

THE RACING RULES OF SAILING FOR 2021-2024 STUDY VERSION

Introduction

Read this first!

This document is designed to help you learn and understand the changes that have been made in *The Racing Rules of Sailing for 2021-2024*.

Every change in the racing rules is the result of a submission made to World Sailing from a Member National Authority, a World Sailing Class Association or the chairman of a World Sailing committee. Each submission contains four sections: (1) a Purpose or Objective for proposing a change; (2) a Proposal, showing exactly how the submission's author proposes to change a particular racing rule, (3) the Current Position, which is the wording of the rule in the 2017-2020 rulebook; and the Reasons for proposing the change.

Studying the Reasons for a Proposal in the original Submission that led to a rule change will often help you understand why that rule change was made.

After this Introduction, this document contains two lengthy sections: This first section is a special Study Version of *The Racing Rules of Sailing for 2021-2024*. The second section contains a copy of each submission that resulted in a change in a definition or in a rule in Parts 1 – 7.

The World Sailing Racing Rules Committee must decide the fate of each proposal in a Submission. The committee has three choices: it may (1) approve the proposal, (2) approve it with edits, or (3) reject it. Many submissions include several proposals, and each proposal is discussed and voted upon separately. Therefore, within a single submission, some proposals may be approved or approved with edits, while other proposals in the same submission are rejected.

Please note that some rules in the 2021 rulebook are not worded exactly as they were worded in the original proposal. These changes in wording were edits voted on by the World Sailing Racing Rules Committee or changes made after the vote for clarity, for ease of translation, or to make a new rule consistent with other rules in the rulebook. Also, some proposals result in consequential changes in rules that were not mentioned in the original submission.

Here are a few tips for productive use of this file:

- In the Study Version of *The Racing Rules for 2021-2024* in the next section of this document, all wording that is new in 2021 is shown in **red**, and wording that was deleted from the 2017-2020 rulebook is shown ~~struck through in red~~.
- If a rule was changed, there will be a comment in the right margin showing the submission number that led to the change. Comments also identify consequential changes and, in some cases, the reason for edits made in the original submission.
- In each proposal in the submissions in the last section of this document, new wording is shown in **bold and underlined** and deleted words are shown ~~struck through~~.
- Here is how you can find the submission that resulted in a change in a rule. Suppose, for example, you would like to find the submission that resulted in the change in the definition *Mark*. The comment in the right column next to that definition tells you that submission was Submission 130-19. Now use the Adobe Acrobat 'Find' tool to search for '130-19' (On a Windows computer, press 'Control'+ 'F'. On a Mac, press 'Command'+ 'F'. Then enter '130-19' in the space under 'Find' and click 'Next' until you are taken to the heading at the top of the full text of Submission 130-19.
- This process will work for submissions that led to changes in rules in Parts 1 – 7 and in Definitions.
- For some submissions, such as Submission 138-18 which changed several rules, you will have to click 'Next' repeatedly to find the text of the submission.
- If you would like to read a submission that resulted in a change in an appendix, you can find it on the World Sailing website by following the links from this page:

<https://www.sailing.org/meetings/archive.php>

The last two digits of a submission number indicate the year the submission was made. For example, Submission 205-19 changed rule D1.3 in Appendix D. It was made in 2019. To find it, go to the address above, click '2019 Annual Conference', then click 'Submissions' and scroll down to '205-19'.

- Special notes about a few important submissions:

(1) New rule 43, Exoneration, is the result of four submissions: 128-19, 148-19, 153-19 and 164-19.

(2) Submission 155-19 made many changes in rules involving the notice of race and/or sailing instructions.

(3) Submission 143-18 led to nearly twenty consequential changes that are in Submission 154-19.

I hope you find this document helpful!

Dick Rose, Chairman
World Sailing Racing Rules Working Party

RACE SIGNALS

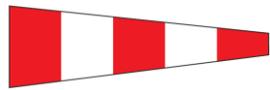
The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, **fleet flag, event flag or race area flag**, the signal applies only to that class, **fleet, event or race area**.

Commented [DR1]: Link to Trello Board <https://trello.com/b/ZfCPQcQ2/2021-2024-rs-creation>

Commented [DR2]: Two new flags, V and Orange flag, were added. Sub. 123-19, as edited. The text under Blue flag was edited on 22 June. The phrase 'When specified in the sailing instructions,' was deleted. That deletion was approved by an electronic vote by RRC.

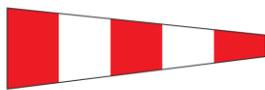
Commented [DR3]: Sub. 124-19. Added comma after 'race area flag'.

Postponement Signals



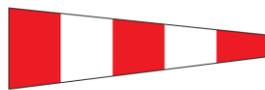
↑••• ↓•

AP Races not started are *postponed*. The warning signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.



↑••

AP over H Races not started are *postponed*. Further signals ashore.



↑••

AP over A Races not started are *postponed*. No more racing today.

AP over a Numeral Pennant 1-9

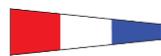
Postponement of 1-9 hours from the scheduled starting time.



Pennant 1 ↑•• ↓•



Pennant 2 ↑•• ↓•



Pennant 3 ↑•• ↓•



Pennant 4 ↑•• ↓•



Pennant 5 ↑•• ↓•



Pennant 6 ↑•• ↓•



Pennant 7 ↑•• ↓•



Pennant 8 ↑•• ↓•



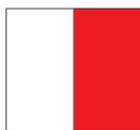
Pennant 9 ↑•• ↓•

Abandonment Signals



↑••• ↓•

N All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.



↑•••

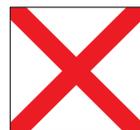
N over H All races are *abandoned*. Further signals ashore.



↑•••

N over A All races are *abandoned*. No more racing today.

Safety



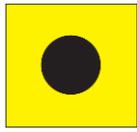
↑—

V Monitor communication channel for safety instructions (see rule 37).

Preparatory Signals



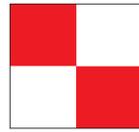
↑● ↓—
P Preparatory signal.



↑● ↓—
I Rule 30.1 is in effect.



↑● ↓—
Z Rule 30.2 is in effect.



↑● ↓—
U Rule 30.3 is in effect.



↑● ↓—
Black flag. Rule 30.4 is in effect.

Recall Signals

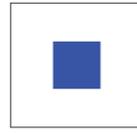


↑●
X Individual recall.



↑●● ↓●
First Substitute General recall. The warning signal will be made 1 minute after removal.

Shortened Course



↑●●
S The course has been shortened. Rule 32.2 is in effect.

Changing the Next Leg



C The position of the next *mark* has been changed:



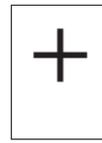
to starboard;



to port;

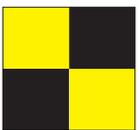


to decrease the length of the leg;



to increase the length of the leg.

Other Signals



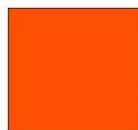
↑●
L Ashore: A notice to competitors has been posted. Afloat: Come within hail or follow this vessel.



M The object displaying this signal replaces a missing *mark*.



↑●
Y Wear a personal flotation device (see rule 40).



(no sound)
Orange flag. The staff displaying this flag is one end of the starting line.



(no sound)
Blue flag. The staff displaying this flag is one end of the finishing line.

THE RACING RULES OF SAILING

for 2021–2024

This copy of *The Racing Rules of Sailing for 2021-2024* includes all changes approved in 2016, 2017, 2018, 2019 and 2020 as well as edits made by the World Sailing Racing Rules Committee as this book was prepared for publication.

Wording that is new for 2021 is in **red font** and wording that has been deleted from the 2017-2020 edition is in **red font and double struck through**.

When this file was created, the following steps had not yet been taken:

- Some page numbers are incorrect. For accurate page numbers see the final PDF file of the 2021-2024 RRS.
- Page numbers had not been entered on the Contents page.
- Marginal marks in Parts 1 – 7 and Definitions had not yet been added. The marginal marks are shown in the final PDF file.

World Sailing

Commented [DR4]: UPDATE HISTORY:
17-1018: Inserted changes in CHANGES AND CORRECTIONS, Version 1.
17-0118: Inserted changes made as a result of submissions made and approved in 2016. See Word File: Changes approved in Nov. 2016 for 2021-2024 RRS.
17-1113: Inserted changes made as a result of submissions made and approved in 2017. See Word File: Changes approved in Nov. 2017 for 2021-2024 RRS.
19-0224 Inserted changes made as a result of submissions made and approved in 2018. See Word File: Changes approved in Nov. 2018 for 2021-2024 RRS.
20-03 Inserted changes made as a result of submissions made and approved in 2019 for 2021-2024 RRS.
After 20-03 agreed edits added. See Trello cards for details.

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

Contact Details for the World Sailing Executive Office:

World Sailing
20 Eastbourne Terrace
Paddington
London W2 6LG
United Kingdom

Telephone + 44 (0)20 3940 4888

General Email office@sailing.org

Racing Rules Email rules@sailing.org

Website sailing.org

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CONTENTS

Commented [DR5]: Note: Page numbers for the CONTENTS page are accurate in the final clean PDF file of the 2021-2024 RRS.

Race Signals *Inside front cover*

Online Rules Documents

Introduction

Definitions

Basic Principles

Part 1 Fundamental Rules

Part 2 When Boats Meet

Part 3 Conduct of a Race

Part 4 Other Requirements When Racing

Part 5 Protests, Redress, Hearings, Misconduct and Appeals

Part 6 Entry and Qualification

Part 7 Race Organization

Appendix A Scoring

Appendix B Windsurfing ~~Fleet Racing Competition~~ Rules

Commented [DR6]: Sub. 198-19, Proposal 1

Appendix C Match Racing Rules

Appendix D Team Racing Rules

Appendix E Radio Sailing Racing Rules

Appendix F ~~Kiteboarding Kiteboard~~ Racing Rules

Appendix G Identification on Sails

Appendix H Weighing Clothing and Equipment

Appendix J Notice of Race and Sailing Instructions

Notice concerning Notice of Race Guide

Notice concerning Sailing Instructions Guide

Commented [DR7]: Edit to this line and the line above reflects the fact that Appendices K and L are no longer in *The Racing Rules of Sailing*. Revised wording of these lines approved by electronic vote of RRC in June 2020.

Appendix M Recommendations for Protest Committees

Appendix N International Juries

Appendix P Special Procedures for Rule 42

Appendix R Procedures for Appeals and Requests

Appendix S Standard Sailing Instructions

Appendix T Arbitration

~~Protest Form~~

Commented [DR8]: Sub. 233-19, as edited.

ONLINE RULES DOCUMENTS

World Sailing has established a single internet address at which readers will find links to all the documents available on the World Sailing website that are mentioned in this book. Those documents are listed below. Links to other rules documents will also be provided at that address.

The address is: [sailing.org/racingrules/documents](https://www.sailing.org/racingrules/documents)

<i>Document</i>	<i>Mentioned in</i>
Guidelines for discretionary penalties	Introduction
Changes made to these rules after 1 January 2021	Introduction
World Sailing Regulations	Introduction
<i>The Case Book</i>	Introduction
<i>The Call Books</i> for various disciplines	Introduction
World Sailing Regulations with the status of a rule	Definition Rule (b)
Interpretations of Rule 42, Propulsion	Rule 42
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Appendix TS, Traffic Separation Schemes	Rule 56.2
Hearing Request and Hearing Decision Forms	Part 5 Preamble
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Guidance on misconduct	Appendix M5.8
<i>World Sailing Judges Manual</i>	Appendix T Preamble

Commented [DR9]: This page includes all references in this book to documents that can be reached via a link on [sailing.org/racingrules/documents](https://www.sailing.org/racingrules/documents). The layout of the page and several details have been edited for clarity. Revised tabular presentation approved by electronic vote of RRC in June 2020.

INTRODUCTION

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

Terminology

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

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

<i>Term</i>	<i>Meaning</i>
Boat	A sailboat and the crew on board.
Competitor	A person who races or intends to race in the event.
National authority	A World Sailing member national authority.
Race committee	The race committee appointed under rule 89.2(c) and any other person or committee performing a race committee function.
Racing rule	A rule in <i>The Racing Rules of Sailing</i> .
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.

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.

Commented [DR10]: Sub. 152-19, Proposal 2, as edited.

INTRODUCTION

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 2021 except that for an event beginning in 2020 the date may be postponed by the notice of race ~~or and~~ sailing instructions. Marginal markings indicate important changes to Parts 1–7 and the Definitions in the 2017–2020 edition. No changes are contemplated before 2025, but any changes determined to be urgent before then will be announced through national authorities and posted on the World Sailing website.

Commented [DR11]: Sub. 155-19, Proposal 4, as edited.

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

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.

Commented [DR12]: For clarity, edited on June 13 by changing ‘ in the definition *Rule* but are not... ’ to ‘...in the definition *Rule* and in rule 6, both they are not’?

Commented [DR13]: Sub. 143-19, Proposal 1, part 1.

~~**World Sailing Codes** The World Sailing Codes are listed in the table below. The codes are published in the World Sailing Regulations.~~

<i>Title</i>	<i>Racing Rule</i>	<i>Regulation</i>
Advertising Code	80	20
Anti-Doping Code	5	21
Betting and Anti-Corruption Code	6	37
Disciplinary Code	7	35
Eligibility Code	75.2	19
Sailor Classification Code	79	22

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

INTRODUCTION

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 in accordance with Regulation 28.4.

~~**Cases and Calls** World Sailing publishes interpretations of the racing rules in *The Case Book for 2017-2020* and recognizes them as authoritative interpretations and explanations of the rules. It also publishes *The Call Book for Match Racing for 2017-2020* and *The Call Book for Team Racing for 2017-2020*, and it recognizes them as authoritative only for umpired match or team racing. These publications are available on the World Sailing website.~~

Commented [DR14]: Edited for consistency with the wording of the definition *Rule* (b).

Commented [DR15]: Sub. 144-18 as edited. Formatted to be consistent with the other sections of the Introduction and with the book and document titles of corresponding documents on the website.

DEFINITIONS

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

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

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

Conflict of Interest A person has a *conflict of interest* if he

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

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 starting*, any part of her hull, ~~or crew or equipment in normal position,~~ 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* ~~under rule 28.2~~ made at the line, or
- (c) continues to *sail the course* ~~sail the course.~~

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.

Commented [DR16]: This deletion is the result of Sub. 143-18, Proposal 2.

Commented [DR17]: Additional changes in this definition were made as a result of Sub. 139-18, Proposal 4, #3. Sub. 129-19, as edited, made several changes to the changes made in Sub. 139-18. Consequential changes as a result of Sub. 129-19, as edited, were made:
Deleted 'did not *sail the course*' from rule A4.2.
Deleted '*sail the course*' from rule A5.
Deleted new abbreviation 'ESC' from rule A10.
Changed: the definition *Finish* in Appendix F to bring it into agreement with the revised definition *Finish* in Definitions./

DEFINITIONS

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, ~~and~~ 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. An anchor line or an object attached accidentally to a mark is not part of it.~~

Commented [DR18]: Sub. 130-19, as edited.

Mark-Room Room for a boat to leave a *mark* on the required side. Also,

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

Commented [DR19]: Sub. 139-18.

Commented [DR20]: Two other changes are the result of Sub. 138-18. Typo corrected 19-0309 thanks to Andrus and many others.

However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.

Obstruction 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. An object that can be safely passed on only one side and an **object, area or line** so designated by the sailing instructions are also *obstructions*. 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. A vessel under way, including a boat *racing*, is never a continuing *obstruction*.

Commented [DR21]: Sub. 132-19, as edited.

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 ~~request for~~ 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 60.3(b)~~; a race committee acting under rule 60.2(b); a technical committee acting under rule 60.4(b);
- (c) for a ~~request for~~ redress **hearing** under rule 62.1(a): the body alleged to have made an improper action or omission;

Commented [DR22]: Subs. 141-18, as edited, and 140-18.

Commented [DR23]: Sub. 141-18.

DEFINITIONS

- (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 60.3(d) or 69; any boat that person supports; a person appointed to present an allegation under rule 60.3(d).

Commented [DR24]: Sub. 140-18.

Commented [DR25]: Change took effect on 1/1/2018. Sub. 142-17, Proposal 1, as edited.

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 ~~sail~~ to *sail the course* and *finish* 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.

Commented [DR26]: Sub. 135-19.

Commented [DR27]: Sub. 142-18; italics Sub. 139-18.

Protest An allegation made under rule 61.2 by a boat, a race committee, a technical committee or a protest 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 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;
- ~~World Sailing Advertising Code, Anti-Doping Code, Betting and Anti-Corruption Code, Disciplinary Code, Eligibility Code, Sailor Categorization Classification Code, respectively Regulations 20, 21, 37, 35, 19 and 22;~~
- (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;

Commented [DR28]: Sub. 143-19, Proposal 1, part 2.
Note: For consistency with new rule 6.1, first use of 'which' changed to 'that', and second use of 'which' deleted.

DEFINITIONS

- (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* provided that a string representing her track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes*, when drawn taut,

- (a) passes each *mark* of the course for the race on the required side and in the correct order,
- (b) touches each *mark* designated in the sailing instructions to be a rounding *mark*, and
- (c) passes between the *marks* of a gate from the direction of the course from the *previous mark*.

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, ~~crew or equipment~~ crosses the starting line *from the pre-start side to the course side in the direction of the first mark*.

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 three hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*.

Commented [DR29]: Sub. 136-19, as edited, deleted ‘rounding’ just before ‘*mark*’ and added ‘designated in the sailing instructions to be a rounding *mark*’
Note: In last line, ‘*mark*’ italicized.

Commented [DR30]: The phrase ‘course from the’ has been added as a result of Sub. 157-18, Proposal 2.

Commented [DR31]: Sub. 139-18., Proposal 4, #1

Commented [DR32]: Sub. 154-19, Proposal 1, as edited.

Commented [DR33]: Sub. 143-18, Proposal 1.

Commented [DR34]: Sub. 135-17, Proposal 1, as edited.

BASIC PRINCIPLES

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 ~~competitors break a rule and are not exonerated they~~ a boat breaks a *rule* and is not exonerated she will promptly take an appropriate penalty or action, which may be to retire.

Commented [DR35]: Sub. 146-18. Note Sub. 146-18 supercedes the change made as a result of Sub. 134-17.

Commented [DR36]: Changes in this line are the result of Sub. 171-19, as edited.

Note that the word 'a' this is deleted in this line.

ENVIRONMENTAL RESPONSIBILITY

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

PART 1

FUNDAMENTAL RULES

Commented [DR37]: The order of the rules in Part 1 was changed as a result of Sub. 143-19, Proposal 3, as edited.

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.

Commented [DR38]: Sub. 139-19.

Note comma after 'boat'.

1.2 Life-Saving Equipment and Personal Flotation Devices

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

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 ~~either disqualification or a~~ disqualification that is not excludable.

Commented [DR39]: Sub. 140-19.

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 ~~a race~~ conducted under ~~the these~~ rules, each competitor and boat owner agrees to accept ~~the these~~ rules.

Commented [DR40]: This change is one of many edits to use the words 'event' and 'race' consistently throughout the RRS.

Commented [DR41]: Sub. 141-19, Proposal 1.

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

Commented [DR42]: This change is one of many edits to use the words 'event' and 'race' consistently throughout the RRS.

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, race committee, technical committee, protest 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 2020 are the World Sailing:

- Advertising Code
- Anti-Doping Code
- Betting and Anti-Corruption Code
- Disciplinary Code
- Eligibility Code
- Sailor Categorization Code

6.2 Rule 63.1 does not apply unless *protests* are permitted in the Regulation alleged to have been broken. ~~Unless permitted by the Regulation concerned, an alleged or actual breach of a Regulation shall not be grounds for a protest, shall be dealt with in accordance with that Regulation, and rule 63.1 does not apply.~~

~~5 ANTI-DOPING~~

~~A competitor shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and World Sailing Regulation 21, Anti-Doping Code. An alleged or actual breach of this rule shall be dealt with under Regulation 21. It shall not be grounds for a protest and rule 63.1 does not apply.~~

~~6 BETTING AND ANTI-CORRUPTION~~

~~Each competitor, boat owner and support person shall comply with World Sailing Regulation 37, Betting and Anti-Corruption Code. An alleged or actual breach of this rule shall be dealt with under Regulation 37. It shall not be grounds for a protest and rule 63.1 does not apply.~~

~~7 DISCIPLINARY CODE~~

~~Each competitor, boat owner and support person shall comply with World Sailing Regulation 35, Disciplinary, Appeals and Review Code (referred to as 'Disciplinary Code' elsewhere). An alleged or actual breach of this rule shall be dealt with under Regulation 35. It shall not be grounds for a protest and rule 63.1 does not apply.~~

Commented [DR43]: The wording of the last line of this paragraph has been edited for ease of reading. The date has been changed to the last day on which the 2021 draft RRS can be changed.
Deleted 'found at' in 2nd line, which should have been deleted when the website address was deleted.

Commented [DR44]: In all six bullet points, the word 'Code' has been added to reflect the fact that the title of each of the regulations listed here ends with the word 'Code'. These additions will make it a bit easier for a reader to locate one of these regulations in the lengthy World Sailing Regulations.
The wording of the last bullet point is the result of Sub. 112-19, Proposal 2.

Commented [DR45]: The changes in rules 5, 6 and 7 are the result of Sub. 143-19, as edited. On 22 June, rule 6.2 was reworded for clarity.

PART 2

WHEN BOATS MEET

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

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

Commented [DR46]: Sub. 146-19, as edited. This change conflicted with related changes approved in Sub. 155-19, Proposals 2 and 3. Because Sub. 146-19 dealt just with this change and Sub. 155-19 dealt with many changes, the change approved in Sub. 146-19, as edited, was made, and the related changes approved in Sub. 155-19 were not made.

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

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat, or one ~~entitled to sailing within the room or mark-room to which she is entitled.~~ ~~(a)~~ need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving room or mark-room. ~~and~~

~~(b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.~~

Commented [DR47]: Sub. 137-17. Commas after 'boat' and 'entitled' added to clarify the meaning of this long sentence.

Commented [DR48]: Changes in (a) and (b) are consequential to Sub. 164-19.

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 after the starting signal~~ a *port-tack* boat is *keeping clear* by sailing to pass ~~astern~~ to leeward of a *starboard-tack* boat, the *starboard-tack* boat shall not ~~change course~~ *bear away* if as a result the *port-tack* boat ~~would immediately need to~~ *must* change course *immediately* to continue *keeping clear*.

Commented [DR49]: Sub. 149-19.

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. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

SECTION C AT MARKS AND OBSTRUCTIONS

*Section C rules do not apply at a starting **mark** surrounded by navigable water or at its anchor line from the time boats are approaching them to **start** until they have passed them.*

18 MARK-ROOM

18.1 When Rule 18 Applies

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

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

Rule 18 no longer applies between boats when *mark-room* has been given.

18.2 Giving Mark-Room

- (a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.
- (b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at that moment shall thereafter give her *mark-room*.
- (c) When a boat is required to give *mark-room* by rule 18.2(b),
 - (1) she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins;
 - (2) if she becomes *overlapped* inside the boat entitled to *mark-room*, she shall also give that boat *room* to sail her *proper course* while they remain *overlapped*.

Commented [DR50]: Sub. 138-18, as edited, and Sub. 131-19, Proposal 2. As a result of Sub. 131-19, the phrase 'and the *mark* no longer influences the course of the boat entitled to *mark-room*', which had been added by Sub. 138-18, was deleted.

- (d) Rules 18.2(b) and (c) cease to apply ~~if when~~ the boat entitled to *mark-room* ~~has been given that mark-room, or if she~~ passes head to wind or leaves the *zone*.
- (e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.
- (f) 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*, she is not required to give it.

Commented [DR51]: Sub. 138-18.

18.3 **Passing Head to Wind Tacking in the Zone**

Commented [DR52]: Sub. 151-19, as edited

If a boat in the *zone* of a *mark* to be left to port passes head to wind from *port* to *starboard tack* and is then *fetching* the *mark*, she shall not cause a boat that has been on *starboard tack* since entering the *zone* to sail above close-hauled to avoid contact and she shall give *mark-room* if that boat becomes *overlapped* inside her. When this rule applies between boats, rule 18.2 does not apply between them.

18.4 **Gybing**

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

- (a) when the *obstruction* is a *mark* the boats are required to leave on the same side, or
- (b) when rule 18 applies between the boats and 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 either side.

- (b) When 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~~ **while** the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

Commented [DR53]: Sub. 154-18.

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing

A boat may hail for *room* to tack and avoid a boat on the same *tack*. 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.

Commented [DR54]: Sub. 155-18, as edited. Further changed by Sub. 141-19, Proposal 2, as edited.
Note: 'notice of race or sailing instructions' changed to 'notice of race'. (See new rule J1.2(8) which is the result of Sub. 155-19, Proposal 2, as edited.)

SECTION D OTHER RULES

Commented [DR55]: All rule number changes in Section D are consequential changes as a result of the deletion of 2017-2020 rule 21 (see Sub. 164-19, Proposa 1.)

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

~~21 EXONERATION~~

~~When a boat is sailing within the *room* or *mark room* to which she is entitled, she shall be exonerated if, in an incident with a boat required to give her that *room* or *mark room*,~~

- ~~(a) she breaks a rule of Section A, rule 15 or rule 16, or~~
- ~~(b) she is compelled to break rule 31.~~

Commented [DR56]: Consequential change as a result of Sub. 164-19, Proposal 1.

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 she** is completely on the pre-start side.

Commented [DR57]: Sub. 154-19 as edited, Proposal 2.

21.2 A boat taking a penalty shall *keep clear* of one that is not.

21.3 A boat moving astern, or sideways to windward, through the water by backing a sail shall *keep clear* of one that is not.

22 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a

person or vessel in danger. A boat is capsized when her masthead is in the water.

23 INTERFERING WITH ANOTHER BOAT

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

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

PART 3

CONDUCT OF A RACE

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 ~~and~~ sailing instructions shall be made available to each boat before a race begins. |

Commented [DR58]: Sub. 155-19, Proposal 1, as edited.

25.2 The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the notice of race or sailing instructions.

25.3 When the race committee is required to display a flag as a visual signal, it may use a flag or other object of a similar appearance.

26 STARTING RACES

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<i>Minutes before starting signal</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>
5*	Class flag	One	Warning signal
4	P, I, Z, Z with I, U, or black flag	One	Preparatory signal
1	Preparatory flag removed	One long	One minute
0	Class flag removed	One	Starting signal

*or as stated in the notice of race or sailing instructions

Commented [DR59]: Sub. 155-19, Proposal 3, as edited.

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

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 RACE COURSE

28.1 A boat shall *start*, ~~*sail the course described in the sailing instructions*~~ and *then finish*. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.

28.2 ~~A boat may correct any errors in *sailing the course*, provided she has not crossed the finishing line to *finish*. [A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,~~
~~(a) pass each *mark* on the required side and in the correct order,~~
~~(b) touch each rounding *mark*, and~~
~~(c) pass between the *marks* of a gate from the direction of the course from the previous *mark*.~~

~~She may correct any errors to comply with this rule, provided she has not *finished*.~~

29 RECALLS

29.1 Individual Recall

When at a boat's starting signal any part of her hull, ~~crew or equipment~~ is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until ~~the hull of each such boat has been completely on all such boats have sailed completely to~~ the pre-start side of the starting line or one of its extensions, and ~~until all such boats~~ have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting

Commented [DR60]: Sub. 139-18, Proposal 1

Commented [DR61]: Proposal 139-18, Proposal 3, and Proposal 4, #2

Commented [DR62]: Sub. 139-18, Proposal 5, #2.

Commented [DR63]: Sub. 154-19 as edited, Proposal 3.
Note: Carefully check commas in this sentence.

signal, whichever is earlier. If rule 29.2, 30.3 or 30.4 applies this rule does not.

Commented [DR64]: Added: '29.2' as a result of Submission 061-16. Other changes in 29.1 are as a result of Sub. 154-19 as edited, Proposal 3. Typo corrected by deleting 'is' just before 'completely'.

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 signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.

30 STARTING PENALTIES

30.1 I Flag Rule

If flag I has been displayed, and any part of a boat's hull, ~~crew or equipment~~ 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 starting~~.

Commented [DR65]: Sub 154-19 as edited, Proposal 4.

30.2 Z Flag Rule

If flag Z has been displayed, no part of a boat's hull, ~~crew or equipment~~ 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 receive, without a hearing, a 20% Scoring Penalty calculated as stated in rule 44.3(c). She shall be penalized even if the race is restarted or resailed, but not if it is postponed or abandoned before the starting signal. If she is similarly identified during a subsequent attempt to start the same race, she shall receive an additional 20% Scoring Penalty.

Commented [DR66]: Sub 154-19 as edited, Proposal 4.

30.3 U Flag Rule

If flag U has been displayed, no part of a boat's hull, ~~crew or equipment~~ 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.

Commented [DR67]: Sub 154-19 as edited, Proposal 4.

30.4 Black Flag Rule

If a black flag has been displayed, no part of a boat's hull, ~~crew or equipment~~ 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.

Commented [DR68]: Sub 154-19 as edited, Proposal 4.

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 shorten the course (display flag S with two sounds) or *abandon* the race (display flag N, N over H, or N over A, with three sounds),

- (a) because of foul weather,
- (b) because of insufficient wind making it unlikely that any boat will *finish* 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.

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 *started*, ~~finished~~ *sailed the course* and *finished* 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.

Commented [DR69]: Sub. 139-18, Proposal 2, #2, and Proposal 5, #1.

Commented [DR70]: The addition of 'race' here and in 32.1(b) above are the result of Sub. 159-19.

