

**STUDY GUIDE  
FOR  
THE RACING RULES  
OF SAILING  
2025 to 2028**

**AMENDED BY APPENDIX E.  
RADIO SAILING RULES**



'Eddie Cowell Perpetual Trophy' SUN 16th August 2015 (Day Two)

# About This Document

1. This study guide does not replace the RRS 2025 to 2028. It is intended as a quick reference and covers the most used sections of the RRS used in RC events. It is recommended that all skippers download a full copy of the rules from the World Sailing website or purchase one of the books available on the subject.

2. The attached copy of the RRS 2025 - 2028 has been amended to conform with Appendix E. Radio Sailing Racing Rules. This appears in the text as:

**If possible, a boat shall avoid a boat that is *disabled*.** (E1.3 (c)).

3. The Appendix E rule, eg (E1.3 (c)), is shown in brackets after the amendment. A full copy of Appendix E is also included as it contains additional information not directly related to a specific rule. Appendix E is a key document for RC Sailing and every skipper should familiarise himself with this section of the RRS.

4. Paragraph numbering has not been changed where rules have been deleted. This has been done to enable skippers to easily refer back to the RRS.

5. Those Appendices which do not directly relate to RC Racing have not been included in this document.

6. An article by John Ball titled "Changes in the new RRS for 2025-2028 – John Ball" is attached at the front of the rules. This summarizes the major changes to the rules as they apply to Radio Sailing.

## **Changes in the new RRS for 2025-2028 – John Ball Don't Panic!**

The major change that will apply to Radio Sailing is a rewrite of R18.2 and 18.3 – the rules that apply at the majority of mark roundings. The good news is that with two exceptions these changes do not change the fundamentals of mark roundings that we know and love (sic) – just the sequence of rights and obligations has been reformatted and renumbered – more on this below.

Appendix E 1.3(b) hailing for room to tack at an obstruction has been changed to a prescribed hail that shall include [your sail number] and the words “Room to tack”. Interestingly, the big boats have copied this approach and R 20 Hailing for room to tack has adopted a similar hail.

Also affecting Radio Sailing, is a change in Appendix E8 which now clarifies that the class insignia and National Letters are only displayed on the main sail. This change reflects the IRSA supplementary rule for sail numbering for international events, that was developed several years ago to fix this issue. The IRSA classes changed the sail numbering section of their class rules to incorporate the IRSA version. Now that the RRS issue is fixed, the classes may remove that change and revert to Appendix E8.

Another change that happens throughout the new edition is that in many places a long sentence, or several sentences is now broken down into separate numbered items. This should improve understanding and make it easier to refer to a specific issue by rule number.

Going through the RRS in order, there are several changes to be aware of and understand.

### **The Definitions**

A new definition for Committee that now includes the Protest, Race and Technical committees and allows simplified wording in several places, especially the right to protest.

A change to definition of Continuing Obstruction – should not affect Radio Sailing as we usually race ‘level boat’ or ‘one design’, and where boat lengths are very similar.

A change to definition of Finishing allows the SI to change direction for crossing the line could apply for special circumstances in big boat racing, but no likely impact for Radio Sailing.

A change to definition of Mark Room tries to add clarity for when mark room ends.

#### **Mark-Room Room for a boat**

- |   |
|---|
| <p>(a) to sail to the mark when her proper course is to sail close to it,<br/>(b) to round or pass the mark on the required side, and<br/>(c) to leave it astern.</p> |
|---|

A change to definition of Obstruction restructures the wording but no difference in intent for Radio Sailing.

A change to definition of Proper Course now applies to the leg you think you are on instead of 'sailing the course'.

A change to definition of Sail the Course is a restructuring of the wording and adds a new phrase that clarifies that a mark not on the current leg has no required side.

## Changes to the Rules

To find the link to the new rules, go to my Racing Rules Reference Documents Page and scroll down.

<https://sites.google.com/site/johnsrcsailingrulesandtactics/racing-rules-reference-documents> As you read the RRS, most changes are noted by a change bar in the right margin.

R 14 Avoiding Contact has been rewritten for improved clarity and added requirement to not cause contact with objects that should be avoided.

### 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

R 18.2 is sequenced so that the normal approach (two boats on the same tack) is covered first. So, the old 18.2(b) becomes the new 18.2(a) and the old 18.2(a) (which was the exception) is now moved down and becomes 18.2(c).

## 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.

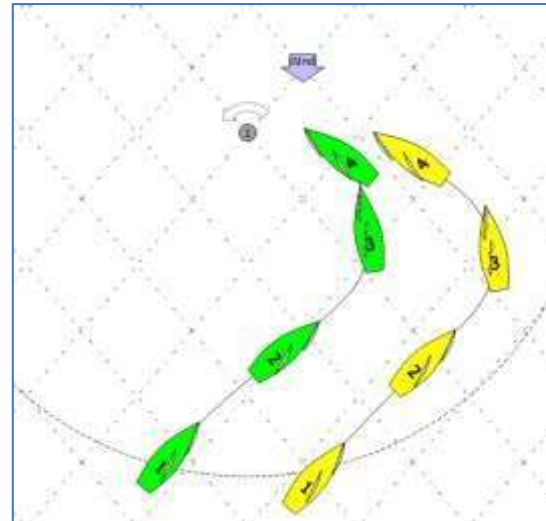
The main change is found in the new wording for R18.2(a)(2). Note that when not overlapped, the boat that has not reached the zone gives mark room to the boat that reached the zone first. This applies even if the outside boat is clear ahead.

R 18.3 Tacking in the zone, is rewritten but the meaning is the same with one important exception.

### 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.

Look at this diagram. Under the 2021-2024 RRS, Green would gain mark room under 18.2(a) as Yellow did not enter the zone on stbd. Under the new RRS there is a big change. The new 18.3 wording turns off 18.2 when the boat tacks to stbd when another boat is already fetching the mark on stbd. This prevents Green from obtaining mark room under new R 18.2(c). As Green does not gain mark room, she is subject to the rules of Part 2 (eg R 13 Tacking, R 15 give room when ROW changes, R 16.1 ROW alters course; without R 43 exoneration. The phrase about 'since entering the zone' and luffing above close hauled is still there and has moved to the last sentence.



R19.2(a) Giving room at an obstruction – the phrase 'either side' is replaced by 'port or starboard side' and an additional requirement added to give room while altering course.

R 28 is retitled Sailing the Course and the wording is clarified, but no change in meaning.

The rules of Part 5 about Protests, Redress, Hearing is rewritten. The only change I can see that affects Radio Sailing is the way a 3<sup>rd</sup> party protest is handled – currently the wording requires that you had to have been scheduled to race in that heat to have the right to protest – this is now validated in a hearing and the Protest Committee may declare that protest 'invalid' if you were not scheduled.

Appendix E 6.6 Redress now requires that to be granted redress by a boat breaking a rule of Part 2, that boat must have taken an appropriate penalty or been penalised. (This is an important change – so if you are fouled, it is even more important to protest)

Appendix E 8 has been rewritten for clarity but no changes in meaning, except for specifying that class insignia and Country code now only apply to the main sail.

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**THE  
RACING RULES  
OF  
SAILING**

**for 2025–2028**

**World Sailing**

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## INTRODUCTION

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*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	‘Boat’ means a sailboat that is subject to the <i>rules</i> , controlled by radio signals and has no crew. However, in the rules of Part 1 and Part 5, rule E6 and the definitions <i>Party</i> and <i>Protest</i> , ‘boat’ includes the competitor controlling her. (E1.2)
Competitor	‘Competitor’ means the person designated to control a boat using radio signals. (E1.2)
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	In the racing rules, but not in its appendices, replace the noun ‘race’ with ‘heat’. In Appendix E a race consists of one or more heats and is completed when the last heat in the race is completed. (E1.2)
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](http://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.

## INTRODUCTION

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**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

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*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.

However, an observer does not have a *conflict of interest* solely by being a competitor.  
(E1.1)

***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*.

***Disabled*** A boat is *disabled* while she is unable to continue in the heat. (E 1.1)

***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,
- (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

- (a) if the right-of-way boat can sail her course with no need to take avoiding action and,
- (b) when the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.

**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 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.

**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 is so designated in a *rule*;
- (c) an object that can be safely passed on only one side; or
- (d) an area or line in a *rule* that boats are prohibited from entering or crossing.

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.

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

**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 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 complete the leg she believes she is on as soon 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.

### **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.

**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.

**Windward** See **Leeward and Windward**.

**Zone** The area around a *mark* within a distance of **four (E1.1)** hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*.



## **BASIC PRINCIPLES**

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*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**

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### **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.

