schedule will denote which competitor of a pair has choice of starting mark. The competitor with this choice shall, before the start of the heat or a subsequent resail, inform the other competitor for which board it will choose the starting mark. The other competitor has choice of starting mark for the other board.

6.4 The RO will determine the starting tack on boards which are being sailed to windward and the position of the starting marks. These duties may be delegated to the starter.

6.5 The starting marks shall not be less than 4 metres (13 feet) apart.

6.6 The RO or the starter may alter the position of the starting marks at any time and the direction of the starting tack.

6.7 In boards which are being sailed to windward, both yachts of a pair shall start on the same tack. A yacht shall not start with a guy applied, which may tack the yacht from its starting tack.

6.8 In order to maintain schedule order as far as possible, it is the responsibility of the competitor to advise the starter prior to the beginning of a series of boards if they know they will be unable to come to the start marks when required. This may be because of repairs, sail change or acting as mate for another skipper. Failure to advise the starter will lead to procedures in Rules 11.1 or 11.2.

6.9 If a yacht is disabled for any reason and cannot continue to race, the RO will decide whether to permit the yacht to continue in the event by holding over her races for a reasonable time, or to permit the yacht to withdraw.

7 HANDLING OF YACHTS FROM SHORE

7.1 A pole for use at a hard edged lake shall have a maximum length of 1524mm (5 feet).

7.2 Except when tacking as Rule 7.3, a yacht whose hull comes to shore shall be stopped. The competitor shall then either:

(a) tack the yacht, or

(b) retrim the yacht and allow it to sail off on its course.

7.3 Tacking a yacht shall be achieved by:

(a) the use of a pole, or

(b) hand.

In either case the competitors tacking the yacht shall not move their feet on the shore while using the pole or hand. When using the pole the yacht shall be tacked in one continuous action. The pole or hand may remain on the windward side of the bow after completing the tack as a means of steadying the yacht on its new course.

7.4 When tacking a yacht, no adjustments shall be made by hand to sails, sheets, gear or other parts of the yacht, unless the yacht is stopped. The yacht's counter may touch the shore during tacking.

7.5 A pole may be used for stopping a yacht from striking the shore. This use shall not absolve the competitor from stopping and retrimming the yacht, as required by Rule 7.2(b).

7.6 While a retrim is being made the yacht shall not be propelled forward from the point where she was stopped.

7.7 When a yacht is being tacked or restarted after a retrim, she shall be released from the hand only with the minimum steerage way in accordance with Rule 8.2. No pole shall be used.

7.8 No competitor shall enter the water to turn, retrim or restart a yacht when this can be properly carried out from the shore.

- 7.9 If a yacht runs aground, the competitor is permitted to use reasonable means, including the use of a pole of any length, to refloat the yacht. This does not include entering the water above that competitor's knee level.
- 7.10 When it is customary or necessary by low water or the nature of the shore for crews to carry out all turning, retrimming or restarting yacht while standing in the water, the yacht shall only be turned by hand. No pole shall be used. The competitor shall not wade further out than is necessary to keep the yacht afloat while handling it.

8 PROPULSION

- 8.1 When starting their yachts at the beginning of a board, competitors may impart steerage way to their yachts, as defined by the RO. Where there is unfairness by the amount of way imparted by one of the competitors, the pair shall be restarted.
- 8.2 After a retrim the yacht may be given the minimum steerage way to prevent the yacht slipping sideways. Pushing, to give more than the minimum steerage way, will result in disqualification from the board.
- 8.3 When using a pole the yacht shall not leave the shore faster through the water than when it arrived.
Any alleged advantage shall be judged in line with the Fundamental Rule B.
- 8.4 Any complaint about excess propulsion shall only concern the actions of the opposing competitor and shall be directed to the RO or race official and not directed to the opposing competitor unless the disadvantaged competitor is protesting under Rule 13.
- 8.5 If there is any difficulty from low water, high banks, blanketed starting marks or an obstruction, the RO will issue suitable instructions at the start of the event or when required during the event.
- 8.6 A competitor may draw his/her yacht astern if necessary to avoid a collision, but a yacht shall not be drawn astern once it has been tacked or released.

