

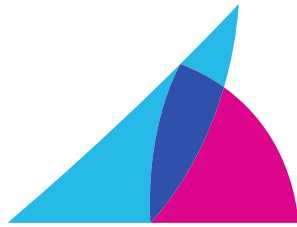
Superyacht Racing Rules



The Racing Rules of Sailing for 2025 – 2028

Includes Appendix SY Version 5.0 (in Blue) and changes and corrections approved by World Sailing as of August 2024

Booklet Version 8.0 (February 2025)



World Sailing

As the leading authority for the sport, World Sailing promotes and supports the protection of the environment in all sailing competitions and related activities throughout the world.

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SYRA FOREWORD

Superyacht racing requires special rules to accommodate the unique safety related issues inherent in the sport. Over the years, various attempts were made to apply different sets of rules for superyachts, with mixed results.

In the spring of 2011, the newly formed Superyacht Racing Association (SYRA) began working with the World Sailing (WS) Racing Rules Committee to test special rules at events held over the next two seasons. Then, in November 2012, WS published Appendix SY and it has been updated regularly ever since.

By any measure, Appendix SY has made superyacht racing safer.

This booklet is a useful tool when preparing to race in regattas where Appendix SY applies. It is a companion, not a replacement, for the full *Racing Rules of Sailing* and includes some study cases specific to Appendix SY. Racing rules that have been changed or added by Appendix SY are presented here in [blue](#).

Safe Sailing!

SYRA Racing Rules Committee
Kate Barnagh, Chairman



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INTRODUCTION

The Racing Rules of Sailing includes two main sections. The first, Parts 1–7, contains rules that affect all competitors. The second, the appendices, provides details of rules, rules that apply to particular kinds of racing, and rules that affect only a small number of competitors or officials.

Terminology A term used in the sense stated in the Definitions is printed in italics or, in preambles, in bold italics (for example, *racing* and ***racing***).

Each of the terms in the table below is used in *The Racing Rules of Sailing* with the meaning given.

<i>Term</i>	<i>Meaning</i>
Boat	A sailboat and the crew on board, that are subject to the <i>rules</i> .
Competitor	A person who races or intends to race in the event.
National authority	A World Sailing member national authority.
Race committee	The race committee appointed under rule 89.2(c) and any other person or committee performing a race committee function.
Racing rule	A rule in <i>The Racing Rules of Sailing</i> .
Superyacht	A boat with a length greater than 30.5 metres.
Technical committee	The technical committee appointed under rule 89.2(c) and any other person or committee performing a technical committee function.
Vessel	Any boat or ship.

Other words and terms are used in the sense ordinarily understood in nautical or general use. For a source of the nautical sense of a word, a reader may refer to *The Equipment Rules of Sailing*.

Hails A language other than English may be used for a hail required by the *rules* provided that it is reasonable for it to be understood by all boats affected. However, a hail in English is always acceptable.

Notation The notation ‘[DP]’ in a *rule* means that the penalty for a breach of the *rule* may, at the discretion of the protest committee, be less than disqualification. Guidelines for discretionary penalties are available on the World Sailing website.

Revision The racing rules are revised and published every four years by World Sailing, the international authority for the sport. This edition becomes effective on 1 January 2025 except that for an event beginning in 2024 the date may be postponed by the notice of race. Marginal markings indicate important changes to Parts 1–7 and the Definitions in the 2021–2024 edition. No changes are contemplated before 2029, but any changes determined to be urgent before then will be announced through national authorities and posted on the World Sailing website.

Appendices When the rules of an appendix apply, they take precedence over any conflicting rules in Parts 1–7 and the Definitions. Each appendix in this book is identified by a letter. Other appendices are available on the World Sailing website and are identified by two or three letters. A reference to a rule in an appendix will contain the letter or letters, and the rule number (for example, ‘rule A1’ or ‘rule MR1’). The letters I, K, L, O and Q are not used to designate appendices in this book.

Development Rules Development Rules may be approved by World Sailing for specific events or categories of events. They are available on the World Sailing website and are identified by the letters DR.

Notice of Race and Sailing Instructions Guides and templates for writing a notice of race and sailing instructions are available, in various file formats, on the World Sailing website at www.sailing.org/racingrules. National authorities are encouraged to translate these guides and templates.

World Sailing Regulations The Regulations are referred to in the definition *Rule* and in rule 6, but they are not included in this book because they can be changed at any time. The most recent versions of the Regulations are published on the World Sailing website; new versions will be announced through national authorities.

Interpretations World Sailing publishes the following authoritative interpretations of the racing rules:

- *The Case Book – Interpretations of the Racing Rules,*
- *The Call Books,* for various disciplines,
- Interpretations of Rule 42, Propulsion, and
- Interpretations of the Regulations, for those Regulations that are *rules*.

These publications are available on the World Sailing website. Other interpretations of the racing rules are not authoritative unless approved by World Sailing.

DEFINITIONS

A term used as stated below is shown in italic type or, in preambles, in bold italic type. The meaning of several other terms is given in Terminology in the Introduction.

Abandon A race that a race committee or protest committee *abandons* is void but may be resailed.

Clear Astern and Clear Ahead; Overlap One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a boat between them *overlaps* both. These terms always apply to boats on the same *tack*. They apply to boats on opposite *tacks* only when rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind.

Committee The protest committee, the race committee or the technical committee.

Conflict of Interest A *conflict of interest* exists if a person

- (a) may gain or lose as a result of a decision to which that person contributes,
- (b) may reasonably appear to have a personal or financial interest which could affect that person's ability to be impartial, or
- (c) has a close personal interest in a decision.

Continuing Obstruction An *obstruction* is a *continuing obstruction* when the boat with the shortest hull referred to in the rule using the term will pass alongside it for at least three of her hull lengths. However, the following are not a *continuing obstruction*: a vessel under way, a boat *racing*, or a race committee vessel that is also a *mark*.

Fetching A boat is *fetching* a *mark* when she is in a position to pass to windward of it and leave it on the required side without changing *tack*.

Finish A boat *finishes* when, after her starting signal, any part of her hull crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

- (a) takes a penalty under rule 44.2,

DEFINITIONS

- (b) corrects an error in *sailing the course* made at the line, or
- (c) continues to *sail the course*.

After *finishing* she need not cross the finishing line completely. The sailing instructions may change the direction in which boats are required to cross the finishing line to *finish*.

Keep Clear A boat *keeps clear* of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

Leeward and Windward A boat's *leeward* side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.