### **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:

- Advertising Code
- Anti-Doping Code
- Code of Ethics
- Eligibility Code
- 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**

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*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

If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat.

## 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

Hails under rules 20.1 and 20.3 shall include the sail number of the hailing boat followed by 'Room to tack' (E1.3 (b))

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**

- (a) **If possible, a boat shall avoid a boat that is *disabled*.** E1.3 (c)

#### **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

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#### 25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

25.1 The notice of race shall be made available to each boat that enters an event before she enters. The sailing instructions shall be made available to each boat before a race begins.

25.2 All race committee signals shall be made orally or by other sounds. No visual signals are required unless specified in the sailing instructions. (E3.8 (b))

#### 26 STARTING RACES

##### Starting and Finishing

(a) Heats shall be started using warning, preparatory and starting signals at one-minute intervals. During the minute before the starting signal, additional sound or oral signals shall be made at ten-second intervals, and during the final ten seconds at one second intervals. Each signal shall be timed from the beginning of its sound. (E3.4 (a))

(b) The starting and finishing lines shall be between the course sides of the starting and finishing *marks*. (E.34 (b))

#### 27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

27.1 No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another and signal that wearing personal flotation devices is required (display flag Y with one sound).

27.2 No later than the preparatory signal, the race committee may move a starting *mark*.

27.3 Before the starting signal, the race committee may for any reason *postpone* (display flag AP, AP over H, or AP over A, with two sounds) or *abandon* the race (display flag N over H, or N over A, with three sounds).

#### 28 SAILING THE COURSE

28.1 A boat shall *sail the course*.

28.2 A boat may correct any errors in *sailing the course*, provided she has not *finished*.

#### 29 RECALLS

29.1 **Individual Recall** When at a boat's starting signal any part of her hull is on the course side of the starting line or when she must comply with rule 30.1, the race committee shall promptly hail 'Recall (sail numbers)'. If rule 30.3 or 30.4 applies this rule does not. (E3.5)



**29.2 General Recall**

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may hail 'General recall' and make two loud sounds.

The warning signal for a new start will normally be made shortly thereafter. (E3.6)

**30 STARTING PENALTIES**

**30.1 I Flag Rule** If flag I has been displayed, and any part of a boat's hull is on the course side of the starting line or one of its extensions during the last minute before her starting signal, she shall sail across an extension so that her hull is completely on the pre-start side before she *starts*.

**30.3 U Flag Rule**

If flag U has been displayed, no part of a boat's hull shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or resailed. When the race committee informs a boat that she has broken rule 30.3 or 30.4, the boat shall immediately leave the course area. (E3.7)

**30.4 Black Flag Rule**

If a black flag has been displayed, no part of a boat's hull shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, even if the race is restarted or resailed, but not if it is *postponed* or *abandoned* before the starting signal. If a general recall is signalled or the race is *abandoned* after the starting signal, the race committee shall display her sail number before the next warning signal for that race, and if the race is restarted or resailed, she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score.

When the race committee informs a boat that she has broken rule 30.3 or 30.4, the boat shall immediately leave the course area. (E3.7)

**31 TOUCHING A MARK**

While *racing*, a boat shall not touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*.

**32 SHORTENING OR ABANDONING AFTER THE START**

**32.1** After the starting signal, the race committee may *abandon* the race: (Courses shall not be shortened (E3.8))

- (a) because of foul weather or thunderstorms, (E3.8(d))
- (b) because of insufficient wind making it unlikely that any boat will *sail the course* within the race time limit,
- (c) because a *mark* is missing or out of position, or
- (d) for any other reason directly affecting the safety or fairness of the competition.

### Part 3 CONDUCT OF A RACE

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In addition, the race committee may shorten the course so that other scheduled races can be sailed, or *abandon* the race because of an error in the starting procedure. However, after one boat has *sailed the course* within the race time limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boats in the race or series.

**32.2** To shorten the course, the race committee shall display flag S with two sounds before the first boat crosses the finishing line. If the course is shortened, the finishing line shall be,

- (a) at a rounding *mark*, between the *mark* and a staff displaying flag S;
- (b) a line the course requires boats to cross; or
- (c) at a gate, between the gate *marks*.

**32.3** To *abandon* the race, the race committee shall display flag N, N over H, or N over A, with three sounds.

### **34 MARK MISSING**

If a *mark* is missing or out of position while boats are *racing*, the race committee shall, if possible,

- (a) move it to its correct position or replace it with a new one of similar appearance, or
- (b) replace it with an object displaying flag M and make repetitive sounds.

### **35 RACE TIME LIMIT AND SCORES**

If one boat *sails the course* within the time limit for that race, if any, all boats that *finish* shall be scored according to their finishing places unless the race is *abandoned*. If no boat *sails the course* within the race time limit, the race committee shall *abandon* the race.

### **36 RACES RESTARTED OR RESAILED**

If a race is restarted or resailed, a breach of a *rule* in the original race, or in any previous restart or resail of that race, shall not

- (a) prohibit a boat from competing unless she has broken rule 30.4; or
- (b) cause a boat to be penalized except under rule 2, 30.2, 30.4 or 69 or under rule 14 when she has caused injury or serious damage.

### **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

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

#### SECTION A

##### GENERAL REQUIREMENTS

#### 41 OUTSIDE HELP

A boat or the competitor controlling her shall not receive help from any outside source, except

- (a) help needed as a direct result of a competitor becoming ill, injured or in danger;
- (b) when the boat is entangled with another boat, help from the other competitor;
- (c) when the boat is *disabled* or in danger, help from the race committee;
- (d) help in the form of information freely available to all competitors;
- (e) unsolicited information from a disinterested source. A competitor is not a disinterested source unless acting as an observer. (E4.2)

#### **Disabled Competitors**

The race committee may make or permit reasonable arrangements to assist disabled competitors to compete on as equal terms as possible. A boat or the competitor controlling her that receives any such assistance, including help from a *support person*, does not break rule 41. (E3.9)

#### 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.

##### 42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

- (a) pumping: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartship body movement; (b) rocking: repeated rolling of the boat, induced by
  - (1) body movement,
  - (2) repeated adjustment of the sails or centreboard, or

- (3) steering;
- (c) ooching: sudden forward body movement, stopped abruptly;
- (d) sculling: repeated movement of the helm that is either forceful or that propels the boat forward or prevents her from moving astern;
- (e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

### 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 closehauled 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.
- (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).
- (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.*

## 43 EXONERATION

- 43.1 (a) When as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat is exonerated for her breach.
- (b) When a boat is sailing within the *room* or *mark-room* to which she is entitled and, as a consequence of an incident with a boat required to give her that *room* or *mark-room*, she breaks a rule of Section A of Part 2, rule 15, 16, or 31, she is exonerated for her breach.

- (c) A right-of-way boat, or one sailing within the *room* or *markroom* to which she is entitled, is exonerated for breaking rule 14 if the contact does not cause damage or injury.

**43.2** A boat exonerated for breaking a *rule* need not take a penalty and shall not be penalized for breaking that *rule*.

#### **44 PENALTIES AT THE TIME OF AN INCIDENT**

##### **Observers**

- (a) The race committee may appoint observers, who may be competitors.
- (b) Observers shall hail the sail numbers of boats that make contact with a *mark* or another boat.
- (c) At the end of a heat, observers shall report to the race committee all unresolved incidents, and any failure to *sail the course*. (E5.1)

##### **Rules for Observers and Umpires**

Observers and umpires shall be located in the control area. They shall not use any aid or device that gives them a visual advantage over competitors. (E5.2)

#### **44.1 Taking a Penalty**

A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, or rule 31, in an incident while *racing*. However,

- (a) when she may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;
- (b) if the boat gained an advantage in the heat or race by her breach despite taking a penalty, her penalty shall be additional One-Turn Penalties until her advantage is lost;
- (c) if the boat caused serious damage, or as a result of breaking a rule of Part 2 she caused another boat to become *disabled* and retire, her penalty shall be to retire. (E4.3)

#### **44.2 One-Turn and Two-Turns Penalties**

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, her hull shall be completely on the course side of the line before she *finishes*.

#### **46 PERSON IN CHARGE**

The member or organization that entered the boat shall designate the competitor. See rule 75. (E4.4)

**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.

**SECTION B**

**EQUIPMENT-RELATED REQUIREMENTS**

**53 SKIN FRICTION**

A boat shall not eject or release a substance, such as a polymer, or have specially textured surfaces that could improve the character of the flow of water inside the boundary layer.

## PART 5 PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

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

*Time Limit: A protest, request for redress or request for reopening shall be delivered to the race committee no later than ten minutes after the last boat in the heat finishes or after the relevant incident, whichever is later. (E6.5)*

#### 60.1 Right to Protest

A boat or *committee* may protest a boat.

