

Racing Rules of Sailing

Rule B5.62

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

Standardising the rules for giving redress

Proposal

~~B5.62 REDRESS~~

~~Rule 62.1(b) is changed to:~~

~~(b) injury, physical damage or capsize because of the action of~~

~~(1) a board that broke a rule of Part 2 and took an appropriate penalty or was penalized, or~~

~~(2) a vessel not racing that was required to keep clear.~~

Current Position

as above

Reasons

1. Neither in dinghy sailing nor with fast boats (multihulls i.e.) or kiteboards rule 62 is amended to grant redress for a typical outcome of one boat breaking a rule of Part 2 like capsize or tangle.
 2. The exemption granted for windsurfing fleet races contradicts the basic concept of the Racing Rules of Sailing and in particular rule 62.
 3. A comparable exemption for kiteboarding (‘causing tangle’) was deleted as it was agreed that it is a typical case of an unfortunate outcome but should not be a reason to give redress.
 4. One of the main purposes of the rules is to avoid contacts between boats, boards, and kiteboards. Since the redress after a tangle in Appendix F was deleted, the number of tangles has significantly dropped because people have become more careful. It is likely to see the same effect in windsurfing when this rule is deleted.
 5. The high number of requests for redress at windsurfing fleet races shows that the rule does not achieve a reasonable handling of cases where redress seems appropriate. The current rule may, in a worst-case scenario, lead to competitors agreeing that one board claims that it has taken an appropriate penalty without having done so, whereupon redress is given to the other board, in the next incident with reversed roles, the other competitor acts in the same way.
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