Mark An object or *waypoint* the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

Mark-Room *Room* for a boat

- (a) to sail to the *mark* when her *proper course* is to sail close to it,
- (b) to round or pass the *mark* on the required side, and
- (c) to leave it astern,

with no less than 40 metres between the boats.

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 can be safely passed on only one side; or
- (c) an object, area or line that is so designated in a *rule*.

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.

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Overlap See *Clear Astern and Clear Ahead; Overlap*.

Overtaking A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.

Party A *party* to a hearing is

- (a) for a protest hearing: a protestor, a protestee;
- (b) for a redress hearing: a boat requesting redress or for which redress is requested; a boat for which a hearing is called to consider redress under rule 61.1; a *committee* acting under rule 61.1;
- (c) for a redress hearing under rule 61.4(b)(1): the body alleged to have made an improper action or improper omission;
- (d) a person against whom an allegation of a breach of rule 69.1(a) is made; a person presenting an allegation under rule 69.2(e)(1);
- (e) a *support person* subject to a hearing under rule 62 or 69; any boat that person supports; a person appointed to present an allegation under rule 62.2.

However, the protest committee is never a *party*.

Postpone A *postponed* race is delayed before its scheduled start but may be started or *abandoned* later.

Proper Course A course a boat would choose in order to *sail the course* as quickly 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.

Protest An allegation made under rule 60 by a boat or a *committee* that a boat has broken a *rule*.

Racing A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way, with no less than 40 metres between the boats.

DEFINITIONS

Rule

- (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not the Basic Principles or titles;
- (b) World Sailing Regulations that have been designated by World Sailing as having the status of a *rule* and are published on the World Sailing website;
- (c) the prescriptions of the national authority, unless they are changed by the notice of race or sailing instructions in compliance with the national authority's prescription, if any, to rule 88.2;
- (d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');
- (e) the notice of race;
- (f) the sailing instructions; and
- (g) any other documents that govern the event.

Sail the Course A boat *sails the course* when

- (a) she *starts*;
- (b) a string representing her track until she *finishes*, when drawn taut,
 - (1) passes each *mark* of the course for the race on the required side and in the correct order (including the starting *marks*),
 - (2) touches each *mark* designated in the sailing instructions to be a rounding *mark*, and
 - (3) passes between the *marks* of a gate from the direction of the course from the previous *mark*; and then
- (c) she *finishes*.

A *mark* that does not begin, bound or end the leg the boat is sailing does not have a required side.

Start A boat *starts* when, her hull having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side.

DEFINITIONS

Support Person Any person who

- (a) provides, or may provide, physical or advisory support to a competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a competitor in or preparing for the competition, or
- (b) is the parent or guardian of a competitor.

Tack, Starboard or Port A boat is on the *tack, starboard* or *port*, corresponding to her *windward* side.

Waypoint A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

Windward See *Leeward and Windward*.

Zone The area around a *mark* within a distance of 300 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.

BASIC PRINCIPLES

The Basic Principles shall not be changed.

SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of *rules* that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when a boat breaks a *rule* and is not exonerated, she will promptly take an appropriate penalty or action, which may be to retire.

ENVIRONMENTAL RESPONSIBILITY

Participants are encouraged to minimize any adverse environmental impact of the sport of sailing.

PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

A boat, competitor or *support person* shall give all possible help to any person or vessel in danger.

1.2 Life-Saving Equipment and Personal Flotation Devices

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.

1.3 Communication

At all times while in the racing area, a boat shall

- (a) monitor the safety channel specified in the sailing instructions,
- (b) respond promptly to a hail from another boat, and
- (c) communicate with other boats on matters of safety.

2 FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be a disqualification that is not excludable.

3 DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone.

4 ACCEPTANCE OF THE RULES

4.1 (a) By participating or intending to participate in an event conducted under the *rules*, each competitor and boat owner agrees to accept the *rules*.

(b) A *support person* by providing support, or a parent or guardian by permitting their child to enter an event, agrees to accept the *rules*.

4.2 Each competitor and boat owner agrees, on behalf of their *support persons*, that such *support persons* are bound by the *rules*.

4.3 Acceptance of the *rules* includes agreement

(a) to be governed by the *rules*;

(b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*;

(c) with respect to any such determination, not to resort to any court of law or tribunal not provided for in the *rules*; and

(d) by each competitor and boat owner to ensure that their *support persons* are aware of the *rules*.

4.4 The person in charge of each boat shall ensure that all competitors in the crew and the boat's owner are aware of their responsibilities under this rule.

4.5 This rule may be changed by a prescription of the national authority of the venue.

5 RULES GOVERNING ORGANIZING AUTHORITIES AND OFFICIALS

The organizing authority, a *committee* and other race officials shall be governed by the *rules* in the conduct and judging of the event.

6 WORLD SAILING REGULATIONS

6.1 Each competitor, boat owner and *support person* shall comply with the World Sailing Regulations that have been designated by World Sailing as having the status of a *rule*. These regulations as of 30 June 2024 are the World Sailing:

- (a) Advertising Code
- (b) Anti-Doping Code
- (c) Code of Ethics
- (d) Eligibility Code
- (e) Sailor Categorization Code

6.2 The rules of Part 5 do not apply unless *protests* are permitted in the Regulation alleged to have been broken.

PART 2

WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 23.1.*

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the notice of race so states, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules.

SECTION A

RIGHT OF WAY

*A boat has right of way over another boat when the other boat is required to **keep clear** of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.*

10 ON OPPOSITE TACKS

*When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.*

11 ON THE SAME TACK, OVERLAPPED

*When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.*

12 ON THE SAME TACK, NOT OVERLAPPED

*When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.*

13 WHILE TACKING

*After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.*

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

If reasonably possible, a boat shall

- (a) avoid contact with another boat,
- (b) not cause contact between boats, and
- (c) not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat's actions.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room to keep clear*.

16.2 In addition, on a beat to windward when a *port-tack* boat is *keeping clear* by sailing to pass to leeward of a *starboard-tack* boat, the *starboard-tack* boat shall not bear away if as a result the *port-tack* boat must change course immediately to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE

17.1 A *leeward* boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.

17.2 When boats on the same *tack* are within 80 metres of each other, a boat being *overtaken* shall sail her *proper course* until the *overtaking* boat becomes *overlapped* with her. However, if a boat being *overtaken* would break another rule of Part 2 in order to sail her *proper course*, rule 17.2 does not apply.