##### **Protest for a Rule Broken by a Competitor**

*When a committee learns that a competitor may have broken a rule, it may protest the boat controlled by that competitor. (E6.2)*

#### 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 '(Her own sail number) protest (the sail number of the other boat)'. (E6.3)

##### **Informing the Race Committee**

*The boat protesting or requesting redress about an incident while racing shall inform the race committee as soon as reasonably possible after finishing or retiring. (E6.4)*

- (2) If the protestor is a *committee*, it shall inform the boat after the 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, 3 or 4, but was not scheduled to sail in the heat where the incident occurred, or (E6.1)
  - (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.
  - (4) if it is from a boat or competitor and alleges a breach of rule E2 or E3.7. (E6.1)
- (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
  - i the protest committee if it learns of an incident involving a boat that may have resulted in injury or serious damage,



- ii 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
- iii 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) 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, physical damage or becoming *disabled* because of the action of a boat that was breaking a rule of Part 2 and took an appropriate penalty or was penalized, (E6.6)**
  - (3) **injury, physical damage or becoming *disabled* 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. (E6.6)**
  - (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.
  - (6) **external radio interference acknowledged by the race committee. (E6.6)**
- (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. **If a boat is given redress because she was damaged, her redress shall include reasonable time, but not more than 30 minutes, to make repairs before her next heat. (E6.6)**

- (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.

## **SECTION B**

### **HEARINGS AND MAKING DECISIONS**

*Rule 63 applies to all hearings conducted by the protest committee.*

## **63 CONDUCT OF HEARINGS**

### **63.1 Rights of Parties**

- (a) All *parties* to a hearing shall be
  - (1) informed of the time and place of the hearing,
  - (2) given access to the *protest*, request for redress, or report to be considered at the hearing,
  - (3) allowed reasonable time to prepare for the hearing, and

- (4) allowed to have a representative present throughout the hearing of the evidence but, in a *protest* involving a breach of a rule of Part 2, 3 or 4, **the representative of each boat shall be the competitor designated to control her.** (E6.7)
- (b) If a *party* does not come to a hearing, the protest committee may proceed with the hearing in their absence.

### 63.2 Hearings

- (a) The protest committee shall hear each *protest* or request delivered unless it allows it to be withdrawn.
- (b) The protest committee may combine hearings which arise from the same or very closely connected incidents into one hearing. However, a hearing under rule 69 shall not be combined with any other type of hearing.
- (c) If the validity requirements are met, the protest committee may change the type of case if it is appropriate to do so having considered the information in the case, including any evidence given during a hearing.
- (d) If the protest committee decides to protest a boat under rule 60.4(c)(2), it shall close the current hearing, deliver a *protest* in accordance with the *rules*, and then hear the original and new *protests* together.
- (e) A hearing involving *parties* in different events conducted by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

### 63.3 Conflict of Interest

- (a) A protest committee member shall declare any possible *conflict of interest* as soon as possible after becoming aware of it.
- (b) A *party* to the hearing who believes a protest committee member has a *conflict of interest* shall object as soon as possible.
- (c) A protest committee member with a *conflict of interest* shall not be a member of the protest committee for the hearing, unless:
  - (1) all *parties* consent, or
  - (2) the protest committee decides that the *conflict of interest* is not significant.

However, for World Sailing major events, or for other events as prescribed by the national authority of the venue, a person who has a *conflict of interest* shall not be a member of the protest committee.

- (d) When deciding whether a *conflict of interest* is significant, the protest committee shall consider
  - (1) the views of the *parties*,
  - (2) the level of the conflict,
  - (3) the level of the event,
  - (4) the importance to each *party* of the case, and
  - (5) the overall perception of fairness.

- (e) Any written information provided under rule 63.6(b) shall include any *conflict of interest* declared by a protest committee, and any decision by the protest committee under rule 63.3(c)(2).

#### 63.4 Hearing Procedure

- (a) The protest committee shall first consider validity. The hearing shall be closed if
  - (1) a *protest* or request is invalid, or
  - (2) a *protest* was made under rule 60.4(c)(1) and there was no injury or serious damage.
- (b) The protest committee shall take the evidence of the *parties* present at the hearing, their witnesses, and any other evidence it considers necessary. Hearsay evidence is admissible. However, the protest committee may exclude evidence which is irrelevant or unduly repetitive.
- (c) A *party* present at the hearing may question any person who gives evidence.
- (d) A member of the protest committee who saw the incident shall, as soon as reasonably possible, declare this fact to the *parties* attending the hearing.
- (e) A witness shall be excluded from the hearing when not giving evidence, except for a witness who:
  - (1) is also a *party*, or
  - (2) is a member of the protest committee.
  - (3) **When the *protest* concerns an alleged breach of a rule of Part 2, 3 or 4, any witness shall have been in the control area at the time of the incident. A witness who is a competitor, and who was not acting as an observer, must also have been scheduled to race in the relevant heat. (E6.8)**

#### 63.5 Decisions

- (a) The protest committee shall consider the evidence and decide what weight to give it. It shall then find the facts based on the balance of probabilities (unless an applicable *rule* requires otherwise), and then apply the *rules* to those facts to make its conclusions and a decision.
- (b) Decisions shall be made by simple majority vote. When there is an equal division of votes, the chair of the hearing may cast an additional vote.
- (c) If there is a conflict between
  - (1) two or more *rules* that must be resolved before a decision can be made, and
  - (2) those *rules* are in the notice of race, the sailing instructions, or any of the other documents that govern the event under item (g) of the definition *Rule*,then the protest committee shall apply the *rule* that it believes will provide the fairest result for all boats affected.
- (d) If the protest committee is in doubt about the meaning of a class rule, it shall refer its questions, together with the relevant facts, to an authority responsible

for interpreting the rule. In making its decision, the protest committee is bound by the authority's reply.

### **PENALTIES:**

When a protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* other than a rule of Part 2, 3 or 4, it shall either

- (a) disqualify her or add any number of points (including zero and fractions of points) to her score. The penalty shall be applied, if possible, to the heat or race in which the *rule* was broken; otherwise, it shall be applied to the next heat or race for that boat. When points are added, the scores of other boats shall not be changed; or
- (b) require her to take one or more One-Turn Penalties that shall be taken as soon as possible after the starting signal of her next heat that is started and not subsequently recalled or *abandoned*.

However, if the boat has broken a rule in Appendix G or rule E8, the protest committee shall act in accordance with rule G4. (E.7)

### **63.6 Informing the Parties and Others**

- (a) The protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, any penalties imposed, and any redress given.
- (b) If requested by a *party* in writing within seven days of being informed of the decision, the above information shall be provided promptly in writing and the protest committee may, if it considers it relevant to do so, prepare or endorse a diagram.
- (c) The protest committee may publish the above information after any hearing, including a hearing under rule 69, unless it decides there is good reason not to do so.
- (d) The protest committee may direct that the above information is to be confidential to the *parties*.
- (e) If the protest committee penalizes a boat under a class rule, it shall send the above information to the relevant class rule authorities.

### **63.7 Reopening a Hearing**

- (a) The protest committee may reopen a hearing if it decides
  - (1) a *party* was unavoidably absent from the hearing,
  - (2) it may have made a significant error, or
  - (3) significant new evidence has become available within a reasonable time.However, a protest committee shall reopen a hearing when required to do so by the national authority under rule 71.3 or R5.
- (b) A *party* to the hearing may request a reopening by delivering a written request to the race office (or by such other method as stated in the sailing instructions) no later than 24 hours after being informed of the decision. The request shall

identify the reason for making it. However, on the last scheduled day of racing the request shall be delivered

- (1) within the protest time limit if the requesting *party* was informed of the decision on the previous day;
- (2) no later than 30 minutes after the *party* was informed of the decision on that day.

A request that does not comply with this rule is invalid.

- (c) The protest committee shall consider all requests to reopen a hearing. When a request to reopen is being considered, or when the hearing is reopened,
  - (1) if based only on new evidence, a majority of the members of the protest committee shall, if practicable, be members of the original committee;
  - (2) if based on a significant error, the protest committee shall, if practicable, have at least one new member.

## **64 DISCRETIONARY PENALTIES**

When a boat reports within the protest time limit that she has broken a *rule* which is subject to a discretionary penalty, the protest committee shall decide the appropriate penalty having first considered the evidence that it considers appropriate. There is no requirement to hold a hearing.

## **65 LEGAL LIABILITY AND COSTS**

**65.1** Questions of legal liability arising from a breach of a *rule*, including any claims for monetary damages, shall be governed by prescriptions, if any, of the national authority.