9 COLLISIONS

- 9.1 If a competing pair foul each other within 5 boat lengths (or distance previously indicated by the RO) of the starting mark, they will be restarted from their original starting marks, unless the competitor with choice of berth decides otherwise. If the foul recurs, they shall be restarted either further apart or from the reverse original starting marks at the discretion of the RO or starter.
- 9.2 If a pair foul each other or any other yacht outside the 5 boat lengths, the board or boards will be resailed when required by the RO except as provided by Rule 9.3.
- 9.3 If a yacht fouls an obstruction, the board will be resailed unless the RO or umpire is of the opinion that her chance of winning was unaffected.
- 9.4 When a pair contact each other alongside the shore, the board will be resailed.
- 9.5 A yacht sailing has right of way over a yacht tacking or being released from the shore. The competitor of a yacht leaving the shore shall be satisfied that the yacht will not collide with another competing yacht that is sailing. If the umpire, race officer or other race official's judgement varies from the competitor's and there is a collision, the result will be a disqualification from the board for that competitor, except if the wind strength or direction varies after the release or tack, then it will result in a resail.

10 SCORING

- 10.1 The RO will inform all skippers which direction of the lake will be considered to be the windward board for scoring purposes. A win in that direction will score 3 points, a win in the other direction shall score 2 points. The event winner will normally be the competitor with the most points. The exception to this rule is when a round is not completed at the finishing time. Then each competitor's scores will be expressed as a percentage of the points sailed for. The winner will be the competitor with the highest percentage score.
- 10.2 The scoring for each direction of the lake may be changed should it be necessary as a result of a change of wind direction. It will not be changed during a heat.
- 10.3 In the event of a dead heat the points for the board will be divided equally.

- 10.4 Competitors shall record their own scores on the cards provided, handing them to the RO at the end of the racing time or at any time required by the RO for checking. Any discrepancies will be settled by the RO before the final results are announced. Except under Rule 13 (protests), no subsequent question regarding the scores shall be entertained.
- 10.5 The official scores shall not be altered for any reason except by, or at the instruction of, the RO.
- 10.6 When a yacht is withdrawn, the score sheet shall be adjusted by deleting scores 'for' and 'against' the yacht in question, for that round only. For any round(s) that have been completed the scores shall stand.

11 RESAILS INCLUDING SCORING

- 11.1 When a pair is called to race or to resail and one competitor fails to come to the starting marks within a reasonable time, or when a competitor retires after infringing a rule, or when a competitor is disqualified from a board, the points will be awarded to the other of the pair upon its completion of the board, provided it doesn't itself infringe any rule.
- 11.2 When a pair of yachts is called to race or to resail and both refuse to race, then neither yacht will be awarded the points for the board.
- 11.3 Resails shall be sailed in the direction of the lake in which they occurred and shall be scored as at the time of the original board. Ideally, resails should be sailed as soon as possible after the resail is awarded and on the same day.
- 11.4 When a race official awards a resail, it is compulsory and not a matter of any arrangement between competitors. If for any reason, in the opinion of the RO, a resail is impracticable, the points for the board in question will be equally divided.

12 TIES

- 12.1 A tie in the final total score between two yachts will be resolved by sailing two windward boards.
Competitors shall start once from each starting mark, the first choice being decided by the toss of a coin. If this fails to produce an outright winner, the tie shall be finally resolved by sailing a leeward board, the choice of starting mark being decided by the toss of a coin. A dead heat in any of the boards shall be resailed.
- 12.2 Where more than two competitors are tied in the final score, a tournament schedule will be drawn up so that all competitors concerned shall sail each other in order to produce an outright winner.
- 12.3 If time does not allow the tie to be broken as above, it may be resolved in the following order by the yacht:
 - (a) whose score was highest when it sailed against the other yacht(s),
 - (b) which won the most number of '3 point scores' when it sailed against the other yacht(s),
 - (c) which won the most number of '2 point scores' when it sailed against the other yachts(s),
 - (d) which won the toss of a coin