17.3 If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

SECTION C

AT MARKS AND OBSTRUCTIONS

*Section C rules do not apply between boats when the **mark** or **obstruction** referred to in those rules is a starting **mark** surrounded by navigable water or its anchor line, from the time the boats are approaching it to **start** until they have left it astern.*

18 MARK-ROOM

18.1 When Rule 18 Applies

- (a) Rule 18 applies between boats 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
 - (1) between boats on opposite *tacks* on a beat to windward,
 - (2) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
 - (3) between a boat approaching a *mark* and one leaving it, or
 - (4) if the *mark* is a *continuing obstruction*, in which case rule 19 applies.
- (b) Rule 18 no longer applies between boats when *mark-room* has been given.

18.2 Giving Mark-Room

- (a) When the first of two boats reaches the *zone*,
 - (1) if the boats are *overlapped*, the outside boat at that moment shall give the inside boat *mark-room*;
 - (2) if the boats are not *overlapped*, the boat that has not reached the *zone* at that moment shall give the other boat *mark-room*.

When a boat is required to give *mark-room* by this rule, she shall continue to do so for as long as this rule applies, even if later an *overlap* is broken or a new *overlap* begins.

- (b) Rule 18.2(a) no longer applies if the boat entitled to *mark-room* passes head to wind or leaves the *zone*.

- (c) When rule 18.2(a) does not apply and the boats are *overlapped*, the outside boat shall give the inside boat *mark-room*.
- (d) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, rules 18.2(a) and 18.2(c) do not apply between them.
- (e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.

18.3 Tacking in the Zone

If a boat passes head to wind from *port* to *starboard tack* in the *zone* of a *mark* to be left to port, rule 18.2 does not apply between her and another boat on *starboard tack* that is *fetching* the *mark*. If the other boat has been on *starboard tack* since entering the *zone*, the boat that passed head to wind

- (a) shall not cause the other boat to sail above close-hauled to avoid contact, and
- (b) shall give *mark-room* if the other boat becomes *overlapped* inside her.

18.4 Gybing in the Zone

When an inside *overlapped* right-of-way boat must gybe at a *mark* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.4 does not apply at a gate *mark*.

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between two boats at an *obstruction* except when rule 18 applies between them and

- (a) the *obstruction* is the *mark*, or
- (b) the *obstruction* is another boat *overlapped* with each of them.

However, at a *continuing obstruction*, rule 19 always applies and rule 18 does not.

19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on her port or starboard side. If a right-of-way boat changes course

when choosing on which side to pass the *obstruction*, she shall give the other boat *room* to *keep clear*.

- (b) When the boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.
- (c) While boats are passing a *continuing obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them,
 - (1) she is not entitled to *room* under rule 19.2(b), and
 - (2) while the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing

A boat may hail for *room* to tack and avoid a boat on the same *tack* by hailing 'Room to tack'. However, she shall not hail unless

- (a) she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and
- (b) she is sailing close-hauled or above.

In addition, she shall not hail if the *obstruction* is a *mark* and a boat that is *fetching* it would be required to change course as a result of the hail.

20.2 Responding

- (a) After a boat hails, she shall give a hailed boat time to respond.
- (b) A hailed boat shall respond even if the hail breaks rule 20.1.
- (c) A hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat *room* to tack and avoid her.
- (d) When a hailed boat responds, the hailing boat shall tack as soon as possible.
- (e) From the time a boat hails until she has tacked and avoided a hailed boat, rule 18.2 does not apply between them.

20.3 Passing On a Hail to an Additional Boat

When a boat has been hailed for *room* to tack and she intends to respond by tacking, she may hail another boat on the same *tack* for *room* to tack and avoid her. She may hail even if her hail does not meet the conditions of rule 20.1. Rule 20.2 applies between her and a boat she hails.

20.4 Additional Requirements for Hails

- (a) When conditions are such that a hail may not be heard, the boat shall also make a signal that clearly indicates her need for *room* to tack or her response.
- (b) The notice of race may specify an alternative communication for a boat to indicate her need for *room* to tack or her response, and require boats to use it.

SECTION D

OTHER RULES

When rule 21 or 22 applies between two boats, Section A rules do not.

21 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

- 21.1** A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to *start* or to comply with rule 30.1 shall *keep clear* of a boat not doing so until her hull is completely on the pre-start side.
- 21.2** A boat taking a penalty shall *keep clear* of one that is not.
- 21.3** A boat moving astern, or sideways to windward, through the water by backing a sail shall *keep clear* of one that is not.

22 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

23 INTERFERING WITH ANOTHER BOAT

23.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

23.2 If reasonably possible, a boat shall not interfere with a boat that is taking a penalty, sailing on another leg or subject to rule 21.1. However, after the starting signal this rule does not apply when the boat is sailing her *proper course*.

PART 3

CONDUCT OF A RACE

37 SEARCH AND RESCUE INSTRUCTIONS

When the race committee displays flag V with one sound, all boats and official and support vessels shall, if possible, monitor the race committee communication channel for search and rescue instructions.

PART 4

OTHER REQUIREMENTS

WHEN RACING

*Part 4 rules apply only to boats **racing** unless the rule states otherwise.*

SECTION A

GENERAL REQUIREMENTS

40 PERSONAL FLOTATION DEVICES

40.1 Basic Rule

When rule 40.1 is made applicable by rule 40.2, each competitor shall wear a personal flotation device except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

40.2 When Rule 40.1 Applies

Rule 40.1 applies if

- (a) flag Y was displayed afloat with one sound before or with the warning signal, while *racing* in that race;
- (b) flag Y was displayed ashore with one sound, at all times while afloat that day; or
- (c) a rule in the class rules, notice of race or sailing instructions states that it applies.

41 OUTSIDE HELP

A boat shall not receive help from any outside source, except

- (a) help for a crew member who is ill, injured or in danger;
- (b) after a collision, help from the crew of the other vessel to get clear;
- (c) help in the form of information freely available to all boats;
- (d) unsolicited information from a disinterested source, which may be another boat in the same race.

42 PROPULSION

42.1 Basic Rule

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat

42.3 Exceptions

- (a) A boat may be rolled to facilitate steering.
- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (c) When surfing (rapidly accelerating down the front of a wave), planing or foiling is possible,
 - (1) to initiate surfing or planing, each sail may be pulled in only once for each wave or gust of wind, or
 - (2) to initiate foiling, each sail may be pulled in any number of times.
- (d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.
- (e) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat.
- (f) A boat may reduce speed by repeatedly moving her helm.
- (g) Any means of propulsion may be used to help a person or another vessel in danger, or as required to comply with rule 14, *Avoiding Contact*.
- (h) To get clear after grounding or colliding with a vessel or object, a boat may use force applied by her crew or the crew of the other vessel and any equipment other than a propulsion engine. However, the use of an engine may be permitted by rule 42.3(i).