**65.2** Any measurement costs arising from a *protest* involving a class rule shall be paid by the unsuccessful *party* unless the protest committee decides otherwise. *Note: There are no rules 66 to 68.*

## **SECTION C**

### **MISCONDUCT**

## **69 MISCONDUCT**

### **69.1 Obligation not to Commit Misconduct; Resolution**

- (a) A competitor, boat owner or *support person* shall not commit an act of misconduct.
- (b) Misconduct is:
  - (1) conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour; or
  - (2) conduct that may bring, or has brought, the sport into disrepute.
- (c) An allegation of a breach of rule 69.1(a) shall be resolved in accordance with the provisions of rule 69. It shall not be grounds for a *protest*.

### **69.2 Action by a Protest Committee**

- (a) A protest committee acting under this rule shall have at least three members.

- (b) When a protest committee, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall decide whether or not to call a hearing.
- (c) When the protest committee needs more information to make the decision to call a hearing, it shall consider appointing a person or persons to conduct an investigation. These investigators shall not be members of the protest committee that will decide the matter.
- (d) When an investigator is appointed, all relevant information gathered by the investigator, favourable or unfavourable, shall be disclosed to the protest committee, and if the protest committee decides to call a hearing, to the *parties*.
- (e) If the protest committee decides to call a hearing, it shall promptly inform the person in writing of the alleged breach and of the time and place of the hearing and follow the procedures in rule 63, except that:
  - (1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.
  - (2) a person against whom an allegation has been made under this rule shall be entitled to attend the hearing with an advisor and a representative who may act on the person's behalf.
- (f) If a *party*
  - (1) provides good reason for being unable to come to the hearing at the scheduled time, the protest committee shall reschedule it; or
  - (2) does not provide good reason and does not come to the hearing, the protest committee may conduct it without that *party* present.
- (g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct. However, if the standard of proof in this rule conflicts with the laws of a country, the national authority may, with the approval of World Sailing, change it with a prescription to this rule.
- (h) When the protest committee decides that a competitor or boat owner has broken rule 69.1(a), it may take one or more of the following actions
  - (1) issue a warning;
  - (2) change their boat's score in one or more races, including disqualification(s) that may or may not be excluded from her series score;
  - (3) exclude the person from the event or venue or remove any privileges or benefits; and
  - (4) take any other action within its jurisdiction as provided by the *rules*.
- (i) When the protest committee decides that a *support person* has broken rule 69.1(a), rules 62.3 and 62.4 apply.
- (j) If the protest committee
  - (1) imposes a penalty greater than one DNE;



- (2) excludes the person from the event or venue; or (3) in any other case if it considers it appropriate, it shall report its findings, including the facts found, its conclusions and decision to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing. If the protest committee has acted under rule 69.2(f)(2), the report shall also include that fact and the reasons for it.
- (k) If the protest committee decides not to conduct the hearing without a *party* present, or if the protest committee has left the event and a report alleging a breach of rule 69.1(a) is received, the race committee or organizing authority may appoint the same or a new protest committee to proceed under this rule. If the protest committee decides it is impractical to conduct a hearing, it shall collect all available information and, if the allegation seems justified, make a report to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing.

### **69.3 Action by a National Authority and World Sailing**

The disciplinary powers, procedures and responsibilities of national authorities and World Sailing that apply are specified in the World Sailing Code of Ethics. National authorities and World Sailing may impose further penalties, including suspension of eligibility, under that code.

## SECTION D

### APPEALS

#### 70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

**70.1** Unless rule 70.3 applies, a *party* to a hearing has the right to appeal the protest committee's decision or its procedures, but not the facts found, to the national authority. In addition, a *party* may appeal when the protest committee has failed to hold a hearing or to make a decision.

**70.2** A protest committee may request confirmation or correction of its decision by the national authority.

**70.3** There is no right to appeal decisions:

- (a) of an international jury properly constituted under Appendix N,
- (b) that are essential to promptly determine the result of a race that will qualify a boat to compete in a later stage of an event or a subsequent event (and the national authority may prescribe that its approval is required for the use of this rule),
- (c) made at an event open only to boats entered by
  - (1) an organization affiliated to the national authority, or a member of such an organization, or
  - (2) a personal member of the national authority, provided the national authority has granted its approval for the use of this rule, or
- (d) made at an event by a protest committee constituted as required by Appendix N, except that only two members of the protest committee need be International Judges, and provided that the national authority has granted its approval to the use of this rule after consultation with World Sailing.

However, (b), (c) and (d) shall only apply if specified in the notice of race or sailing instructions.

**70.4** In rules 70 to 72, the national authority means the one to which the organizing authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while *racing*, an appeal or request shall be sent to the national authority where the finishing line is located, unless the sailing instructions identify another national authority.

**70.5** Appeals and requests shall conform to Appendix R.

#### 71 NATIONAL AUTHORITY DECISIONS

**71.1** A person who has a *conflict of interest* or was a member of the protest committee shall not take any part in the discussion or decision on an appeal or a request for confirmation or correction.

**71.2** The national authority shall accept the facts found by the protest committee unless rule R5 applies.

**71.3** The national authority may:

- (a) uphold, change or reverse the protest committee's decision  
(including a decision on validity or a decision under rule 69),
- (b) order that the hearing be reopened, or
- (c) order that a new hearing be held by the same protest committee or by a new protest committee (which may be appointed by the national authority).

**71.4** If the national authority orders a hearing to be reopened, it may limit the scope of the reopened hearing to such issues as it considers appropriate.

**71.5** If the national authority decides that a boat that was a *party* to a protest hearing broke a *rule* and is not exonerated, it shall penalize her, whether or not that boat or that *rule* was mentioned in the protest committee's decision.

**71.6** The decision of the national authority is final. The national authority shall send its decision in writing to all *parties* to the hearing and the protest committee, who shall be bound by the decision.

## **72 INTERPRETATIONS**

A club or other organization affiliated to a national authority may request an interpretation of the *rules* from the national authority, provided that no protest committee decision that may be appealed is involved. An interpretation shall not be used to change a previous protest committee decision.

## **PART 6**

### **ENTRY AND QUALIFICATION**

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#### **75 ENTERING AN EVENT**

To enter an event, a boat shall comply with the requirements of the organizing authority of the event. She shall be entered by

- (a) a member of a club or other organization affiliated to a World Sailing member national authority,
- (b) such a club or organization, or
- (c) a member of a World Sailing member national authority.

#### **76 EXCLUSION OF BOATS OR COMPETITORS**

**76.1** The organizing authority or the race committee may reject or cancel the entry of a boat or exclude a competitor, provided

- (a) it does so before the start of the first race after receipt of the entry for the boat or the competitor, and (b) it states a proper reason for doing so.

The reason shall be provided promptly in writing if requested by the boat or competitor.

**76.2** However, the organizing authority or the race committee shall not reject or cancel the entry of a boat or exclude a competitor

- (a) because of advertising if the boat or competitor complies with the World Sailing Advertising Code, or
- (b) at world and continental championships if the entry is within stated quotas and the approval of the relevant World Sailing Class Association (or the Offshore Racing Congress) or World Sailing has not been obtained.

**76.3** Redress may be requested by a boat or competitor that considers that the rejection or exclusion is improper or that it broke rule 76.2.

#### **77 IDENTIFICATION ON SAILS**

A boat shall comply with the requirements of Appendix G governing class insignia, national letters and numbers on sails.

#### **78 COMPLIANCE WITH CLASS RULES; CERTIFICATES**

**78.1** While a boat is *racing*, her owner and any other person in charge shall ensure that the boat is maintained to comply with her class rules and that her measurement or rating certificate, if any, remains valid. In addition, the boat shall also comply at other times specified in the class rules, the notice of race or the sailing instructions. When a *rule* provides that the penalty for a breach of a class rule may be less than disqualification, the same penalty will apply to a breach of this rule.

**78.2** When a *rule* requires a valid certificate to be produced or its existence verified before a boat *races*, and this cannot be done, the boat may *race* provided that the appropriate *committee* receives a statement signed by the person in charge that a valid certificate exists. The boat shall produce the certificate or arrange for its existence to be verified by the appropriate *committee* before the start of the last day of the event, or of the first

series, whichever is earlier. The penalty for breaking this rule is disqualification without a hearing from all races of the event.

**79 CATEGORIZATION**

If the notice of race or class rules state that some or all competitors must satisfy categorization requirements, the categorization shall be carried out as described in the World Sailing Sailor Categorization Code.

**80 RESCHEDULED EVENT**

When an event is rescheduled to dates different from the dates stated in the notice of race, all boats entered shall be notified. The race committee may accept new entries that meet all the entry requirements except the original deadline for entries.