32.2 If the race committee signals a shortened course (displays flag S with two sounds), 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*.

The shortened course shall be signalled before the first boat crosses the finishing line.

33 CHANGING THE NEXT LEG OF THE COURSE

While boats are racing, the race committee may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (or the finishing line) and signalling all boats before they begin the leg. The next *mark* need not be in position at that time.

Commented [DR71]: Sub. 157-19, Proposal 1.

- (a) If the direction of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and one or both of
 - (1) the new compass bearing,
 - (2) a green triangle for a change to starboard or a red rectangle for a change to port.
- (b) If the length of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and a ‘-’ if the length will be decreased or a ‘+’ if it will be increased.
- (c) Subsequent legs may be changed without further signalling to maintain the course shape.

34 MARK MISSING

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

Commented [DR72]: Sub. 157-19, Proposal 2.

- (a) replace it in its correct position or substitute a new one of similar appearance, or
- (b) substitute an object displaying flag M and make repetitive sound signals.

35 RACE TIME LIMIT AND SCORES

If one boat *starts, sails the course* ~~as required by rule 28~~ and *finishes* 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 *finishes* within the **race** time limit, the race committee shall *abandon* the race.

Commented [DR73]: Changes in the first line are the result of Sub. 139-18, Proposals 2, #1 and Proposal 5, #1. Other changes and the change in the title is the result of Sub159-19.

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.

Commented [DR74]: Sub. 158-18.

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.

Commented [DR75]: Sub. 123-19, as edited. In the first line, 'signal' deleted for consistency with several other rules (see, for ex., rules 27 and 29).

PART 4

OTHER REQUIREMENTS WHEN RACING

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

SECTION A

GENERAL REQUIREMENTS

Commented [DR76]: Sub. 160-19.

40 PERSONAL FLOTATION DEVICES

40.1 Basic Rule

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

Commented [DR77]: The phrase 'When rule 40.1 is made applicable by rule 40.2,' was added on 4 June in response to comments that pointed out that, without the added phrase, rule 40.1 applies at all times while racing, which of course, is not our intent. Our intent is that 40.1 apply only when it is made applicable by rule 40.2.

40.2 When Rule 40.1 Applies

Rule 40.1 applies

- (a) if flag Y was displayed afloat with one sound before or with the warning signal, while *racing* in that race; or
- (b) if flag Y was displayed ashore with one sound, at all times while afloat that day.

However, rule 40.1 applies when so stated in the notice of race or sailing instructions.

~~When flag Y is displayed with one sound before or with the warning signal, competitors shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment. When flag Y is displayed ashore, this rule applies at all times while afloat. Wet suits and dry suits are not personal flotation devices.~~

Commented [DR78]: Sub. 161-19 as edited. Further edited on 5 May for clarity and ease of reading. In (a) and (b), 'signal' deleted for consistency with several other rules (see, for ex., rules 27 and 29).

41 OUTSIDE HELP

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

- (a) help for a crew member who is ill, injured or in danger;
- (b) after a collision, help from the crew of the other vessel to get clear;

- (c) help in the form of information freely available to all boats;
- (d) unsolicited information from a disinterested source, which may be another boat in the same race.

~~However, a boat that gains a significant advantage in the race from help received under rule 41(a) may be protested and penalized; any penalty may be less than disqualification.~~

Commented [DR79]: Sub. 160-18.

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) ~~Except on a beat to windward, when~~ When surfing (rapidly accelerating down the front of a wave), planing or foiling is possible, ~~the boat's crew may pull in any sail in order~~
- (1) to initiate surfing or planing, ~~but~~ each sail may be pulled in only once for each wave or gust of wind, or
 - (2) to initiate foiling, each sail may be pulled in any number of times.
- (d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.
- (e) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat.
- (f) A boat may reduce speed by repeatedly moving her helm.
- (g) Any means of propulsion may be used to help a person or another vessel in danger.
- (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 at 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.

Commented [DR80]: Sub. 163-18.

Commented [DR81]: Sub. 162-18 as edited and then further edited by RRC WP to include 'any' in place of 'an unlimited'. In 42.3(c)(2), 'in' inserted after 'pulled' for consistency with 'pull in' in the 3rd line of rule 42.3(c) and 'pulled in' in 42.3(c)(1). Then, in 2019, the rule was changed again as a result of Sub. 162-19, as edited.

Commented [DR82]: Current rule 43, Competitor Clothing and Equipment, has been relocated as a result of Sub. 164-19, Proposal 1. It will be rule 50 in the 2021-2024 RRS.

Commented [DR83]: This new rule 43 is the result of Submissions 128-19 as edited, 148-19, as edited, 153-19 and 164-19, Proposal 1. See the Supporting Paper on Exoneration appended to the Yellow Paper.

Commented [DR84]: Word order changed for clarity.

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

Commented [DR85]: Consequential change as a result of Sub. 137-17, as edited.

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

Commented [DR86]: Note that the comma after 'penalized' was deleted before the vote for approval in Bermuda.

44 PENALTIES AT THE TIME OF AN INCIDENT

44.1 Taking a Penalty

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. She may take a One-Turn Penalty when she may have broken rule 31. Alternatively, ~~the notice of race or~~ sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty. However,

Commented [DR87]: Sub. 155-19, Proposal 3, as edited.

- (a) when a boat 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 caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

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, ~~she shall sail~~ her hull shall be completely on ~~to~~ the course side of the line before ~~she finishes~~ *finishing*.

Commented [DR88]: Sub 154-19 as edited, Proposal 5.

44.3 Scoring Penalty

- (a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident.
- (b) When a boat has taken a Scoring Penalty, she shall keep the yellow flag displayed until *finishing* and call the race committee's attention to it at the finishing line. At that time she shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, she shall

do so at the first reasonable opportunity and within the protest time limit.

- (c) The race score for a boat that takes a Scoring Penalty shall be the score she would have received without that penalty, made worse by the number of places stated in the notice of race or sailing instructions. When the number of places is not stated, sailing instructions do not state the number of places, the penalty shall be 20% of the score for Did Not *Finish*, rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for Did Not *Finish*.

Commented [DR89]: Sub. 155-19, Proposal 3, as edited.

Commented [DR90]: Sub. 155-19, Proposal 3, as edited.

45 HAULING OUT; MAKING FAST; ANCHORING

A boat shall be afloat and off moorings at her preparatory signal. Thereafter, she shall not be hauled out or made fast except to bail out, reef sails or make repairs. She may anchor or the crew may stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

46 PERSON IN CHARGE

A boat shall have on board a person in charge designated by the member or organization that entered the boat. See rule 75.

47 TRASH DISPOSAL

Competitors and support persons ~~A competitor~~ 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.

Commented [DR91]: Because current rule 55, Trash Disposal, is not an equipment-related rule, it has been placed in Section A of Part 4 and renumbered as 47. See Sub. 160-19.

Commented [DR92]: Sub. 169-19, as edited.

SECTION B EQUIPMENT-RELATED REQUIREMENTS

Commented [DR93]: Sub. 160-19. Note: Hyphen added.

48 LIMITATIONS ON EQUIPMENT AND CREW

48.1 A boat shall use only the equipment on board at her preparatory signal.

48.2 No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A person leaving the boat by accident or to swim shall be back in contact with

The objective of Sub. 160-19 was to locate all the equipment-related rules in Part 4 in a new section within Part 4, with the title 'Equipment-Related Rules'. The rules to be located in new Section B were current rules, 47, 48, 49, 50, 51, 52, 53, 54 and 55. This objective has been met, but with a different rule order that was selected to minimize the number of rule number changes in Part 4 and to group together rules that covered similar topics. Also, current rule 55, Trash Disposal, was not considered an equipment-related rule and was, therefore, moved in to Section A of Part 4 and numbered '47'.

~~the boat before the crew resumes sailing the boat to the next mark on board before the boat continues in the race.~~

Commented [DR94]: Sub. 165-18 as edited.

49 CREW POSITION; LIFELINES

49.1 Competitors shall use no device designed to position their bodies outboard, other than hiking straps and stiffeners worn under the thighs.

49.2 When lifelines are required by the class rules or any other *rule*, competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task. On boats equipped with upper and lower lifelines, a competitor sitting ~~on the deck~~ facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline. Unless a class rule or any other *rule* specifies a maximum deflection, lifelines shall be taut. If the class rules do not specify the material or minimum diameter of lifelines, they shall comply with the corresponding specifications in the *World Sailing Offshore Special Regulations*.

Commented [DR95]: Sub. 166-18 as edited.

Note: Those regulations are available at the World Sailing website.

50 COMPETITOR CLOTHING AND EQUIPMENT

Commented [DR96]: Sub. 164-19, Proposal 1 and Sub. 160-19, as edited.

50.1 (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.

(b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or ~~the notice of race sailing instructions~~ may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than ~~6 kilograms, except that class rules may specify a higher weight up to 4 kilograms~~ kilograms. Weights shall be determined as required by Appendix H.

Commented [DR97]: Sub. 155-19, Proposal 5, as edited.

Commented [DR98]: Sub. 164-18, Proposal 4.

Commented [DR99]: Sub. 164-18, Proposal 4.

(c) ~~A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time. A class rule may change this rule to permit trapeze harnesses that are not of the quick release variety, but a class rule~~

may not change the requirement that a quick release harness comply with ISO 10862.

Note: Rule 50.1(c) does not take effect until 1 January 2023.

50.2 ~~Rule 43.1(b) does~~ Rules 50.1(b) and 50.1(c) do not apply to boats required to be equipped with lifelines.

Commented [DR100]: New rule 50.1(c) and the new Note are the result of Sub. 164-18, Proposal 1 as edited. The final sentence of new rule 50.1(c) is the result of Sub. 163-19, as edited.

For clarity, in the Note 'This rule' was changed to 'Rule 50.1(c)'.

Commented [DR101]: Sub. 164-18, Proposal 3.

51 MOVABLE BALLAST

All movable ballast, including sails that are not set, shall be properly stowed. Water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board. However, bilge water may be bailed out.

52 MANUAL POWER

A boat's standing rigging, running rigging, spars and movable hull appendages shall be adjusted and operated only by the power provided by the crew.

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.

54 FORESTAYS AND HEADSAIL TACKS

Forestays and headsail tacks, except those of spinnaker staysails when the boat is not close-hauled, shall be attached approximately on a boat's centreline.

55 SETTING AND SHEETING SAILS

Commented [DR102]: Sub. 160-19, as edited, renumbered rule 50 as 55.

55.1 Changing Sails

When headsails or spinnakers are being changed, a replacing sail may be fully set and trimmed before the replaced sail is lowered. However, only one mainsail and, except when changing, only one spinnaker shall be carried set at a time.

55.2 Spinnaker Poles; Whisker Poles

Only one spinnaker pole or whisker pole shall be used at a time except when gybing. When in use, it shall be attached to the foremost mast.

55.3 Sheeting Sails ~~Use of Outriggers~~

No sail shall be sheeted over or through any device that exerts outward pressure on a sheet or clew of a sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck, except:

- (a) a headsail clew may be connected (as defined in *The Equipment Rules of Sailing*) to a whisker pole, provided that a spinnaker is not set;
- (b) any sail may be sheeted to or led above a boom that is regularly used for a sail and is permanently attached to the mast from which the head of the sail is set;
- (c) a headsail may be sheeted to its own boom that requires no adjustment when tacking; and
- (d) the boom of a sail may be sheeted to a bumkin.

~~(a) No sail shall be sheeted over or through an outrigger, except as permitted in rule 50.3(b) or 50.3(c). An outrigger is any fitting or other device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck. For the purpose of this rule, bulwarks, rails and rubbing strakes are not part of the hull or deck and the following are not outriggers: a bowsprit used to secure the tack of a sail, a bumkin used to sheet the boom of a sail, or a boom of a boomed headsail that requires no adjustment when tacking.~~

~~(b) Any sail may be sheeted to or led above a boom that is regularly used for a sail and is permanently attached to the mast from which the head of the sail is set.~~

~~(c) A headsail may be sheeted or attached at its clew to a spinnaker pole or whisker pole, provided that a spinnaker is not set.~~

55.4 Headsails and Spinnakers

For the purposes of rules 54 and 55 and Appendix G, the definitions of 'headsail' and 'spinnaker' in *The Equipment Rules of Sailing* shall be used. ~~the difference between a headsail and a spinnaker is that the width of a headsail, measured between the midpoints of its luff and~~

Commented [DR103]: Changes in rule 55.3 are the result of Sub. 167-19, Alternative 1, as edited.

Further edits were made after the 2019 meeting in Bermuda:

- The RRC voted in Bermuda to delete current rule 50.3(b) because it was thought to be covered by rule 55.3(c) in the draft shown here. However, Stan Honey pointed out that current rule 50.3(b) is different in its effect from rule 55.3(c), and deleting current rule 50.3(b) would change the game for many boats that fly symmetric spinnakers. By an electronic vote of the RRC taken in May, 2020, rule 50.3(b), as shown in this draft, was approved and, therefore, reinstated.
- Rule 55.3(c) was reworded for clarity. In the draft approved in Bermuda, it was not clear what sail the words 'that sail' referred to. The rewording removes that ambiguity and is consistent with 55.3(c)'s intent.
- The word 'or' was changed to 'and' at the end of rule 55.3(c) for the following reason: If 'or' is used, it implies that a boat may use only one of these four exceptions at a time. Under the current rule a boat can use more than one of these exceptions at a time. The use of 'and' in place of 'or' permits a boat to use more than one of these exceptions and, thereby, avoids a game change.
- All four rules, 55.3(a), (b), (c) and (d), have been slightly reworded for consistency and clarity.

Commented [DR104]: Changed title to 'Headsails and Spinnakers' because this rule is just as relevant to spinnakers as it is to headsails.

Commented [DR105]: Sub. 168-19, as edited.

Draft approved in Bermuda has been further edited for the following reasons: (1) The use of 'shall be used' makes this a rule, rather than a reference note. (2) The definitions in the ERS have many applications. They apply to class rules for the many classes and rating systems that have adopted the ERS. The wording approved in Bermuda suggests that the two definitions in the ERS are only needed for the purpose of three rules in the RRS, which is certainly not the case: (3) The edited version is a simpler, more direct statement of what is intended.

~~leech, is less than 75% of the length of its foot. A sail tacked down behind the foremost mast is not a headsail.~~

56 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES

56.1 When so equipped, ~~When safety requires,~~ a boat shall sound fog signals and show lights as required by the *International Regulations for Preventing Collisions at Sea (IRPCAS)* or applicable government rules.

56.2 A boat shall comply with rule 10, Traffic Separation Schemes, of the *IRPCAS*.

Note: Appendix TS, Traffic Separation Schemes, is available at the World Sailing website. The notice of race may change rule 56.2 by stating that Section A, Section B or Section C of Appendix TS applies.

Commented [DR106]: As a result of Sub. 160-19, as edited, current rule 48 was renumbered 56.

Commented [DR107]: Sub. 165-19.

Commented [DR108]: Sub. 166-19, Proposal 1, as edited.

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

The protest form that was included in previous editions of this book has been replaced by two forms, a hearing request form and a hearing decision form. The new forms, in various formats, are available at the World Sailing website at sailing.org/racingrules/documents. They may be downloaded and printed.

Note that The Racing Rules of Sailing does not require a particular form to be used.

Suggestions for improving these forms are welcome and should be sent to rules@sailing.org.

Commented [DR109]: Added June 2020 to explain the availability of the new forms and an explanation for the absence of the protest form.

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION

60.1 A boat may

- (a) protest another boat, but not for an alleged breach of a rule of Part 2 or rule 31 unless she was involved in or saw the incident;
- (b) request redress; or
- (c) report to the protest committee requesting action under rule 60.3(d) or 69.2(b).

Commented [DR110]: Sub. 170-19, Proposal 2. Edited to move position of "or" and to change punctuation appropriately to accommodate new rule 60.1(c).

60.2 A race committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from a person with a *conflict of interest* other than the representative of the boat herself;
- (b) request redress for a boat; or
- (c) report to the protest committee requesting action under rule 60.3(d) or 69.2(b).

Commented [DR111]: Sub. 170-19, Proposal 2.

60.3 A protest committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from a person with a *conflict of interest* other than the representative of the boat herself. However, it may protest a boat
 - (1) if it learns of an incident involving her that may have resulted in injury or serious damage, or
 - (2) if during the hearing of a valid *protest* it learns that the boat, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*;
- (b) call a hearing to consider redress;
- (c) act under rule 69.2(b); or
- (d) call a hearing to consider whether a *support person* has broken a *rule*, based on its own observation or information received from any source, including evidence taken during a hearing.

60.4 A technical committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from a person with a *conflict of interest* other than the representative of the boat herself. However, it shall protest a boat if it decides that a boat or personal equipment does not comply with the class rules or with rule 50:
 - ~~(1) a boat has broken a rule of Part 4, but not rules 41, 42, 44 and 46, or~~
 - ~~(2) a boat or personal equipment does not comply with the class rules;~~
- (b) request redress for a boat; or
- (c) report to the protest committee requesting action under rule 60.3(d) or 69.2(b).

60.5 However, neither a boat nor a committee may protest for an alleged breach of rule 69 or a Regulation referred to in rule 6, unless permitted by the Regulation concerned ~~5, 6, 7 or 69.~~

Commented [DR112]: As a result of Sub. 164-19, Proposal 1, and Sub. 160-19, as edited, rule 43 has been renumbered as 50.

Commented [DR113]: Sub. 167-18 as edited.

Commented [DR114]: Sub. 170-19, Proposal 2.

Commented [DR115]: Consequential change as a result of Sub. 143-19, as edited.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

- (a) ~~A-The protesting boat intending to protest~~ shall inform the other boat at the first reasonable opportunity. When her *protest* will concern an incident in the racing area ~~that she was involved in or saw,~~ she shall hail ‘Protest’ and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer *racing*. However,
- (1) if the other boat is beyond hailing distance, the protesting boat need not hail but she shall inform the other boat at the first reasonable opportunity;
 - (2) if the hull length of the protesting boat is less than 6 metres, she need not display a red flag;
 - (3) if the incident was an error by the other boat in *sailing the course*, she need not hail or display a red flag but she shall inform the other boat either before or at the first reasonable opportunity after the other boat *finishes*;
 - (4) ~~if as a result of the incident a member of either crew is in danger, or there is injury or serious damage that~~ if at the time of the incident it is obvious to the protesting boat ~~intending to protest~~ that a member of either crew is in danger, or that injury or serious damage resulted, the requirements of this rule do not apply to her, but she shall attempt to inform the other boat within the time limit of rule 61.3.
- (b) If the race committee, technical committee or protest committee intends to protest a boat concerning an incident the committee observed in the racing area, it shall inform her after the race within the time limit of rule 61.3. In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible. ~~A notice posted on the official notice board within the appropriate time limit satisfies this requirement.~~
- (c) If the protest committee decides to protest a boat under rule 60.3(a)(2), it shall inform her as soon as reasonably possible, close the current hearing, proceed as required by rules 61.2 and 63, and hear the original and the new *protests* together.

Commented [DR116]: Sub. 172-19.

Commented [DR117]: Sub. 173-19.

Commented [DR118]: Sub. 139-18., Proposal 5, #1.

Commented [DR119]: Changes are the result of Submission 065-16. However, the change from 'boat intending to protest' to 'protesting boat' is a consequential change as a result of Sub. 172-19.

Commented [DR120]: Sub. 174-19, as edited.

61.2 Protest Contents

A *protest* shall be in writing and identify

- (a) the protestor and protestee;
- (b) the incident;
- (c) where and when the incident occurred;
- (d) any *rule* the protestor believes was broken; and
- (e) the name of the protestor's representative.

However, if requirement (b) is met, requirement (a) may be met at any time before the hearing, and requirements (d) and (e) may be met before or during the hearing. Requirement (c) may also be met before or during the hearing, provided the protestee is allowed reasonable time to prepare for the hearing.

61.3 Protest Time Limit

A *protest* by a boat, or by the race committee, technical committee or protest committee about an incident ~~the committee~~ observed in the racing area, shall be delivered to the race office within the protest time limit stated in the sailing instructions. If none is stated, the time limit is two hours after the last boat in the race *finishes*. Other ~~race committee, technical committee or protest committee~~ *protests* shall be delivered to the race office no later than two hours after the **protestor committee** receives the relevant information. The protest committee shall extend the time if there is good reason to do so.

Commented [DR121]: Changes in rule 61.3 are the result of Sub. 175-19, as edited.

62 REDRESS

62.1 A request for redress or a protest committee's decision to consider redress shall be based on a claim or possibility that a boat's score or place in a race or series has been or may be, through no fault of her own, made significantly worse by

- (a) an improper action or omission of the race committee, protest committee, organizing authority or technical committee for the event, but not by a protest committee decision when the boat was a *party* to the hearing;
- (b) injury or physical damage because of the action of a boat that was breaking a rule of Part 2 **and took an appropriate penalty or was penalized,** or of a vessel not *racing* that was required to keep

Commented [DR122]: Sub. 170-18 as edited.

clear or is determined to be at fault under the *IRPCAS* or a government right-of-way rule;

Commented [DR123]: Sub. 169-18 as edited.

- (c) giving help (except to herself or her crew) in compliance with rule 1.1; or
- (d) an action of ~~a~~ another boat, or a crew member ~~of her crew,~~ or support person of that boat, that resulted in a penalty under rule 2 or a penalty or warning under rule 69~~-(h)~~.

Commented [DR124]: Sub. 172-18 as edited. Further changed by Sub. 177-19.

Note Deleted word 'a' and deleted comma in first line.

62.2 A request shall be in writing and identify the reason for making it. If the request is based on an incident in the racing area, it shall be delivered to the race office within the protest time limit or two hours after the incident, whichever is later. Other requests shall be delivered as soon as reasonably possible after learning of the reasons for making the request. The protest committee shall extend the time if there is good reason to do so. No red flag is required.

- (a) However, on the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted.

Commented [DR125]: Sub. 179-19, Proposal 4.

SECTION B HEARINGS AND DECISIONS

63 HEARINGS

63.1 Requirement for a Hearing

A boat or competitor shall not be penalized without a protest hearing, except as provided in rules 30.2, 30.3, 30.4, 64.4(d), 64.5(b), 69, 78.2, A5.1 and P2. A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that have been delivered to the race office unless it allows a *protest* or request to be withdrawn.

Commented [DR126]: Change took effect on 1/1/2018. Sub. 142-17, Proposal 2

63.2 Time and Place of the Hearing; Time for Parties to Prepare

All *parties* to the hearing shall be notified of the time and place of the hearing, the *protest* or redress information or the *allegations* shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing. When two or more hearings arise from the same incident, or from very closely connected incidents, they may be

Commented [DR127]: Sub. 170-19, Proposal 3, as edited.

heard together in one hearing. However, a hearing conducted under rule 69 shall not be combined with any other type of hearing.

Commented [DR128]: Sub. 174-18, Proposal 2.

63.3 Right to Be Present

- (a) A representative of each *party* to the hearing has the right to be present throughout the hearing of all the evidence. When a *protest* claims a breach of a rule of Part 2, 3 or 4, the representatives of boats shall have been on board at the time of the incident, unless there is good reason for the protest committee to rule otherwise. Any witness, other than a member of the protest committee, shall be excluded except when giving evidence.
- (b) If a *party* to a ~~the hearing of a protest or request for redress~~ does not come to the hearing, the protest committee may nevertheless ~~proceed with the hearing~~ ~~decide the protest or request.~~ If the *party* was unavoidably absent, the committee may reopen the hearing.

Commented [DR129]: Sub. 170-19, Proposal 3, as edited.

63.4 Conflict of Interest

- (a) A protest committee member shall declare any possible *conflict of interest* as soon as he is aware of it. A *party* to the hearing who believes a member of the protest committee has a *conflict of interest* shall object as soon as possible. A *conflict of interest* declared by a protest committee member shall be included in the written information provided under rule 65.2.
- (b) A member of a protest committee with a *conflict of interest* shall not be a member of the committee for the hearing, unless
 - (1) all *parties* consent, or
 - (2) the protest committee decides that the *conflict of interest* is not significant.
- (c) When deciding whether a *conflict of interest* is significant, the protest committee shall consider the views of the *parties*, the level of the conflict, the level of the event, the importance to each *party*, and the overall perception of fairness.
- (d) However, for World Sailing major events, or for other events as prescribed by the national authority of the venue, rule 63.4(b) does not apply and a person who has a *conflict of interest* shall not be a member of the protest committee.

63.5 Validity of the Protest or Request for Redress

At the beginning of the hearing the protest committee shall take any evidence it considers necessary to decide whether all requirements for the *protest* or request for redress have been met. If they have been met, the *protest* or request is valid and the hearing shall be continued. If not, the committee shall declare the *protest* or request invalid and close the hearing. If the *protest* has been made under rule 60.3(a)(1), the committee shall also determine whether or not injury or serious damage resulted from the incident in question. If not, the hearing shall be closed.

63.6 Taking Evidence and Finding Facts

- (a) The protest committee shall take the evidence, **including hearsay evidence**, of the *parties* present at the hearing and of their witnesses and other evidence it considers necessary. **However, the committee may exclude evidence which it considers to be irrelevant or unduly repetitive.**
- (b) A member of the protest committee who saw the incident shall, while the *parties* are present, state that fact and may give evidence.
- (c) A *party* present at the hearing may question any person who gives evidence.
- (d) The committee shall then **give the weight it considers appropriate to the evidence presented**, find the facts and base its decision on them.

Commented [DR130]: Edit made: In the last sentence, the word 'is' was replaced by 'to be'.

Commented [DR131]: All changes in rule 63.6 are the result of Sub. 175-18.

63.7 Conflict Between Rules

If there is a conflict between two or more *rules* that must be resolved before the protest committee makes a decision, the committee shall apply the *rule* that it believes will provide the fairest result for all boats affected. Rule 63.7 applies only if the conflict is between rules 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*.

63.8 Hearings Involving Parties ~~Protests Between Boats~~ in Different Events

A hearing involving *parties* ~~protest between boats sailing~~ in different ~~events~~ ~~aces~~ conducted by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

Commented [DR132]: Changes in rule 63.8 and its title are the result of Sub. 170-19, as edited. Change from 'races' to 'events' in 2nd line and in the title made for consistency with other changes in the use of these terms elsewhere in the 2021 RRS.

63.9 Hearings under Rule 60.3(d) — Support Persons

If the protest committee decides to call a hearing under rule 60.3(d), it shall promptly follow the procedures in rules 63.2, 63.3, 63.4 and 63.6, except that the information given to the *parties* shall be details of the alleged breach and a person may be appointed by the protest committee to present the allegation.

Commented [DR133]: Change effective on 1/1/2018. Sub. 142-17, Proposal 4, as edited.

64 DECISIONS

64.1 Standard of Proof, Majority Decisions and Reclassifying Requests

- (a) A protest committee shall make its decision based on a balance of probabilities, unless provided for otherwise in the rule alleged to have been broken.
- (b) Decisions of the protest committee shall be by simple majority vote of all members. When there is equal division of votes cast, the chairman may cast an additional vote.
- (c) The protest committee shall proceed with each case, as a *protest*, request for redress or other type of request, based on the information in the written request or allegation and testimony during the hearing. This permits the type of case to be changed if appropriate.

Commented [DR134]: New rule 64.1 is the result of Sub. 181-19, as edited.

Commented [DR135]: The word 'chair' was changed to 'chairman' for consistency with many other sentences in the RRS that use 'chairman'.

Commented [DR136]: The addition of a new rule 64.1(c), as proposed in Sub. 181-19, as edited, was deferred for editing, to be followed by an electronic vote of the RRC. The edited draft shown here was approved by a majority of the RRC in an electronic vote conducted in the first week of May.

Commented [DR137]: Consequential change as a result of Sub. 164-19.

64.2 Penalties and Exoneration

When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated, it shall disqualify her unless some other penalty applies. A penalty shall be imposed whether or not the applicable *rule* was mentioned in the *protest*. If a boat has broken a *rule* when not *racing*, her penalty shall apply to the race sailed nearest in time to that of the incident. However,

- ~~(a) when as a consequence of breaking a rule a boat has compelled another boat to break a rule, the other boat shall be exonerated;~~
- (a) if a boat has taken an applicable penalty, she shall not be further penalized under this rule unless the penalty for a *rule* she broke is a disqualification that is not excludable from her series score;
- (b) if the race is restarted or resailed, rule 36 applies.

Commented [DR138]: Consequential change as a result of Sub. 164-19.

Commented [DR139]: Here the full stop or period was changed to a semi-colon for consistency with rule 44.1 and 61.1(a).

64.3 Decisions on Redress

When the protest committee decides that a boat is entitled to redress under rule 62, it 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 some examples) or finishing times of boats, to *abandon* the race, to let the results stand or to make some other arrangement. When in 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.

64.4 Decisions on Protests Concerning Class Rules

- (a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and do not improve the performance of the boat, it shall not penalize her. However, the boat shall not *race* again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.
- (b) When 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 committee shall be bound by the reply of the authority.
- (c) When a boat is penalized under a class rule and the protest committee decides that the boat also broke the same rule in earlier races in the same event, the penalty may be imposed for all such races. No further *protest* is necessary.
- (d) When a boat penalized under a class rule states in writing that she intends to appeal, she may compete in subsequent races without changes to the boat. However, if she fails to appeal or the appeal is decided against her, she shall be disqualified without a further hearing from all subsequent races in which she competed.
- (e) Measurement costs arising from a *protest* involving a class rule shall be paid by the unsuccessful *party* unless the protest committee decides otherwise.