Part 4 OTHER REQUIREMENTS WHILE RACING

- (i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.

Note: Interpretations of rule 42 are available on the World Sailing website or by mail upon request.

47 TRASH DISPOSAL

Competitors and *support persons* shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

A hearing request form and a hearing decision form are available on the World Sailing website at: www.sailing.org/racingrules

The Racing Rules of Sailing *does not require a particular hearing request form to be used.*

SECTION A

PROTESTS; REDRESS; SUPPORT PERSONS

60 PROTESTS

60.1 Right to Protest

A boat or *committee* may protest a boat.

60.2 Intention to Protest

- (a) If a *protest* concerns an incident observed by the protestor in the racing area:
- (1) If the protestor is a boat, she shall hail 'Protest' and, if her hull length is longer than 6 metres, conspicuously display a red flag, at the first reasonable opportunity for each. She shall display the flag until she is no longer *racing*.
 - (2) If the protestor is a *committee*, it shall inform the boat after the race within the protest time limit of its intention to protest her.
- (b) However, if
- (1) the protestee is not within hailing distance at the time of the incident,
 - (2) the incident was an error in *sailing the course*,
 - (3) the incident was not observed by the protestor in the racing area, or

- (4) a protest committee decides to protest a boat under rule 60.4(c),

then the only requirement for the protestor is to inform the protestee of its intention to protest at the first reasonable opportunity.

- (c) If at the time of the incident it is obvious to a protesting boat that a member of either crew is in danger, or that injury or serious damage has resulted, rules 60.2(a) and 60.2(b) do not apply to her, but she shall attempt to inform the other boat within the protest time limit of her intention to protest.
- (d) A *committee* may inform a boat of its intention to protest by posting a notice on the official notice board.

60.3 Delivering a Protest

- (a) When delivered, a *protest* shall be in writing and identify the protestor, the protestee, and the incident.
- (b) A *protest* shall be delivered to the race office (or by such other method as stated in the sailing instructions) within the protest time limit unless the protest committee decides there is good reason to extend the time. The protest time limit is
 - (1) for *protests* about an incident observed in the racing area, two hours after the last boat in the race *finishes*, or
 - (2) for other *protests*, two hours after the relevant information is available to the protestor.

However, if the sailing instructions state a different protest time limit, then that time limit applies instead.

60.4 Protest Validity

- (a) A *protest* is invalid
 - (1) if it does not comply with the definition *Protest* or rule 60.2 or 60.3,
 - (2) if it is from a boat that alleges a breach of a rule of Part 2 or rule 31, but she was not involved in it or did not see the incident, or
 - (3) as far as it alleges a breach of rule 69 or a Regulation referred to in rule 6, unless permitted by the Regulation concerned.

- (b) A *protest* is invalid also if it is from a *committee* and is based on information from
 - (1) a request for redress,
 - (2) an invalid *protest*, or
 - (3) a report from a person with a *conflict of interest* (other than a representative of the boat herself).
- (c) However, rule 60.4(b) does not apply to a *protest* from
 - (1) the protest committee or race committee if it learns of an incident involving a boat that may have resulted in injury or serious damage, that may have sailed within 40 metres of another boat, or did not respond to a radio hail,
 - (2) the protest committee if it learns during the hearing of a valid *protest* that the boat, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*, or
 - (3) the technical committee if it has first conducted an inspection and decided a boat or personal equipment does not comply with the class rules or rule 50.

60.5 Protest Decisions

- (a) The protest committee shall conduct a hearing as required by rule 63 to decide a *protest*.
- (b) A boat shall only be penalized
 - (1) at a protest hearing to which she is a *party*,
 - (2) under rule 62.4, 64 or 69, or
 - (3) under a *rule* which expressly states that a penalty may be applied without a hearing.
- (c) If the protest committee decides that a boat has broken a *rule* it shall disqualify her whether or not the applicable *rule* was mentioned in the *protest*. However, the boat shall not be disqualified if
 - (1) she is exonerated or some other penalty applies,
 - (2) the boat has already taken an applicable penalty, in which case she shall not be penalized further unless the penalty for a *rule* she broke is disqualification that is not excludable,

- (3) the race is restarted or resailed, in which case rule 36 applies, or
- (4) she broke a class rule and rule 60.5(d)(1) applies.

If a boat has broken a *rule* when not *racing*, her penalty shall apply to the race sailed nearest in time to the incident.

- (d) If the protest committee decides that a boat has broken a class rule:
 - (1) the boat shall not be penalized if any deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and they did not improve the performance of the boat,
 - (2) the boat shall not *race* again until any such deviations have been corrected unless the protest committee decides there is, or has been, no reasonable opportunity to do so,
 - (3) any breach of the same rule in earlier races in the same event may have the same penalty imposed for all such races without further *protest*, and
 - (4) the boat may compete in subsequent races without changes to the boat, but only if she states in writing that she intends to appeal. If she fails to appeal, or the appeal is not successful, she shall be disqualified without a hearing from all subsequent races in which she competed.

61 REDRESS

61.1 Requesting or Considering Redress

- (a) A boat may request redress.
- (b) The race committee or the technical committee may request redress for a boat.
- (c) The protest committee may call a hearing to consider redress for a boat.

61.2 Requests for Redress

- (a) A request for redress shall be in writing and identify the reason for making it.
- (b) A request shall be delivered to the race office (or by such other method as stated in the sailing instructions):
 - (1) if it is based on an incident in the racing area, within the

protest time limit or two hours after the incident (whichever is later),

- (2) if it is based on a protest committee decision on the last scheduled day of racing, no later than 30 minutes after the decision was posted, or
- (3) for all other requests, as soon as reasonably possible after the relevant information is available.

However, the protest committee shall extend the time if there is good reason to do so.

61.3 Invalid Requests

A request for redress is invalid if it does not comply with rule 61.2.

61.4 Redress Decisions

- (a) The protest committee shall conduct a hearing as required by rule 63 to decide whether to grant redress.
- (b) A boat is entitled to redress if her score or place in a race or series has been made, or may be made, significantly worse through no fault of her own by
 - (1) an improper action or improper omission of a *committee* or the organizing authority, but not by a protest committee decision when the boat was a *party* to the hearing,
 - (2) injury or physical damage because of the action of a boat that was breaking a rule of Part 2 and took an appropriate penalty or was penalized,
 - (3) injury or physical damage because of the action of a vessel not *racing* that was required to keep clear or is determined to be at fault under the *IRPCAS* or a government right-of-way rule,
 - (4) giving help (except to herself or her crew) in compliance with rule 1.1, or
 - (5) an action of another boat, or a crew member or *support person* of that boat, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.
- (c) If a boat is entitled to redress, the protest committee shall make as fair an arrangement as possible for all boats affected, whether or not they asked for redress. This may be to

adjust the scoring (see rule A9 for examples) or finishing times of boats, to *abandon* the race, to let the results stand or to make some other arrangement.