## PART 7 EVENT ORGANIZATION

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### 85 CHANGES TO RULES

**85.1** A change to a *rule* shall refer specifically to the *rule* and state the change. A change to a *rule* includes an addition to it or deletion of all or part of it.

**85.2** A change to one of the following types of *rules* may be made only as shown below.

<i>Type of rule</i>	<i>Change only if permitted by</i>
Racing rule	Rule 86
Rule in a World Sailing code	A rule in the code
National authority prescription	Rule 88.2
Class rule	Rule 87
Rule in the notice of race	Rule 89.2(b)
Rule in the sailing instructions	Rule 90.2(c)
Rule in any other document governing the event	A rule in the document itself

### 86 CHANGES TO THE RACING RULES

**86.1** A racing rule shall not be changed unless permitted in the rule itself or as follows:

- (a) Prescriptions of a national authority may change a racing rule, but not the Definitions; a rule in the Introduction; Part 2 or 7; rule 1, 2, 3, 5, 6, 42, 43, 47, 50, 63.3, 69, 70, 71, 72, 75, 76.2(b) or 79; a rule of an appendix that changes one of these rules; Appendix H or N; or a rule in a World Sailing Code listed in rule 6.1.
- (b) The notice of race or sailing instructions may change a racing rule, but not rule 4, 76.1 or 76.2(a), Appendix R, or a rule listed in rule 86.1(a).
- (c) Class rules may change only racing rules 42, 49, 51, 52, 53, 54, 55, and 78.2.

**86.2** In exception to rule 86.1, World Sailing may in limited circumstances authorize changes to the racing rules for a specific international event. The authorization shall be stated in a letter of approval to the organizing authority and in the notice of race, and the letter shall be posted on the official notice board.

**86.3** If a national authority so prescribes, the restrictions in rule 86.1 do not apply if rules are changed to develop or test proposed rules. The national authority may prescribe that its approval is required for such changes.

## **87 CHANGES TO CLASS RULES**

The notice of race may change a class rule only when the class rules permit the change, or when written permission of the class association for the change is posted on the official notice board.

## **88 NATIONAL PRESCRIPTIONS**

### **88.1 Prescriptions that Apply**

The prescriptions that apply to an event are the prescriptions of the national authority with which the organizing authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while *racing*, the notice of race shall identify the prescriptions that will apply and when they will apply.

### **88.2 Changes to Prescriptions**

The notice of race or sailing instructions may change a prescription. However, a national authority may restrict changes to its prescriptions with a prescription to this rule, provided World Sailing approves its application to do so. The restricted prescriptions shall not be changed.

## **89 ORGANIZING AUTHORITY; NOTICE OF RACE; APPOINTMENT OF RACE OFFICIALS**

### **89.1 Organizing Authority**

An event shall be organized by an organizing authority, which shall be

- (a) World Sailing;
- (b) a member national authority of World Sailing;
- (c) an affiliated club;
- (d) an affiliated organization other than a club and, if so prescribed by the national authority, with the approval of the national authority or in conjunction with an affiliated club;
- (e) an unaffiliated class association, either with the approval of the national authority or in conjunction with an affiliated club;
- (f) two or more of the above organizations;
- (g) an unaffiliated body in conjunction with an affiliated club where the body is owned and controlled by the club. The national authority of the club may prescribe that its approval is required for such an event; or
- (h) if approved by World Sailing and the national authority of the club, an unaffiliated body in conjunction with an affiliated club where the body is not owned and controlled by the club.

In rule 89.1, an organization is affiliated if it is affiliated to the national authority of the venue; otherwise the organization is unaffiliated. However, if boats will pass through the waters of more than one national authority while *racing*, an organization is affiliated if it is affiliated to the national authority of one of the ports of call.

### **89.2 Notice of Race; Appointment of Race Officials**

- (a) The organizing authority shall publish a written notice of race that conforms to rule J1.
- (b) The notice of race may be changed provided adequate notice is given.

- (c) The organizing authority shall appoint a race committee and, when appropriate, appoint a protest committee, a technical committee and umpires. However, the race committee, an international jury, a technical committee and umpires may be appointed by World Sailing as provided in its Regulations.

## **90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING 90.1 Race Committee**

The race committee shall conduct races as directed by the organizing authority and as required by the *rules*.

### **90.2 Sailing Instructions**

- (a) The race committee shall publish written sailing instructions that conform to rule J2.
- (b) When appropriate, for an event where entries from other countries are expected, the sailing instructions shall include, in English, the applicable national prescriptions.
- (c) Changes to the sailing instructions may be communicated orally to all affected competitors before the warning signal of the relevant race or heat. When appropriate, changes shall be confirmed in writing. (E1.3 (d))

### **90.3 Scoring**

- (a) The race committee shall score a race or series as provided in Appendix A unless the notice of race or sailing instructions specify some other system. A race shall be scored if it is not *abandoned* and if one boat *sails the course* within the race time limit, if any, even if she retires after *finishing* or is disqualified.
- (b) When a scoring system provides for excluding one or more race scores, any score that is a Disqualification Not Excludable (DNE) shall be included in a boat's series score.
- (c) When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.
- (d) The race committee shall implement scoring changes directed by the protest committee or national authority as a result of decisions made in accordance with the *rules*.
- (e) When so stated in the notice of race, notwithstanding the provisions of rules 90.3(a), (b), (c) and (d), there shall be no changes to race or series scores resulting from action, including the correction of errors, initiated more than 24 hours after the later of
  - (1) the protest time limit for the last race of the event;
  - (2) being informed of a protest committee decision after the last race of the event; or
  - (3) the event results are published.



However, in exception, changes to scores shall be made resulting from a decision under rule 6, 69 or 71. The notice of race may change '24 hours' to a different time.

## **91 PROTEST COMMITTEE**

A protest committee shall be

- (a) a committee appointed by the organizing authority or race committee (A national authority may prescribe a minimum number of committee members for specified events within its jurisdiction.);
- (b) an international jury appointed by the organizing authority or as prescribed in the World Sailing Regulations (It shall be composed as required by rule N1 and have the authority and responsibilities stated in rule N2. A national authority may prescribe that its approval is required for the appointment of international juries for events within its jurisdiction, except World Sailing events or when international juries are appointed by World Sailing under rule 89.2(c).); or
- (c) a committee appointed by the national authority under rule 71.3(c).

## **92 TECHNICAL COMMITTEE**

**92.1** A technical committee shall be a committee of at least one member and be appointed by the organizing authority or the race committee or as prescribed in the World Sailing Regulations.

**92.2** The technical committee shall conduct equipment inspection and event measurement as directed by the organizing authority and as required by the *rules*.

## APPENDIX A SCORING

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*See rule 90.3.*

### A1 NUMBER OF RACES

The number of races scheduled and the number required to be scored to constitute a series shall be stated in the notice of race or sailing instructions; see rule 90.3(a).

### A2 SERIES SCORES

**A2.1** Each boat's series score shall, subject to rule 90.3(b), be the total of her race scores excluding her worst score. However, the notice of race or sailing instructions may make a different arrangement by providing, for example, that no score will be excluded, that two or more scores will be excluded, or that a specified number of scores will be excluded if a specified number of races are scored; see rule 90.3(a). If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The boat with the lowest series score wins and others shall be ranked accordingly.

**A2.2** If a boat has entered any race in a series, she shall be scored for the whole series.

### A3 STARTING TIMES AND FINISHING PLACES

time of a boat's starting signal shall be her starting time, and the order in which boats *finish* a race shall determine their finishing places. However, when a handicap or rating system is used a boat's corrected time shall determine her finishing place.

### A4 SCORING SYSTEM

*This Low Point System will apply unless the notice of race or sailing instructions specify another system; see rule 90.3(a).*

Each boat *finishing* and not thereafter retiring, being penalized or given redress shall be scored points as follows:

<i>Finishing place</i>	<i>Points</i>
First	1
Second	2
Third	3
Fourth	4

Fifth	5
Sixth	6
Seventh	7
Each place thereafter Add 1 point	

## **A5 SCORES DETERMINED BY THE RACE COMMITTEE**

### **A5.1**

When a race committee determines that a boat:

- (a) did not *sail the course*,
- (b) did not comply with rule 30.2, 30.3, 30.4 or 78.2, or
- (c) retired or took a penalty under rule 44.3(a), it shall score the boat accordingly without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score.

### **A5.2**

A boat that did not *sail the course*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).