64.5 Decisions Concerning Support Persons

- (a) When the protest committee decides that a *support person* who is a *party* to a hearing under rule 60.3(d) or 69 has broken a *rule*, it may
- (1) issue a warning,
 - (2) exclude the person from the event or venue or remove any privileges or benefits, or
 - (3) take other action within its jurisdiction as provided by the *rules*.
- (b) The protest committee may also penalize a *boat that is a party to a hearing under rule 60.3(d) or 69 competitor* 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*, when the protest committee decides that
- (1) the *boat competitor* may have gained a competitive advantage as the result of the breach by the *support person*, or
 - (2) the *support person* committed *commits* a further breach after ~~the competitor has been warned by~~ the protest committee *warned the boat in writing, following a previous hearing*, that a penalty may be imposed.

Commented [DR140]: Changed 'DSQ' to 'disqualification' for consistency with other rules that do not use scoring abbreviations.

Commented [DR141]: Changes in rule 64.5 were made effective 1/1/2018 by Sub. 142-17, Proposal 3, as edited.

64.6 Discretionary Penalties

When a boat reports within the protest time limit that she has broken a *rule* subject to a discretionary penalty, the protest committee shall decide the appropriate penalty after taking evidence from the boat and any witnesses it decides are appropriate.

Commented [DR142]: This new rule is the result of Sub. 171-19, as edited. As a result of Sub. 181-19, the new rule's number became 64.6.

65 INFORMING THE PARTIES AND OTHERS

65.1 After making its decision, the protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any penalties imposed or redress given.

65.2 A *party* to the hearing is entitled to receive the above information in writing, provided she asks for it in writing from the protest committee no later than seven days after being informed of the decision. The committee shall then promptly provide the information, including,

when relevant, a diagram of the incident prepared or endorsed by the committee.

65.3 Unless there is good reason not to do so, after any hearing, including a hearing under rule 69, the protest committee may publish the information set out in rule 65.1. The protest committee may direct that the information is to be confidential to the *parties*.

Commented [DR143]: Sub. 176-18 as edited. Italicized 'parties'.

65.4 When the protest committee penalizes a boat under a class rule, it shall send the above information to the relevant class rule authorities.

66 REOPENING A HEARING

Commented [DR144]: Changes in rule 66 are the result of Sub. 179-19, as edited.

66.1 The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule 71.2 or R5.

66.2 A *party* to the hearing may request ~~ask for~~ a reopening in writing no later than 24 hours after being informed of the decision.

Commented [DR145]: Changed word order slightly and deleted 'for' for ease of reading and consistency with word order in other rules (see, for example, rule 65.2, 2nd line).

(a) However, on ~~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.

66.3 The protest committee shall consider all requests to reopen. When a request to reopen is being considered or the hearing is reopened,

- (a) when based only on new evidence, a majority of the members of the protest committee shall, if practicable, be members of the original committee;
- (b) when based on a significant error, the protest committee shall, if practicable, have at least one new member.

Commented [DR146]: Relocated 'if practicable' in both 66.3(a) and (b), for three reasons: (1) consistency with wording elsewhere (see rule G2), (2) because the words 'if practicable' modify 'shall', and (3) for ease of reading.

~~When a hearing is reopened, a majority of the members of the protest committee shall, if possible, be members of the original protest committee.~~

67 DAMAGES

The question of damages arising from a breach of any *rule* shall be governed by the prescriptions, if any, of the national authority.

Note: There is no rule 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* and rule 63.1 does not apply.

Commented [DR147]: Sub. 185-19, as edited.

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 he gathers, 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 rules 63.2, 63.3(a), 63.4, ~~and 63.6~~, 65.1, 65.2, 65.3 and 66, 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 have an advisor and a representative with him who may act on his behalf.
- (f) If the person ~~is unable to attend the hearing and~~
- (1) provides good reason ~~why he is 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 the person 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*.

Commented [DR148]: Sub. 145-17.
The addition of rule 65.3 to this list is a consequential change as a result of Sub. 176-18.

Commented [DR149]: Sub. 146-17, as edited. (Note: 'it' deleted.)

- (i) When the protest committee decides that a *support person* has broken rule 69.1(a), rule 64.5 applies.
- (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 the person 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 it is impractical for the protest committee 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 ~~Regulation 35~~ Disciplinary Code. National authorities and World Sailing may impose further penalties, including suspension of eligibility, under that ~~code regulation~~.

Commented [DR150]: Edited to remove the use of a regulation number, which may change during the years 2021-2024. Last word, "regulation", replaced with "code" for ease of reading and ease of translating.

SECTION D APPEALS

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

- 70.1 (a) Provided that the right of appeal has not been denied under rule 70.5, a *party* to a hearing may appeal a protest committee's decision or its procedures, but not the facts found.

(b) A boat may appeal when she is denied a hearing required by rule 63.1.

70.2 A protest committee may request confirmation or correction of its decision.

70.3 An appeal under rule 70.1 or a request by a protest committee under rule 70.2 shall be sent to 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, 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 ~~shall identify the national authority to which appeals or requests are required to be sent.~~

Commented [DR151]: Sub. 188-19.

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

70.5 There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix N. Furthermore, if the notice of race ~~or and~~ the sailing instructions so state, the right of appeal may be denied provided that

Commented [DR152]: Sub. 155-19, Proposal 4, as edited. See also consequential change in rule 70.5 in Appendix B.

(a) it is essential to determine promptly the result of a race that will qualify a boat to compete in a later stage of an event or a subsequent event (a national authority may prescribe that its approval is required for such a procedure);

(b) a national authority so approves for a particular event open only to ~~boats entered by an organization affiliated to that national authority, a member of an organization affiliated to that national authority, or a personal member of that national authority entrants under its own jurisdiction,~~ or

Commented [DR153]: Sub. 189-19.

(c) a national authority after consultation with World Sailing so approves for a particular event, provided the protest committee is constituted as required by Appendix N, except that only two members of the protest committee need be International Judges.

70.6 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 may uphold, change or reverse a protest committee's decision including a decision on validity or a decision under rule 69. Alternatively, the national authority may order that a hearing be reopened, or that a new hearing be held by the same or a different protest committee. When the national authority decides that there shall be a new hearing, it may appoint the protest committee.
- 71.3** When from the facts found by the protest committee 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.
- 71.4** The decision of the national authority shall be 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.

PART 6

ENTRY AND QUALIFICATION

75 ENTERING AN EVENT ~~A RACE~~

~~75.1~~ To enter ~~an event a race~~, a boat shall comply with the requirements of the organizing authority of the ~~event race~~. 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.

Commented [DR154]: The change here and in rule 75's title are part of global edits to use the words 'event' and 'race' consistently throughout the RRS.

~~75.2 Competitors shall comply with World Sailing Regulation 19, Eligibility Code.~~

Commented [DR155]: Consequential change as a result of Sub. 143-19. Current rule 75.2 duplicates new rule 6.1.

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, subject to rule 76.3, provided it does so before the start of the first race and states the reason for doing so. On request the boat shall promptly be given the reason in writing. The boat may request redress if she considers that the rejection or exclusion is improper.

76.2 The organizing authority or the race committee shall not reject or cancel the entry of a boat or exclude a competitor because of advertising, provided the boat or competitor complies with ~~the~~ World Sailing ~~Regulation 20~~, Advertising Code.

Commented [DR156]: Edited to remove the use of a regulation number, which may change during the years 2021-2024.

76.3 At world and continental championships no entry within stated quotas shall be rejected or cancelled without first obtaining the approval of the relevant World Sailing Class Association (or the Offshore Racing Council) or World Sailing.

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.

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 race 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 race 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.

Commented [DR157]: Sub. 190-19, as edited.

79 CATEGORIZATION ~~CLASSIFICATION~~

If the notice of race or class rules state that some or all competitors must satisfy **categorization** ~~classification~~ requirements, the **categorization** ~~classification~~ shall be carried out as described in the World Sailing ~~Regulation 22~~, Sailor **Categorization** ~~Classification~~ Code. [

Commented [DR158]: Sub. 112-19, Proposal 2. Also, edited to remove the use of a regulation number, which may change during the years 2021-2024.

~~80 ADVERTISING~~

~~A boat and her crew shall comply with World Sailing Regulation 20, Advertising Code.~~ [

Commented [DR159]: The deletion of rule 80 is a consequential change related to new rule 6.1. Current rule 80 repeats a requirement of new rule 6.1.

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

RACE ORGANIZATION

~~84~~ GOVERNING RULES

~~The organizing authority, race committee, technical committee, protest committee and other race officials shall be governed by the rules in the conduct and judging of races.~~

Commented [DR160]: Sub. 143-19, as edited. This rule has been renumbered as rule 5 by Sub. 143-19

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; the Basic Principles; a rule in the Introduction; Part 1, 2 or 7; rule 42, ~~43, 47, 50,~~ 63.4, 69, 70, 71, 75, 76.3 or 79 ~~or 80~~; 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** ~~Regulation 19, 20, 21, 22, 35 or 37.~~
- (b) The notice of race or sailing instructions may change a racing rule, but not rule 76.1 or 76.2, Appendix R, or a rule listed in rule 86.1(a).

Commented [DR161]: Sub. 147-17 added current rule 55, Trash Disposal to this list. As a result of Sub. 160-19, as edited, rule 55 was renumbered 47.

As a result of Sub. 164-19, Proposal 2, new rule 43, Exoneration, was added to this list.

Current rule 43 was renumbered as 50 as a result of Sub. 160-19, as edited.

Rule 80 was deleted because it is now included in rule 6.1.

Further edited to remove references to regulation numbers, which may change during the years 2021-2024.

(c) Class rules may change only racing rules 42, 49, 51, 52, 53, 54, and 55.

Commented [DR162]: As a result of Sub. 160-19, as edited, current rule 50 is renumbered 55.

See also Sub. 164-18, Proposal 2 and Sub. 163-19, as edited. Rules 50.1(b) and (c) include permission for class rules to change specific parts of rules 50.1(b) and (c). Because this permission is limited, it would be incorrect to include those rules in the list in rule 86.1(c).

86.2 In exception to rule 86.1, World Sailing may in limited circumstances (see World Sailing Regulation 28.1.3) authorize changes to the racing rules for a specific international event. The authorization shall be stated in a letter of approval to the ~~event~~ organizing authority and in the notice of race ~~or and~~ sailing instructions, and the letter shall be posted on the ~~event's~~ official notice board.

Commented [DR163]: The change here and on this rule's last line are the result of Sub. 155-19, Proposal 6, as edited.

Commented [DR164]: Sub. 155-19, Proposal 4, as edited.

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 ~~or sailing instructions~~ 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 displayed~~ on the official notice board.

Commented [DR165]: Sub. 155-19, Proposal 5, as edited.

Commented [DR166]: Sub. 155-19, Proposal 7, as edited.

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 ~~or sailing instructions~~ shall identify the prescriptions that will apply and when they will apply.

Commented [DR167]: Sub. 155-19, Proposal 5, as edited.

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

Races 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 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**.

Commented [DR168]: Capitalized 'regulations' for consistency with the use of that word to refer to a World Sailing Regulation in other rules

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) The sailing instructions may be changed provided the change is in writing and posted on the official notice board before the time stated in the sailing instructions or, on the water, communicated to each boat before her warning signal. Oral changes may be given only on the water, and only if the procedure is stated in the sailing instructions.

90.3 Scoring

- (a) The race committee shall score a race or series as provided in Appendix A ~~using the Low Point System,~~ 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 *starts,* ~~sails the course in compliance with rule 28,~~ and *finishes* 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~~

Commented [DR169]: Sub. 194-19.

Commented [DR170]: Sub. 139-18, Proposal 1, #3

Commented [DR171]: Sub. 139-18, Proposal 5, #1 and #2.

Commented [DR172]: Sub. 159-19.

Commented [DR173]: New rules 90.3(d) and (e) are the result of Sub. 193-19, as edited.

Commented [DR174]: Added 'so' for consistency with the same phrase in other rules (see, for ex., rule G3 and new rule 40.1(c)).

Commented [DR175]: Changed 'provisions in' to 'provisions of' for consistency with other rules (see, for ex., rule 69.1(c) and N4.1).

changes to race or series scores resulting from action, including the correction of errors, initiated more than 24 hours after

- (1) the protest time limit for the last race of the series (including a single-race series);
- (2) being informed of a protest committee decision after the last race of the series (including a single-race series); or
- (3) the results are published.

However, in exception, changes to scores shall be made resulting from a decision under rules 6, 69 or 70. The notice of race may change '24 hours' to a different time.

Commented [DR176]: Changed 'of' to 'for' for consistency with other rules (see, for ex., rule 35).

Commented [DR177]: Edited on June 13 bu adding '(including a single-race series)' for consistency with new rule 90.3(e)(1)..

Commented [DR178]: This wording of the final paragraph of rule 90.3(e) was approved by the RRC by a vote conducted electronically 31 May to 6 June 2020.

91 PROTEST COMMITTEE

A protest committee shall be

- (a) a committee appointed by the organizing authority or race committee;
- (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 races 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 71.2.

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

See rule 90.3.

A1 NUMBER OF RACES

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the notice of race or sailing instructions.

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** ~~(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 completed. A race is completed if 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.

Commented [DR179]: Sub. 141-19, Proposal 3.

Commented [DR180]: Note: Delete "¶". Part of the change approved in Sub. 141-19, Proposal 3.

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

The 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 ~~LOW POINT~~ SYSTEM**

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

Commented [DR181]: Sub. 197-19, as edited.

~~A4.1~~ Each boat *starting* and *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 A boat that did not *start*, *sail the course* or *finish*, or comply with rule 30.2, 30.3, 30.4 or 78.2, or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee 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 *start*, *did not sail the course*, *did not finish*, 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 ~~For a series that is held over a period of time longer than a regatta,~~ a boat that came to the starting area but did not *start*, *did not sail the course*, *did not finish*, 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 ~~A~~ boat that did not come to 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*, each boat with a worse finishing place shall be moved up one place.

Commented [DR182]: Rules A5.1, A5.2 and A5.3 were reordered in a more logical order. A race committee will apply rule A5.1 before applying rule A5.2 and A5.3, so A5.1 logically should precede A5.2 and A5.3. Also, consequential changes were made as a result of Sub. 197-19 in the following places: rule 63.1; Appendices B and F (rule titles and rule numbers); Ap. L, SIs 11.4 and 15.2; Ap. S, SI 12.3.

Commented [DR183]: Sub. 139-18, Proposal 4, #4 added ', sail the course' after 'start' here.

Commented [DR184]: Sub. 139-18, Proposal 4, #4 added 'did not sail the course,' after 'start' here.

Commented [DR185]: Consequential change as a result of Sub. 139-18, Proposal 4, #4.

Commented [DR186]: Sub. 197-19, as edited. The text in black font is taken from current rule A9, which was renumbered as A5.3. Added comma after 'starting area' for clarity in reading a long sentence.

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 RACE SCORES IN A SERIES LONGER THAN A REGATTA**~~

~~For a series that is held over a period of time longer than a regatta, a boat that came to the starting area but did not start, did not finish, 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. A boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.~~

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

Commented [DR187]: As a result of Sub. 197-19, as edited, current rule A9 is now, slightly reworded, renumbered as rule A5.3. Also, current rules A10 and A11 are renumbered as A9 and A10.

- (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 *start* (other than DNC and OCS)
- OCS Did not *start*; on the course side of the starting line at her starting signal and failed to *start*, 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 applied
- NSC** **Did not sail the course**
- DNF Did not *finish*
- RET Retired
- DSQ Disqualification
- DNE Disqualification that is not excludable
- RDG Redress given
- DPI Discretionary penalty imposed

Commented [DR188]: Sub. 139-18, Proposal 4. Edited 20 April 2020 as a result of suggestions from Richard T. Changed 'ESC Did not correct error in *sailing the course*' to 'NSC Did not *sail the course*'. Reasons: A boat that does not *sail the course* breaks rule 28.1. A boat that makes an error in *sailing the course* does not, by making that error, break a rule. With the new wording, 'NSC' is a more logical acronym to use here than 'ESC'.

APPENDIX B

WINDSURFING FLEET RACING RULES

~~Windsurfing fleet races (including marathon races) shall be sailed under The Racing Rules of Sailing as changed by this appendix. The term 'boat' elsewhere in the racing rules means 'board' or 'boat' as appropriate. A marathon race is a race intended to last more than one hour. The term 'heat' means one elimination race, a 'round' consists of several heats, and an 'elimination series' consists of one or more rounds.~~

~~A windsurfing event can include one or more of the following disciplines or their formats:~~

~~Discipline Formats~~

~~Racing Course racing; Slalom; Marathon~~

~~Expression Wave performance; Freestyle~~

~~Speed Standard Offshore Speed Course; Speed Crossings; Alpha Speed Course~~

~~In expression competition a board's performance is judged on skill and variety rather than speed and is organized using elimination series. Either wave performance or freestyle competition is organized, depending on the wave conditions at the venue.~~

~~In racing or expression competition, boards may compete in elimination series, and only a limited number of them may advance from round to round. A marathon race is a race scheduled to last more than one hour.~~

~~In speed competition a board's performance is based on her speed over a measured course. Boards take turns sailing runs over the course.~~

~~Note: Rules for Slalom, Expression (including Wave and Freestyle) and Speed disciplines are not included in this appendix. These are available at the World Sailing website.~~

Commented [DR189]: Note: This is the version of Appendix B approved in Proposal 1 of Sub. 180-18.

In accordance with Proposals 2 and 3 of Sub. 180-18, rules B11 and B12 have been deleted and will be reformatted and then posted as Appendices BX and BV respectively on the World Sailing website. The changes made in Changes and Corrections have been incorporated and each such change is identified by a comment. Note also, that work has been done to clean up the formatting of this file and the colours show:
--Light blue shows where a non-Times New Roman font has been replaced;
--Orange shows a change to spacing or a page break;
--Olive green marks a change to how section is formatted.

Commented [DR190]: Sub. 198-19, Proposal 1

Commented [DR191]: Changes in the preamble are the result of Sub. 198-19, Proposal 2.

CHANGES TO THE DEFINITIONS

The definitions *Mark-Room*, and *Tack, Starboard or Port* are changed to:

Mark-Room *Mark-Room* for a board is *room* to sail her *proper course* to round or pass the *mark*. However, *mark-room* for a board does not include *room* to tack unless she is *overlapped* inside and to *windward* of the board required to give *mark-room* and she would be *fetching* the *mark* after her *tack*.

Commented [DR192]: Note: Definition *Proper Course* deleted. See Changes and Corrections, Version 1.

Tack, Starboard or Port A board is on the *tack, starboard or port*, corresponding to the competitor's hand that would be nearer the mast if the competitor were in normal sailing position with both hands on the wishbone and arms not crossed. A board is on *starboard tack* when the competitor's right hand would be nearer the mast and is on *port tack* when the competitor's left hand would be nearer the mast.

The definition *Zone* is deleted.

Add the following definitions:

Capsized A board is *capsized* when she is not under control because her sail or the competitor is in the water.

Rounding or Passing A board is *rounding or passing* a *mark* from the time her *proper course* is to begin to manoeuvre to round or pass it, until the *mark* has been rounded or passed.

B1 CHANGES TO THE RULES OF PART 1

[No changes.]

B2 CHANGES TO THE RULES OF PART 2

13 WHILE TACKING

Rule 13 is changed to:

After a board passes head to wind, she shall *keep clear* of other boards until her sail has filled. During that time rules 10, 11 and 12 do not apply. If two boards are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.

17 ON THE SAME TACK BEFORE A REACHING START

Rule 17 is changed to:

When, at the warning signal, the course to the first *mark* is approximately ninety degrees from the true wind, a board *overlapped* to *leeward* of another board on the same *tack* during the last 30 seconds before her starting signal shall not sail above the shortest course to the first *mark* while they remain *overlapped* if as a result the other board would need to take action to avoid contact, unless in doing so she promptly sails astern of the other board.

Commented [DR193]: Note change in title. Deleted from title '*PROPER COURSE*'. See Changes and Corrections, Version 1.

Commented [DR194]: Note change in wording. Words deleted: '*her proper course*'. See Changes and Corrections, Version 1.

18 MARK-ROOM

Rule 18 is changed as follows:

The first sentence of rule 18.1 is changed to:

Rule 18 applies between boards when they are required to leave a *mark* on the same side and at least one of them is rounding or *passing* it.

Rule 18.2(b) is changed to:

(b) If boards are *overlapped* when the first of them is *rounding* or *passing* the *mark*, the outside board at that moment shall thereafter give the inside board *mark-room*. If a board is *clear ahead* when she is *rounding* or *passing* the *mark*, the board *clear astern* at that moment shall thereafter give her *mark-room*.

Rule 18.2(c) is changed to:

(c) When a board is required to give *mark-room* by rule 18.2(b), she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins. However, if the board entitled to *mark-room* passes head to wind, rule 18.2(b) ceases to apply.

Rule 18.2(d) is changed to:

(d) Rules 18.2(b) and (c) cease to apply if ~~when~~ the board entitled to *mark-room* ~~has been given that mark room, or if she~~ passes head to wind ~~or leaves the zone~~.

Commented [DR195]: The change from 'when' to 'if' is the result of Sub. 138-18.

Commented [DR196]: The deletion of 'has been given that *mark-room*, or if she' is the result of Sub. 138-18.

Commented [DR197]: The deletion of 'or leaves the *zone*', is a consequential change that should have been made in 2013 as a result of Sub. 189-11, which deleted the definition *Zone* for windsurfers. That definition has been deleted since 2013, but this necessary consequential change in rule 18.2(d) was never made. A reader (a windsurfing competitor) brought this matter to our attention in early 2019.

Rule 18.3 is deleted.

18.4 Gybing and Bearing Away

Rule 18.4 is changed to:

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

22 CAPSIZED; AGROUND; RESCUING

Rule 22 is changed to:

22.1 If possible, a board shall avoid a board that is *capsized* or has not regained control after *capsizing*, is aground, or is trying to help a person or vessel in danger.

22.2 If possible, a board that is *capsized* or aground shall not interfere with another board.

**23 INTERFERING WITH ANOTHER BOARD;
SAIL OUT OF WATER**

Add new rule 23.3:

23.3 In the last minute before her starting signal, a board shall have her sail out of the water and in a normal position, except when accidentally *capsized*.

B3 CHANGES TO THE RULES OF PART 3

26 STARTING RACES

Rule 26 is changed to:

26.1 System 1 (for Upwind Starts)

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Commented [DR198]: Change in this title and in 2nd row of table are the result of Sub. 198-19, Proposal 3.

Appendix B WINDSURFING FLEET RACING RULES

<i>Minutes before starting signal</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>
5*	Class flag	One	Warning signal
4	P, I, Z, Z with I, U, or black flag	One	Preparatory signal
1	Preparatory flag removed	One long	One minute
0	Class flag removed	One	Starting signal

*or as stated in the notice of race or sailing instructions

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

Commented [DR199]: Consequential change as a result of Sub. 155-19, Proposal 3, as edited.

26.2 System 2 (for Reaching Starts)

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<i>Minutes before starting signal</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>
3	Class flag or heat number		Attention signal
2	Red flag; attention signal removed	One	Warning signal
1	Yellow flag; red flag removed	One	Preparatory signal
½	Yellow flag removed		30 seconds
0	Green flag	One	Starting signal

Commented [DR200]: Change in this title and in 1st row of table are the result of Sub. 198-19, Proposal 3.

26.3 System 3 (for Beach Starts)

- (a) When the starting line is on the beach, or so close to the beach that the competitor must stand in the water to *start*, the start is a beach start.

- (b) The starting stations shall be numbered so that station 1 is the most windward one. Unless the sailing instructions specify some other system, a board's starting station shall be determined
 - (1) ~~by ranking (the highest ranking board on station 1, the next highest on station 2, and so on) for the first race or round of the event, by draw, or~~
 - (2) ~~by draw. for any race or round after the first one, by her place in the previous race or heat (The first place on station 1, the second place on station 2, and so on.)~~
- (c) After boards have been called to take their positions, the race committee shall make the preparatory signal by displaying a red flag with one sound. The starting signal shall be made, at any time after the preparatory signal, by removing the red flag with one sound.
- (d) After the starting signal each board shall take the shortest route from her starting station to the water and then to her sailing position without interfering with other boards. Part 2 rules will apply when both of the competitor's feet are on the board.

Commented [DR201]: Sub. 198-19, Proposal 3.

30 STARTING PENALTIES

Rule 30.2 is deleted.

~~30.2 Z-Flag Rule~~

~~Rule 30.2 is changed to:~~

~~If flag Z has been displayed, no part of a board's hull, crew or equipment 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 board breaks this rule and is identified, she shall receive, without a hearing, a 20% Scoring Penalty calculated as stated in rule 44.3(c). She shall be penalized even if the race is restarted or resailed, but not if it is postponed or abandoned before the starting signal. If she is similarly identified during a subsequent attempt to start the same race, she shall receive an additional 20% Scoring Penalty.~~

Commented [DR202]: Sub. 198-19, Proposal 4, which makes Sub. 181-18, Proposal 1 unnecessary.

31 TOUCHING A MARK

Rule 31 is changed to:

A board may touch a *mark* but shall not hold on to it.

B4 CHANGES TO THE RULES OF PART 4

42 PROPULSION

Rule 42 is changed to:

A board shall be propelled only by the action of the wind on the sail, and by the action of the water on the hull. However, pumping and fanning the sail is permitted ~~and by the unassisted actions of the competitor. However, significant progress~~ The board shall not be ~~made~~ propelled by paddling, swimming or walking.

Commented [DR203]: Sub. 198-19, Proposal 5.

Note deletion of comma after 'sail' in 2nd line..

44 PENALTIES AT THE TIME OF AN INCIDENT

Rule 44 is changed to:

44.1 Taking a Penalty

A board may take a 360°-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. The sailing instructions may specify the use of some other penalty. However, if the board caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach, her penalty shall be to retire.

44.2 360°-Turn Penalty

After getting well clear of other boards as soon after the incident as possible, a board takes a 360°-Turn Penalty by promptly making a 360° turn with no requirement for a tack or a gybe. When a board takes the penalty at or near the finishing line, ~~she shall sail~~ her hull shall be completely on ~~to~~ the course side of the line before ~~she finishes finishing.~~

Commented [DR204]: Sub 154-19 as edited, Proposal 6.

50 COMPETITOR CLOTHING AND EQUIPMENT

Rule 50.1(a) is changed to:

- (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight. However, a competitor may wear a drinking container that shall have a capacity of ~~at least one litre and weigh~~ no more than 1.5 litres ~~kilograms when full.~~

~~Rule 50.2 is deleted.~~

~~OTHER~~ PART 4 RULES DELETED

Rules 45, 48.2, 49, 50.1(c), 50.2, 51, 52, 54, 55 and 56.1 are deleted.

B5 CHANGES TO THE RULES OF PART 5

60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION

Rule 60.1(a) is changed by deleting ‘or saw’.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

Rule 61.1(a) is changed to:

- (a) ~~The protesting board intending to protest~~ shall inform the other board at the first reasonable opportunity. When her *protest* will concern an incident in the racing area ~~that she was involved in or saw,~~ she shall hail ‘Protest’ at the first reasonable opportunity. She shall also inform the race committee of her intention to protest as soon as practicable after she *finishes* or retires. However,
- (1) if the other board is beyond hailing distance, the protesting board need not hail but she shall inform the other board at the first reasonable opportunity;
 - (2) ~~no red flag need be displayed if the hull length of the protesting boat is less than 6 metres, she need not display a red flag;~~
 - (3) if the incident was an error by the other board in *sailing the course*, she need not hail ~~or display a red flag~~ but she shall inform the other board either before or at the first reasonable opportunity after the other board *finishes*;
 - (4) ~~if as a result of the incident either competitor is in danger, or there is injury, serious damage or a tangle that~~ if at the time of the incident it is obvious to the protesting board ~~intending to protest~~ that either competitor is in danger, or that injury or serious damage resulted, the requirements of this rule do not

Commented [DR205]: This deletion and the changes in rule 50.1(a) are the result of Sub. 198-19, Proposal 6, Sub. 164-19, Proposal 1, and Sub. 160-19, as edited.

Commented [DR206]: As a result of Sub. 164-19, Proposal 1, and Sub. 160-19, as edited, rule 43 was renumbered as 50; rule 50 was renumbered as 55; and rule 48.1 was renumbered 56.1.

Rules 50.1(c)s added to this list as a result of Sub. 198-19, Proposal 6.

Commented [DR207]: Most changes in rule 61.1(a) for Appendix B are the result of Sub. 181-18, Proposal 2. The italics for ‘*sailing the course*’ is the result of Sub. 139-18. The change in rule 61.1(a)(4) is a consequential change as a result of Sub. 065-16. Note: Submission 198-19, Proposal 8(b) duplicates the changes made in 2018 in rule 61.1 for Appendix B.

Commented [DR208]: Consequential to Sub. 172-19.

Commented [DR209]: Consequential to Sub. 173-19.

apply to her, but she shall attempt to inform the other board within the time limit of rule 61.3.

61.2 Protest Contents

Add to rule 61.2:

This rule does not apply to a race in an elimination series that will qualify a board to compete in a later stage of an event.

Commented [DR210]: Sub. 198-19, Proposal 8(b).

62 REDRESS

Rule 62.1(b) is changed to:

- (b) injury, physical damage or *capsize* because of the action of
 - (1) a board that broke a rule of Part 2 and took an ~~the~~ appropriate penalty or was penalized, or
 - (2) a vessel not *racing* that was required to keep clear.

Commented [DR211]: Sub. 198-19, Proposal 7.