- (d) If there is doubt about the facts or probable results of any arrangement for the race or series, especially before *abandoning* the race, the protest committee shall take evidence from appropriate sources.

62 SUPPORT PERSONS

62.1 Upon receipt of a report from a boat or a *committee*, or based on its own observation or information from any source, including evidence taken during a hearing, the protest committee may call a hearing to consider whether a *support person* has broken a *rule*.

62.2 If the protest committee decides to call a hearing, it shall conduct a hearing as required by rule 63 and may appoint a person to present the allegations.

62.3 If the protest committee decides that a *support person* who is a *party* to the hearing has broken a *rule*, it may

- (a) issue a warning,
- (b) exclude the person from the event or venue or remove any privileges or benefits, or
- (c) take other action within its jurisdiction as provided by the *rules*.

62.4 In addition, if the protest committee decides that

- (a) a boat may have gained a competitive advantage as the result of the breach by the *support person*, or
- (b) the *support person* committed a further breach after the protest committee warned a boat in writing, following a previous hearing, that a penalty may be imposed,

then the protest committee may also penalize a boat that is a *party* to the hearing for the breach of a *rule* by a *support person* by changing the boat's score in a single race, up to and including disqualification.

APPENDIX SY

SUPERYACHT RACING RULES

When stated in the notice of race, races shall be sailed under The Racing Rules of Sailing for 2025-2028 as changed by this appendix.

Version 5.0, July 2024.

SY1 TERMINOLOGY

'Superyacht' means a boat with a hull length greater than 30.5 metres.

SY2 Changes to the Definitions and the Rules of Part 1 and Part 2

SY2.1 The definition *Keep Clear* is changed to:

Keep Clear A boat *keeps clear* of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

SY2.2 The definition *Mark* is changed to:

Mark An object or *waypoint* the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

SY2.3 The definition *Mark-Room* is changed to:

Mark-Room *Room* for a boat

- (a) to sail to the *mark* when her *proper course* is to sail close to it,
 - (b) to round or pass the *mark* on the required side, and
 - (c) to leave it astern,
- with no less than 40 meters between the boat.

SY2.4 Add new definition *Overtaking*:

Overtaking A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.

SY2.5 The definition *Room* is changed to:

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way, with no less than 40 metres between the boats.

SY2.6 Add new definition *Waypoint*:

Waypoint A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

SY2.7 The definition *Zone* is changed to:

Zone The area around a *mark* within a distance of 300 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.

SY2.8 Add new rule 1.3:

1.3 Communication

At all times while in the racing area, a boat shall

- (a) monitor the safety channel specified in the sailing instructions,
- (b) respond promptly to a hail from another boat, and
- (c) communicate with other boats on matters of safety.

SY2.9 Rule 17 is changed to:

17 ON THE SAME TACK; PROPER COURSE

17.1 A *leeward* boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.

17.2 When boats on the same *tack* are within 80 metres of each other, a boat being *overtaken* shall sail her *proper course* until the *overtaking* boat becomes *overlapped* with her. However, if a boat being *overtaken* would break another rule of Part 2 in order to sail her *proper course*, rule 17.2 does not apply.

17.3 If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

SY3 Changes to the Rules of Part 4 and Part 5

SY3.1 Rule 42.3(g) is changed to:

(g) Any means of propulsion may be used to help a person or another vessel in danger, or as required to comply with rule 14, Avoiding Contact.

SY3.2 Rule 60.4(c)(1) is changed to:

- (c) However, rule 60.4(b) does not apply to a *protest* from
- (1) the protest committee or race committee if it learns of an incident involving a boat that may have resulted in injury or serious damage, that may have sailed within 40 metres of another boat, or that did not respond to a radio hail.

Note: Approved as an appendix to be placed on the World Sailing website for development of this discipline. The appendix may be changed with the approval of the World Sailing Racing Rules Committee.

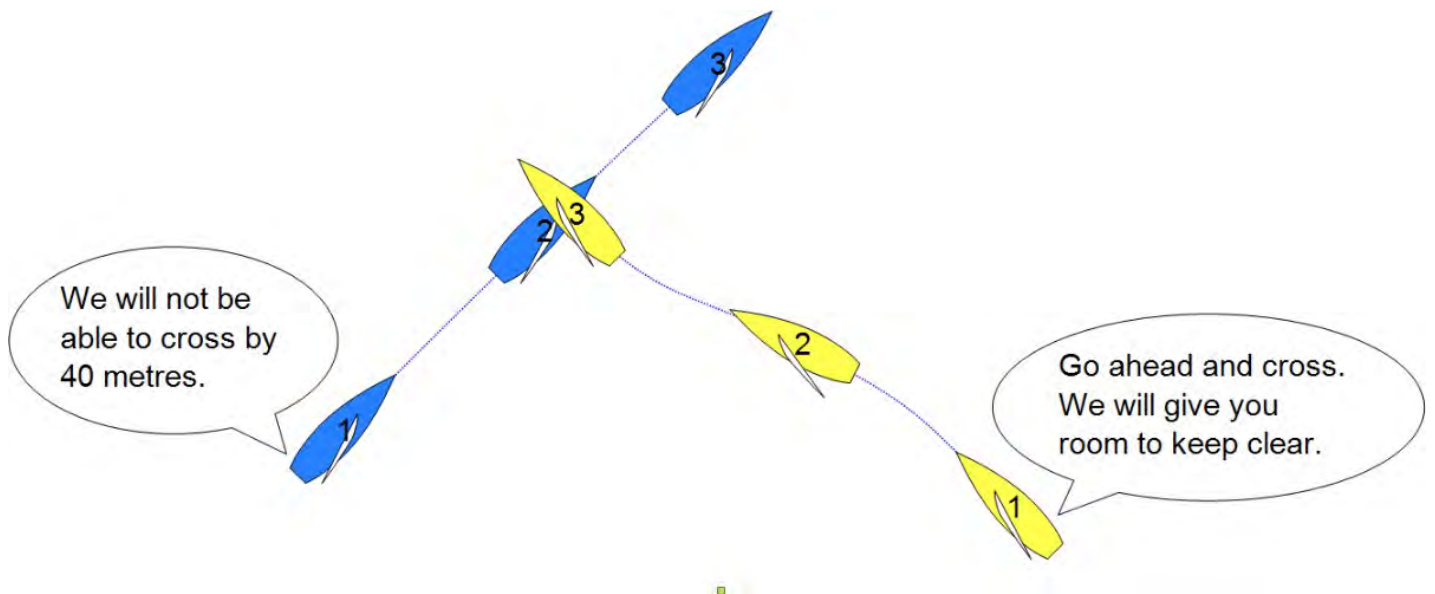
NOTES

SYRA CASE STUDY #1

Starboard Waves Port Across on a Beat

The Racing Rules of Sailing apply as changed by Appendix SY.