### **A5.3**

If the notice of race or sailing instructions state that rule A5.3 will apply, rule A5.2 is changed so that a boat that came to the starting area but did not *sail the course*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area, and a boat that did not come to

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the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

## **A6 CHANGES IN PLACES AND SCORES OF OTHER BOATS**

- A6.1** If a boat is disqualified from a race, or retires after *finishing*, or is scored Did not *sail the course*, each boat with a worse finishing place shall be moved up one place.

**A6.2** If the protest committee decides to give redress by adjusting a boat's score, the scores of other boats shall not be changed unless the protest committee decides otherwise.

**A7 RACE TIES**

If boats are tied at the finishing line or if a handicap or rating system is used and boats have equal corrected times, the points for the place for which the boats have tied and for the place(s) immediately below shall be added together and divided equally. Boats tied for a race prize shall share it or be given equal prizes.

**A8 SERIES TIES**

**A8.1**

If there is a series-score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). No excluded scores shall be used.

**A8.2**

If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

**A9 GUIDANCE ON REDRESS**

If the protest committee decides to give redress by adjusting a boat's score for a race, it is advised to consider scoring her

- (a) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races in the series except the race in question;
  
- (b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races before the race in question; or
  
- (c) points based on the position of the boat in the race at the time of the incident that justified redress.

**A10 SCORING ABBREVIATIONS**

These scoring abbreviations shall be used for recording the circumstances described:

DNC Did not *start*; did not come to the starting area

DNS	Did not <i>start</i> (other than DNC and OCS)
OCS	Did not <i>start</i> ; on the course side of the starting line at her starting signal and failed to <i>start</i> , or broke rule 30.1
ZFP	20% penalty under rule 30.2
UFD	Disqualification under rule 30.3
BFD	Disqualification under rule 30.4
SCP	Scoring Penalty imposed
NSC	Did not <i>sail the course</i> (other than DNC, DNS, OCS and DNF)
DNF	Did not <i>finish</i>
RET	Retired
DSQ	Disqualification
DNE	Disqualification that is not excludable
RDG	Redress given
DPI	Discretionary penalty imposed

## APPENDIX E

### RADIO SAILING RACING RULES

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*Radio sailing races shall be sailed under The Racing Rules of Sailing as changed by this appendix.*

*Note: A Test Rule for Umpired Radio Sailing is available on the World Sailing website.*

#### **E1 CHANGES TO THE DEFINITIONS, TERMINOLOGY AND THE RULES OF PARTS 1, 2 AND 7**

##### **E1.1 Definitions**

Add to the definition *Conflict of Interest*:

However, an observer does not have a *conflict of interest* solely by being a competitor.

In the definition *Zone* the distance is changed to four hull lengths.

Add new definition:

***Disabled*** A boat is *disabled* while she is unable to continue in the heat.

##### **E1.2**

##### **Terminology**

The Terminology paragraph of the Introduction is changed so that:

- (a) 'Boat' means a sailboat that is subject to the *rules*, controlled by radio signals and has no crew. However, in the rules of Part 1 and Part 5, rule E6 and the definitions *Party* and *Protest*, 'boat' includes the competitor controlling her.
- (b) 'Competitor' means the person designated to control a boat using radio signals.
- (c) In the racing rules, but not in its appendices, replace the noun 'race' with 'heat'. In Appendix E a race consists of one or more heats and is completed when the last heat in the race is completed.

##### **E1.3 Rules of Parts 1, 2 and 7**

- (b) Rule 1.2 is deleted.

## Appendix E RADIO SAILING RACING RULES

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- (c) Hails under rules 20.1 and 20.3 shall include the sail number of the hailing boat followed by 'Room to tack'.
- (d) Rule 22 is changed to: 'If possible, a boat shall avoid a boat that is *disabled*.'
- (e) Rule 90.2(c) is changed to:

Changes to the sailing instructions may be communicated orally to all affected competitors before the warning signal of the relevant race or heat. When appropriate, changes shall be confirmed in writing.

### **E2 ADDITIONAL RULES WHEN RACING**

*Rule E2 applies only while boats are racing.*

#### **E2.1 Hailing Requirements**

- (a) A hail shall be made and repeated as appropriate so that the competitors to whom the hail is directed might reasonably be expected to hear it.
- (b) When a *rule* requires a boat to hail or respond, the hail shall be made by the competitor controlling the boat.
- (c) The individual digits of a boat's sail number shall be hailed; for example 'one five', not 'fifteen'.

#### **E2.2**

##### **Giving Advice**

A competitor shall not give tactical or strategic advice to a competitor controlling a boat that is *racing*.

#### **E2.3**

##### **Boat Out of Radio Control**

A competitor whose boat loses radio control shall promptly hail '(The boat's sail number) out of control' and the boat shall retire.

#### **E2.4**

##### **Transmitter Aerials**

If a transmitter aerial is longer than 200mm when extended, the extremity shall be adequately protected.

#### **E2.5**

##### **Radio Interference**

Transmission of radio signals that cause interference with the control of other boats is prohibited. A competitor that has broken this rule shall not *race* again until permitted to do so by the race committee.

### **E3**

#### **CONDUCT OF A RACE**

**E3.1 Control Area**

Unless the sailing instructions specify a control area, it shall be unrestricted. Competitors shall be in this area when controlling boats that are *racing*, except briefly to handle and then release or relaunch the boat.

**E3.2 Launching Area**

Unless the sailing instructions specify a launching area and its use, it shall be unrestricted.

**E3.3 Course Board**

When the sailing instructions require a course board to be displayed, it shall be located in or adjacent to the control area.

**E3.4**

**Starting and Finishing**

(c) Rule 26 is changed to:

Heats shall be started using warning, preparatory and starting signals at one-minute intervals. During the minute before the starting signal, additional sound or oral signals shall be made at ten-second intervals, and during the final ten seconds at one second intervals. Each signal shall be timed from the beginning of its sound.

(d) The starting and finishing lines shall be between the course sides of the starting and finishing *marks*.

**E3.5**

**Individual Recall**

Rule 29.1 is changed to:

When at a boat's starting signal any part of her hull is on the course side of the starting line or when she must comply with rule 30.1, the race committee shall promptly hail 'Recall (sail numbers)'. If rule 30.3 or 30.4 applies this rule does not.

**E3.6 General Recall**

Rule 29.2 is changed to:

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may hail 'General recall' and make two loud sounds.

The warning signal for a new start will normally be made shortly thereafter.



**E3.7 U Flag and Black Flag Rules**

When the race committee informs a boat that she has broken rule 30.3 or 30.4, the boat shall immediately leave the course area.

**E3.8**

**Other Changes to the Rules of Part 3 (a) Rules**

30.2 and 33 are deleted.

- (b) All race committee signals shall be made orally or by other sounds. No visual signals are required unless specified in the sailing instructions.
- (c) Courses shall not be shortened.
- (d) Rule 32.1(a) is changed to: ‘because of foul weather or thunderstorms,’.

**Disabled Competitors**

**E3.9**

The race committee may make or permit reasonable arrangements to assist disabled competitors to compete on as equal terms as possible. A boat or the competitor controlling her that receives any such assistance, including help from a *support person*, does not break rule 41.

**E4 RULES OF PART 4**

**E4.1 Deleted Rules in Part 4**

Rules 40, 44.3, 45, 48, 49, 50, 52, 54, 55 and 56 are deleted.

**E4.2 Outside Help**

Rule 41 is changed to:

A boat or the competitor controlling her shall not receive help from any outside source, except

- (f) help needed as a direct result of a competitor becoming ill, injured or in danger;
- (g) when the boat is entangled with another boat, help from the other competitor;
- (h) when the boat is *disabled* or in danger, help from the race committee;
- (i) help in the form of information freely available to all competitors;
- (j) unsolicited information from a disinterested source. A competitor is not a disinterested source unless acting as an observer.

**E4.3 Taking a Penalty**

Rule 44.1 is changed to:

A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, or rule 31, in an incident while *racing*. However,

- (c) when she may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;
- (d) if the boat gained an advantage in the heat or race by her breach despite taking a penalty, her penalty shall be additional One-Turn Penalties until her advantage is lost;
- (e) if the boat caused serious damage, or as a result of breaking a rule of Part 2 she caused another boat to become *disabled* and retire, her penalty shall be to retire.

**Person in Charge**

**E4.4**

Rule 46 is changed to: ‘The member or organization that entered the boat shall designate the competitor. See rule 75.’

**E5 RACING WITH OBSERVERS AND UMPIRES**

**E5.1 Observers**

- (d) The race committee may appoint observers, who may be competitors.
- (e) Observers shall hail the sail numbers of boats that make contact with a *mark* or another boat.
- (f) At the end of a heat, observers shall report to the race committee all unresolved incidents, and any failure to *sail the course*.

