

APPENDIX SY

SUPERYACHT RACING RULES

When stated in the notice of race and the sailing instructions, races shall be sailed under The 2021-2024 Racing Rules of Sailing as changed by this appendix.

Version 4.0, January 2021.

SY1 TERMINOLOGY

'Superyacht' means a boat with a hull length greater than 30.5 metres.
'Superyacht class' means a racing fleet in which a majority of the fleet are superyachts.

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 to leave a *mark* on the required side with no less than 40 metres between the boats. Also,

- (a) *room* to sail to the *mark* when her *proper course* is to sail close to it, and
- (b) *room* to round or pass the *mark* as necessary to *sail the course* without touching the *mark*.

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.

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 Add new rule 60.6:

60.6 When the race committee or protest committee learns, from any source, of an incident involving boats sailing within 40 metres of each other or not responding to a radio hail, it may *protest* any boat involved. The limitations on the source of information in rules 60.2(a) and 60.3(a) do not apply.

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

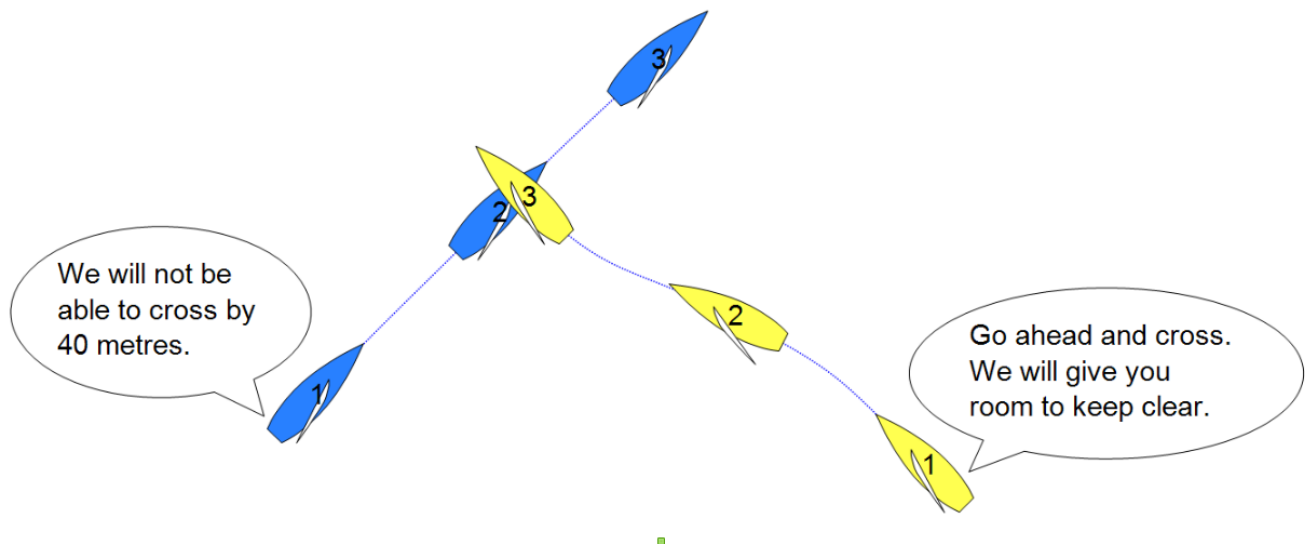


SYRA Case Study #1

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 must bear away to pass no closer than 40 metres of Blue.