Two 37 metre yachts approach each other on a beat to windward. Blue is slightly ahead but will cross only about 20 metres ahead of Yellow. The afterguards are in contact on the safety channel. Blue asks for permission to continue on port tack. Yellow tells Blue to cross, and as a consequence, Yellow then assumes the obligation to give Blue *room to keep clear*. Yellow is obligated to bear off to pass no closer than 40 metres of Blue.



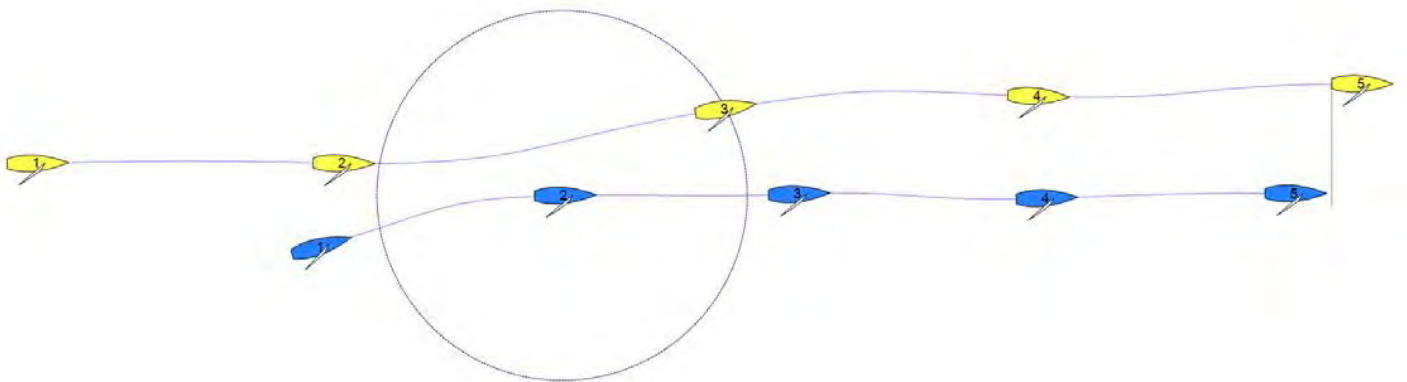
SYRA CASE STUDY #2

Faster Yacht Overtaking a Slower Yacht on a Reach

The Racing Rules of Sailing apply as changed by Appendix SY.

Blue is a 37 metre yacht sailing on a reach to the next mark. Yellow is a 37 metre performance cruising yacht that is sailing almost 2 knots faster and overtaking Blue. At position 1, Blue is sailing higher in an attempt to make Yellow pass to leeward of her.

When the boats reach position 2, Yellow comes within 80 metres of Blue and RRS 17.2 (SY2.9) begins to apply, which requires Blue to sail her proper course (see the Definition *proper course*). Blue bears away to a beam reach to comply with the rule.



As the overtaking boat, Yellow is required to not sail within 40 metres of Blue and at position 3, Yellow luffs to a higher course to comply with the rule. At position 4, Blue maintains her proper course as Yellow passes approximately 50 metres to windward.

At position 5, Yellow is clear ahead (see Definition *Clear Astern and Clear Ahead; Overlap*) and RRS 17.2 (SY2.9) no longer applies. Blue is clear astern and must *keep clear* of Yellow in accordance with RRS 12.

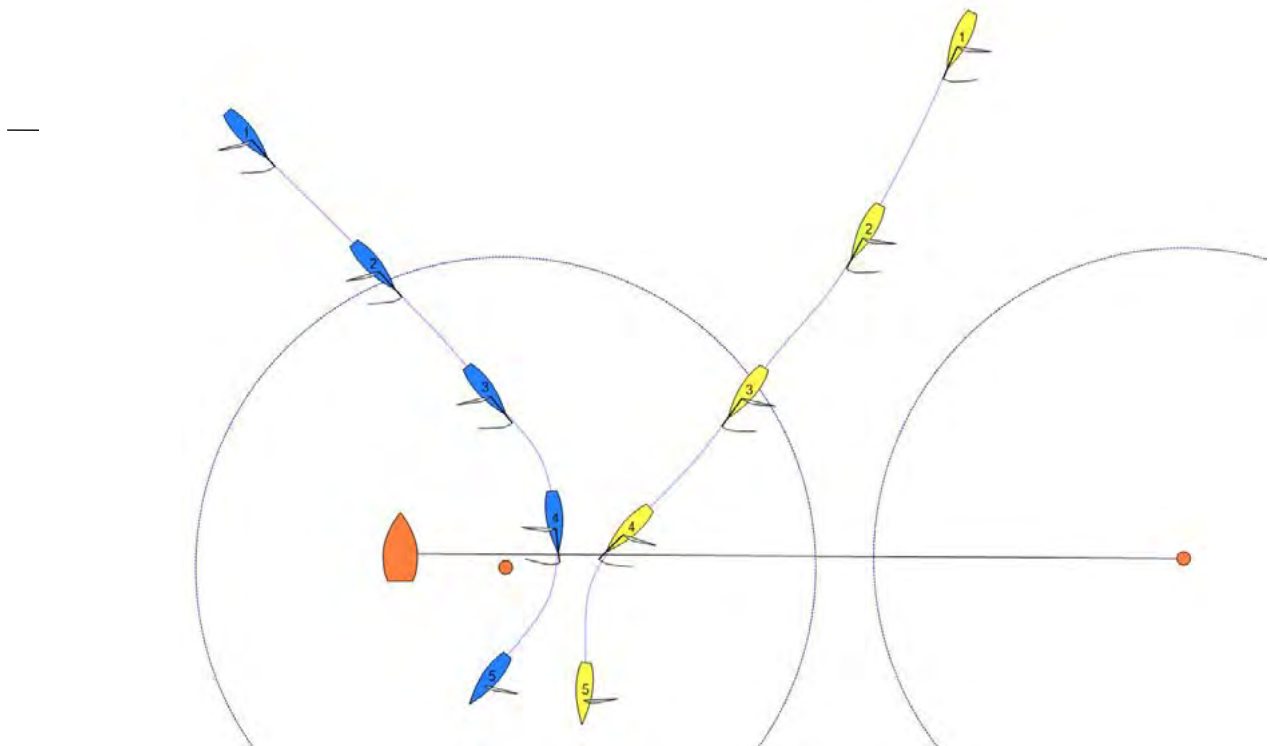
SYRA CASE STUDY #3

Leeward Port – Starboard Finish

The Racing Rules of Sailing apply as changed by Appendix SY.