13 PROTESTS

- 13.1 At the conclusion of the board in question, protesting skippers shall inform the RO of their intention to protest. They shall confirm this with a written protest stating the rule(s) allegedly infringed. The written protest shall be submitted to the RO within 20 minutes of the completion of the board.
- 13.2 On receipt of a written protest the RO will inform all concerned with the protest and appoint a protest committee. The protest shall be heard on the same day, and at the earliest convenient time. With the exception of an appeal, as in Rule 13.7, the protest committee's decision shall be final.
- 13.3 The protest committee will hear the evidence from the protestor and protestee and any witnesses.
- 13.4 Only members of the protest committee will be involved in the final decision discussion.
- 13.5 The protest committee will make a written report of the facts found including the rules concerned, the decision made and will give its decision to the competitors concerned.

The RO will make any adjustment to the scores or order any resail(s). The RO will forward the written report of the protest to the MYA Racing Officer at the end of the event, together with the RO's event report.

- 13.6 Without affecting the result of an event a competitor may appeal against a decision made by a protest committee.
- 13.7 All appeals shall be sent to MYA Racing Officer within 10 days of the completion of the event. An appeal shall include a copy of the protest committee's report, and the competitor's grounds for the appeal. The MYA Racing Officer in conjunction with the Free Sailing Class Captain shall convene an appeals panel from experienced vane sailors and deal with the matter electronically.

14 OBJECTION TO THE RACE COMMITTEE

- 14.1 If the competitor(s) believe that the Race Committee have not complied with these Free Sailing Yacht Racing Rules or acted in a manner that may affect the outcome of the event, they shall bring the matter to the attention of the Race Committee at the earliest opportunity.
- 14.2 If the matter persists, the competitor(s) shall submit a written complaint to a member of the Race Committee on the day during which the matter arose and before, or within 60 minutes after the end of the day's racing time.
- 14.3 If the Race Committee fails to address the complaint to the satisfaction of the competitor(s) before the end of the event, the competitor shall refer the matter to the MYA Racing Officer. The MYA Council will not consider any post-event complaint that does not comply with the above.

TEAM RACING RULES APPENDIX

- 1 A team shall consist of two yachts each sailed by a skipper of the same club, assisted by one or two mates who need not be from the same club.
- 2 Clubs may enter more than one team and, at the time of entry, shall nominate its yachts in the team as yacht A and yacht B. If no nomination is made, the yacht entered first on the entry form shall be designated as yacht A and the second as yacht B. If a club enters more than one team, it shall designate which is the first team, and which are the second and subsequent teams.
- 3 The racing schedule will be arranged in two parts.
Part 1 - Each yacht A shall race each other yacht A, and each yacht B shall race each other yacht B.
Part 2 - Each yacht A shall race each yacht B, except that yachts of the same team shall not race each other.
Where there is more than one team from the same club the schedules will be arranged so that they race each other first.
- 4 Part 1 of the racing schedule will be completed first and, if time permits no more than this, the results will be declared on the scores at the end of Part 1, the winning team being that with the highest score of its two yachts added together.
- 5 If, at the end of Part 1, the RO is of the opinion that there is a reasonable chance within the time available of completing half of Part 2, racing will continue until a previously announced time. This decision will not be made later than when two thirds of the available time has elapsed. The result will be declared on the scores of each team's yachts as they stand at the end of the last completed heat, provided that more than half of Part 2 has been completed.
- 6 If less than half of Part 2 has been completed, scores for this part will be ignored and the result declared as in Team Racing Rule 4.
Where two or more teams tie, each team shall decide which of its yachts shall represent the team in a tiebreaker (Rules 12.1 & 12.2).
- 7 Competitors may handle either yacht of their team.

END

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