**E5.2 Rules for Observers and Umpires**

Observers and umpires shall be located in the control area. They shall not use any aid or device that gives them a visual advantage over competitors.

**E6 PROTESTS AND REQUESTS FOR REDRESS**

**E6.1 Protest Validity**

Rule 60.4(a)(2) is changed to:

(a) A *protest* is invalid

(2) if it is from a boat that alleges a breach of a rule of Part 2, 3 or 4, but was not scheduled to sail in the heat where the incident occurred, or

Add new rule 60.4(a)(4):

(a) A *protest* is invalid

(4) if it is from a boat or competitor and alleges a breach of rule E2 or E3.7.

**E6.2**

**Protest for a Rule Broken by a Competitor**

When a *committee* learns that a competitor may have broken a *rule*, it may protest the boat controlled by that competitor.

**E6.3**

**Informing the Protestee Rule**

60.2(a)(1) is changed to:

(1) If the protestor is a boat, she shall hail '(Her own sail number) protest (the sail number of the other boat)'.

**E6.4**

**Informing the Race Committee**

The boat protesting or requesting redress about an incident while *racing* shall inform the race committee as soon as reasonably possible after *finishing* or retiring.

**E6.5 Time Limits**

A *protest*, request for redress or request for reopening shall be delivered to the race committee no later than ten minutes after the last boat in the heat *finishes* or after the relevant incident, whichever is later.

**E6.6 Redress Decisions**

Rules 61.4(b)(2) and 61.4(b)(3) are changed to:

- (2) injury, physical damage or becoming *disabled* 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, physical damage or becoming *disabled* 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.

Add new rule 61.4(b)(6):

- (6) external radio interference acknowledged by the race committee.

Add to rule 61.4(c):

If a boat is given redress because she was damaged, her redress shall include reasonable time, but not more than 30 minutes, to make repairs before her next heat.

**E6.7**

**Rights of Parties**

In rule 63.1(a)(4) ‘the representatives of boats shall have been on board’ is changed to ‘the representative of each boat shall be the competitor designated to control her’.

**E6.8 Hearing Procedure** Add new

rule 63.4(f):

- (f) When the *protest* concerns an alleged breach of a rule of Part 2, 3 or 4, any witness shall have been in the control area at the time of the incident. A witness who is a competitor, and who was not acting as an observer, must also have been scheduled to race in the relevant heat.

**E7 PENALTIES**

When a protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* other than a rule of Part 2, 3 or 4, it shall either

- (c) disqualify her or add any number of points (including zero and fractions of points) to her score. The penalty shall be applied, if possible, to the heat or race in which the *rule* was broken; otherwise it shall be applied to the next heat or race for that boat. When points are added, the scores of other boats shall not be changed; or
- (d) require her to take one or more One-Turn Penalties that shall be taken as soon as possible after the starting signal of her next heat that is started and not subsequently recalled or *abandoned*.

However, if the boat has broken a rule in Appendix G or rule E8, the protest committee shall act in accordance with rule G4.

**E8 CHANGES TO APPENDIX G, IDENTIFICATION ON SAILS**

Rule G1, except the table of National Sail Letters, and rule G2 are changed to:

**G1 WORLD SAILING AND IRSA CLASS BOATS**

*Rule G1 applies to every boat of a class administered or recognized by World Sailing or by the International Radio Sailing Association (IRSA).*

**G1.1 Identification**

- (a) Unless her class rules state otherwise, a boat of a World Sailing or IRSA Class shall comply with rule G1 and shall carry:
  - (1) on her mainsail, her class insignia and national letters (if required).
  - (2) on all sails, her sail number.
- (b) Sails shall comply with rule E8 at world and continental championships. At other events, they shall comply with these rules or the rules applicable at the time of their initial certification.

**G1.2 National Letters**

At IRSA world and continental championships and events described as international events in their notices of race, a boat shall carry national letters from the table in Appendix G, rule G1 denoting:

- (a) when entered under rule 75(a), the boat's national authority, or
- (b) the competitor's country of residence, or
- (c) the national authority of the owner or competitor.

*Note: An up-to-date version of the National Sail Letters table is available on the World Sailing website.*

**G1.3 Sail Numbers**

- (a) The sail number shall be the last two digits of:
  - (1) the hull registration number, or
  - (2) the competitor's or the owner's personal number allotted by the relevant issuing authority.
- (b) A single digit hull number or personal number shall be preceded by a zero.
- (c) If there is conflict between sail numbers, or if a sail number may be misread, the race committee shall require that the sail numbers of one or more boats be changed to numeric alternatives.

**G1.4 Specifications**

- (a) National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. The colour shall contrast with the colour of the body of the sail. Commercially available typefaces giving the same or better legibility than Helvetica are acceptable. Digital fonts are not acceptable.
- (b) The height and spacing of letters and numbers shall be as follows:

<i>Dimension</i>	<i>Minimum</i>	<i>Maximum</i>
Height of sail numbers	100 mm	110 mm
Spacing of adjacent sail numbers	20 mm	30 mm
Height of national letters	60 mm	70 mm
Spacing of adjacent national letters	13 mm	23 mm

### **G1.5 Positioning**

- (a) Class insignia, sail numbers and national letters shall be positioned
- (1) on both sides of the sail;
  - (2) with those on the starboard side uppermost;
  - (3) approximately horizontally;
  - (4) with space for a prefix '1' in front of the sail number; and
  - (5) with no less than 40 mm vertical spacing between lines of numbers and letters on opposite sides of the sail.

However, symmetrical or reversed class insignia may be positioned back to back.

- (b) Symmetrical or reversed class insignia shall be on the mainsail, above a line perpendicular to the luff through the three-quarter leech point, and may be positioned back-to-back. Otherwise, the vertical spacing shall be no less than 20 mm.
- (c) On a mainsail, sail numbers shall be positioned
- (1) below class insignia;
  - (2) above the line perpendicular to the luff through the quarter leech point;
  - (3) above national letters.

### **G1.6 Exceptions**

Where the size of the sail prevents compliance with rule G1.4 or G1.5, they shall be amended as follows and in the following order of precedence:

- (a) sail numbers may extend below the specified line;
- (b) vertical spacing may be reduced to no less than 20 mm:
  - (1) first between sail numbers and national letters, and
  - (2) then between national letters;
- (c) height of national letters may be reduced to no less than 40 mm or shall be omitted;
- (d) vertical spacing of sail numbers may be reduced to no less than 20 mm;

- (e) height of sail numbers shall be reduced to less than 90 mm, but no less than 80 mm, or shall be omitted except on the largest sail.

**G2 OTHER BOATS**

Other boats shall comply with rule E8 unless the rules regarding the allotment, carrying and size of insignia, letters and numbers are changed by their national authority or class association. Such changed rules shall, when practicable, conform to the above requirements.

## APPENDIX M

### RECOMMENDATIONS FOR PROTEST COMMITTEES

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*This appendix is advisory only; in some circumstances changing these procedures may be advisable. It is addressed primarily to the protest committee chair but may also help judges, protest committee secretaries, race committees and others involved in hearings.*

In a hearing, the protest committee should weigh all testimony with equal care; should recognize that honest testimony can vary, and even be in conflict, as a result of different observations and recollections; should resolve such differences as best it can; should recognize that no boat or competitor is guilty until a breach of a *rule* has been established to the satisfaction of the protest committee; and should keep an open mind until all the evidence has been heard as to whether a boat or competitor has broken a *rule*.

#### **M1 PRELIMINARIES (may be performed by race office staff)**

- (a) Receive the hearing request.
- (b) Note the time the hearing request is delivered and the protest time limit.
- (c) Inform each *party*, including any *committee* involved, when and where the hearing will be held (rule 63.1(a)(1)).

#### **M2 BEFORE THE HEARING**

##### **M2.1** Make sure that

- (a) each *party* has the opportunity to read the *protest*, request for redress or allegation and has had reasonable time to prepare for the hearing (rules 63.1(a)(2) and 63.1(a)(3)).
- (b) only one person from each *party* is present unless an interpreter is needed (rule 63.1(a)(4)).
- (c) all boats and people involved are represented. If they are not, however, the committee may proceed under rule 63.1(b).
- (d) boats' representatives were on board when required (rule 63.1(a)(4)).
- (e) when the *parties* were in different events, both organizing authorities accept the composition of the protest committee (rule 63.2(e)).