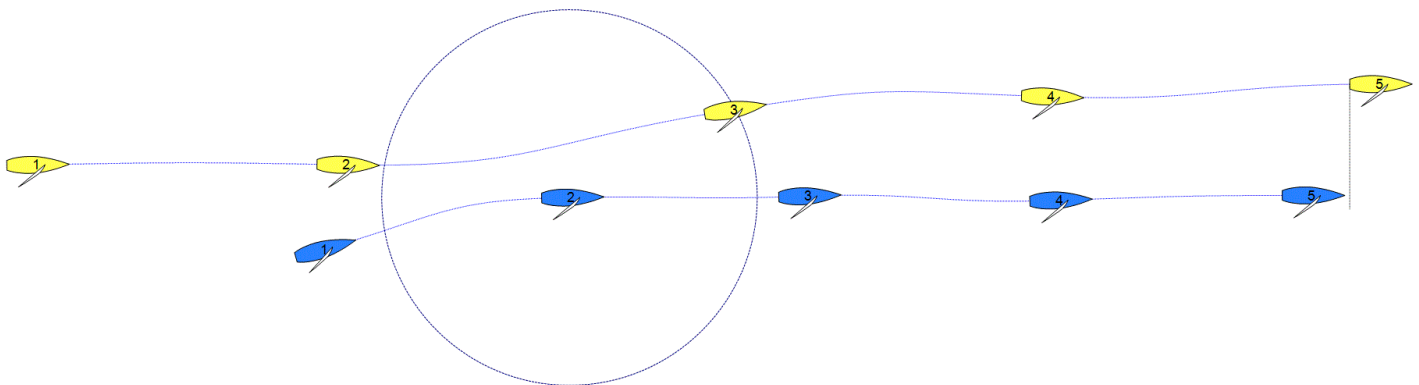


SYRA Case Study #2

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 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 no longer applies. Blue is clear astern and must keep clear of Yellow in accordance with RRS 12.





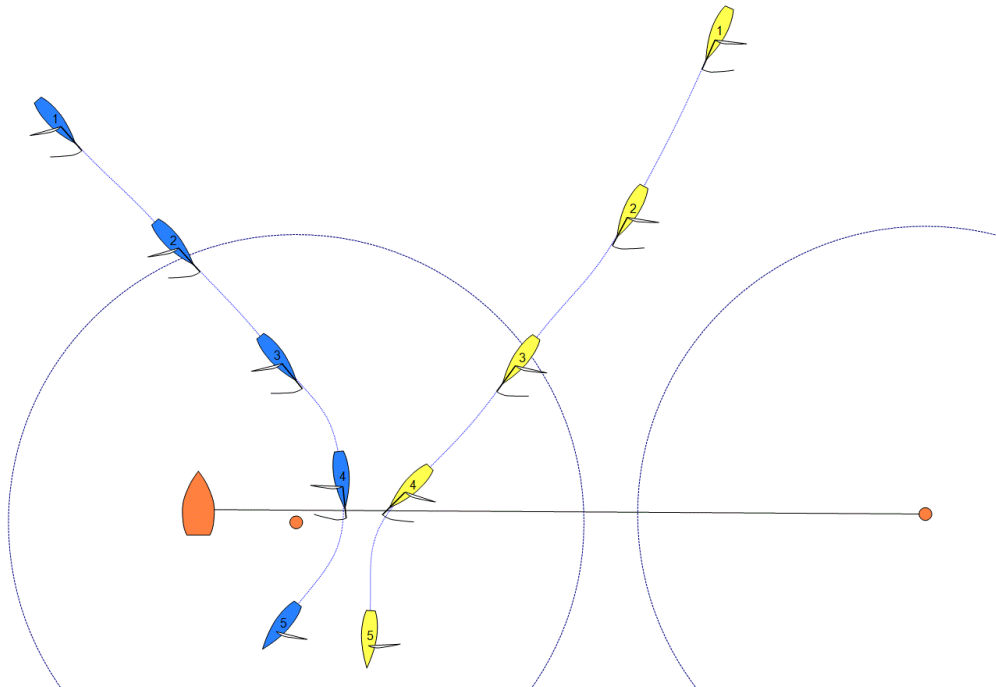
SYRA Case Study #3

Leeward Port-Starboard At 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 (see the last sentence of the definition *Clear Astern and Clear Ahead; Overlap*). The sailing instructions define the finishing line as being between an orange flag on the race committee signal boat and an orange cylinder buoy on the other end. However, an inner limit mark (ILM) is set near the signal boat which both boats must leave to starboard. RRS 18.2(b) 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(b) to give Blue, the inside boat, *mark room*, which in this case, includes *room* to sail to the *mark* and *room* to leave the mark on the required side with no less than 40 metres between the boats.

Yellow breaks rule 18.2(b) just before position 4 when the boats came within less than 40 metres of each other. Note that if Blue hits the mark, or fails to keep clear of Yellow on starboard, she will be exonerated under RRS 21 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.