63 HEARINGS

63.6 Taking Evidence and Finding Facts

Add to rule 63.6:

However, for an elimination series race that will qualify a board to compete in a later stage of an event, *protests* and requests for redress need not be in writing; they shall be made orally to a member of the protest committee as soon as reasonably possible following the race. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

Commented [DR212]: Sub. 198-19, Proposal 8(c).

64 DECISIONS

Rule 64.4(b) is changed to:

- (b) When the protest committee is in doubt about a matter concerning the measurement of a board, the meaning of a class rule, or damage to a board, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.

65 INFORMING THE PARTIES AND OTHERS

Add to rule 65.2:

This rule does not apply to a race in an elimination series that will qualify a board to compete in a later stage of an event.

Commented [DR213]: Sub. 198-19, Proposal 8(d).

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

Rules 70.5 and 70.5(a) are changed to:

70.5 There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix N, and no appeal from the decisions of the protest committee for a race in an elimination series that will qualify a board to compete in a later stage of an event. Furthermore, if the notice of race or ~~and~~ sailing instructions so state, the right of appeal may be denied provided that

Commented [DR214]: Consequential change as a result of Sub. 155-19, Proposal 4.

- (a) it is essential to determine promptly the result of a race that will qualify a board to compete in a ~~later state of an event~~ or a subsequent event (a national authority may prescribe that its permission is required for such a procedure);

Commented [DR215]: Sub. 198-19, Proposal 8(e). Note: 'boat' changed to 'board' in 70.5(a).

B6 CHANGES TO THE RULES OF PART 6

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

Add to rule 78.1: 'When so prescribed by World Sailing, a numbered and dated device on a board and her centreboard, fin and rig shall serve as her measurement certificate.'

B7 CHANGES TO THE RULES OF PART 7

90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

The last sentence of rule 90.2(c) is changed to: 'Oral instructions may be given only if the procedure is stated in the sailing instructions.'

B8 CHANGES TO APPENDIX A

A1 NUMBER OF RACES; OVERALL SCORES

Rule A1 is changed to:

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the notice of race or sailing instructions. If an event includes more than one

discipline or format, the notice of race or sailing instructions shall state how the overall scores are to be calculated.

A2 SERIES SCORES

Rule A2.1 is changed to:

Each board's series score shall, subject to rule 90.3(b), be the total of her race scores excluding her

- (a) worst score when from 5 to 11 races have been completed, or
- (b) two worst scores when 12 or more races have been completed.

However, the notice of race or sailing instructions may make a different arrangement. A race is completed if scored; see rule 90.3(a). If a board has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The board with the lowest series score wins and others shall be ranked accordingly.

A5 SCORES DETERMINED BY THE RACE COMMITTEE

~~A4 LOW POINT SYSTEM~~

Add new rule A5.4:

- A5.4** For an elimination series race that will qualify a board to compete in a later stage of an event, a board that did not *start*, did not *sail the course*, did not *finish*, retired or was disqualified shall be scored points equal to the number of boards permitted to sail in that race.[]

A8 SERIES TIES

Rule A8 is changed to:

- A8.1** If there is a series-score tie between two or more boards, ~~they shall be ranked in order of their best excluded race score~~ each board's excluded 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 board(s) with the best excluded race score(s).[]

- A8.2** If a tie remains between two or more boards, each board's race scores, including excluded scores, shall be listed in order of best

Commented [DR216]: Sub. 198-19, Proposal (f), and Sub. 197-19, as edited.
The phrase 'did not *sail the course*,' was added as a consequence of Submission 139-18, Proposal 4, #4.

Commented [DR217]: Sub. 198-19, Proposal (g).

to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the board(s) with the best score(s). These scores shall be used even if some of them are excluded scores.

A8.3 If a tie still remains between two or more boards, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boards' 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.

B9 CHANGES TO APPENDIX G

G1 WORLD SAILING CLASS BOARDS

G1.3 Positioning

Rule G1.3~~(a)~~ is changed to:

~~(a)~~ The class insignia shall be displayed once on each side of the sail in the area above a line projected at right angles from a point on the luff of the sail one-third of the distance from the head to the wishbone. The national letters and sail numbers shall be in the central third of that part of the sail above the wishbone, clearly separated from any advertising. They shall be black and applied back to back on an opaque white background. The background shall extend a minimum of 30 mm beyond the characters. There shall be a '–' between the national letters and the sail number, and the spacing between characters shall be adequate for legibility.

APPENDIX G RULES DELETED

~~Rules G1.2(a)(2) and G1.2(a)(3) The first sentence of rule G1.3(b) is deleted. Rules G1.3(c), G1.3(d) and G1.3(e) are deleted.~~

~~**B10 CHANGES TO RULES FOR EVENTS THAT INCLUDE ELIMINATION SERIES**~~

~~For an event that includes an elimination series, the rule changes in rule B10 apply, in addition to the changes in Definitions and in rules B1–B9.~~

~~**B9 RECALLS**~~

Commented [DR218]: All the changes in rule B9 are consequential changes as a result of Submission 216-19, as edited.

~~For a race of an elimination series that will qualify a board to compete in a later stage of an event, rule 29 is changed to:~~

- ~~(a) When at a board's starting signal any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall signal a general recall.~~
- ~~(b) If the race committee acts under rule 29(a) and the board is identified, she shall be disqualified without a hearing, even if the race is *abandoned*. The race committee shall hail or display her sail number, and she shall leave the course area immediately. If the race is restarted or resailed, she shall not sail in it.~~
- ~~(c) If the race was completed but was later *abandoned* by the protest committee, and if the race is resailed, a board disqualified under rule 29(b) may sail in it.~~

Commented [DR219]: The deletion of this rule makes Sub. 154-19 as edited, Proposal 7, unnecessary.

~~37 ELIMINATION SERIES INCLUDING HEATS~~

~~Add new rule 37:~~

~~*Rule 37 applies in elimination series in which boards compete in heats.*~~

~~37.1 Elimination Series Procedure~~

- ~~(a) Competition shall take the form of one or more elimination series. Each of them shall consist of either rounds in a single elimination series where only a number of the best scorers advance, or rounds in a double elimination series where boards have more than one opportunity to advance.~~
- ~~(b) Boards shall sail one against another in pairs, or in groups determined by the elimination ladder. The selected form of competition shall not be changed while a round remains uncompleted.~~

~~37.2 Seeding and Ranking Lists~~

- ~~(a) When a seeding or ranking list is used to establish the heats of the first round, places 1-8 (four heats) or 1-16 (eight heats) shall be distributed evenly among the heats.~~
- ~~(b) For a subsequent elimination series, if any, boards shall be reassigned to new heats according to the ranking in the previous elimination series.~~

~~(e) The organizing authority's seeding decisions are final and are not grounds for a request for redress.~~

~~37.3 Heat Schedule~~

~~The schedule of heats shall be posted on the official notice board no later than 30 minutes before the starting signal for the first heat.~~

~~37.4 Advancement and Byes~~

~~The boards in each heat to advance to the next round shall be announced by the race committee no later than 10 minutes before the starting signal for the first heat. The number advancing may be changed by the protest committee as a result of a redress decision.~~

~~37.5 Finals~~

~~(a) The final shall consist of a maximum of three races. The race committee shall announce the number of races to be sailed in the final no later than 5 minutes before the warning signal for the first final race.~~

~~(b) A runners-up final may be sailed after the final. All boards in the semi-final heats that failed to qualify for the final may compete in it.~~

~~63 HEARINGS~~

~~For a race of an elimination series that will qualify a board to compete in a later stage of an event, rules 61.2 and 65.2 are deleted and rule 63.6 is changed to:~~

~~63.6 Taking Evidence and Finding Facts~~

~~Protests and requests for redress need not be in writing; they shall be made orally to a member of the protest committee as soon as reasonably possible following the race. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.~~

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

~~Change rule 70 to:~~

Commented [JS220]: Changed line break. "National Authority" now on line 2.

~~Appeals are not permitted in disciplines and formats with elimination series.~~

~~A2.1 SERIES SCORES~~

~~Rule A2.1 in rule B8 is changed to:~~

~~Each board's elimination series score shall, subject to rule 90.3(b), be the total of her race scores excluding her~~

~~(a) worst score when 3 or 4 races are completed,~~

~~(b) two worst scores when from 5 to 7 races are completed,~~

~~(c) three worst scores when 8 or more races are completed.~~

~~Each board's final series score shall be the total of her race scores excluding her worst score when 3 races are completed. (The notice of race or sailing instructions may make a different arrangement. A race is completed if scored; see rule 90.3(a).) If a board has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The board with the lowest series score wins and others shall be ranked accordingly.~~

~~A4 LOW POINT SYSTEM~~

~~Add at the end of the first sentence of rule A4.2: 'or, in a race of an elimination series, the number of boards in that heat'.~~

~~Add new rule A4.3:~~

~~A4.3 When a heat cannot be completed, the points for the unscored places shall be added together and divided by the number of places in that heat. The resulting number of points, to the nearest tenth of a point (0.05 to be rounded upward), shall be given to each board entered in the heat.~~

Commented [DR221]: Sub. 198-19, Proposal 8(a).

APPENDIX C MATCH RACING RULES

Match races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Matches shall be umpired unless the notice of race ~~or~~ sailing instructions state otherwise.

Commented [DR222]: Sub. 155-19, Proposal 4, as edited.

Note: A Standard Notice of Race, Standard Sailing Instructions, and Match Racing Rules for Blind Competitors are available at the World Sailing website.

C1 TERMINOLOGY

‘Competitor’ means the skipper, team or boat as appropriate for the event. ‘Flight’ means two or more matches started in the same starting sequence.

C2 CHANGES TO THE DEFINITIONS AND THE RULES OF PARTS 1, 2, 3 AND 4

C2.1 The definition *Finish* is changed to:

Finish A boat *finishes* when any part of her hull crosses the finishing line ~~in the direction of the course from the last mark~~ from the course side after completing any penalties. However, when penalties are cancelled under rule C7.2(d) after one or both boats have *finished* each shall be recorded as *finished* when she crossed the line. A boat has not *finished* if she continues to sail the course.

Commented [DR223]: Sub. 201-19 as edited
Edits: In the last sentence, ‘finished’ was italicized and ‘it’ was changed to ‘she’.

C2.2 The definition *Mark-Room* is changed to:

Mark-Room Room for a boat to sail her *proper course* to round or pass the mark ~~on the required side, and room to pass a finishing mark after finishing.~~

Commented [DR224]: Sub. 182-18, Proposals 1 and 2.

C2.3 Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

C2.4 In the definition *Zone* the distance is changed to two hull lengths.

C2.5 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.

Commented [DR225]: Rule number changed from '8' to '7'.
Consequential change as a result of Sub. 143-19.

C2.6 Rule 13 is changed to:

13 WHILE TACKING OR GYBING

13.1 After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course.

13.2 After the foot of the mainsail of a boat sailing downwind crosses the centreline she shall *keep clear* of other boats until her mainsail has filled or she is no longer sailing downwind.

13.3 While rule 13.1 or 13.2 applies, rules 10, 11 and 12 do not. However, if two boats are subject to rule 13.1 or 13.2 at the same time, the one on the other's port side or the one astern shall *keep clear*.

C2.7 Rule 16.2 is deleted.

C2.8 Rule 17 is deleted.

C2.9 Rule 18 is changed to:

18 MARK-ROOM

18.1 When Rule 18 Applies

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 between a boat approaching a *mark* and one leaving it. **Rule 18 no longer applies between boats when the boat entitled to *mark-room* is on the next leg and the *mark* is astern of her.**

Commented [DR226]: Sub. 202-19, Proposal 1, as edited.

18.2 Giving Mark-Room

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

- (b) If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required based on the relationship of the boats at the time rule 18.2(a) is re-applied.
- (c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, she is not required to give it.

18.3 Tacking or Gybing

- (a) If *mark-room* for a boat includes a change of *tack*, such tack or gybe shall be done no faster than a tack or gybe to sail her *proper course*.
- (b) When an inside *overlapped* right-of-way boat must change *tack* at a *mark* to sail her *proper course*, until she changes *tack* she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3(b) does not apply at a gate *mark* or a finishing *mark* and a boat shall ~~not be penalized for breaking this rule unless the course of another boat was affected by the breach of this rule~~ be exonerated for breaking this rule if the course of another boat was not affected before the boat changed *tack*.

Commented [DR227]: Sub. 202-19, Proposal 2.

C2.10 Rule 20.4(a) is changed to: ~~When rule 20 applies, the~~

Commented [DR228]: Consequential change as a result of Sub. 155-18,

- (a) The following arm signals by the helmsman are required in addition to the hails:
 - (1) for *room* to tack, repeatedly and clearly pointing to windward; and
 - (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

Commented [DR229]: Sub. 183-18.

C2.11 Rule 21.3 is deleted.

C2.12 Rule 23.1 is changed to:

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

C2.13 Add new rule 23.3:

- 23.3** When boats in different matches meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own match.

C2.14 Rule 31 is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat's hull shall 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*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

C2.15 Add new rule 41(e):

- (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.

Commented [DR230]: Sub. 161-18.

C2.16 Rule 42 shall also apply between the warning and preparatory signals.

C2.17 Rule 42.2(d) is changed to:

- (d) sculling: repeated movement of the helm to propel the boat forward;

C3 RACE SIGNALS AND CHANGES TO RELATED RULES

C3.1 Starting Signals

The signals for starting a match shall be as follows. Times shall be taken from the visual signals; the failure of a sound signal shall be disregarded. If more than one match will be sailed, the starting signal for one match shall be the warning signal for the next match.

Appendix C MATCH RACING RULES

<i>Time in minutes</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>
740	Flag F displayed	One	Attention signal
6	Flag F removed	None	
5	Numeral pennant displayed*	One	Warning signal
4	Flag P displayed	One	Preparatory signal
2	Blue or yellow flag or both displayed**	One**	End of pre-start entry time
1	Flag P removed	One long	
0	Warning signal removed	One	Starting signal

*Within a flight, numeral pennant 1 means Match 1, pennant 2 means Match 2, etc., unless the sailing instructions state otherwise.

** These signals shall be made only if one or both boats fail to comply with rule C4.2. The flag(s) shall be displayed until the umpires have signalled a penalty or for one minute, whichever is earlier.

Commented [DR231]: Sub. 184-18.

C3.2 Changes to Related Rules

(a) Rule 29.1 is changed to:

- (1) When at a boat's starting signal any part of her hull, ~~crew or equipment~~ is on the course side of the starting line or one of its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat with one sound. The flag shall be displayed until **the hull of** the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.
- (2) When after **a boat's** starting signal **any part of her hull crosses** ~~a boat sails~~ from the pre-start side to the course side of the starting line across an extension without having *started* correctly, the race committee shall promptly display a blue or yellow flag identifying the boat. The flag shall be displayed until **the hull of** the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

Commented [DR232]: Edited for clarity and consistency: Changed 'her starting signal' to 'a boat's starting signal'.

Commented [DR233]: All changes in rule 29.1 are the result of Sub 154-19 as edited, Proposal 8.

- (b) In the race signal AP the last sentence is changed to: ‘The attention signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.’
- (c) In the race signal N the last sentence is changed to: ‘The attention signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.’

C3.3 Finishing Line Signals

The race signal Blue flag or shape shall not be used.

C4 REQUIREMENTS BEFORE THE START

C4.1 At a boat's ~~her~~ preparatory signal, her hull ~~each boat~~ shall be completely outside the line that is at a 90° angle to the starting line through the starting *mark* at her assigned end. In the pairing list, the boat listed on the left-hand side is assigned the port end and shall display a blue flag at her stern while *racing*. The other boat is assigned the starboard end and shall display a yellow flag at her stern while *racing*.

Commented [DR234]: All changes in rule C4.1 and C4.2 are the result of Sub 154-19 as edited, Proposal 9. Several edits have been made at the suggestion of Richard S to make the wording of both C4.1 and C4.2 consistent with the wording of similar rules in the RRS.

C4.2 Within the two-minute period following a boat's ~~her~~ preparatory signal, her hull ~~a boat~~ shall cross and clear the starting line, the first time from the course side to the pre-start side.

Commented [DR235]: All changes in rule C4.1 and C4.2 are the result of Sub 154-19 as edited, Proposal 9. Several edits have been made at the suggestion of Richard S to make the wording of both C4.1 and C4.2 consistent with the wording of similar rules in the RRS.

C5 SIGNALS BY UMPIRES

- C5.1** A green and white flag with one long sound means ‘No penalty’.
- C5.2** A blue or yellow flag identifying a boat with one long sound means ‘The identified boat shall take a penalty by complying with rule C7.’
- C5.3** A red flag with or soon after a blue or yellow flag with one long sound means ‘The identified boat shall take a penalty by complying with rule C7.3(d).’
- C5.4** A black flag with a blue or yellow flag and one long sound means ‘The identified boat is disqualified, and the match is terminated and awarded to the other boat.’
- C5.5** One short sound means ‘A penalty is now completed.’
- C5.6** Repetitive short sounds mean ‘A boat is no longer taking a penalty and the penalty remains.’

C5.7 A blue or yellow flag or shape displayed from an umpire boat means ‘The identified boat has an outstanding penalty.’

C6 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

C6.1 A boat may protest another boat

- (a) under a rule of Part 2, except rule 14, by clearly displaying flag Y immediately after an incident in which she was involved;
- (b) under any rule not listed in rule C6.1(a) or C6.2 by clearly displaying a red flag as soon as possible after the incident.

C6.2 A boat may not protest another boat under

- (a) rule 14, unless damage or injury results;
- (b) a rule of Part 2, unless she was involved in the incident;
- (c) rule 31 or 42; or
- (d) rule C4 or C7.

C6.3 A boat ~~requesting~~ ~~intending to request~~ redress because of circumstances that arise ~~while she is racing or in the finishing area, before she finishes or retires~~ shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after *finishing* or retiring.

Commented [DR236]: Changed 'intending to request' to 'requesting' for consistency with several other changes made as a result of Sub. 172-19.

Commented [DR237]: Sub. 185-18. Note: Deleted comma after 'area'.

C6.4 (a) A boat protesting under rule C6.1(a) shall remove flag Y before or as soon as possible after the umpires’ signal.

(b) A boat protesting under rule C6.1(b) or requesting redress under rule C6.3 shall, for her *protest* or request to be valid, keep her red flag displayed until she has so informed the umpires after *finishing* or retiring. No written *protest* or request for redress is required.

C6.5 Umpire Decisions

(a) After flag Y is displayed, the umpires shall decide whether to penalize any boat. They shall signal their decision in compliance with rule C5.1, C5.2 or C5.3. However,|

(1) ~~if the umpires decide to penalize a boat, and as a result that boat will have more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4;~~|

Commented [DR238]: After review requested by Richard S. Dick changed the colon after ‘‘However’ to a comma. Reason: for consistency with the punctuation in rules 44.1, 61.1(a) and current 64.1.

Commented [DR239]: Sub. 186-18, Proposal 1. Deleted comma after ‘result’. After review requested by Richard S. Dick changed the comma after ‘under rule C5.4’ to a semi-colon. Reason: for consistency with the punctuation in rules 44.1 and 61.1(a).

- (2) when the umpires penalize a boat under rule C8.2 and in the same incident there is a flag Y from a boat, the umpires may disregard the flag Y.
- (b) The red-flag penalty in rule C5.3 shall be used when a boat has gained a controlling position as a result of breaking a *rule*, but the umpires are not certain that the conditions for an additional umpire-initiated penalty have been fulfilled.

C6.6 Protest Committee Decisions

- (a) The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (b) If the protest committee decides that a breach of a *rule* has had no significant effect on the outcome of the match, it may
 - (1) impose a penalty of one point or part of one point;
 - (2) order a resale; or
 - (3) make another arrangement it decides is equitable, which may be to impose no penalty.
- (c) The penalty for breaking rule 14 when damage or injury results will be at the discretion of the protest committee, and may include exclusion from further races in the event.

C6.7 Add new rule N1.10 to Appendix N:

N1.10 In rule N.1, one International Umpire may be appointed to the jury, or a panel of it, in place of one International Judge.

C7 PENALTY SYSTEM

C7.1 Deleted Rule

Rule 44 is deleted.

C7.2 All Penalties

- (a) A penalized boat may delay taking a penalty within the limitations of rule C7.3 and shall take it as follows:
 - (1) When on a leg of the course to a windward *mark*, she shall gybe and, as soon as reasonably possible, luff to a close-hauled course.
 - (2) When on a leg of the course to a leeward *mark* or the finishing line, she shall tack and, as soon as reasonably

possible, bear away to a course that is more than ninety degrees from the true wind.

- (b) Add to rule 2: ‘When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.’
- (c) A boat completes a leg of the course when **any part of her hull** ~~bow~~ crosses the extension of the line from the previous *mark* through the *mark* she is rounding, or on the last leg when she *finishes*.
- (d) A penalized boat shall not be recorded as having *finished* until she takes her penalty and **her hull is** ~~sails~~ completely ~~on~~ the course side of the line and **she** then *finishes*, unless the penalty is cancelled before or after she crosses the finishing line.
- (e) If a boat has one or two outstanding penalties and the other boat in her match is penalized, one penalty for each boat shall be cancelled except that a red-flag penalty shall not cancel or be cancelled by another penalty.
- ~~(f) If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4.~~
- (f) If one boat has *finished* and is no longer *racing*, and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty.**

Commented [DR240]: All changes in rule C7.2(d) and (d) are the result of Sub 154-19 as edited, Proposals 10 and 11

Commented [DR241]: Sub. 186-18, Proposal 1.

Commented [DR242]: Sub. 187-18. Edited by italicizing two terms. Changed rule letter to '(f)' because of the deletion of existing (f) as a result of Sub. 186-18.

C7.3 Penalty Limitations

- (a) A boat taking a penalty that includes a tack shall have the spinnaker head below the main-boom gooseneck from the time she passes head to wind until she is on a close-hauled course.
- (b) No part of a penalty may be taken inside the *zone* of a rounding *mark* that begins, bounds or ends the leg the boat is on.
- (c) If a boat has one outstanding penalty, she may take the penalty any time after *starting* and before *finishing*. If a boat has two outstanding penalties, she shall take one of them as soon as reasonably possible, but not before *starting*.
- (d) When the umpires display a red flag with or soon after a penalty flag, the penalized boat shall take a penalty as soon as reasonably possible, but not before *starting*.

C7.4 Taking and Completing Penalties

- (a) When a boat with an outstanding penalty is on a leg to a windward *mark* and gybes, or is on a leg to a leeward *mark* or the finishing line and passes head to wind, she is taking a penalty.
- (b) When a boat taking a penalty either does not take the penalty correctly or does not complete the penalty as soon as reasonably possible, she is no longer taking a penalty. The umpires shall signal this as required by rule C5.6.
- (c) The umpire boat for each match shall display blue or yellow flags or shapes, each flag or shape indicating one outstanding penalty. When a boat has taken a penalty, or a penalty has been cancelled, one flag or shape shall be removed, with the appropriate sound signal. Failure of the umpires to signal correctly shall not change the number of penalties outstanding.

C8 PENALTIES INITIATED BY UMPIRES

C8.1 Rule Changes

~~(a)~~ Rules 60.2(a) and 60.3(a) do not apply to *rules* for which penalties may be imposed by umpires.

~~(b) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this appendix.~~

C8.2 When the umpires decide that a boat has broken rule 31, 42, C4, C7.3(c) or C7.3(d) she shall be penalized by signalling her under rule C5.2 or C5.3. However, if a boat is penalized for breaking a rule of Part 2 and if she in the same incident breaks rule 31, she shall not be penalized for breaking rule 31. Furthermore, a boat that displays an incorrect flag or does not display the correct flag shall be warned orally and given an opportunity to correct the error before being penalized.

C8.3 When the umpires decide that a boat has

- (a) gained an advantage by breaking a *rule* after allowing for a penalty,
 - (b) deliberately broken a *rule*, or
 - (c) committed a breach of sportsmanship,
- she shall be penalized under rule C5.2, C5.3 or C5.4.

Commented [DR243]: Current rule C8.1(d) deleted as a consequence of Sub. 164-19, Proposal 1. This also results in rule C8.1(a) being renumbered as simply rule C8.1.

- C8.4** If the umpires or protest committee members decide that a boat may have broken a *rule* other than those listed in rules C6.1(a) and C6.2, they shall so inform the protest committee for its action under rule 60.3 and rule C6.6 when appropriate.
- C8.5** When, after one boat has *started*, the umpires are satisfied that the other boat will not *start*, they may signal under rule C5.4 that the boat that did not *start* is disqualified and the match is terminated.
- C8.6** When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points-penalty without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under rule C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide that a penalty greater than one point is appropriate, they shall act under rule C8.4.
- C9 REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS**
- C9.1** There shall be no request for redress or an appeal from a decision made under rule C5, C6, C7 or C8. In rule 66 the third sentence is changed to: ‘*A party* to the hearing may not ask for a reopening.’
- C9.2** A competitor may not base a request for redress on a claim that an action by an official boat was improper. The protest committee may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.
- C9.3** No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as permitted in rule C9.2.
- C10 SCORING**
- C10.1** The winning competitor of each match scores one point (half a point each for a dead heat); the loser scores no points.
- C10.2** When a competitor withdraws from part of an event the scores of all completed races shall stand.

C10.3 When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, a competitor's score shall be the average points scored per match sailed by the competitor. However, if any of the competitors have completed less than one third of the scheduled matches, the entire round robin shall be disregarded and, if necessary, the event declared void. For the purposes of tie-breaking in rule C11.1(a), a competitor's score shall be the average points scored per match between the tied competitors.

C10.4 When a multiple round robin is terminated with an incomplete round robin, only one point shall be available for all the matches sailed between any two competitors, as follows:

<i>Number of matches completed between any two competitors</i>	<i>Points for each win</i>
1	One point
2	Half a point
3	A third of a point
(etc.)	

C10.5 In a round-robin series,

- (a) competitors shall be placed in order of their total scores, highest score first;
- (b) a competitor who has won a match but is disqualified for breaking a *rule* against a competitor in another match shall lose the point for that match (but the losing competitor shall not be awarded the point); and
- (c) the overall position between competitors who have sailed in different groups shall be decided by the highest score.

C10.6 In a knockout series the sailing instructions shall state the minimum number of points required to win a series between two competitors. When a knockout series is terminated it shall be decided in favour of the competitor with the higher score.

C10.7 When only one boat in a match fails to *sail the course*, she shall be scored ~~DNF~~ no points (without a hearing).

C11 TIES

C11.1 Round-Robin Series

Commented [DR244]: Sub. 188-18.
Two changes have been made consequential to Sub. 139-18. The phrase 'sail the course' was italicized and 'in accordance with rule 28.1' was deleted.
Later, as a result of Sub. 203-19, 'DNF' was replaced with 'no points' and parentheses were added around 'without a hearing'.

In a round-robin series competitors are assigned to one or more groups and scheduled to sail against all other competitors in their group one or more times. Each separate stage identified in the event format shall be a separate round-robin series irrespective of the number of times each competitor sails against each other competitor in that stage.

Ties between two or more competitors in a round-robin series shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, rules C11.1(a) to C11.1(e) shall be reapplied to them. Ties shall be decided in favour of the competitor(s) who

- (a) placed in order, has the highest score in the matches between the tied competitors;
- (b) when the tie is between two competitors in a multiple round robin, has won the last match between the two competitors;
- (c) has the most points against the competitor placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used in the rule C11.1(c) procedure:
 - (1) the higher-place tie shall be resolved before the lower-place tie, and
 - (2) all the competitors in the lower-place tie shall be treated as a single competitor for the purposes of rule C11.1(c);
- (d) after applying rule C10.5(c), has the highest place in the different groups, irrespective of the number of competitors in each group;
- (e) has the highest place in the most recent stage of the event (fleet race, round robin, etc.).

C11.2 Knockout Series

Ties (including 0–0) between competitors in a knockout series shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favour of the competitor who

- (a) has the highest place in the most recent round-robin series, applying rule C11.1 if necessary;

- (b) has won the most recent match in the event between the tied competitors.

C11.3 Remaining Ties

When rule C11.1 or C11.2 does not resolve a tie,

- (a) if the tie needs to be resolved for a later stage of the event (or another event for which the event is a direct qualifier), the tie shall be broken by a sail-off when practicable. When the race committee decides that a sail-off is not practicable, the tie shall be decided in favour of the competitor who has the highest score in the round-robin series after eliminating the score for the first race for each tied competitor or, should this fail to break the tie, the second race for each tied competitor and so on until the tie is broken. When a tie is partially resolved, the remaining tie shall be broken by reapplying rule C11.1 or C11.2.
- (b) to decide the winner of an event that is not a direct qualifier for another event, or the overall position between competitors eliminated in one round of a knockout series, a sail-off may be used (but not a draw).
- (c) when a tie is not broken any monetary prizes or ranking points for tied places shall be added together and divided equally among the tied competitors.

APPENDIX D

TEAM RACING RULES

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

D1 CHANGES TO THE RACING RULES

D1.1 Definitions and the Rules of Parts 2 and 4

(a) In the definition *Zone* the distance is changed to two hull lengths.

(b) Rule 18.2(b) is changed to:

If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, or she later becomes *clear ahead* when another boat passes head to wind, the boat *clear astern* at that moment shall thereafter give her *mark-room*.

(c) Rule 18.4 is deleted.

(d) **When stated in the sailing instructions, rule 20 is changed so that ~~When rule 20 applies~~ the following arm signals ~~by the helmsman~~ are required in addition to the hails:**

(1) for *room* to tack, repeatedly and clearly pointing to windward; and

(2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

~~Sailing instructions may delete this requirement.~~

(e) Rule 23.1 is changed to: ‘If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*, and a boat that has *finished* shall not act to interfere with a boat that has not *finished*.’