Blue and Yellow, both 37 metre yachts approach the finishing line overlapped on opposite tacks. The sailing instructions define the finishing line as being between an orange flag on the race committee signal boat and a blue cylinder buoy on the other end. However, an inner limit mark (ILM) is set near the signal boat that both boats must leave to starboard. RRS 18.2(a)(1) applies at position 2 when Blue enters the *zone*, 300 metres from the mark. At that time, Yellow, the outside boat is obligated under RRS 18.2(a)(1) to give Blue, the inside boat, *mark-room*, which includes *room* to sail to the mark when her proper course is to sail close to it, and *room* to leave the mark on the required side with no less than 40 metres between the boats.

Yellow breaks RRS 18.2(a)(1) just before position 4 when the boats came within less than 40 metres of each other. If Blue hits the mark, or fails to *keep clear* of Yellow on starboard, she will be exonerated under RRS 43.1(b) because Yellow failed to give her *mark-room*.



SYRA CASE STUDY #4

Starting Line Rules

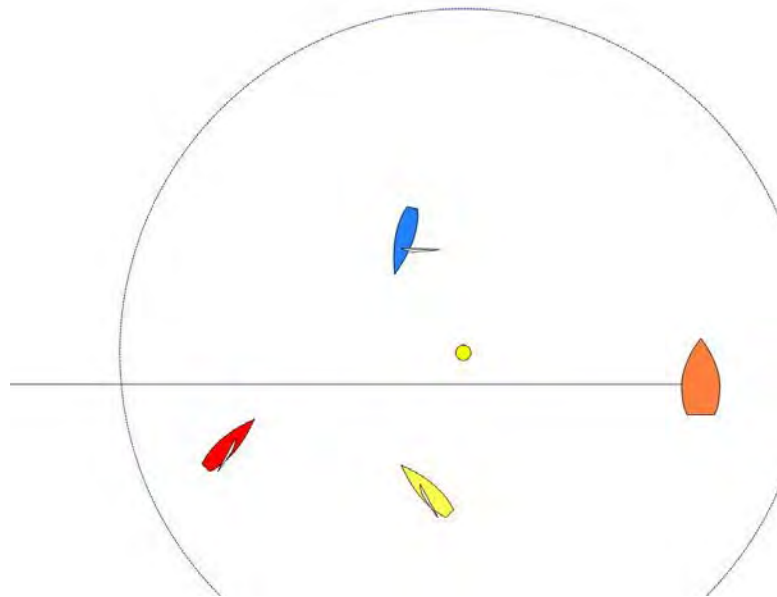
The Racing Rules of Sailing apply as changed by Appendix SY.

The local time is 11:09:56. Three 37 metre yachts are in the starting area. Red is approaching the line on port tack at four seconds to go before her starting signal. Blue's starting time was 11:08, but she was late in arriving and was to windward of the race committee boat when her start was signaled. Blue is now almost two minutes late and sailing toward the pre-start side of the line to start. Yellow is in the starting area but her start is scheduled for 11:20. She is checking the layline and her sail trim as she approaches the line on starboard. What rules apply between the boats?

Boats are racing from their preparatory signal (see definition *Racing*). In this case, Red and Blue are racing but Yellow is not. However, *The Racing Rules of Sailing* still apply between all the boats because they intend to race or are racing (see the preamble to Part 2).

Red, on port, must *keep clear* of Yellow, on starboard, under RRS 10. However, Yellow is not racing and must not interfere with Red or Blue which are racing (RRS 23.1). In the position shown, Yellow may already be breaking that rule with respect to both boats.

Blue was on the course side of the starting line at the time of her starting signal, so she was identified by the race committee as OCS under RRS 29.1. Blue would normally have right of way over Red under RRS 10. However, Blue is sailing towards the pre-start side of the starting line to start, so RRS 21.1 applies.



SYRA CASE STUDY #5

On the Same Tack; Proper Course

The Racing Rules of Sailing apply as changed by Appendix SY.

A 51m schooner (Blue) and a 31m sloop (Yellow) are both on port tack on a long beat to windward. The yachts have been overlapped continuously for a long time and the sloop is sailing a course approximately 10° higher than the schooner. The yachts converge to where Yellow is approximately 40 metres to leeward of Blue at which time Blue tacks onto starboard tack. Blue contends that Yellow “luffed” Blue and broke RRS 17.1 (SY2.9).

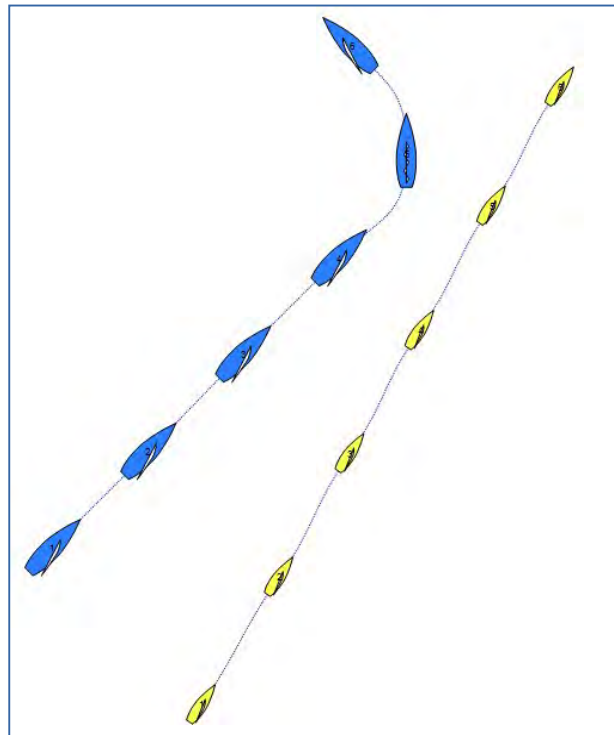
Question 1

Does Yellow break a rule?

Answer 1

No. RRS 17.1 (SY2.9) states “A *leeward* boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.” Yellow is sailing her proper course, “a course a boat would sail to *finish* as soon as possible in the absence of other boats referred to in the rule using the term.”

