

Amendment #2 to the Polar Bear Series Event Rules 2025 – 2026

1. Add ER 1.7 "Per RRS 42.3(i), a boat is allowed to use her engine to get clear of a danger of collision with commercial traffic, to rescue any person overboard, or aid another boat in distress. After using her engine for propulsion, a boat shall return to a position that is no further advanced along the race course than the position where she started using her engine. A boat shall then report the engine use and duration to the race committee as soon as practicable."

Reasoning: Reiterate the legality of using power to support safety-related maneuvers.

2. Add ER 1.8 "Rule 60.4(a)(2) is changed as follows: (2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or"

Reasoning: As currently written, the rule makes a protest invalid if it comes from a boat that witnessed but was not involved in an incident that resulted in a rule breach. This is a major and unintentional change in protest validity.

For more information, see <https://www.ussailing.org/wp-content/uploads/2026/01/USS-RRC-recommendation-on-RRS-60.4a2-1.5.2026.pdf>

3. Delete ER 23.7

Reasoning: RRS 62.2(a) and 66.2(a) do not exist in the 2025-2028 rule book.

4. Delete Mark "D – QB Buoy" from Addendum B.

Reasoning: Prevent fleet from racing inside the Traffic Separation lanes. Crossing the TSS may still occur (while taking care to avoid commercial traffic) to sail to marks when identified along the North Shore.

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