- (f) in a *protest* concerning class rules, obtain the current class rules and identify the authority responsible for interpreting them (rule 63.5(d)).
- M2.2** Determine if any members of the protest committee saw the incident. If so, require each of them to state that fact as soon as possible at the hearing (rule 63.4(d)).
- M2.3** Assess *conflicts of interest*.
- (a) Ensure that all protest committee members declare any possible *conflicts of interest*. At major events this will often be a formal written declaration made before the event starts that will be kept with the protest committee records.
- (b) At the start of any hearing, ensure that the *parties* are aware of any *conflicts of interest* of protest committee members. Ask the *parties* if they consent to the members. If a *party* does not object as soon as possible after a *conflict of interest* has been declared, the protest committee may take this as consent to proceed and should record it.
- (c) If a *party* objects to a member, the remainder of the protest committee members need to assess whether the *conflict of interest* is significant. The assessment will consider the level of the event, the level of the conflict and the perception of fairness. It may be acceptable to balance conflicts between protest committee members. Guidance may be found on the World Sailing website. Record the decision and the grounds for that decision.
- (d) In cases of doubt, it may be preferable to proceed with a smaller protest committee. Except for hearings under rule 69, there is no minimum number of protest committee members required.
- (e) When a request for redress is made under rule 61.4(b)(1) and is based on an improper action or omission of a body other than the protest committee, a member of that body should not be a member of the protest committee.

### **M3 THE HEARING**

- M3.1** Check that the *protest* or request is valid.
- (a) Are the contents adequate (rule 60.3(a), 61.2(a) or 63.7(b))?
- (b) Was it delivered in time? If not, is there good reason to extend the time limit (rule 60.3(b), 61.2(b) or 63.7(b))?
- (c) When required, was the protestor involved in or a witness to the incident (rule 60.4(a)(2))?
- (d) When necessary, was ‘Protest’ hailed and, if required, a red flag displayed correctly (rule 60.2(a)(1))?
- (e) When the flag or hail was not necessary, was the protestee informed (rule 60.2(b))?

- (f) Decide whether the *protest* or request for redress is valid (rule 63.4(a)).
- (g) Once the validity of the *protest* or request has been determined, do not let the subject be introduced again unless truly new evidence is available.

**M3.2** Take the evidence (rule 63.4).

- (a) Ask the *parties* to tell their stories. Then allow them to question one another. In a redress matter, ask the *party* to state the request.
- (b) Make sure you know what facts each *party* is alleging before calling any witnesses. Their stories may be different.
- (c) Allow anyone, including a boat's crew, to give evidence. It is the *party* who normally decides which witnesses to call, although the protest committee may also call witnesses (rule 63.4(b)). The question asked by a *party* 'Would you like to hear N?' is best answered by 'It is your choice.'
- (d) Call each *party's* witnesses (and the protest committee's if any) one by one. Limit *parties* to questioning the witness(es). (They may wander into general statements.)
- (e) Invite the protestee to question the protestor's witness first (and vice versa). This prevents the protestor from leading the witness from the beginning.
- (f) Allow members of the protest committee who saw the incident to give evidence (rule 63.4(d)). Members who give evidence may be questioned, should take care to relate all they know about the incident that could affect the decision, and may remain on the protest committee (rule 63.4(e)).
- (g) Try to prevent leading questions, but if that is impossible discount the evidence so obtained.
- (h) The protest committee chair should advise a *party* or a witness giving hearsay, repetitive or irrelevant evidence that the protest committee must give such evidence appropriate weight, which may be little or no weight at all (rules 63.4(b) and 63.5(a)).
- (i) Ask one member of the committee to note down evidence, particularly times, distances, speeds, etc.
- (j) Invite questions from protest committee members.
- (k) Invite each *party*, starting with the *party* that requested the hearing, to make a final statement of her case, particularly on any application or interpretation of the *rules*.

**M3.3** Find the facts (rule 63.5(a)).

- (a) Write down the facts; resolve doubts one way or the other.
- (b) Call back *parties* for more questions if necessary.
- (c) When appropriate, draw a diagram of the incident using the facts you have found.

**M3.4**

Decide the case (rule 63.5).

- (a) Base the decision on the facts found. (If you cannot, find some more facts.)
- (b) In redress cases, make sure that no further evidence is needed from boats that will be affected by the decision.

**M3.5** Inform the *parties* (rule 63.6).

- (a) Recall the *parties* and read them the facts found, conclusions and *rules* that apply, and the decision. When time presses it is permissible to read the decision and give the details later.
- (b) Give any *party* a copy of the decision on request. File the *protest* or request for redress with the committee records.

**M4 REOPENING A HEARING (rule 63.7)**

**M4.1** When a *party*, within the time limit, has asked for a hearing to be reopened, hear the *party* making the request, look at any video, etc., and decide whether there is any significant new evidence that might lead you to change your decision. Decide whether your interpretation of the *rules* may have been wrong; be open-minded as to whether you have made a mistake. If none of these applies refuse to reopen; otherwise schedule a hearing.

**M4.2** Evidence is ‘new’

- (a) if it was not reasonably possible for the *party* asking for the reopening to have discovered the evidence before the original hearing,
- (b) if the protest committee is satisfied that before the original hearing the evidence was diligently but unsuccessfully sought by the *party* asking for the reopening, or
- (c) if the protest committee learns from any source that the evidence was not available to the *parties* at the time of the original hearing.

**M5 DISCRETIONARY PENALTIES (rule 64)**

Rule 64 enables a boat that has broken a rule subject to a discretionary penalty to comply with Sportsmanship and the Rules by reporting within the protest time limit that she has broken the rule. If the report does not include sufficient facts for the protest committee to decide what penalty to impose, the committee may question a representative of the boat and any witnesses to collect evidence it decides is appropriate. It is not necessary to conduct a hearing to collect this evidence. Note that guidelines for discretionary penalties may be found on the World Sailing website.

**M6 MISCONDUCT (rule 69)**

**M6.1** An action under this rule is not a *protest*, but the protest committee gives its allegations in writing to the competitor before the hearing. The hearing is conducted under rule 63, but the protest committee must have at least three members (rule 69.2(a)). Use the greatest care to protect the competitor's rights.

**M6.2** A competitor or a boat cannot protest under rule 69, but the hearing request form of a competitor who tries to do so may be accepted as a report to the protest committee, which can then decide whether or not to call a hearing.

**M6.3**

Unless World Sailing has appointed a person for the role, the protest committee may appoint a person to present the allegation. This person might be a race official, the person making the allegation or other appropriate person. When no reasonable alternative person is available, a person who was appointed as a member of the protest committee may present the allegation.

**M6.4**

When it is desirable to call a hearing under rule 69 as a result of a Part 2 incident, it is important to hear any boat-vs.-boat *protest* in the normal way, deciding which boat, if any, broke which *rule*, before proceeding against the competitor under rule 69.

**M6.5**

Although action under rule 69 is taken against a competitor, boat owner or *support person*, and not a boat, a boat may also be penalized (rules 69.2(h)(2) and 62.4).

## **M6.6**

When a protest committee upholds a rule 69 allegation it will need to consider if it is appropriate to report to either a national authority or World Sailing. Guidance on when to report may be found in the World Sailing Case Book. When the protest committee does make a report, it may recommend whether or not further action should be taken.

## **M6.7**

Unless the right of appeal is denied in accordance with rule 70.3, a *party* to a rule 69 hearing may appeal the decision of the protest committee.

## **M6.8**

Further guidance for protest committees about misconduct may be found on the World Sailing website.

## **M7 APPEALS (rule 70 and Appendix R)**

When decisions can be appealed,

- (a) retain the papers relevant to the hearing so that the information can easily be used for an appeal. Is there a diagram endorsed or prepared by the protest committee? Are the facts found sufficient? (Example: Was there an *overlap*? Yes or No. ‘Perhaps’ is not a fact found.) Are the names of the protest committee members and other important information on the form?
- (b) comments by the protest committee on any appeal should enable the appeals committee to picture the whole incident clearly; the appeals committee knows nothing about the situation.

## **M8 PHOTOGRAPHIC EVIDENCE**

Photographs and videos can sometimes provide useful evidence but protest committees should recognize their limitations and note the following points:

- (a) The *party* producing the photographic evidence is responsible for arranging the viewing.
- (b) View the video several times to extract all the information from it.
- (c) The depth perception of any single-lens camera is very poor; with a telephoto lens it is non-existent. When the camera views two *overlapped* boats at right angles to their course, it is impossible to assess the distance between them. When the camera views them head on, it is impossible to see whether an *overlap* exists unless it is substantial.
- (d) Ask the following questions:
  - (1) Where was the camera in relation to the boats?
  - (2) Was the camera’s platform moving? If so in what direction and how fast?
  - (3) Is the angle changing as the boats approach the critical point? Fast panning causes radical change.
  - (4) Did the camera have an unrestricted view throughout?