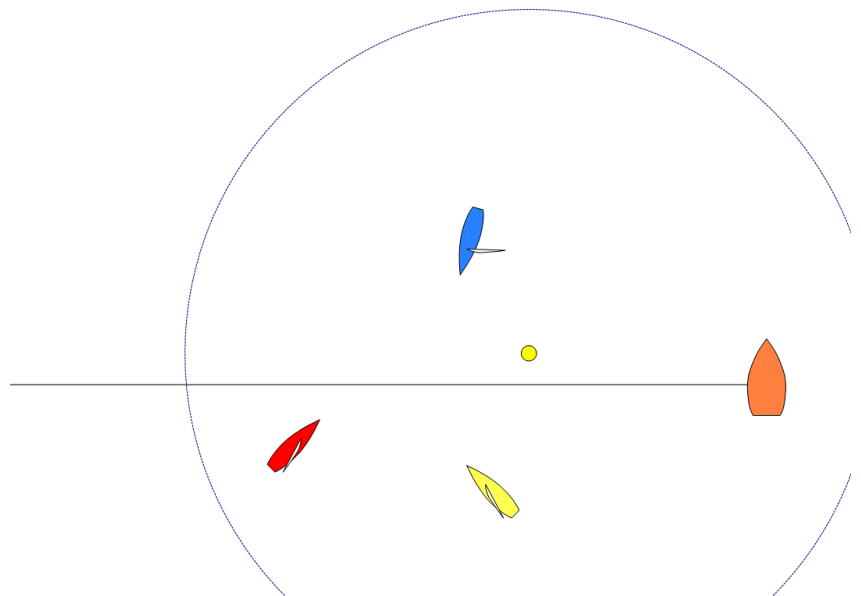
The local time is 11:09:56. Three 37 metre yachts are in the starting area. Red is approaching the line on port tack at four seconds to go before her starting signal. Blue's starting time was 11:08, but she was late in arriving and was to windward of the race committee boat when her start was signaled. 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* and RRS 26). 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 24.1). 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 22.1 applies and she must keep clear of Red as well as Yellow. Note that in superyacht racing, it is likely that RRS 28.1 and 29.1 are changed to prohibit boats from sailing back to the pre-start side of the starting line to start, so Blue may be breaking that sailing instruction.



SYRA CASE STUDY #5

On the Same Tack; Proper Course

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 more weatherly 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. The safety officer aboard Blue contends that Yellow “luffed” Blue and broke SY2.6, rule 17.1.

Question 1

Does Yellow break a rule?

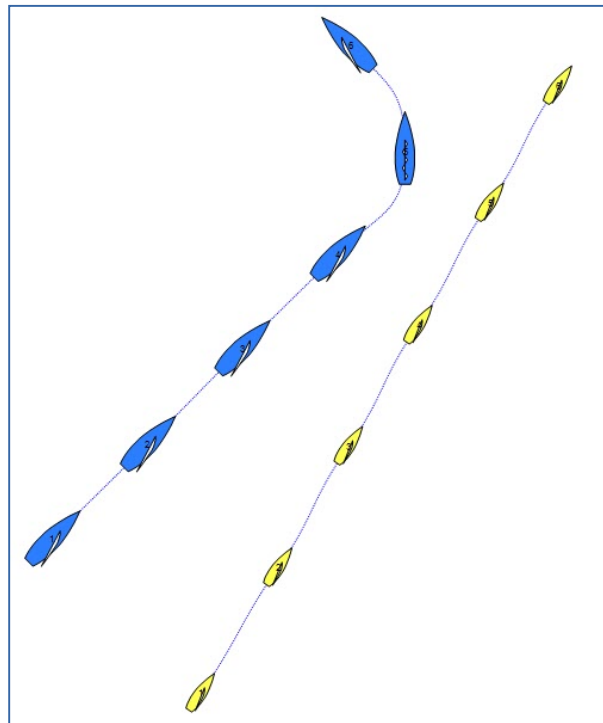
Answer 1

No. SY2.6, rule 17.1 says “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.”

ISAF Case 14 also addresses this scenario. “When owing to a difference of opinion on the proper course to be sailed, two boats on the same tack converge, *windward* is bound by rule 11 to *keep clear* and by rule 14 to avoid contact.”

“Two boats on the same leg sailing near one another may have different *proper courses*.”

SY2.6, rule 17.1 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 SY2.6, rule 17.1 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 ISAF 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.