(f) Add new rule 23.3: ‘When boats in different races meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own race.’

(g) Add to rule 41:

(e) help from another boat on her team provided electronic communication is not used.

Commented [DR245]: Sub. 204-19, which was approved and would have added a change in rule 16.2 between rules D1.1(a) and D1.1(b), is not necessary here because the same version of rule 16.2 was added as a revised rule 16.2 in Part 2.

Commented [DR246]: Sub. 189-18, Proposals 1 and 2, with edits to Proposal 2.

Commented [DR247]: Sub. 183-18.

Commented [DR248]: Sub. 189-18, Proposals 1 and 2, with edits to Proposal 2.

- (h) Rule 45 is deleted.

D1.2 Protests and Requests for Redress

- (a) Rule 60.1 is changed to:

A boat may

- (a) protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in the incident or the incident involved contact between members of the other team; or
- (b) request redress.
- (b) Rule 61.1(a) is changed so that ~~the a~~ boat may remove her red flag after it has been conspicuously displayed.
- (c) ~~The boat requesting A boat intending to request~~ redress for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire.
- (d) The race committee or protest committee shall not protest a boat for breaking a rule of Part 2 or rule 31 or 42 except
 - (1) based on evidence in a report from an umpire after a black and white flag has been displayed; or
 - (2) under rule 14 upon receipt of a report from any source alleging damage or injury.
- (e) *Protests* and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (f) A boat is not entitled to redress based on damage or injury caused by another boat on her team.
- (g) When a supplied boat suffers a breakdown, rule D5 applies.

Commented [DR249]: Edit for consistency with the rest for rule 61.1(a): the word 'a' changed to 'the'.

Note: The word 'a' is struck though and is to be deleted.

Commented [DR250]: Changed 'A boat intending to request' to 'The boat requesting' for consistency with several other changes made as a result of Sub. 172-19.

D1.3 Penalties

- (a) 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 or 42, in an incident while *racing*. However, 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) When a boat clearly indicates that she will take a penalty under rule 44.1, she shall take that penalty.
- (c) A boat may take a penalty by retiring and informing, in which case she shall notify the race committee or an umpire as soon as possible and 6 points shall be added to her score.
- (d) There shall be no penalty for breaking a rule of Part 2 when the incident is between boats on the same team and there is no contact.

Commented [DR251]: Sub. 206-19. Note rules 3.1(b) and (c) are renumbered as 3.1(c) and (d).

Commented [DR252]: Sub. 205-19.

Commented [DR253]: Sub. 190-18. added a new rule D1.3(d), which – given Sub. 206-19 – would be new rule D1.3(e). However, new rule 43.2, added in 2019, made that rule unnecessary. Therefore, that new rule was removed after the 2019 meeting in Bermuda. This is the result of a request by Richard T on Jan. 27, 2020. Also, for the same reason, the words 'and Exonertion' do not appear in the title to rule D1.3.

Commented [DR254]: Sub. 155-19, Proposal 3, as edited.

D2 UMPIRED RACES

D2.1 When Rule D2 Applies

Rule D2 applies to umpired races. Races to be umpired shall be identified either in the notice of race or sailing instructions or by the display of flag J no later than the warning signal.

D2.2 Protests by Boats

When a boat protests under a rule of Part 2 or under rule 31 or 42 for an incident in the racing area, she is not entitled to a hearing and the following applies:

- (a) She shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each.
- (b) The boats shall be given time to respond. ~~A boat involved in the incident may respond by promptly taking an appropriate penalty or clearly indicating that she will do so as soon as possible.~~
- (c) If no boat takes a penalty or clearly indicates that she will do so, an umpire shall decide whether to penalize any boat.
- (d) If more than one boat ~~breaks~~ broke a rule, rule and was not exonerated, an umpire may penalize any boat that broke a rule and did not take an appropriate penalty; an umpire shall decide whether to penalize any boat that did not take a penalty.
- (e) An umpire shall signal a decision in compliance with rule D2.4.
- ~~(f) A boat penalized by an umpire shall take a Two-Turns Penalty.~~

Commented [DR255]: The changes in rule D2.2(b) are the result of Sub. 206-19. with D2.2(b) split into (b) and (c) as agreed by RRC WP.

Commented [DR256]: Sub. 208-19. Changed 'broke' to 'breaks' and used wording 'a rule' and not 'a rule of Part 2' as requested by Richard T..

Commented [DR257]: Sub. 207-19, Alternative 1.

D2.3 Penalties Initiated by an Umpire

An umpire may penalize a boat without a *protest* by another boat, or report the incident to the protest committee, or both, when the boat

- (a) breaks rule 31 or 42 and does not take a penalty;

- (b) breaks a rule of Part 2 and makes contact with another boat on her team or with a boat in another race, and no boat takes a penalty;
- (c) breaks a *rule* and her team gains an advantage despite her, or another boat on her team, taking a penalty;
- (d) breaks rule 14 and there is damage or injury;
- (e) ~~breaks rule D1.3(b); clearly indicates that she will take a One-Turn Penalty, and then fails to do so;~~
- (f) fails to take a penalty signalled by an umpire;
- (g) commits a breach of sportsmanship.

Commented [DR258]: Sub. 206-19.

The umpire shall signal a decision in compliance with rule D2.4. ~~A boat penalized by an umpire shall take a Two-Turns Penalty except that, when an umpire hails a number of turns, the boat shall take that number of One-Turn Penalties.~~

Commented [DR259]: Sub. 207-19, Alternative 1.

D2.4 Signals by an Umpire

An umpire shall signal a decision with one long sound and the display of a flag as follows:

- (a) For no penalty, a green and white flag.
- (b) To penalize one or more boats, a red flag. The umpire shall hail or signal to identify each boat penalized.
- (c) To report the incident to the protest committee, a black and white flag.

D2.5 Penalties Imposed by Umpires

A boat penalized by an umpire shall take a Two-Turns Penalty. However, when a penalty is imposed under rule D2.3 and an umpire hails or signals a number of turns, the boat shall take that number of One-Turn Penalties.

Commented [DR260]: The words 'or signals' added here as a result of Sub. 209-19.

Commented [DR261]: Sub. 207-19, Alternative 1.

~~D2.5 Two-Flag Protest Procedure~~

~~This rule applies only if the sailing instructions so state and it then replaces rule D2.2.~~

~~When a boat protests under a rule of Part 2 or under rule 31 or 42 for an incident in the racing area, she is not entitled to a hearing and the following applies:~~

- ~~(a) She shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each.~~
- ~~(b) The boats shall be given time to respond. A boat involved in the incident may respond by promptly taking an appropriate penalty or clearly indicating that she will do so as soon as possible.~~
- ~~(c) If the protested boat fails to respond, the protesting boat may request a decision by conspicuously displaying a yellow flag and hailing 'Umpire'.~~
- ~~(d) An umpire shall then decide whether to penalize any boat.~~
- ~~(e) An umpire shall signal a decision in compliance with rule D2.4.~~
- ~~(f) If a boat hails for an umpire decision without complying with the protest procedure, an umpire shall signal No Penalty.~~
- ~~(g) A boat penalized by an umpire shall take a Two-Turns Penalty.~~

Commented [DR262]: Sub. 150-17.

~~D2.6 Limited Umpiring~~

~~This rule applies only if the sailing instructions so state and it then changes rules D2.2 and D2.5.~~

~~When a boat protests and either there is no decision signalled, or an umpire displays a yellow flag with one long sound signalling he has insufficient facts to make a decision, the protesting boat is entitled to a hearing.~~

Commented [DR263]: Sub. 151-17.

D2.6 Limitations on Other Proceedings

- (a) A breach of rule D2.5 shall not be grounds for a protest by a boat.
- (b) A decision, action or non-action of an umpire shall not be
 - (1) grounds for redress,
 - (2) subject to an appeal under rule 70, or
 - (3) grounds for *abandoning* a race after it has started.
- (c) The protest committee may decide to consider giving redress when it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

Commented [DR264]: All changes in newly renumbered rule D2.6 are the result of Sub. 207, Alternative 1.

D3 SCORING A RACE

- D3.1** (a) Each boat *finishing* a race **and not retiring thereafter** shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to *race*.
- (b) When a boat is scored OCS, 10 points shall be added to her score unless she retired as soon as possible after the starting signal.
- (c) When a boat fails to take a penalty imposed by an umpire at or near the finishing line, she shall be scored **as retired. points for last place and other scores shall be adjusted accordingly.**
- (d) **When a boat is scored as retired after *finishing*, each boat with a worse finishing place shall be moved up one place.**
- (e) When a protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated,
- (1) if the boat has not taken a penalty, 6 points shall be added to her score;
 - (2) if the boat's team has gained an advantage despite any penalty taken or imposed, the boat's score may be increased;
 - (3) when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a *rule* when not *racing*, half or more race wins may be deducted from her team, or no penalty may be imposed. Race wins deducted shall not be awarded to any other team.
- D3.2** When all boats on one team have *finished*, retired or failed to *start*, the other team's boats *racing* at that time shall be scored the points they would have received had they *finished*.
- D3.3** The team with the lower total points wins the race. If the totals are equal, the team that does not have first place wins.

D4 SCORING AN EVENT

D4.1 Terminology

- (a) The format of an event consists of one or more stages.
- (b) In a round-robin stage, teams are divided into one or more groups, and each group is scheduled to sail one or more round-robins.
- (c) A round-robin consists of each team in a group sailing one race against each other team in that group.

Commented [DR265]: The changes in rule D3.1 are all the result of Sub. 205-19.

Note that rule D3.1(d) is renumbered as D3.1(e).

Commented [DR266]: Sub. 210-19 deletes all of rule D4 and replaces it with a revised and rearranged version of 2017-2020 rule D4. Text of new rule D4 is shown in red font. The deleted text of rule D4 is not shown.

- (d) A knock-out stage consists of one or more rounds in which each team sails one match. A match is one or more races between two teams.

D4.2 Event Format

- (a) The sailing instructions shall state the format and stages of the event, and any special scoring rules.
- (b) In order to conclude an event, the race committee may change or terminate any part of the format at any reasonable time taking into account the entries, weather, time constraints and other relevant factors.

D4.3 Scoring a Round-Robin Stage

- (a) Teams in a round-robin group shall be ranked in order of number of race wins, highest first. If the teams have not completed an equal number of races, they shall be ranked in order of the percentage of races won, highest first.
- (b) However, if a round-robin is terminated when fewer than 80% of its scheduled races have been completed, its race results shall not be included, but shall be used to break ties between teams in the group who all sailed each other in the terminated round-robin.
- (c) Results from a previous round-robin stage shall only be carried forward if stated in the sailing instructions.

D4.4 Round-Robin Tie Breaks

Ties in a round-robin stage shall be broken using results from that stage only.

- (a) If the tied teams have all sailed each other at least once in the stage, the tie shall be broken in the order below.
 - (1) Percentage of races won in all races between the tied teams, highest first;
 - (2) Average points per race in all races between the tied teams, lowest first;
 - (3) If two teams remain tied, the winner of the last race between them;
 - (4) Average points per race in all races against common opponents, lowest first;

- (5) A sail-off if possible, otherwise a game of chance.
- (b) Otherwise, the tie shall be broken using only steps (4) and (5) above.
- (c) When a tie is partially broken by one of the above, the remaining tie shall be broken in accordance with D4.4(a) or (b) as appropriate.

D4.5 Scoring a Knock-Out Stage

- (a) A round shall not be scored unless at least one race has been completed in each match in that round. The final and petit-final are separate rounds.
- (b) The winner of a match shall be the first team to score the number of race wins stated in the sailing instructions. If a match is terminated, the winner shall be the team with the higher number of race wins in that match, or, if this is a tie, the team that won the last race of the match.
- (c)
 - (1) Teams that win in a round shall be ranked ahead of those that lose.
 - (2) Teams that lose in a round and do not sail again shall be equally ranked.
 - (3) In a round that is not scored, teams shall be ranked in order of their places in the previous stage of the event, with teams from different groups ranked separately.

Commented [DR267]: Words 'in that match' replace 'at that time' as requested by Richard T in an email dated Jan. 27, 2020.

Commented [DR268]: Word 'shall' replaces 'will' as requested by Richard T in an email dated Jan. 27, 2020.

D5 BREAKDOWNS WHEN BOATS ARE SUPPLIED BY THE ORGANIZING AUTHORITY

- D5.1** Rule D5 applies when boats are supplied by the organizing authority.
- D5.2** When a boat suffers a breakdown in the racing area, she may request a score change by displaying a red flag at the first reasonable opportunity after the breakdown until it is acknowledged by the race committee or by an umpire. If possible, she shall continue *racing*.
- D5.3** The race committee shall decide requests for a score change in accordance with rules D5.4 and D5.5. It may take evidence in any way it considers appropriate and may communicate its decision orally.
- D5.4** When the race committee decides that the team's finishing position was made significantly worse, that the breakdown was through no

fault of the crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, it shall make as equitable a decision as possible. This may be to *abandon* and resail the race or, when the boat's finishing position was predictable, award her points for that position. Any doubt about a boat's position when she broke down shall be resolved against her.

- D5.5** A breakdown caused by defective supplied equipment or a breach of a *rule* by an opponent shall not normally be determined to be the fault of the crew, but one caused by careless handling, capsizing or a breach by a boat on the same team shall be. If there is doubt, it shall be presumed that the crew are not at fault.

APPENDIX E

RADIO SAILING RACING RULES

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 at the World Sailing website.

Commented [DR269]: This addition was recommended by Richard T on 3 April. See also the comment on the deletion of rule E5.2 below.

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 controlled by radio signals and having 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

- (a) Rule 1.2 is deleted.

- (b) ~~In rule 20, hails and replies shall be made by the competitor controlling the boat.~~ Hails under rules 20.1 and 20.3 shall include the words 'room' and 'tack' and the sail number of the hailing boat, in any order. ||
- (c) Rule 22 is changed to: 'If possible, a boat shall avoid a boat that is *disabled*.'
- (d) 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.

Commented [DR270]: Sub. 193-18, Proposal 1.

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'.

Commented [DR271]: Sub. 192-18, Proposal 1.

Commented [DR272]: Sub. 193-18, Proposal 2.

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 who loses radio control of his boat shall promptly hail ~~and repeat~~ || '(The boat's sail number) out of control' and the boat shall retire.

Commented [DR273]: Sub. 192-18, Proposal 1.

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

~~The sailing instructions may specify a control area; if not specified, it shall be unrestricted.~~ 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.

Commented [DR274]: Sub. 192-18, Proposal 2.

E3.2 Launching Area

~~The sailing instructions may specify a launching area and its use; if not specified it shall be unrestricted.~~ Unless the sailing instructions specify a launching area and its use, it shall be unrestricted.

Commented [DR275]: Sub. 192-18, Proposal 3.

E3.3 Course Board

~~The sailing instructions may require the course to be displayed on a board and, if so, the board~~ When the sailing instructions require a course board to be displayed, it shall be located in or adjacent to the control area.

Commented [DR276]: Sub. 192-18, Proposal 4.

E3.4 Starting and Finishing

(a) 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.

(b) 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 ~~the boat~~ 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)' ~~and~~

Commented [DR277]: Sub. 154-19, as edited, Proposal 12.

~~repeat the hail as appropriate.~~ If rule 30.3 or 30.4 applies this rule does not.

Commented [DR278]: Sub. 192-18, Proposal 1.

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 ~~and repeat as appropriate~~ 'General recall' and make two loud sounds. The warning signal for a new start will normally be made shortly thereafter.

Commented [DR279]: Sub. 192-18, Proposal 1.

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,'.

Commented [DR280]: Note change to correct a proofreading error in the 2017 RRS.

E3.9 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. To enable a disabled competitor to compete on equal terms, the race committee shall make as fair an arrangement as possible.~~

Commented [DR281]: Sub.212-19. Edited by changing 'does not break rule E4.2' to 'does not break rule 41'. Rule E4.2 is not a rule that a boat can break.

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.

Commented [DR282]: Changes are as a result of the renumbering of rules. See Sub. 164-119, Proposals 1, and Sub. 160-19, as edited.

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

- (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 ~~entangled, or she is aground~~ *disabled* or in danger, help from ~~a~~ the race committee ~~vessel~~;
- (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.

Commented [DR283]: Sub. 192-18, Proposal 5.

Note: Delete the word 'a' after 'from'.

~~However, a boat that gains a significant advantage in the heat or race from help received under rule 41 may be protested and penalized; any penalty may be less than disqualification.~~

Commented [DR284]: Consequential change as a result of Sub. 160-18.

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,

- (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 ~~a significant~~ *an* advantage in the heat or race by her breach despite taking a penalty, her penalty shall be ~~an additional One-Turn Penalty~~ *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.

Commented [DR285]: Sub. 192-18, Proposal 6.

E4.4 Person in Charge

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

- (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 ~~and shall repeat the hail as appropriate.~~
- (c) At the end of a heat, observers shall report to the race committee all unresolved incidents, and any failure to *sail the course* ~~as required by rule 28.~~

Commented [DR286]: Sub. 192-18, Proposal 1.

Commented [DR287]: Sub. 139-18, Proposal 5, #1 and #2.

~~E5.2 Umpired Races~~

~~The International Radio Sailing Association Addendum Q shall apply to umpired races. Races to be umpired may be identified in the sailing instructions or orally before the warning signal.~~

~~Note: The addendum is available at the website: radiosailing.org.~~

Commented [DR288]: This rule is deleted because the current International Radio Sailing Association Addendum Q will no longer be used after 1/1/2021. On that date, it will be replaced by test rules for Umpired Radio Sailing that will be available on the World Sailing website.
See also the new note in the preamble to Part E above.

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 Right to Protest

Rule 60.1 is changed to:

A boat may

- (a) protest another boat, but not for an alleged breach of a rule of Part 2, 3 or 4 unless she was scheduled to sail in that heat; or
- (b) request redress.

However, a boat or competitor may not protest for an alleged breach of rules E2 or E3.7.

E6.2 Protest for a Rule Broken by a Competitor

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

Commented [DR289]: Sub. 192-18, Proposal 7.

Note: A comma has been added after 'race committee'.

E6.3 Informing the Protestee

Rule 61.1(a) is changed to:

~~A~~The protesting boat ~~intending to protest~~ shall inform the other boat at the first reasonable opportunity. When her *protest* concerns an incident in the racing area ~~that she was involved in or saw~~, she shall hail ~~twice~~ (Her own sail number) protest (the sail number of the other boat)'.

Commented [DR290]: Consequential to Sub. 172-19.

Commented [DR291]: Consequential to Sub. 173-19.

Commented [DR292]: Sub. 192-18, Proposal 1.

E6.4 Informing the Race Committee

The ~~A~~ boat protesting or requesting redress ~~intending to protest or request redress~~ about an incident ~~in the racing area or control area while racing~~ shall inform the race ~~officer~~ committee as soon as reasonably possible after *finishing* or retiring.

Commented [DR293]: Consequential to Sub. 172-19.

Note: Delete the word 'A' between 'The' and 'boat'.

Commented [DR294]: Sub. 192-18, Proposal 8.

Commented [DR295]: Sub. 192-18, Proposal 9.

E6.5 Time Limits

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

Commented [DR296]: Sub. 192-18, Proposal 10.

E6.6 Redress

Add to rule 62.1:

- (e) external radio interference acknowledged by the race committee, or
- (f) becoming *disabled* because of the action of a boat that was breaking a rule of Part 2 or of a vessel not *racing* that was required to keep clear.

E6.7 Right to Be Present

In rule 63.3(a) '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 Taking Evidence and Finding Facts

Add new rule 63.6(e):

- (e) 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. If the witness is a competitor who was not acting

Commented [DR297]: Consequential change – See Sub. 175-18.

as an observer, he shall also have been scheduled to race in the relevant heat.

E6.9 Decisions on Redress

Add to rule 64.3:

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.

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

- (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.

E8 CHANGES TO APPENDIX G, IDENTIFICATION ON SAILS

Rule G1, except the table of National Sail Letters, is changed to:

G1 WORLD SAILING AND IRSA CLASS BOATS

This rule applies to every boat of a class administered or recognised by World Sailing or by the International Radio Sailing Association (IRSA).

G1.1 Identification

- (a) A boat of a World Sailing or IRSA Class shall display her class insignia, national letters and sail number as specified in rule G1, unless her class rules state otherwise.
- (b) At world and continental championships, sails shall comply with these rules. 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 all international events, a boat shall display national letters in accordance with the table of National Sail Letters denoting:

- (a) when entered under rule 75(a), the national authority of the nationality, place of residence, or affiliation of the owner or the member.
- (b) when entered under rule 75(b), the national authority of the organisation which entered her.

For the purposes of this rule, international events are world and continental championships and events described as international events in their notices of race and sailing instructions.

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 the boat's registration number or the competitor's or owner's personal number, allotted by the relevant issuing authority.
- (b) When there is conflict between sail numbers, or when 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. Commercially available typefaces giving the same or better legibility than Helvetica are 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 no less than 40 mm vertical spacing between numbers and letters on opposite sides of the sail;
 - (5) with no less than 20 mm vertical spacing between class insignia on opposite sides of the sail.

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

- (b) 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;
 - (4) with sufficient space in front of the sail number for a prefix '1'.

G1.6 Exceptions

- (a) Where the size of the sail prevents compliance with rule G1.2, National Letters, then exceptions to rules G1.2, G1.4, and G1.5 shall be made in the following order of precedence. National letters shall

- (1) be spaced vertically below sail numbers by less than 30 mm, but no less than 20 mm;
 - (2) be spaced on opposite sides of the sail by less than 30 mm, but no less than 20 mm;
 - (3) be reduced in height to less than 45 mm, but no less than 40 mm;
 - (4) be omitted.
- (b) Where the size of the sail prevents compliance with rule G1.3, Sail Numbers, then exceptions to rules G1.4 and G1.5 shall be made in the following order of precedence. Sail numbers shall
- (1) extend below the specified line;
 - (2) be spaced on opposite sides of the sail by less than 30 mm, but no less than 20 mm apart;
 - (3) be reduced in height to less than 90 mm, but no less than 80 mm;
 - (4) be omitted on all except the largest sail;
 - (5) be reduced in height until they do fit on the largest sail.

APPENDIX F

KITEBOARDING RACING RULES

Commented [DR298]: Title of Appendix F changed for consistency with the title to Appendices B, C, D and E.

Kiteboarding course races shall be sailed under The Racing Rules of Sailing as changed by this appendix. The term 'boat' elsewhere in the racing rules means 'kiteboard' or 'boat' as appropriate.

Note: Rules for other kiteboarding racing formats (such as Short Track, Kitecross, Slalom, Boarder X) or other kiteboarding competitions (such as Freestyle, Wave, Big Air, Speed) are not included in this appendix. Links to current versions of these rules can be found on the World Sailing website.

CHANGES TO THE DEFINITIONS

The definitions *Clear Astern* and *Clear Ahead*; *Overlap*, *Finish*, *Keep Clear*, *Leeward* and *Windward*, *Mark-Room*, *Obstruction*, *Start*, *Tack*, *Starboard* or *Port* and *Zone* are changed to:

Clear Astern and Clear Ahead; Overlap One kiteboard is *clear astern* of another when her hull is behind a line abeam from the aftermost point of the other kiteboard's hull. The other kiteboard is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a kiteboard between them *overlaps* both. **If there is reasonable doubt that two kiteboards are overlapped, it shall be presumed that they are not.** These terms always apply to kiteboards on the same *tack*. They ~~do not~~ apply to kiteboards on opposite *tacks* ~~unless only when~~ both kiteboards are sailing more than ninety degrees from the true wind.

Commented [DR299]: Sub. 213-19, Proposal 1.

Commented [DR300]: Sub. 195-18, Proposal 1.

Finish A kiteboard *finishes* when, **after starting**, while the competitor is in contact with the hull, any part of her hull, or the competitor ~~is~~ ~~normal position~~, crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

Commented [DR301]: Sub. 195-18, Proposal 2.

- (a) takes a penalty under rule 44.2,
- (b) corrects an error **in sailing the course** ~~under rule 28.2~~ made at the line, or
- (c) continues to **sail the course** ~~sail the course~~.

Commented [DR302]: As a consequence of Submissions 139-18, Proposal 5, #4, and Submission 143-18, changes were made in this definition. Later, additional changes were made as consequential changes to Sub. 129-19, as edited.

Keep Clear A kiteboard *keeps clear* of a right-of-way kiteboard

- (a) if the right-of-way kiteboard can sail her course with no need to take avoiding action and,
- (b) when the kiteboards are *overlapped*, if the right-of-way kiteboard can also ~~without immediately making contact~~, change course in both directions or move her kite in any direction **without immediately making contact.**

Commented [DR303]: Sub. 195-18, Proposal 3. Note two deleted commas.

Leeward and Windward A kiteboard'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 kite lies. The other side is her *windward* side. When two kiteboards on the same *tack overlap*, the one whose hull is on the *leeward* side of the other's hull is the *leeward* kiteboard. The other is the *windward* kiteboard.

Mark-Room *Room* for a kiteboard to sail her *proper course* to round or pass the *mark* on the required side.

Obstruction An object that a kiteboard could not pass without **substantially** changing **her course or the position of her kite substantially**, if she were sailing directly towards it and 10 metres from it. An object that can be safely passed on only one side and an **object, area or line** so designated by the sailing instructions are also *obstructions*. However, a kiteboard *racing* is not an *obstruction* to other kiteboards unless they are required to *keep clear* of her or, if rule **22** applies, avoid her. A vessel under way, including a kiteboard *racing*, is never a continuing *obstruction*.

Commented [DR304]: Consequential change as a result of Sub. 132-19, as edited.

Commented [DR305]: Submission 069-16 as edited. Note: 'substantially' moved to produce intended meaning.

Start A kiteboard *starts* when, her hull and the competitor 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 or the competitor crosses the starting line **from the pre-start side to the course side in the direction of the first mark.**

Commented [DR306]: Sub. 135-17, Proposal 2, as edited. Note: comma after 'hull' in 4th line deleted..

Tack, Starboard or Port A kiteboard is on the *tack, starboard* or *port*, corresponding to the competitor's hand that would be forward if the competitor were in normal riding position (riding heel side with both hands on the control bar and arms not crossed). A kiteboard is on *starboard tack* when the competitor's right hand would be forward and is on the *port tack* when the competitor's left hand would be forward.

Zone The area around a *mark* within a distance of 30 metres. A kiteboard is in the *zone* when any part of her hull is in the *zone*.

Add the following definitions:

Capsized A kiteboard is *capsized* if

- (a) her kite is in the water, or
- (b) her lines are tangled with another kiteboard's lines. ~~or~~
- ~~(c) the competitor has, clearly by accident and for a significant period of time,~~
 - ~~(1) fallen into the water or~~
 - ~~(2) become disconnected from the hull.~~

Commented [DR307]: Sub. 195-18, Proposal 4.

Jumping A kiteboard is *jumping* when her hull, its appendages and the competitor are clear of the water.

Recovering

- (a) A kiteboard is *recovering* from the time she loses steerage way until she regains it, unless she is capsized.
- (b) A kiteboard is *recovering* from the time her kite is out of the water until she has steerage way.

Commented [DR308]: Sub. 213-19, Proposal 2.

F1 CHANGES TO THE RULES OF PART 1

[No changes.]

F2 CHANGES TO THE RULES OF PART 2

PART 2 — PREAMBLE

In the second sentence of the preamble, 'injury or serious damage' is changed to 'injury, serious damage or a tangle'.

13 WHILE TACKING

Rule 13 is deleted.

~~14 AVOIDING CONTACT~~

~~Rule 14(b) is changed to:~~

- ~~(b) shall be exonerated if she breaks this rule and the contact does not cause damage, injury or a tangle.~~

Commented [DR309]: Consequential change as a result of Sub. 164-19, Proposal 1. This rule is replaced by new rule 43.1(c) below.

~~15 ACQUIRING RIGHT OF WAY~~

~~Rule 15 is changed to:~~

~~When a kiteboard acquires right of way, she shall initially give the other kiteboard room to keep clear, unless she acquires right of way because of the other kiteboard's actions. However, a kiteboard shall be exonerated if she breaks this rule and there is no contact.~~

Commented [DR310]: Sub. 213-19, Proposal 3. On 26 June deleted this rule and replaced it with a new rule 43.1(d) so that all exoneration rule for kiteboards are in rule 43.

16 CHANGING COURSE OR KITE POSITION

Rule 16 is changed to:

16.1 When a right-of-way kiteboard changes course or the position of her kite, she shall give the other kiteboard *room to continue keeping clear* ~~to keep clear~~.

Commented [DR311]: Sub. 213-19, Proposal 4. Edited to make the wording of rule 16.1 consistent with the last words in rule 16.2.

16.2 In addition, on a beat to windward when ~~after the starting signal~~ a *port-tack* kiteboard is *keeping clear* by sailing to pass ~~astern to~~ **leeward** of a *starboard-tack* kiteboard, the *starboard-tack* kiteboard shall not ~~change course~~ bear away or change the position of her kite if as a result the *port-tack* kiteboard ~~would immediately need to~~ **must** change course or the position of her kite **immediately** to continue *keeping clear*.

Commented [DR312]: Consequential change as a result of Sub. 149-19.

17 ON THE SAME TACK; PROPER COURSE

Rule 17 is deleted.

18 MARK-ROOM

Rule 18 is changed to:

18.1 When Rule 18 Applies

Rule 18 applies between kiteboards 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

- (a) between a kiteboard approaching a *mark* and one leaving it, or
- (b) between kiteboards on opposite *tacks*.