WS Case 14 also addresses this scenario. “When, owing to a difference of opinion about a leeward boat’s proper course, two boats on the same tack converge, the windward boat must *keep clear*. Two boats on the same leg sailing near one another may have different proper courses.”



RRS 17.1 (SY2.9) places a limitation on the leeward boat and Yellow respects that limitation by not sailing above her proper course. Blue, the windward boat, is the *keep clear* boat and by tacking onto to starboard *keeps clear* of Yellow.

Question 2

Two boats are sailing downwind on the same tack continuously overlapped. The windward boat is carrying an asymmetric spinnaker and the leeward boat, sailing a higher course, is carrying a Code 0. What rules apply in this situation?

Answer 2

RRS 17.1 (SY2.9) applies to the leeward boat and she shall not sail above her proper course when she is within 80 metres of the windward boat. RRS 11 **applies** to the windward boat and she must *keep clear*. RRS 14, Avoiding Contact, applies to both boats.

A boat's proper course is the course she would sail to finish as soon as possible, in the existing conditions with the sails she has set. See WS Case 134.

SYRA CASE STUDY #6

Faster Yacht Overtaking a Slower Yacht Downwind at Different Angles

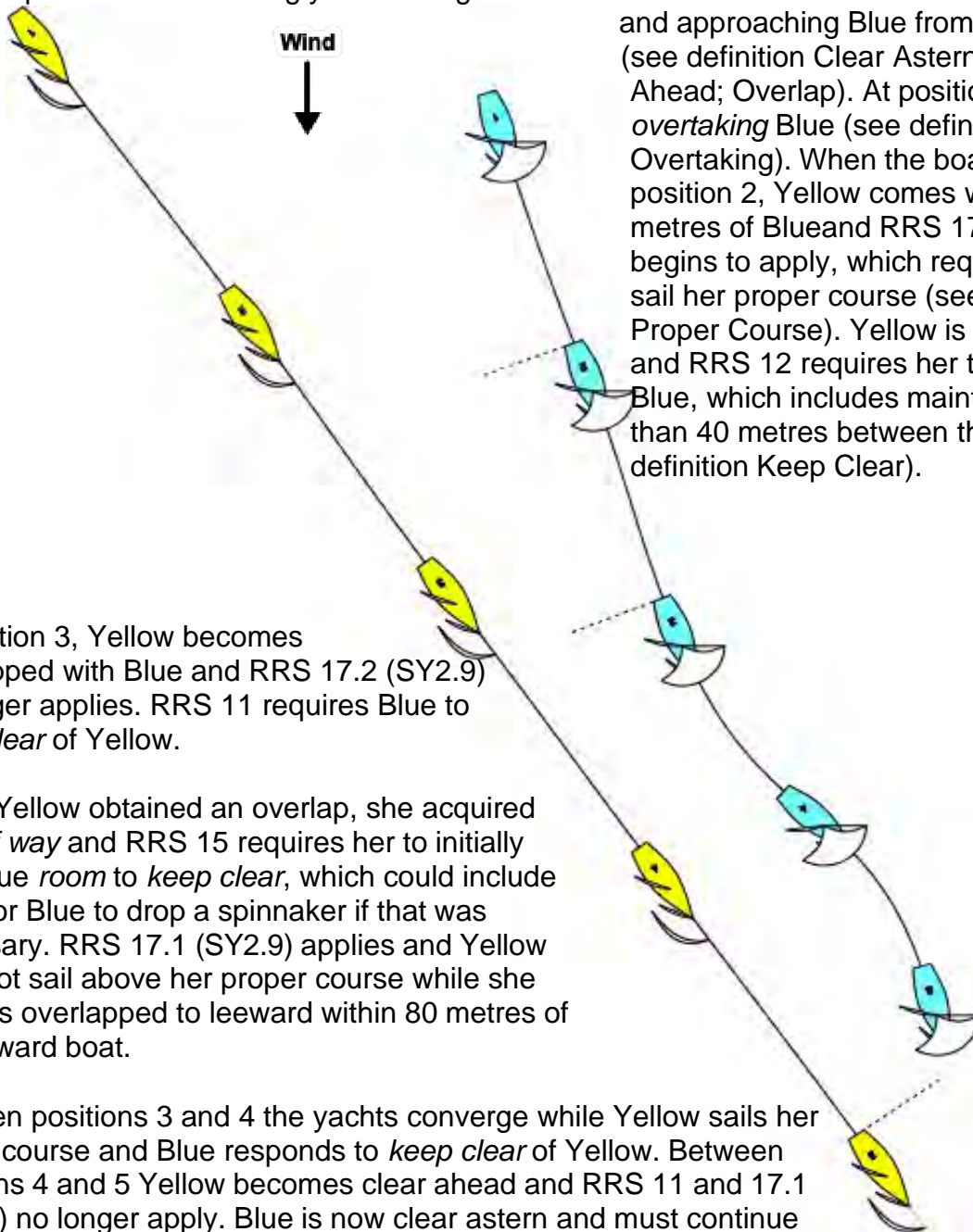
The *Racing Rules of Sailing* apply as changed by Appendix SY.

Blue is a classic 37 metre yacht sailing downwind to the next mark. Yellow is a modern 35 metre performance cruising yacht sailing two knots faster at a narrower wind angle and approaching Blue from clear astern (see definition Clear Astern and Clear Ahead; Overlap). At position 1, Yellow is *overtaking* Blue (see definition Overtaking). When the boats reach position 2, Yellow comes within 80 metres of Blue and RRS 17.2 (SY2.9) begins to apply, which requires Blue to sail her proper course (see the definition Proper Course). Yellow is clear astern and RRS 12 requires her to *keep clear* of Blue, which includes maintaining no less than 40 metres between the boats (see definition Keep Clear).

At position 3, Yellow becomes overlapped with Blue and RRS 17.2 (SY2.9) no longer applies. RRS 11 requires Blue to *keep clear* of Yellow.

When Yellow obtained an overlap, she acquired *right of way* and RRS 15 requires her to initially give Blue *room to keep clear*, which could include room for Blue to drop a spinnaker if that was necessary. RRS 17.1 (SY2.9) applies and Yellow must not sail above her proper course while she remains overlapped to leeward within 80 metres of a windward boat.

Between positions 3 and 4 the yachts converge while Yellow sails her proper course and Blue responds to *keep clear* of Yellow. Between positions 4 and 5 Yellow becomes clear ahead and RRS 11 and 17.1 (SY2.9) no longer apply. Blue is now clear astern and must continue to *keep clear* of Yellow as required by RRS 12.



NOTES



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This document and individual case studies are posted on the SYRA website