Rule 18 no longer applies between kiteboards when *mark-room* has been given.

Commented [DR313]: Consequential change as a result of Sub. 138-18, as edited, and Sub. 131-19, Proposal 2. As a result of Sub. 131-19, the phrase 'and the *mark* no longer influences the course of the boat entitled to *mark-room*', which had been added by Sub. 138-18, was deleted.

18.2 Giving Mark-Room

- (a) When the first kiteboard reaches the *zone*,

- (1) if kiteboards are *overlapped*, the outside kiteboard at that moment shall thereafter give the inside kiteboard *mark-room*.
- (2) if kiteboards are not *overlapped*, the kiteboard that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the kiteboard entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required based on the relationship of the kiteboards at the time rule 18.2(a) is re-applied.
- (c) If a kiteboard obtained an inside *overlap* and, from the time the *overlap* began, the outside kiteboard is unable to give *mark-room*, she is not required to give it.

18.3 Tacking and Gybing

When an inside *overlapped* right-of-way kiteboard must change *tack* at a *mark* to sail her *proper course*, until she changes *tack* she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3 does not apply at a gate *mark* or a finishing *mark* and a kiteboard shall not be penalized for breaking this rule unless the course of another kiteboard was affected by the breach of this rule.

20 ROOM TO TACK AT AN OBSTRUCTION

Rule 20.1(a) is changed to:

- (a) she is approaching an *obstruction*, and, to avoid it safely, will soon need to make a substantial change of her course or the position of her kite ~~course change to avoid it safely, and~~

Add new rule 20.5:

20.5 Arm Signals

The following arm signals are required in addition to the hails

- (a) for *room* to tack, repeatedly and clearly circling one hand over the head; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other kiteboard and waving the arm to windward.

SECTION D — PREAMBLE

Commented [DR314]: Sub. 069-16. Because the proposal in Sub. 069-16 used language from the 2013-2017 RRS, rule 20.1(a) for kiteboards has been edited to conform to the version of rule 20.1(a) that will be in the 2021 RRS.

Commented [DR315]: Rule number changed as a consequence to Sub. 155-18.

Commented [DR316]: Sub. 183-18.

The preamble to Section D is changed to:

When rule 21 or 22 applies between two kiteboards, Section A and C rules do not.

Commented [DR317]: Sub. 213-19, Proposal 5.

21 STARTING ERRORS; TAKING PENALTIES; JUMPING

Rule 21.3 is changed and new rule 21.4 is added:

21.3 During the last minute before her starting signal, a kiteboard that stops, slows down significantly, or one that is not making significant forward progress shall *keep clear* of all others unless she is accidentally *capsized*.

21.4 A kiteboard that is *jumping* shall *keep clear* of one that is not.

22 CAPSIZED; RECOVERING; AGROUND; RESCUING

Rule 22 is changed to:

22.1 If possible, a kiteboard shall avoid a kiteboard that is *capsized*, ~~or has not regained control after capsizing~~, is aground, or is trying to help a person or vessel in danger.

Commented [DR318]: Sub. 195-18, Proposal 6. Note commas.

22.2 A kiteboard that is *recovering* shall *keep clear* of a kiteboard that is not.

F3 CHANGES TO THE RULES OF PART 3

26 STARTING RACES

Rule 26 is changed to:

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<i>Minutes before starting signal</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>
3	Class flag	One	Warning signal
2	U or black flag	One	Preparatory signal
1	U or black flag removed	One long	One minute
0	Class flag removed	One	Starting signal

Commented [DR319]: Sub. 213-19, Proposal 6.

29 RECALLS

Rule 29.1 is deleted.

~~In rule 29.1 'crew or equipment' is changed to 'competitor'.~~

Commented [DR320]: Sub 154-19 as edited, Proposal 13.

30 STARTING PENALTIES

Rules 30.1 and 30.2 are deleted.

In rules 30.3 and 30.4, 'hull' is changed to 'hull or competitor'.
~~30.1, 30.2, 30.3 and 30.4, 'crew or equipment' is changed to 'or competitor'.~~

Commented [DR321]: Sub 154-19 as edited, Proposal 13.

In rule 30.4, 'sail number' is changed to 'competitor number'.

31 TOUCHING A MARK

Rule 31 is changed to:

While *racing*, a kiteboard shall not touch a windward *mark*.

36 RACES RESTARTED OR RESAILED

Rule 36(b) is changed to:

- (b) cause a kiteboard to be penalized except under rule 2, 30.2, 30.4 or 69 or under rule 14 when she has caused injury, serious damage or a tangle.

Commented [DR322]: Consequential change as a result of Sub. 158-18.

F4 CHANGES TO THE RULES OF PART 4

41 OUTSIDE HELP

Add new rules 41(e) and 41(f):

- (e) help from another competitor in the same race to assist a relaunch;

- (f) help to change equipment, but only in the launching area.

42 PROPULSION

Rule 42 is changed to:

~~A kiteboard shall be propelled only by the action of the wind on the kite, by the action of the water on the hull and by the unassisted actions of the competitor. However, the competitor shall not make significant progress by paddling, swimming or walking.~~

42.1 Basic Rule

Except when permitted in rule 42.2, a kiteboard shall compete by using only the wind and water to increase, maintain or decrease her speed.

42.2 Exceptions

- (a) A kiteboard may be propelled by unassisted actions of the competitor on the kiteboard.
- (b) A competitor may swim, walk or paddle while *capsized* or *recovering*, provided that the kiteboard does not gain a significant advantage in the race.
- (c) Any means of propulsion may be used to help a person or another vessel in danger.

Commented [DR323]: Sub. 195-18, Proposal 7.

43 EXONERATION

Rule 43.1(c) is changed to:

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

Commented [DR324]: Consequential change as a result of Submissions 137-17 and 164-19, which deleted current rule 14(b) and replaced it with new rule 43.1(c).

Add new rule 43.1(d):

- (d) When a kiteboard breaks rule 15 and there is no contact, she is exonerated for her breach.

Commented [DR325]: See Sub. 213-19, Proposal 3. On 26 June this new rule 43.1(d) was added (instead of changing rule 15) so that all exoneration rule for kiteboards will be in rule 43. The words 'shall be' changed to 'is' for consistency with the rest of rule 43.

44 PENALTIES AT THE TIME OF AN INCIDENT

Rules 44.1 and 44.2 are changed to:

44.1 Taking a Penalty

A kiteboard 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*. Alternatively, the notice of race or sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn Penalty. However,

- (a) when a kiteboard 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; and
- (b) if the kiteboard caused injury, damage or a tangle or, despite taking a penalty, gained a significant advantage **or caused significant disadvantage to the other kiteboard** in the race or series by her breach, her penalty shall be to retire.

Commented [DR326]: Sub. 213-19, Proposal 7.

44.2 One-Turn Penalty

After getting well clear of other kiteboards as soon after the incident as possible, a kiteboard takes a One-Turn Penalty by promptly making one turn with her hull **appendage** in the water. The turn shall include one completed tack and one completed gybe. ~~Forward motion shall be established between the tack and the gybe (or vice versa) with the competitor on the correct side of the hull in normal sailing position.~~ When a kiteboard takes the penalty at or near the finishing line, **her hull and competitor shall be she shall sail** completely **on to** the course side of the line before **she finishes finishing**.

Commented [DR327]: Sub. 213-19, Proposal 8 and sub. 154-19, Proposal 14, as edited.

50 COMPETITOR CLOTHING AND EQUIPMENT

Rule 50.1(a) is changed to:

- (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight. However, a competitor may wear a drinking container that shall have a capacity of at least one litre and weigh no more than 1.5 kilograms when full.

Commented [DR328]: Sub. 164-19, Proposal 1, and Sub. 160-19, as edited, renumbered rule 43 as 50.

PART 4 RULES DELETED

Rules 45, **48**, 49, **50.2**, 51, 52, 54, **55** and **56.1** are deleted.

Commented [DR329]: The change in rule numbers made here are the result of Sub. 164-19, Proposal 1, and Sub. 160-19, as edited.

F5 CHANGES TO THE RULES OF PART 5

61 PROTEST REQUIREMENTS

Rule 61.1(a) is changed to:

- (a) ~~A~~The protesting kiteboard ~~intending to protest~~ shall inform the other kiteboard at the first reasonable opportunity. When her *protest* will concern an incident in the racing area ~~that she was involved in or saw~~, she shall hail ‘Protest’ at the first reasonable opportunity. However,
- (1) if the other kiteboard is beyond hailing distance, the protesting kiteboard need not hail but she shall inform the other kiteboard at the first reasonable opportunity;
 - (2) no red flag need be displayed;
 - (3) if the incident was an error by the other kiteboard in *sailing the course*, she need not hail but she shall inform the other kiteboard before that kiteboard *finishes* or at the first reasonable opportunity after she *finishes*;
 - (4) ~~if at the time of the incident it is obvious to the protesting kiteboard intending to protest that either competitor is in danger, or that injury, serious damage or a tangle resulted~~, the requirements of this rule do not apply to her, but she shall attempt to inform the other boat within the time limit of rule 61.3.

Commented [DR330]: Consequential to Sub. 172-19.

Commented [DR331]: Consequential to Sub. 173-19.

Commented [DR332]: Sub. 139-18.

Commented [DR333]: The change in rule 61.1(a)(4) for Appendix F is a consequential change resulting from Sub. 065-16

~~62 REDRESS~~

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

- ~~(b) injury, physical damage or a tangle because of the action of a kiteboard that was breaking a rule of Part 2 or of a vessel not racing that was required to keep clear;~~

Commented [DR334]: Sub. 214-19.

63 HEARINGS

For a race of an elimination series that will qualify a kiteboard to compete in a later stage of an event, rules 61.2 and 65.2 are deleted and rule 63.6 is changed to:

- 63.6 *Protests* and requests for redress need not be in writing; they shall be made orally to a member of the protest committee as soon as reasonably possible following the race. The protest

committee may take evidence in any way it considers appropriate and may communicate its decision orally.

64 DECISIONS

Add new rule 64.2(c):

- (c) if a kiteboard has broken a *rule* and, as a result, caused a tangle for the second or subsequent time during the event, her penalty shall be a disqualification that is not excludable. ~~when a kiteboard has broken a rule of Part 2 and, as a result, caused a tangle for which redress was given, she shall be scored RCT if she retired or DCT if she was disqualified. When she does this a second or subsequent time in the series, her penalty shall be DNE.~~

Rules 64.4(a) and 64.4(b) are changed to:

- (a) When the protest committee finds that deviations in excess of acceptable manufacturing tolerances were caused by damage or normal wear and do not improve the performance of the kiteboard, it shall not penalize her. However, the kiteboard shall not race again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.
- (b) When the protest committee is in doubt about any matter concerning the measurement of a kiteboard, the interpretation of a class rule, or a matter involving damage to a kiteboard, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

Add new rule 70.7:

- 70.7 Appeals are not permitted in disciplines and formats with elimination series.

F6 CHANGES TO THE RULES OF PART 6

[No changes.]

Commented [DR335]: Change in rule number is a result of consequential changes as a result of Sub. 164-19, which resulted in the deletion of current rule 64.1(a), and Sub. 181-19, which resulted in the addition of a new rule 64.1.

Commented [DR336]: Consequential change as a result of Sub. 214-19. The replacement of 'series' by 'event' (in the second line of this rule) was made to bring the rule in line with current practise. That change was discussed by the RRC WP by email (in a thread begun on Mar. 7) and a majority of the WP recommended that the change be made.

F7 CHANGES TO THE RULES OF PART 7

90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

The last sentence of rule 90.2(c) is changed to: ‘Oral instructions may be given only if the procedure is stated in the sailing instructions.’

F8 CHANGES TO APPENDIX A

A1 NUMBER OF RACES; OVERALL SCORES

Rule A1 is changed to:

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the notice of race or sailing instructions. If an event includes more than one discipline or format, the notice of race or sailing instructions shall state how the overall scores are to be calculated.

A5 SCORES DETERMINED BY THE RACE COMMITTEE

~~**A4 LOW POINT SYSTEM**~~

Rule ~~A5.2~~ is changed to:|

A5.2 A kiteboard that did not *start*, *did not sail the course*,| *did not finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of kiteboards entered in the series or, in a race of an elimination series, the number of kiteboards in that heat. A kiteboard that is penalized under rule 30.2 shall be scored points as provided in rule 44.3(c).

A10 SCORING ABBREVIATIONS

Add to Rule **A10**:

DCT Disqualified after causing a tangle in an incident

~~RCT Retired after causing a tangle~~|

Commented [DR337]: Consequential change as a result of Sub. 197-19, as edited.

Commented [DR338]: The addition of ‘did not sail the course,’ is a consequential change as a result of Submission 139-18, Proposal 4, #4.

Commented [DR339]: Consequential change as a result of Sub. 214-19. There is no longer any mention of RCT in rule 64 for kiteboards, and, therefore, this abbreviation is no longer needed.

F9 CHANGES TO APPENDIX G

Appendix G is changed to:

Appendix G — Identification ~~on Competitors~~

G1 Every kiteboard shall be identified as follows:

Appendix F KITEBOARDING RACING RULES

- (a) Each competitor shall be provided with and wear a ~~shirt~~ **bib** with a personal competition number of no more than three digits. **The bib shall be worn as intended with the competition number clearly displayed.**
- (b) The numbers shall be displayed **as high as possible** on the front, ~~and~~ back **and sleeves** of the ~~shirts~~ **bib**. ~~and be at least 15 cm high.~~ They should be at least 20 cm tall on the back and at least 6 cm tall on the front and the sleeves.
- (c) The numbers shall be Arabic numerals, all of the same solid colour, clearly legible and in a commercially available typeface giving the same or better legibility as Helvetica. The colour of the numbers shall contrast with the colour of the ~~shirt~~ **bib**.|

Commented [DR340]: Sub. 195-18, Proposal 9. Note 'shirt' changed to 'bib' in (c).

APPENDIX G

IDENTIFICATION ON SAILS

See rule 77.

G1 WORLD SAILING CLASS BOATS

G1.1 Identification

Every boat of a World Sailing Class shall carry on her mainsail and, as provided in **rule G1.3(c)** ~~rules G1.3(d) and G1.3(e)~~ for letters and numbers only, on her spinnaker and headsail

- (a) the insignia denoting her class;
- (b) at all international events, except when the boats are provided to all competitors, national letters denoting her national authority from the table below. For the purposes of this rule, international events are World Sailing events, world and continental championships, and events described as international events in their notices of race and sailing instructions; and
- (c) a sail number of no more than four digits allotted by her national authority or, when so required by the class rules, by the class association. The four-digit limitation does not apply to classes whose World Sailing membership or recognition took effect before 1 April 1997. Alternatively, if permitted in the class rules, an owner may be allotted a personal sail number by the relevant issuing authority, which may be used on all his boats in that class.

Sails measured before 31 March 1999 shall comply with rule G1.1 or with the rules applicable at the time of measurement.

Note: An up-to-date version of the table below is available on the World Sailing website.

Commented [DR341]: Consequential change needed as a result of the deletion of current rules G1.3(d) and G1.3(e) and their replacement with new rule G1.3(c).

Appendix G IDENTIFICATION ON SAILS

NATIONAL SAIL LETTERS

<i>National authority</i>	<i>Letters</i>
Algeria	ALG
American Samoa	ASA
Andorra	AND
Angola	ANG
Antigua	ANT
Argentina	ARG
Armenia	ARM
Aruba	ARU
Australia	AUS
Austria	AUT
Azerbaijan	AZE
Bahamas	BAH
Bahrain	BRN
Barbados	BAR
Belarus	BLR
Belgium	BEL
Belize	BIZ
Bermuda	BER
Brazil	BRA
Botswana	BOT
British Virgin Islands	IVB
Brunei Darussalam	BRU
Bulgaria	BUL
Cambodia	CAM
Canada	CAN
Cayman Islands	CAY
Chile	CHI
China, PR	CHN
Chinese Taipei	TPE
Colombia	COL
Cook Islands	COK
Croatia	CRO
Cuba	CUB
Cyprus	CYP
Czech Republic	CZE
Denmark	DEN

<i>National authority</i>	<i>Letters</i>
Djibouti	DJI
Dominican Republic	DOM
Ecuador	ECU
Egypt	EGY
El Salvador	ESA
Estonia	EST
Fiji	FIJ
Finland	FIN
France	FRA
Georgia	GEO
Germany	GER
Great Britain	GBR
Greece	GRE
Grenada	GRN
Guam	GUM
Guatemala	GUA
Hong Kong, China	HKG
Hungary	HUN
Iceland	ISL
India	IND
Indonesia	INA
Iran	IRN
Iraq	IRQ
Ireland	IRL
Israel	ISR
Italy	ITA
Jamaica	JAM
Japan	JPN
Kazakhstan	KAZ
Kenya	KEN
Korea, DPR	PRK
Korea, Republic of	KOR
Kosovo	KOS
Kuwait	KUW
Kyrgyzstan	KGZ
Latvia	LAT

Appendix G IDENTIFICATION ON SAILS

<i>National authority</i>	<i>Letters</i>
Lebanon	LIB
Libya	LBA
Liechtenstein	LIE
Lithuania	LTU
Luxembourg	LUX
Macau, China	MAC
Madagascar	MAD
Malaysia	MAS
Malta	MLT
Mauritius	MRI
Mexico	MEX
Moldova	MDA
Monaco	MON
Montenegro	MNE
Montserrat	MNT
Morocco	MAR
Mozambique	MOZ
Myanmar	MYA
Namibia	NAM
Netherlands	NED
Netherlands Antilles	AHO
New Zealand	NZL
Nigeria	NGR
North Macedonia	MKD
Norway	NOR
Oman	OMA
Pakistan	PAK
Palestine	PLE
Panama	PAN
Papua New Guinea	PNG
Paraguay	PAR
Peru	PER
Philippines	PHI
Poland	POL
Portugal	POR
Puerto Rico	PUR
Qatar	QAT

<i>National authority</i>	<i>Letters</i>
Romania	ROM
Russia	RUS
Samoa	SAM
San Marino	SMR
Senegal	SEN
Serbia	SRB
Seychelles	SEY
Singapore	SGP
Slovak Republic	SVK
Slovenia	SLO
South Africa	RSA
Spain	ESP
Sri Lanka	SRI
St Kitts & Nevis	SKN
St Lucia	LCA
Sudan	SUD
Sweden	SWE
Switzerland	SUI
Tahiti	TAH
Tanzania	TAN
Thailand	THA
Timore Leste	TLS
Trinidad & Tobago	TTO
Tunisia	TUN
Turkey	TUR
Turks & Caicos	TKS
Uganda	UGA
Ukraine	UKR
United Arab Emirates	UAE
United States of America	USA
Uruguay	URU
US Virgin Islands	ISV
Vanuatu	VAN
Venezuela	VEN
Vietnam	VIE
Zimbabwe	ZIM

G1.2 Specifications

- (a) National letters and sail numbers shall be:
- (1) in capital letters and Arabic numerals,
 - (2) of the same colour,
 - (3) of a contrasting colour to the body of the sail, and
 - (4) of a sans-serif typeface.

In addition, the letters and numbers identifying the boat shall be clearly legible when the sail is set.[]

~~(a) National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. Commercially available typefaces giving the same or better legibility than Helvetica are acceptable.~~

- (b) The height of characters and space between adjoining characters on the same and opposite sides of the sail shall be related to the boat's overall length as follows:

<i>Overall length</i>	<i>Minimum height</i>	<i>Minimum space between characters and from edge of sail</i>
Under 3.5 m	230 mm	45 mm
3.5 m – 8.5 m	300 mm	60 mm
8.5 m – 11 m	375 mm	75 mm
Over 11 m	450 mm	90 mm

G1.3 Positioning

Class insignia, national letters and sail numbers shall be positioned as follows:

- (a) General
- (1) Class insignia, national letters and sail numbers, where applicable, shall be placed on both sides and such that those on the starboard side are uppermost.
 - (2) National letters shall be placed above the sail numbers on each side of the sail.

Commented [DR342]: Sub. 216-19, as edited.
The last lines of this rule have been edited to achieve the rule's intent. A full stop has been inserted after 'typeface' in (4), and the final statement is now a requirement in a stand-alone sentence that applies in addition to all the requirements in (1) – (4).
The last sentence was further edited for clarity on 6 June 2020.

(b) Mainsails

- (1) The class insignia, national letters and sail numbers shall, if possible, be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length.
- (2) The class insignia shall be placed above the national letters. If the class insignia is of a design that it may be placed back to back, then it may be so placed.

(c) Headsails and Spinnakers

- (1) National letters and sail numbers are only required on a headsail whose foot length is greater than 1.3 x foretriangle base.
- (2) The national letters and sail numbers of headsails shall be displayed wholly below an arc whose centre is the head point and whose radius is 50% of the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.
- (3) The national letters and sail number shall be displayed on the front side of a spinnaker but may be placed on both sides. They shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is 60% of the foot median.

~~(a) Except as provided in rules G1.3(d) and G1.3(e), class insignia, national letters and sail numbers shall, if possible, be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length. They shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.~~

~~(b) The class insignia shall be placed above the national letters. If the class insignia is of such a design that two of them coincide when placed back to back on both sides of the sail, they may be so placed.~~

~~(c) National letters shall be placed above the sail number.~~

~~(d) The national letters and sail number shall be displayed on the front side of a spinnaker but may be placed on both sides. They shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if~~

Commented [DR343]: This sentence was added on 5 June to correct an omission made when current rule G1.3(d) was relocated as new rule G1.3(c).

~~possible, wholly above an arc whose radius is 60% of the foot median.~~

~~(e) The national letters and sail number shall be displayed on both sides of a headsail whose clew can extend behind the mast 30% or more of the mainsail foot length. They shall be displayed wholly below an arc whose centre is the head point and whose radius is half the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.~~

Commented [DR344]: Sub. 216-19, as edited.

G2 OTHER BOATS

Other boats shall comply with the rules of their national authority or class association in regard to the allotment, carrying and size of insignia, letters and numbers. Such rules shall, when practicable, conform to the above requirements.

G3 CHARTERED OR LOANED BOATS

When so stated in the notice of race or sailing instructions, a boat chartered or loaned for an event may carry national letters or a sail number in contravention of her class rules.

G4 WARNINGS AND PENALTIES

When a protest committee finds that a boat has broken a rule of this appendix, it shall either warn her and give her time to comply or penalize her.

G5 CHANGES BY CLASS RULES

World Sailing Classes may change the rules of this appendix provided the changes have first been approved by World Sailing.

Commented [DR345]: A change in rule G5 was proposed in Sub. 216-19, but, as part of editing, that change was not made. Hence, rule G5 is unchanged for 2021-2024.

APPENDIX H

WEIGHING CLOTHING AND EQUIPMENT

See rule 50. *This appendix shall not be changed by the notice of race, sailing instructions or prescriptions of national authorities.*

Commented [DR346]: Sub. 164-19, Proposal 1.

Commented [DR347]: Sub. 155-19, Proposal 3, as edited.

- H1** Items of clothing and equipment to be weighed shall be arranged on a rack. After being saturated in water the items shall be allowed to drain freely for one minute before being weighed. The rack must allow the items to hang as they would hang from clothes hangers, so as to allow the water to drain freely. Pockets that have drain-holes that cannot be closed shall be empty, but pockets or items that can hold water shall be full.
- H2** When the weight recorded exceeds the amount permitted, the competitor may rearrange the items on the rack and the member of the technical committee in charge shall again soak and weigh them. This procedure may be repeated a second time if the weight still exceeds the amount permitted.
- H3** A competitor wearing a dry suit may choose an alternative means of weighing the items.
- (a) The dry suit and items of clothing and equipment that are worn outside the dry suit shall be weighed as described above.
 - (b) Clothing worn underneath the dry suit shall be weighed as worn while *racing*, without draining.
 - (c) The two weights shall be added together.

APPENDIX J

NOTICE OF RACE AND SAILING INSTRUCTIONS

See rules 89.2 and 90.2. In this appendix, the term 'event' ~~'race'~~ includes a *race or regatta or other* series of races.

A rule in the notice of race need not be repeated in the sailing instructions.

Care should be taken to ensure that there is no conflict between rules in the notice of race, the sailing instructions or any other document that governs the event ~~a rule in the notice of race and a rule in the sailing instructions.~~

Commented [DR348]: Sub. 155-19, Proposal 2, and Sub. 228-19, Proposal 6 conflict. The wording used in Sub. 155-19 appears here as it makes the least change while achieving the objectives of both of the conflicting proposals.

Commented [DR349]: Changes in the 2nd and 3rd paragraphs of this preamble are the result of Sub. 155-19, Proposal 2, as edited.

Commented [DR350]: NOTE: THIS COMMENT APPLIES TO ALL PARTS OF RULES J1 AND J2. The numbered parts of rules J1.1, J1.2, J1.3, J2.1 and J2.2 have been reordered and a numbered item included in rule J1 is not repeated in J2. The wording of some parts of J1 and J2 have been edited, with edits shown in red font. All these changes are the result of Sub. 155-19, Proposal 2, as edited, except for a few that are, as noted in separate comments, the result of other submissions.

Commented [DR351]: Sub. 228-19, Proposal 6.

Commented [DR352]: Sub. 228-19, Proposal 6.

Commented [DR353]: Note: The word 'a' after 'electronic' is to be deleted.

Commented [DR354]: Note: Punctuation changes. Insert ';' and delete ','.

Commented [DR355]: Relocated. In the current rules, this is rule J1.2(5).

Commented [DR356]: Relocated. In the current rules, this is rule J1.1(5).

Commented [DR357]: Deleted text is in new rule J1.3.

J1 NOTICE OF RACE CONTENTS

J1.1 The notice of race shall include the following information:

- (1) the title, place and dates of the ~~event race~~ and name of the organizing authority;
- (2) that the ~~event race~~ will be governed by the *rules* as defined in *The Racing Rules of Sailing*;
- (3) a list of any other documents that will govern the event (for example, *The Equipment Rules of Sailing*, to the extent that they apply), stating where or how each document or ~~an electronic a~~ copy of it may be ~~obtained seen~~;
- (4) the classes to race, any handicap or rating system that will be used, and the classes to which it will apply; ~~5~~ conditions of entry and any restrictions on entries;
- (5) the procedures ~~and times~~ for registration or entry, including fees and any closing dates;
- (6) the times of ~~registration and~~ warning signals for the practice race, if one is scheduled, and the first race, and succeeding races if known.

J1.2 The notice of race shall include any of the following that will apply ~~and that would help competitors decide whether to attend the event or that conveys other information they will need before the sailing instructions become available.~~

- (1) times or procedures for equipment inspection or event measurement, or requirements for measurement or rating certificates;
- (2) changes to the racing rules authorized by World Sailing under rule 86.2, referring specifically to each rule and stating the change (also include the statement from World Sailing authorizing the change);
- (3) changes to class rules, as permitted under rule 87, referring specifically to each rule and stating the change;
- (4) ~~any categorization or~~ classification requirements that some or all competitors must satisfy; ~~(see rule 79 and World Sailing Regulation 22, Sailor Classification Code);~~
 - (a) for sailor categorization ~~classification~~ (see rule 79 and the World Sailing ~~Regulation 22,~~ Sailor Categorization ~~Classification~~ Code), or
 - (b) for functional classification for Para World Sailing events (see World Sailing Para Classification Rules);
- (5) that boats will be required to display advertising chosen and supplied by the organizing authority (see rule 6 and the World Sailing ~~Regulation 20,~~ Advertising Code) and other information related to ~~advertising Regulation 20;~~
- (6) ~~when for an event where~~ entries from other countries are expected, any national prescriptions that may require advance preparation (see rule 88);
- (7) prescriptions that will apply if boats will pass through the waters of more than one national authority while racing, and when they will apply (see rule 88.1);
- (8) alternative communication required in place of hails under rule 20 (see rule 20.4(b));
- (9) any change in the weight limit for a competitor's clothing and equipment permitted by rule 50.1(b);
- (10) any requirements necessary for compliance with data protection legislation that applies in the venue of the event;
- (11) an entry form, to be signed by the boat's owner or owner's representative, containing words such as 'I agree to be bound by *The Racing Rules of Sailing* and by all other rules that govern this event.'

Commented [DR358]: Relocated. In the current rules, this is rule J1.2(7).

Commented [DR359]: Relocated. In the current rules, this was part of rule J1.2(1).
On 22 April, 2020, corrected error in wording made while relocating this rule from current rule J1.2(1).

Commented [DR360]: Relocated. In the current rules, this is rule J1.2(9).

Commented [DR361]: Relocated. In the current rules, this is rule J1.2(3).

Commented [DR362]: Edited to remove the use of a regulation number, which may change during the years 2021-2024.

Commented [DR363]: Sub. 073-16 as edited.
Also, Sub. 112-19, Proposal 2. Under that proposal, 'categorization' replaces 'classification' wherever that word is used in the RRS to refer to the Sailor Classification Code.
The title, World Sailing Para Classification Rules, was provided by Betsy Alison, Chairman of the Para World Sailing Committee.

Commented [DR364]: Relocated. In the current rules, this is rule J1.2(2).
Also, edited to remove reference to a regulation number, which may change during the years 2021-2024.

Commented [DR365]: Relocated. In the current rules, this is rule J1.2(4).

Commented [DR366]: Relocated. In the current rules, this is rule J2.2(5).

Commented [DR367]: Consequential change resulting from the addition of new rule 20.4(b).

Commented [DR368]: Consequential change resulting from Sub. 155-19, Proposal 5, as edited.
The word 'a' at the beginning of this rule is changed to 'any' for ease of reading.

Commented [DR369]: Sub. 218-19, as edited.

Commented [DR370]: Relocated. In the current rules, this is rule J1.2(6).

- (12) replacement of the rules of Part 2 with the right-of-way rules of the *International Regulations for Preventing Collisions at Sea* or other government right-of-way rules, the time(s) or place(s) they will apply, and any night signals to be used by the race committee.

Commented [DR371]: Relocated. In the current rules, this is rule J2.2(2). Moved to J1.2(12) as a consequence of Sub. 146-19, as edited.

J1.3 The notice of race shall include any of the following that will apply and that would help competitors decide whether to attend the event or that conveys other information they will need before the sailing instructions become available:

Commented [DR372]: Relocated. In the current rules this are the introductory lines in current rule J1.2.

- (1) changes to the racing rules permitted by rule 86, referring specifically to each rule and stating the change ~~(also, if rule 86.2 applies, include the statement from World Sailing authorizing the change)~~;
- (2) changes to the national prescriptions (see rule 88.2);
- (3) the time and place at which the sailing instructions will be available;
- (4) a general description of the course, or type of courses, to be sailed;
- (5) the scoring system, if different from the ~~system Low Point System~~ in Appendix A, included by reference to class rules or other rules governing the event, or stated in full. State the number of races scheduled and the minimum number that must be completed to constitute a series. If appropriate, for a series where the number of starters may vary substantially, state that rule A5.3 applies;
- (6) the penalty for breaking a rule of Part 2, other than the Two-Turns Penalty;
- (7) the time after which no warning signal will be made on the last scheduled day of racing;
- (8) denial of the right of appeal, subject to rule 70.5;
- (9) for chartered or loaned boats, whether rule G3 applies;
- (10) prizes.

Commented [DR373]: Relocated. In the current rules this is rule J.1.2(1). Deleted material is now in rule J1.2(2).

Commented [DR374]: Relocated. In the current rules this is rule J2.2(4).

Commented [DR375]: Relocated. In the current rules this is rule J1.2(8).

Commented [DR376]: Relocated. In the current rules this is rule J1.2(10).

Commented [DR377]: Consequential change as a result of Sub. 197-19, as edited.

Commented [DR378]: Relocated. In the current rules this is rule J1.2(14). New last sentence is the result of Sub. 197-19, as edited.

Commented [DR379]: Relocated. In the current rules this is rule J1.2(12).

Commented [DR380]: Relocated. In the current rules this is rule J1.2(11).

Commented [DR381]: Relocated. In the current rules this is rule J1.2(13).

Commented [DR382]: Relocated. In the current rules this is rule J1.2(15).

Commented [DR383]: Relocated. In the current rules this is rule J1.2(16).

J2 SAILING INSTRUCTION CONTENTS

J2.1 Unless included in the notice of race, the ~~The~~ sailing instructions shall include the following ~~information~~:

- (1) the information in rules J1.3(1), (2) and (5) and, when applicable, rules J1.3(6), (7), (8), (9) and (10);
- (2) the schedule of races, ~~the classes to race~~ and the times of warning signals for each class;|
- (3) a complete description of the course(s) to be sailed, or a list of marks from which the course will be selected and, if relevant, how courses will be signalled;|
- (4) descriptions of marks, including starting and finishing marks, stating the order in which marks are to be passed and the side on which each is to be left and identifying all rounding marks (see the definition *Sail the Course* ~~rule 28.2~~);|
- (5) descriptions of the starting and finishing lines, class flags and any special signals to be used;|
- (6) the race|time limit, if any, for the first boat to finish finishing (see rule 35);
- (7) ~~unless stated in the notice of race~~, location(s) of official notice board(s) or address of online notice board; location of the race office.|
- ~~(1) that the race will be governed by the rules as defined in The Racing Rules of Sailing;|~~
- ~~(2) a list of any other documents that will govern the event (for example, The Equipment Rules of Sailing, to the extent that they apply);|~~
- ~~(8) the handicap or rating system to be used, if any, and the classes to which it will apply;|~~
- ~~(9) unless stated in the notice of race, the scoring system, if different from the Low Point System in Appendix A, included by reference to class rules or other rules governing the event, or stated in full. State the number of races scheduled and the minimum number that must be completed to constitute a series;|~~

J2.2 Unless included in the notice of race, the ~~The~~ sailing instructions shall include those of the following that will apply:

- (1) whether Appendix P will apply;|

Commented [DR384]: Relocated. In the current rules this is rule J2.1(3). The words ', the classes to race and' have been deleted because the NoR is required to list the classes to race (see rule J1.1(4) above).

Commented [DR385]: Relocated. In the current rules this is rule J2.1(4).

Commented [DR386]: Sub. 139-18, Proposal 5, #2. Relocated. In the current rules this is rule J2.1(5).

Commented [DR387]: Relocated. In the current rules this is rule J2.1(6).

Commented [DR388]: Sub. 159-19 and Sub. 155-19, Proposal 2. Relocated. In the current rules this is rule J2.1(7).

Commented [DR389]: Relocated. In the current rules this is rule J2.1(10).

Commented [DR390]: Duplicates rule J1.1(2)

Commented [DR391]: Duplicates rule J1.1(3)

Commented [DR392]: Duplicates parts of rule J1.1(4)

Commented [DR393]: Duplicates part of rule J1.3(5)

Commented [DR394]: Was J2.2(28)

Appendix J NOTICE OF RACE AND SAILING INSTRUCTIONS

- (2) when appropriate, at an event where entries from other countries are expected, a copy in English of the national prescriptions that will apply;
- (3) procedure for changing the sailing instructions;
- (4) procedure for giving oral changes to the sailing instructions on the water (see rule 90.2(c));
- (5) safety requirements, such as requirements and signals for personal flotation devices, check-in at the starting area, and check-out and check-in ashore;
- (6) signals to be made ashore and location of signal station(s);
- (7) restrictions controlling changes to boats when supplied by the organizing authority;
- (8) when and under what circumstances propulsion is permitted under rule 42.3(i);
- (9) restrictions on use of support boats, plastic pools, radios, etc.; on trash disposal; on hauling out; and on outside assistance provided to a boat that is not *racing*;
- (10) the racing area (a chart is recommended);
- (11) location of the starting area and any restrictions on entering it;
- (12) any special procedures or signals for individual or general recall;
- (13) approximate course length and approximate length of windward legs;
- (14) any special procedures or signals for changing a leg of the course (see rule 33);
- (15) description of any **object, area or line** designated by the race committee to be an *obstruction* (see the definition *Obstruction*), **and any restriction on entering such an area or crossing such a line**;
- (16) boats identifying *mark* locations;
- (17) any special procedures for shortening the course or for *finishing* a shortened course;
- (18) ~~the time limit, if any, for the first boat to *finish* and~~ the time limit, if any, for boats other than the first boat to *finish* **and any other time limits or target times that apply while boats are *racing***;
- (19) declaration requirements;

Commented [DR395]: Was J2.2(6)

Commented [DR396]: Was J2.2(10)

Commented [DR397]: Was J2.2(11)

Commented [DR398]: Was J2.2(12)

Commented [DR399]: Was J2.2(14)

Commented [DR400]: Was J2.2(8)

Commented [DR401]: Was J2.2(29)

Commented [DR402]: Was J2.2(26)

Commented [DR403]: Was J2.2(15)

Commented [DR404]: Was J2.2(21)

Commented [DR405]: Was J2.2(22)

Commented [DR406]: Was J2.2(16)

Commented [DR407]: Was J2.2(24)

Commented [DR408]: Sub. 132-19, as edited. Was J2.2(17)

Commented [DR409]: Was J2.2(23)

Commented [DR410]: Was J2.2(25)

Commented [DR411]: Was J2.2(19). Deleted material is now in J2.1(6). Change in wording a result of Sub. 155-19, Proposal 2, as edited.

Commented [DR412]: Was J2.2(13)

Appendix J NOTICE OF RACE AND SAILING INSTRUCTIONS

- (20) time allowances;|
- (21) time limits, place of hearings, and special procedures for protests, requests for redress or requests for reopening;|
- (22) the national authority's approval of the appointment of an international jury, when required under rule 91(b);|
- (23) the time limit for requesting a hearing under rule N1.4(b), if not 30 minutes;|
- (24) when required by rule 70.3, the national authority to which appeals and requests are required to ~~may~~ be sent;|
- (25) substitution of competitors;|
- (26) the minimum number of boats appearing in the starting area required for a race to be started;|
- (27) when and where races postponed or abandoned for the day will be sailed;|
- (28) tides and currents;|
- (29) other commitments of the race committee and obligations of boats. |
- ~~(1) that boats will be required to display advertising chosen and supplied by the organizing authority (see rule 80 and World Sailing Regulation 20, Advertising Code) and other information related to Regulation 20;|~~
- ~~(3) changes to the racing rules permitted by rule 86, referring specifically to each rule and stating the change (also, if rule 86.2 applies, include the statement from World Sailing authorizing the change);|~~
- ~~(7) changes to class rules, as permitted under rule 87, referring specifically to each rule and stating the change;|~~
- ~~(9) unless included in the notice of race, times or procedures for equipment inspection or event measurement;|~~
- ~~(18) the time after which no warning signal will be made on the last scheduled day of racing;|~~
- ~~(27) the penalty for breaking a rule of Part 2, other than the Two-Turns Penalty;|~~
- ~~(32) denial of the right of appeal, subject to rule 70.5;|~~
- ~~(39) prizes;|~~

Commented [DR413]: 20) Was J2.2(20)

Commented [DR414]: Was J2.2(30)

Commented [DR415]: Was J2.2(34)

Commented [DR416]: Was J2.2(31)
Reworded to reflect the change made in rule N1.4(b) as a result of Sub. 227-19.

Commented [DR417]: Sub. 219-19.
Was J2.2(33).

Commented [DR418]: Was J2.2(35)

Commented [DR419]: Was J2.2(36)

Commented [DR420]: Was J2.2(37)

Commented [DR421]: Was J2.2(38)

Commented [DR422]: Was J2.2(40)

Commented [DR423]: Duplicates rule J1.2(5).

Commented [DR424]: Duplicates rule J1.3(1).

Commented [DR425]: Duplicates rule J1.2(3).

Commented [DR426]: Duplicates rule J1.2(1)

Commented [DR427]: Duplicates rule J1.3(7).

Commented [DR428]: Duplicates rule J1.3(6).

Commented [DR429]: Duplicates rule J1.3(8).

Commented [DR430]: Duplicates rule J1.3(10).

NOTICE OF RACE GUIDE

Previously Appendix K

SAILING INSTRUCTIONS GUIDE

Previously Appendix L

These guides, updated to conform to the rules in this edition of The Racing Rules of Sailing, are available, in various formats, at the World Sailing website at sailing.org/racingrules/documents. National authorities are encouraged to translate the guides, and World Sailing will make translated versions available at that website.

The guides, which will have a two-letter designation starting with 'K' or 'L', may be downloaded either as PDF documents or as Word documents. This will enable users to easily and quickly create, using the tested wording in the guides, either the notice of race or the sailing instructions, or both, for a particular event.

Suggestions for improving these guides are welcome and should be sent to rules@sailing.org.

APPENDIX M

RECOMMENDATIONS FOR PROTEST COMMITTEES

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

In a protest or redress 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)

- Receive the *protest* or request for redress.
- Note on the form the time the *protest* or request is delivered and the protest time limit.
- Inform each *party*, and the race committee when necessary, when and where the hearing will be held.

M2 BEFORE THE HEARING

M2.1 Make sure that

- each *party* has a copy of or the opportunity to read the *protest*, ~~or~~ request for redress or allegation and has had reasonable time to prepare for the hearing.
- only one person from each boat (or *party*) is present unless an interpreter is needed.
- all boats and people involved are represented. If they are not, however, the committee may proceed under rule 63.3(b).

Commented [DR431]: Consequential change as a result of Sub. 170-19, Proposal 3, as edited.

Appendix M RECOMMENDATIONS FOR PROTEST COMMITTEES

- boats' representatives were on board when required (rule 63.3(a)). When the *parties* were in different ~~events~~ ~~aces~~, both organizing authorities must accept the composition of the protest committee (rule 63.8). In a *protest* concerning class rules, obtain the current class rules and identify the authority responsible for interpreting them (rule 64.4(b)).

Commented [DR432]: Change from 'races' to 'events' in 2nd line made for consistency with other changes in the use of these terms elsewhere in the 2021 RRS.

M2.2 Determine if any members of the protest committee saw the incident. If so, require each of them to state that fact in the presence of the *parties* (rule 63.6(b)).

Commented [DR433]: Consequential change due to Sub. 175-18.

M2.3 Assess *conflicts of interest*.

- 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.
- 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.
- 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.
- 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.
- When a request for redress is made under rule 62.1(a) 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 the validity of the *protest* or request for redress.

- Are the contents adequate (rule 61.2 or 62)?
- Was it delivered in time? If not, is there good reason to extend the time limit (rule 61.3 or 62.2)?
- When required, was the protestor involved in or a witness to the incident (rule 60.1(a))?
- When necessary, was ‘Protest’ hailed and, if required, a red flag displayed correctly (rule 61.1(a))?
- When the flag or hail was not necessary, was the protestee informed?
- Decide whether the *protest* or request for redress is valid (rule 63.5).
- 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 63.6).

- Ask the protestor and then the protestee to tell their stories. Then allow them to question one another. In a redress matter, ask the *party* to state the request.
- ~~Invite questions from protest committee members.~~
- Make sure you know what facts each *party* is alleging before calling any witnesses. Their stories may be different.
- 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 63.6(a)). The question asked by a *party* ‘Would you like to hear N?’ is best answered by ‘It is your choice.’
- 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.)
- Invite the protestee to question the protestor’s witness first (and vice versa). This prevents the protestor from leading his witness from the beginning.

Commented [DR434]: Sub. 223-19.

Commented [DR435]: Consequential change due to Sub. 175-18.

Appendix M RECOMMENDATIONS FOR PROTEST COMMITTEES

- Allow members of the protest committee who saw the incident to give evidence (rule 63.6(b)), but only while the *parties* are present. 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 63.3(a)).
- Try to prevent leading questions ~~or hearsay evidence~~, but if that is impossible discount the evidence so obtained.
- **The protest committee chairman 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.**
- Accept written evidence from a witness who is not available to be questioned only if all *parties* agree. In doing so they forego their rights to question that witness (rule 63.6(c)).
- Ask one member of the committee to note down evidence, particularly times, distances, speeds, etc.
- **Invite questions from protest committee members.**
- Invite first the protestor and then the protestee to make a final statement of her case, particularly on any application or interpretation of the *rules*.

Commented [DR436]: Consequential change due to Sub. 175-18.

Commented [DR437]: Sub. 175-18, as edited.

Commented [DR438]: Sub. 175-18, as edited.

Commented [DR439]: Consequential change due to Sub. 175-18.

Commented [DR440]: Sub. 223-19.

M3.3 Find the facts (rule 63.6(d)).

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

Commented [DR441]: Consequential change due to Sub. 175-18.

M3.4 **Decide the case** ~~Decide the protest or request for redress~~ (rule 64).

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

Commented [DR442]: Consequential change as a result of Sub. 142-17, Proposal 3, as edited.

M3.5 Inform the *parties* (rule 65).

- 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.

- 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 66)

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’

- if it was not reasonably possible for the *party* asking for the reopening to have discovered the evidence before the original hearing,
- 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
- 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 MISCONDUCT (rule 69)

M5.1 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 rules similar to those governing a protest hearing but the protest committee must have at least three members (rule 69.2(a)). Use the greatest care to protect the competitor’s rights.

M5.2 A competitor or a boat cannot protest under rule 69, but the **hearing request** ~~protest~~ 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.

M5.3 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

Commented [DR443]: Sub. 209-18.

available, a person who was appointed as a member of the protest committee may present the allegation.

- M5.4** 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.
- M5.5** 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 64.5).
- M5.6** 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.
- M5.7** Unless the right of appeal is denied in accordance with rule 70.5, a *party* to a rule 69 hearing may appeal the decision of the protest committee.
- M5.8** Further guidance for protest committees about misconduct may be found on the World Sailing website.

M6 APPEALS (rule 70 and Appendix R)

When decisions can be appealed,

- 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?
- 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.

M7 PHOTOGRAPHIC EVIDENCE

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

- The *party* producing the photographic evidence is responsible for arranging the viewing.
- View the video several times to extract all the information from it.
- 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.
- Ask the following questions:
 - Where was the camera in relation to the boats?
 - Was the camera's platform moving? If so in what direction and how fast?
 - Is the angle changing as the boats approach the critical point? Fast panning causes radical change.
 - Did the camera have an unrestricted view throughout?

APPENDIX N

INTERNATIONAL JURIES

See rules 70.5 and 91(b). This appendix shall not be changed by the notice of race, sailing instructions or national prescriptions.

N1 COMPOSITION, APPOINTMENT AND ORGANIZATION

N1.1 An international jury shall be composed of experienced sailors with excellent knowledge of the racing rules and extensive protest committee experience. It shall be independent of and have no members from the race committee **or the technical committee**, and **it shall** be appointed by the organizing authority, subject to approval by the national authority if required (see rule 91(b)), or by World Sailing under rule 89.2(c).

Commented [DR444]: Sub. 226-19., Proposal 1.

N1.2 The jury shall consist of a chairman, a vice chairman if desired, and other members for a total of at least five. A majority shall be International Judges.

N1.3 No more than two members (three, in Groups M, N and Q) shall be from the same national authority.

N1.4 (a) The chairman of a jury may appoint one or more panels composed in compliance with rules N1.1, N1.2 and N1.3. This can be done even if the full jury is not composed in compliance with these rules.

(b) The chairman of a jury may appoint panels of at least three members each, of which the majority shall be International Judges. Members of each panel shall be from at least three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities. If dissatisfied with a panel's decision, a *party* is entitled to a hearing by a panel composed in compliance with rules N1.1, N1.2 and N1.3, except concerning the facts found, if requested within **30 minutes or** the time limit specified in the sailing instructions.

Commented [DR445]: Sub. 227-19, as edited.

N1.5 When a full jury, or a panel, has fewer than five members, because of illness or emergency, and no qualified replacements are available, it remains properly constituted if it consists of at least three members and if at least two of them are International Judges. When there are

three or four members they shall be from at least three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities.

N1.6 When it is considered desirable that some members not participate in discussing and deciding a *protest* or request for redress, and no qualified replacements are available, the jury or panel remains properly constituted if at least three members remain and at least two of them are International Judges.

N1.7 In exception to rules N1.1 and N1.2, World Sailing may in limited circumstances (see World Sailing Regulation 25.8.13) authorize an international jury consisting of a total of only three members. All members shall be International Judges. The members shall be from three different national authorities (two, in Groups M, N and Q). The authorization shall be stated in a letter of approval to the organizing authority and in the notice of race ~~or and~~ sailing instructions, and the letter shall be posted on the ~~event's~~ official notice board.

Commented [DR446]: Sub. 155-19, Proposal 4, as edited.

Commented [DR447]: Sub. 155-19, Proposal 6, as edited.

N1.8 When the national authority's approval is required for the appointment of an international jury (see rule 91(b)), notice of its approval shall be included in the sailing instructions or be posted on the official notice board.

N1.9 If the jury or a panel acts while not properly constituted, its decisions may be appealed.

N2 RESPONSIBILITIES

N2.1 An international jury is responsible for hearing and deciding all *protests*, requests for redress and other matters arising under the rules of Part 5. When asked by the organizing authority, ~~or~~ the race committee ~~or the technical committee~~, it shall advise and assist them on any matter directly affecting the fairness of the competition.

Commented [DR448]: Sub. 226-19, Proposal 1.

Note added comma on third line after 'authority'.

N2.2 Unless the organizing authority directs otherwise, the jury shall decide

- (a) questions of eligibility, measurement or rating certificates; and
- (b) whether to authorize the substitution of competitors, boats or equipment when a *rule* requires such a decision.

N2.3 The jury shall also decide matters referred to it by the organizing authority, ~~or~~ the race committee ~~or the technical committee~~.

Commented [DR449]: Sub. 226-19, Proposal 1.

Note added comma on second line after 'authority'.

N3 PROCEDURES

~~N3.1 Decisions of the jury, or of a panel, shall be made by a simple majority vote of all members. When there is an equal division of votes cast, the chairman of the meeting may cast an additional vote.~~

Commented [DR450]: Sub. 181-19, as edited.

N3.1 Members shall not be regarded as having a significant *conflict of interest* (see rule 63.4) by reason of their nationality, club membership or similar. When otherwise considering a significant *conflict of interest* as required by rule 63.4, considerable weight must be given to the fact that decisions of an international jury cannot be appealed and this may affect the perception of fairness and lower the level of conflict that is significant. In case of doubt, the hearing should proceed as permitted by rule N1.6.

N3.2 If a panel fails to agree on a decision it may adjourn, in which case the chairman shall refer the matter to a properly constituted panel with as many members as possible, which may be the full jury.

N4 MISCONDUCT (Rule 69)

N4.1 The World Sailing ~~Regulation 35~~, Disciplinary Code contains procedures that apply to specific international events with regard to the appointment of a person to conduct any investigation. These procedures override any conflicting provision of this appendix.

Commented [DR451]: Edited to remove reference to a regulation number, which may change during the years 2021-2024.

N4.2 A person shall be responsible for presenting to the hearing panel any allegations of misconduct under rule 69. This person shall not be a member of the hearing panel but may be a member of the jury. Such a person shall be required to make full disclosure of all material that may come into his possession in the course of his investigation to the person subject to allegations of a breach of rule 69.

N4.3 Prior to a hearing, the hearing panel, to the extent practically possible, shall not act as an investigator of any allegations made under rule 69. However, during the hearing the panel shall be entitled to ask any investigative questions it may see fit.

N4.4 If the panel decides to call a hearing, all material disclosed to the panel in order for them to make that decision must be disclosed to the person subject to the allegations before the hearing begins.

APPENDIX P

SPECIAL PROCEDURES FOR RULE 42

All or part of this appendix applies only if the notice of race or sailing instructions so state.

P1 OBSERVERS AND PROCEDURE

P1.1 The protest committee may appoint observers, including protest committee members, to act in accordance with rule P1.2. A person with a significant *conflict of interest* shall not be appointed as an observer.

P1.2 An observer appointed under rule P1.1 who sees a boat breaking rule 42 may penalize her by, as soon as reasonably possible, making a sound signal, pointing a yellow flag at her and hailing her sail number, even if she is no longer *racing*. A boat so penalized shall not be penalized a second time under rule 42 for the same incident.

P2 PENALTIES

P2.1 First Penalty

When a boat is first penalized under rule P1.2 her penalty shall be a Two-Turns Penalty under rule 44.2. If she fails to take it she shall be disqualified without a hearing.

P2.2 Second Penalty

When a boat is penalized a second time during the ~~event regatta~~, she shall promptly retire. If she fails to do so she shall be disqualified without a hearing and her score shall not be excluded.

Commented [DR452]: Sub. 228-19, Proposal 1.

P2.3 Third and Subsequent Penalties

When a boat is penalized a third or subsequent time during the ~~event regatta~~, she shall promptly retire. If she does so her penalty shall be disqualification without a hearing and her score shall not be excluded. If she fails to do so her penalty shall be disqualification without a hearing from all races in the ~~event regatta~~, with no score excluded, and the protest committee shall consider calling a hearing under rule 69.2.

Commented [DR453]: Both changes are the result of Sub. 228-19, Proposal 1.

P2.4 Penalties Near the Finishing Line

If a boat is penalized under rule P2.2 or P2.3 and it was not reasonably possible for her to retire before *finishing*, she shall be scored as if she had retired promptly.

P3 POSTPONEMENT, GENERAL RECALL OR ABANDONMENT

If a boat has been penalized under rule P1.2 and the race committee signals a *postponement*, general recall or *abandonment*, the penalty is cancelled, but it is still counted to determine the number of times she has been penalized during the ~~event regatta.~~

Commented [DR454]: Sub. 228-19, Proposal 1.

P4 REDRESS LIMITATION

A boat shall not be given redress for an action by a member of the protest committee or its designated observer under rule P1.2 unless the action was improper due to a failure to take into account a race committee signal or a class rule.

P5 FLAGS O AND R

P5.1 When Rule P5 Applies

Rule P5 applies if the class rules permit pumping, rocking and ooching when the wind speed exceeds a specified limit.

P5.2 Before the Starting Signal

- (a) The race committee may signal that pumping, rocking and ooching are permitted, as specified in the class rules, by displaying flag O before or with the warning signal.
- (b) If the wind speed becomes less than the specified limit after flag O has been displayed, the race committee may *postpone* the race. Then, before or with a new warning signal, the committee shall display either flag R, to signal that rule 42 as changed by the class rules applies, or flag O, as provided in rule P5.2(a).
- (c) If flag O or flag R is displayed before or with the warning signal, it shall be displayed until the starting signal.

P5.3 After the Starting Signal

After the starting signal,

- (a) if the wind speed exceeds the specified limit, the race committee may display flag O with repetitive sounds at a *mark* to signal that pumping, rocking and ooching are permitted, as specified in the class rules, after passing the *mark*;
- (b) if flag O has been displayed and the wind speed becomes less than the specified limit, the race committee may display flag R with repetitive sounds at a *mark* to signal that rule 42, as changed by the class rules, applies after passing the *mark*.

APPENDIX R

PROCEDURES FOR APPEALS AND REQUESTS

See rule 70. A national authority may change this appendix by prescription, but it shall not be changed by *the notice of race or sailing instructions*.

Commented [DR455]: Sub. 155-19, Proposal 3, as edited.

R1 APPEALS AND REQUESTS

Appeals, requests by protest committees for confirmation or correction of their decisions, and requests for interpretations of the *rules* shall be made in compliance with this appendix.

R2 SUBMISSION OF DOCUMENTS

R2.1 To make an appeal,

- (a) no later than 15 days after receiving the protest committee's written decision or its decision not to reopen a hearing, the appellant shall send an appeal and a copy of the protest committee's decision to the national authority. The appeal shall state why the appellant believes the protest committee's decision or its procedures were incorrect;
- (b) when the hearing required by rule 63.1 has not been held within 30 days after a *protest* or request for redress was delivered, the appellant shall, within a further 15 days, send an appeal with a copy of the *protest* or request and any relevant correspondence. The national authority shall extend the time if there is good reason to do so;
- (c) when the protest committee fails to comply with rule 65, the appellant shall, within a reasonable time after the hearing, send an appeal with a copy of the *protest* or request and any relevant correspondence.

If a copy of the *protest* or request is not available, the appellant shall instead send a statement of its substance.

R2.2 The appellant shall also send, with the appeal or as soon as possible thereafter, all of the following documents that are available to her:

- (a) the written *protest(s)* or request(s) for redress;
- (b) a diagram, prepared or endorsed by the protest committee, showing the positions and tracks of all boats involved, the course to the next *mark* and the required side, the force and direction of the wind, and, if relevant, the depth of water and direction and speed of any current;
- (c) the notice of race, the sailing instructions, any other **documents** ~~conditions~~ governing the event, and any changes to them;
- (d) any additional relevant documents; and
- (e) the names, postal and email addresses, and telephone numbers of all *parties* to the hearing and the protest committee chairman.

Commented [DR456]: Sub. 198-18.

R2.3 A request from a protest committee for confirmation or correction of its decision shall be sent no later than 15 days after the decision and shall include the decision and the documents listed in rule R2.2. A request for an interpretation of the *rules* shall include assumed facts.

R3 RESPONSIBILITIES OF NATIONAL AUTHORITY AND PROTEST COMMITTEE

Upon receipt of an appeal or a request for confirmation or correction, the national authority shall send to the *parties* and protest committee copies of the appeal or request and the protest committee's decision. It shall ask the protest committee for any relevant documents listed in rule R2.2 not sent by the appellant or the protest committee, and the protest committee shall promptly send them to the national authority. When the national authority has received them it shall send copies to the *parties*.

R4 COMMENTS AND CLARIFICATIONS

R4.1 The *parties* and protest committee may make comments on the appeal or request or on any of the documents listed in rule R2.2 by sending them in writing to the national authority.

R4.2 The national authority may seek clarifications of *rules* governing the event from organizations that are not *parties* to the hearing.

R4.3 The national authority shall send copies of comments and clarifications received to the *parties* and protest committee as appropriate.

R4.4 Comments on any document shall be made no later than 15 days after receiving it from the national authority.

R5 INADEQUATE FACTS; REOPENING

The national authority shall accept the protest committee's finding of facts except when it decides they are inadequate. In that case it shall require the committee to provide additional facts or other information, or to reopen the hearing and report any new finding of facts, and the committee shall promptly do so.

R6 WITHDRAWING AN APPEAL

An appellant may withdraw an appeal before it is decided by accepting the protest committee's decision.

APPENDIX S

STANDARD SAILING INSTRUCTIONS

This appendix applies only if the notice of race so states.

These Standard Sailing Instructions may be used at an event in place of printed sailing instructions made available to each boat. To use them, state in the notice of race that ‘The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions, and supplementary sailing instructions that will be posted on the official notice board located at _____.’

Commented [DR457]: Sub. 230-19, as edited.

The supplementary sailing instructions will include:

- 1 The location of the race office and of the flag pole on which signals made ashore will be displayed (see SI 4.1 below).*
- 2 A table showing the schedule of races, including the day and date of each scheduled day of racing, the number of races scheduled each day, the scheduled time of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing (see SI 5 below) (SI 5).*
- ~~*2. The location of the race office and of the flag pole on which signals made ashore will be displayed (SI 4.1).*~~
- 3 A list of the marks that will be used and a description of each one (SI 8). How new marks will differ from original marks (SI 10).*
- 4 The time limits, if any, that are listed in SI 12.*
- 5 Any changes or additions to the instructions in this appendix.*

Commented [DR458]: Sub. 230-19, as edited.
Note: Deleted period after the five numbered paragraphs in this preamble, for consistency of style with preambles in Appendices K and L.

Commented [DR459]: Sub. 230-19, as edited.

Commented [DR460]: Sub. 230-19, as edited.

A copy of the supplementary sailing instructions will be available to competitors on request.

SAILING INSTRUCTIONS

1 RULES

- 1.1 The event ~~regatta~~ will be governed by the rules as defined in *The Racing Rules of Sailing*.

Commented [DR461]: Sub. 228-19, Proposal 2.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board.
- 2.2 Supplementary sailing instructions (called 'the supplement' below) will be posted on the official notice board.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 0800 on the day it will take effect, unless this time is changed in the supplement. ~~except that any~~ Any change to the schedule of races will be posted by 2000 on the day before it will take effect.

Commented [DR462]: Sub. 230-19, as edited.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flag pole. The supplement will state its location.

- ~~4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.~~

Commented [DR463]: Sub. 230-19, as edited.

5 SCHEDULE OF RACES

- 5.1 The supplement will include a table showing the days, dates, number of races scheduled, the scheduled times of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing.

- 5.2 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

Commented [DR464]: Sub. 230-19, as edited.

6 CLASS FLAGS

- 6.1 Each class flag will be the class insignia on a plain white background or as stated in the supplement.

Commented [DR465]: Sub. 230-19, as edited.

7 THE COURSES

7.1 No later than the warning signal, the race committee will designate the course, ~~by displaying one or two letters followed by a number,~~ and it may also display the approximate compass bearing of the first leg.

Commented [DR466]: Sub. 230-19, as edited.

7.2 The course diagrams are on the pages following SI 13. They show the courses, the order in which marks are to be passed, and the side on which each mark is to be left. The supplement may include additional courses.

8 MARKS

8.1 A list of the marks that will be used, including a description of each one, will be included in the supplement.

9 THE START

9.1 Races will be started by using RRS 26.

9.2 The starting line will be between a staff displaying an orange flag on the race committee vessel and the course side of the starting mark.

10 CHANGE OF THE NEXT LEG OF THE COURSE

10.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

11 THE FINISH

11.1 The finishing line will be between a staff displaying a blue ~~an orange~~ flag on the race committee vessel and the course side of the finishing mark.

Commented [DR467]: Sub. 230-19, as edited. Further edited to change 'an orange or blue' to 'a blue' for consistency with Race Signals, Blue flag. That 22 June change was approved by an electronic vote by RRC.

12 TIME LIMITS

12.1 The supplement will state which of the following time limits, if any, will apply and, for each, the time limit.

- Mark 1 Time Limit Time limit for the first boat to pass Mark 1.
- Race Time Limit Time limit for the first boat to ~~start,~~ sail the course and finish.
- Finishing Window Time limit for boats to finish after the first boat ~~starts,~~ sails the course and finishes.

Commented [DR468]: Sub. 139-18, Proposal 2, #5.

Commented [DR469]: Sub. 139-18, Proposal 2, #5 as edited.

12.2 If no boat has passed Mark 1 within the Mark 1 Time Limit, the race shall be abandoned.

12.3 Boats failing to finish within the Finishing Window shall be scored Did Not Finish without a hearing. This changes RRS 35, **A5.1** and **A5.2.**

Commented [DR470]: Consequential change as a result of Sub. 197-19, as edited.

13 PROTESTS AND REQUESTS FOR REDRESS

13.1 **Hearing request** ~~Protest~~ forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

Commented [DR471]: Sub. 209-18.

13.2 For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.

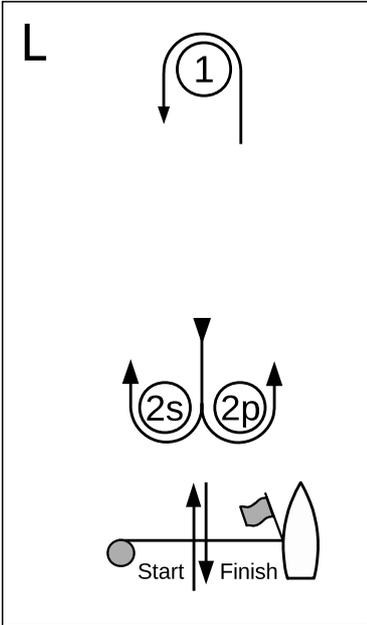
13.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and where the hearings will be held.

13.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

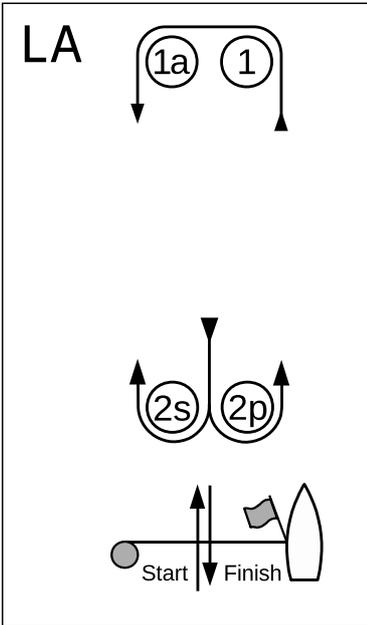
13.5 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

COURSE DIAGRAMS

Commented [DR472]: The diagrams on this page and the next two pages were published in Changes and Corrections, Version 1. They are the result of Correction #2 to the 2017-2020 RRS made on Oct. 20, 2016.

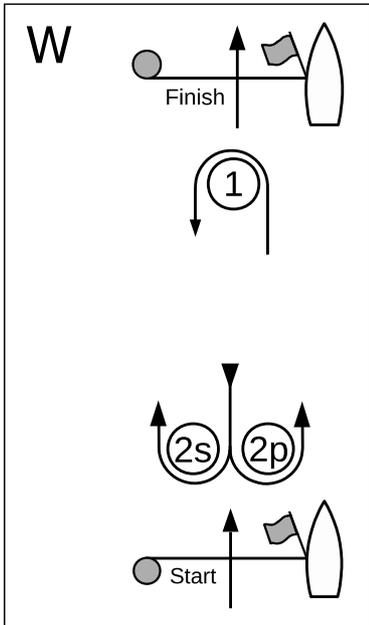


Course L – Windward/Leeward, Leeward Finish	
Signal	Mark Rounding Order
L2	Start – 1 – 2s/2p – 1 – Finish
L3	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish
L4	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish

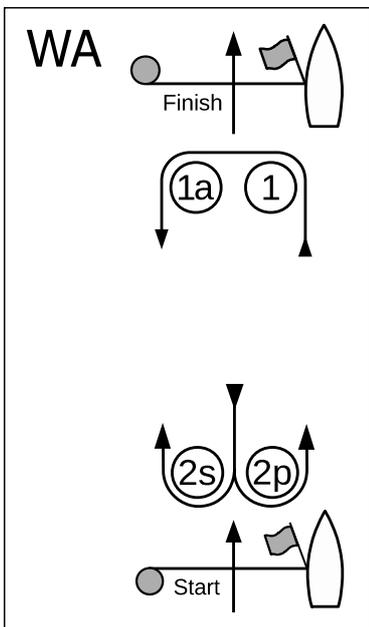


Course LA – Windward/Leeward with Offset Mark, Leeward Finish	
Signal	Mark Rounding Order
LA2	Start – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA4	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish

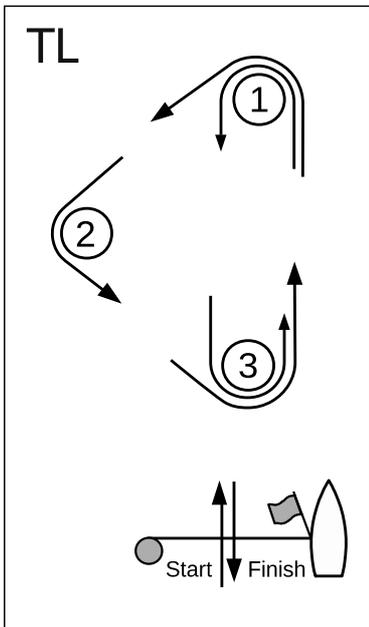
Appendix S STANDARD SAILING INSTRUCTIONS



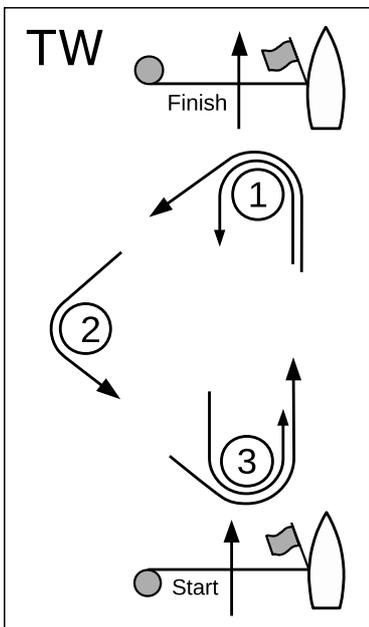
Course W – Windward/Leeward, Windward Finish	
Signal	Mark Rounding Order
W2	Start – 1 – 2s/2p – Finish
W3	Start – 1 – 2s/2p – 1 – 2s/2p – Finish
W4	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/2p – Finish



Course WA – Windward/Leeward with Offset Mark, Windward Finish	
Signal	Mark Rounding Order
WA2	Start – 1 – 1a – 2s/2p – Finish
WA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish
WA4	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish



Course TL – Triangle, Leeward Finish	
<i>Signal</i>	<i>Mark Rounding Order</i>
TL2	Start – 1 – 2 – 3 – 1 – Finish
TL3	Start – 1 – 2 – 3 – 1 – 3 – 1 – Finish
TL4	Start – 1 – 2 – 3 – 1 – 3 – 1 – 3 – 1 – Finish



Course TW – Triangle, Windward Finish	
<i>Signal</i>	<i>Mark Rounding Order</i>
TW2	Start – 1 – 2 – 3 – Finish
TW3	Start – 1 – 2 – 3 – 1 – 3 – Finish
TW4	Start – 1 – 2 – 3 – 1 – 3 – 1 – 3 – Finish

APPENDIX T

ARBITRATION

This appendix applies only if the notice of race or sailing instructions so state.

*Arbitration adds an extra step to the protest resolution process but can eliminate the need for some protest hearings, thus speeding up the process for events in which many protests are expected. Arbitration may not be appropriate for all events as it requires an additional knowledgeable person to act as the arbitrator. Further guidance on arbitration can be found in the **World Sailing Judges Manual**, which can be downloaded from the World Sailing website.*

Commented [DR473]: Edit made to agree with title of the manual and with rulebook style for formatting titles.

T1 POST-RACE PENALTIES

- (a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- (b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
- (c) A boat takes a Post-Race Penalty by delivering to the arbitrator or a member of the protest committee a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

T2 ARBITRATION MEETING

An arbitration meeting will be held prior to a protest hearing for each incident resulting in a *protest* by a boat involving one or more rules of Part 2 or rule 31, but only if each *party* is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T3 ARBITRATOR'S OPINION

Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) the *protest* is invalid,
- (b) no boat will be penalized for breaking a *rule*, or
- (c) one or more boats will be penalized for breaking a *rule*, identifying the boats and the penalties.

Commented [DR474]: 'Rule' italicized in two places in rule T3 for consistency with use of italics for 'rule' elsewhere in the RRS.

T4 ARBITRATION MEETING OUTCOMES

After the arbitrator offers an opinion,

- (a) a boat may take a Post-Race Penalty, and
- (b) a boat may ask to withdraw her *protest*. The arbitrator may then act on behalf of the protest committee in accordance with rule 63.1 to allow the withdrawal.

Unless all *protests* involving the incident are withdrawn, a protest hearing will be held.

SUBMISSIONS THAT RESULTED IN CHANGES TO DEFINITIONS AND THE RULES OF PARTS 1 – 7

Submission 061-16

Rule 29.1

A submission from the Deutscher Segler-Verband

Purpose or Objective

To clarify RRS 29.1 and 29.2

Proposal

Change Rule 29.1 and add RRS 29.2 to the Rules when RRS 29.1 does not apply.

29.1 Individual Recall

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line or one of its extensions and have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 29.2, 30.3 or 30.4 applies this rule does not.

Current Position

As above

Reason

In the current version of rule 29 in case of a general recall formally both flags have to be displayed, because the criteria in RRS 29.1 'When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line ...' is met even when not all boats have been identified in case of a general recall. With this rule change the general practice only to show the 1st substitute in case of a general recall is reflected and supported by the RRS.

Submission 065-16

Rule 61.1(a)

A submission from the Royal Yachting Association

Purpose or Objective

To clarify sub-paragraph (4) that injury or serious damage must be obvious at the time of the incident.

Proposal

61.1 Informing the Protestee

- (a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her *protest* will concern an incident in the racing area that she was involved in or saw, she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer *racing*. However,
- (1) if the other boat is beyond hailing distance, the protesting boat need not hail but she shall inform the other boat at the first reasonable opportunity;
 - (2) if the hull length of the protesting boat is less than 6 metres, she need not display a red flag;
 - (3) if the incident was an error by the other boat in sailing the course, she need not hail or display a red flag but she shall inform the other boat either before or at the first reasonable opportunity after the other boat *finishes*;
 - (4) ~~if as a result of the incident a member of either crew is in danger, or there is injury or serious damage that~~ **if at the time of the incident it** is obvious to the boat intending to protest **that a member of either crew is in danger, or that injury or serious damage resulted**, the requirements of this rule do not apply to her, but she shall attempt to inform the other boat within the time limit of rule 61.3.

Current Position

As above.

Reason

The current rule is silent about the time when the injury or serious damage must be obvious to the boat intending to protest. In two recent appeal cases, both collisions between rigs on keelboats, at the time of the incident it was not clear to the relevant boats that serious damage had occurred. If, at the time of the incident, the boat intending to protest is unaware of any injury or serious damage, she must be expected to comply with the first paragraph of rule 61.1(a).

Submission 134-17

Basic Principles, Sportsmanship and the Rules

A submission from US Sailing

Purpose

To correct a deficiency in the Basic Principle, Sportsmanship and the Rules.

Proposal

Change the Basic Principle, Sportsmanship and the Rules as follows:

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 competitors break a *rule* **and are not exonerated** they will promptly take a penalty, which may be to retire.

Current Position

As above.

Reason

The current Basic Principle (Sportsmanship and the Rules) says that when competitors break a rule they must promptly take a penalty, but that is not accurate. There are many times when competitors break a rule but they are exonerated. In those cases, competitors are not expected to take a penalty. The proposed change to the Basic Principle makes it clear that competitors do not have to take a penalty when they are exonerated for a rules breach.

Two other submissions from US Sailing deal with exonerated. One of these proposes changes in rules 21(a) and (b), and the other proposes changes in current rules 21 and 64.1(a).

Submission 135-17

Definition Start

A submission from US Sailing

Purpose

To word the definition Start consistently with other definitions and rules, and to solve a problem with its wording when certain courses are used.

Proposal 1

Change the definition Start as follows:

Start A boat *starts* when, 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, crew or equipment crosses the starting line **from the pre-start side** ~~in the direction of the first mark~~.

Proposal 2

In Appendix F, change the definition Start as follows:

Start A kiteboard *starts* when, her hull and the competitor 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, or the competitor crosses the starting line **from the pre-start side** ~~in the direction of the first mark~~.

Current Position

As above.

Reasons

To use similar wording in similar phrases in the definitions *Start* and *Finish*. This simplifies the rules and reduces debates about the reasons for differences in wording between rules.

To avoid mention of the 'first *mark*' because, for some courses, there is no 'first *mark*'. An example would be a point-to-point race, from a starting line at one club to a finishing line at another club. Also, for some courses the first leg of the course takes the fleet to and around a headland and from there in a different direction to the first *mark*. In that case it may not be physically possible to cross the starting line from the pre-start side 'in the direction of the first *mark*'.

Submission 137-17

Rule 14

A submission from US Sailing

Purpose

To change rule 14 so that it is fairer and also so that it is consistent with rule 21.

Proposal

Change rule 14 as follows:

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one ~~entitled to~~ **sailing within the** room or mark-room **to which she is entitled**

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving room or mark-room, and
- (b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.

Current Position

As above.

Reasons

Consider a situation where W is overlapped to windward and inside of L within the zone at a leeward mark. L has given W more than enough space, but W is not sailing within the mark-room to which she is entitled. Instead, she sails to leeward of that space, and makes contact with L (without damage). W breaks rule 11, and she will not be exonerated by rule 21. If W could have avoided the contact but failed to do so, she also broke rule 14. But will she be penalized under current rule 14? The answer is no. Since W was a boat entitled to mark-room and the contact did not cause injury or damage, she is exonerated by rule 14(b). That doesn't seem right. If a give-way boat is not sailing within the room or mark-room to which she is entitled, she should not be exonerated when she could have avoided contact but didn't. If the proposal is approved, W will not be exonerated for breaking rule 14. Cases 25 and 70 involve similar situations.

The proposed added words will also affect the impact of rule 14(a) on a boat entitled to room or mark-room. If such a boat is not sailing within that room or mark-room, she will not enjoy the benefit that current rule 14(a) confers on any boat entitled to room or mark-room. Proposed rule 14(a) is fairer than the broader benefit that the current rule 14(a) confers on any boat entitled to room or mark-room.

The new wording chosen for proposed rule 14(a) is the same as the wording used in rule 21. When it is possible, using the same wording in two rules makes those rules simpler. This is the case because the reader does not have to answer the question, 'Why are these two rules worded differently?'

Submission 142-17

Definition Party, Rules 63.1, 64.4, New Rule 63.8 & Urgent Rule Change

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To correct an editing error in the RRS 2017 - 2020 and to ensure that no person or boat can be penalized without having the rights of being a party to any hearing. To clarify how hearings under RRS 60.3(d) involving support persons should be conducted.

Proposal 1

Amend Definition Party as follows:

Party A *party* to a hearing is

- (a) for a protest hearing: a protestor, a protestee;
- (b) for a request for redress: a boat requesting redress or for which redress is requested, a race committee acting under rule 60.2(b), a technical committee acting under rule 60.4(b);
- (c) for a request for redress under rule 62.1(a): the body alleged to have made an improper action or omission;
- (d) a person against whom an allegation of a breach of rule 69 is made; a person presenting an allegation under rule 69;
- (e) a *support person* subject to a hearing under rule 60.3(d) and any competitor or boat supported by that person; a person presenting an allegation under rule 60.3(d).

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

Current Position

As above

Reasons

To ensure that any competitor or boat is a party to any hearing that may result in a penalty being imposed on them. This means they will have the right to be present throughout the hearing, to present evidence, to question witnesses and to make summaries as provided in RRS 63 and to be able to request a reopening under RRS 66.

Proposal 2

Amend rule 63.1 as follows:

63.1 Requirement for a Hearing

A boat or competitor shall not be penalized without a protest hearing, except as provided in rules 30.2, 30.3, 30.4, 64.3(d), **64.4(b)**, 69, 78.2, A5 and P2. A decision on redress shall not be made

without a hearing. The protest committee shall hear all protests and requests for redress that have been delivered to the race office unless it allows a protest or request to be withdrawn.

Current Position

As above

Reasons

To correct an editing error that did not include 64.4(b) in the list of rules in 63.1. As a hearing under rule 60.3(d) is not a protest hearing, the rule needs to be included in rule 63.1 even though a hearing is required to impose a penalty.

Proposal 3

Amend rule 64.4 as follows:

64.4 Decisions Concerning Support Persons

(a) When, after a hearing, the protest committee decides that a *support person* who is a *party* to ~~a~~ the hearing has broken a *rule*, it may.....

(b) The protest committee may also penalize a competitor after a 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 DSQ, when the protest committee decides that....'

Current Position

As above

Reasons

To make it clear that there must be a hearing before any breach of a rule can be established. Coupled with Proposal 1 this completes the due process necessary before imposing a penalty on a competitor as a result of a breach by their support person.

Proposal 4

Add new rule 63.8 as follows:

63.8 Hearings under rule 60.3(d) – Support Persons

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 rules 63.2, 63.3, 63.4 and 63.6 except that a person may be appointed by the protest committee to present the allegation.

Current Position

As above

Reasons

The rule book is currently silent on how to conduct hearings regarding support persons.

Proposal 5

These changes be considered of clear necessity and pressing importance for introduction to the RRS on 1 January 2018 as permitted by Regulation 28.1.2

Current Position

If approved without Proposal 5, these changes will come into force on 1 January 2020.

Reasons

These changes are required to implement Submission 202-15 at it was intended.

Submission 145-17

Rule 69.2(e)

A submission from the Chairman of the Racing Rules Committee

Purpose

To make rule 69.2(e) consistent with current practice in rule 69 hearings.

Proposal

Change rule 69.2(e) as shown below:

69.2 Action by a Protest Committee

- (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 rules 63.2, 63.3(a), 63.4, ~~and~~ 63.6, **65.1, 65.2 and 66** except that: *[No further change]*

Current Position

As above.

Reason

Rule 69 hearings are unusual and differ in several respects from protest or redress hearings. Most local and national judges will only conduct one or, at most, a handful of rule 69 hearings over their lifetime. They should be able to look to rule 69.2 to tell them which Section B rules apply in such a hearing. The list of rules in rule 69.2(e) appears to be a list of all the rules of Section B of Part 5 that apply to a rule 69 hearing. However, that list does not include rules 65.1, 65.2 and 66, and those three rules should apply to a rule 69 hearing just as they would to a protest or redress hearing. If this proposal is approved, it will be clear that rules 65.1 and 65.2, which state the procedure to be followed at end of a hearing, and rule 66, which enables a hearing to be reopened under specified circumstances, apply to rule 69 hearings.

Submission 146-17

Rule 69.2(f)

A submission from the Chairman of the Racing Rules Committee

Purpose

To make rule 69.2(f) apply when a person alleged to have broken rule 69 is able to attend the hearing, but refuses to do so. Also, to clarify rule 69.2(f).

Proposal

Change rule 69.2(f) as follows:

- (f) If the person ~~is unable to attend the hearing and~~
- (1) provides good reason **why he cannot 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 the person present.

Current Position

As above.

Reason

The current rule does not cover the following situation: A person has been informed in writing that he is alleged to have broken rule 69 and that a hearing will be held at a specified time and place. The person is at the event venue and is able to attend the hearing, but refuses to do so. How should the protest committee proceed? Current rule 69.2(f) does not help because it only applies if the person is 'unable' to attend the hearing. The proposal makes it clear that, in the situation described above, the protest committee may conduct the hearing without the person present.

The proposed rule uses a sentence structure that should make it easier for readers to follow.

Submission 147-17

Rule 86.1(a)

A submission from the Royal Yachting Association

Purpose or Objective

To prevent race organisers negating the effect of rule 55 contrary to the Basic Principle on Environmental Responsibility.

Proposal

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; the Basic Principles; a rule in the Introduction; Part 1, 2 or 7; rule 42, 43, 55, 63.4, 69, 70, 71, 75, 76.3, 79 or 80; a rule of an appendix that changes one of these rules; Appendix H or N; World Sailing Regulation 19, 20, 21, 22, 35 or 37.
- (b) The notice of race or sailing instructions may change a racing rule, but not rule 76.1 or 76.2, Appendix R, or a rule listed in rule 86.1(a).
- (c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

Current Position

As above.

Reasons

Some race organisers permit disposal of trash in the water by amending rule 55 or even deleting the rule. World Sailing should support the Basic Principle stated in the Racing Rules of Sailing to minimise any adverse environmental impact of the sport of sailing.

One area of concern is the use of elastic bands to stop spinnakers during a hoist. Sailmakers have been developing alternative methods of stopping spinnakers. Although this rule change will not take effect until 1 January 2021, its approval now will send a clear message of urgency.

Submission 138-18

Definitions Clear and Mark-Room, Rules 18.2(d) and 18.5

A submission from US Sailing

Purpose

To fix a problem caused by an unintended consequence of rule 18.2(d) and to clearly establish when rule 18 no longer applies.

Proposal

Change Definition Mark-Room, rules 18.1 and 18.2(d) as follows:

Mark-Room *Room* for a boat to leave a *mark* on the required side. Also,

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

However, *[no further changes]*

18.1 When Rule 18 Applies

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

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

Rule 18 no longer applies between boats when the boat entitled to *mark-room* has been given that *mark-room*.

18.2 Giving Mark-Room

- (d) Rules 18.2(b) and (c) cease to apply ~~if when~~ the boat entitled to *mark-room* ~~has been given that *mark room*, or if she~~ passes head to wind or leaves the *zone*.

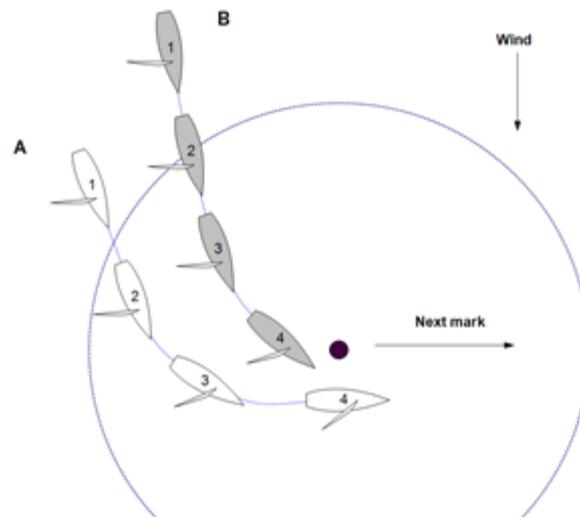
Current Position

As above.

Reasons

From 1997-2008, rule 18.1 stated that rule 18 applied between boats until they had ‘passed [the mark]’. In 2009, that statement was removed, so from 2009 to 2016 rule 18 did not contain wording that told readers when rule 18 ceased to apply, and sailors frequently asked, ‘When does rule 18 turn off?’ In 2017, in an attempt to answer that question, rule 18.2(d) was changed by adding the phrase ‘has been given that *mark-room*.’ As a result of that 2017 change, rules 18.2(b) and (c) now cease to apply ‘when the boat entitled to *mark-room* has been given that *mark-room*.’

Unfortunately, rule 18.2(d), combined with the current definition *Mark-Room*, results in an unintended consequence that introduces an undesirable game change. Consider the diagram below. A is clear ahead of B when she enters the zone, so rule 18.2(b) applies and A is entitled to mark-room from B. At position 4, A has been given room to sail to the mark, room to round the mark as necessary to sail the course, and room to leave it on the required side. According to rule 18.2(d), she is no longer entitled to mark-room from B. At that point, 18.2(b) no longer applies, so B is entitled to mark-room under rule 18.2(a) because she is overlapped inside A. This result was not intended by the writers of rule 18, nor is it how the game has been played for many years.



The intent behind adding the words ‘has been given that mark-room’ to rule 18.2(d) was that once a boat has been given mark-room, rule 18 should no longer apply. It was not intended that the boat that was entitled to mark-room under rule 18.2(b) would suddenly be required by rule 18.2(a) to give mark-room to the other boat. This problem is solved by removing the new wording from 18.2(d) and adding a new sentence at the end of rule 18.1. The new sentence in rule 18.1 turns off all of rule 18 rather than just rules 18.2(b) and (c).

A problem with the words ‘has been given mark-room’, as shown in the discussion above, is the imprecision of the definition *Mark-Room* with respect to exactly when all the conditions of that definition have been met. A diagram similar to the diagram above was circulated to the World Sailing RRC with a simple question: At what point had the boat entitled to mark-room been given that mark-room? There was no consensus on the correct answer to that question.

One possible answer might be that a boat entitled to mark-room has been given that room when she has left the mark on the required side and it is astern of her – that is, the mark is behind a line abeam from the boat’s aftermost point. However, this criterion does not work. Consider two boats, IW and OL, overlapped during the last part of a leeward-mark rounding, with IW entitled to mark-room from OL. The wind is from the north, and the next leg is upwind. There is a current from just east of northeast. After IW has passed the mark close-hauled on port tack but is still in the zone, it becomes clear to her that she is still at risk of being swept into the mark by the current. Clearly in this situation the mark is still ‘in play’ and IW should still be protected by rule 18.

Some members of the RRC suggested that the criterion for when rule 18 no longer applies should be that the boat entitled to mark-room has sailed to a position where no action by the boat required to give mark-room that is permitted by the rules will result in the boat entitled to mark-room touching the mark. The proposed addition to paragraph (b) in the definition *Mark-Room* extends the time during which mark-room must be given until the boat has rounded or passed the mark as necessary to sail the course without touching mark. This means that, in the OL-IW situation just described, OL must continue to give IW room to avoid touching the mark even if that room must be given after IW has rounded and passed the mark and made the course change necessary to sail to the next mark. Those added words give IW room to avoid being swept by the current into the mark, even if this must be done after IW has left the mark astern.

Submission 139-18

Definition Finish, New Definition Sail the Course, Rules 28, 35 and related rules

A submission from the Chairman of the Racing Rules Committee

Purpose

To remove a part of the definition *Finish* that readers find complicated and ambiguous and to clarify and simplify all rules that refer to a boat 'sailing the course'.

Note: Proposals 1, 2 and 3 are independent of one another. Proposals 1, 2 and 3 can be considered and voted on individually. Proposal 4 makes several changes that are dependent on one another and probably should be voted on as a 'package'.

Proposal 1

Change the title of rule 28 as follows:

28 SAILING THE RACE ~~COURSE~~

Current Position

As above.

Reason

Rule 28 requires a boat that sails in a race to do three separate things – to start, to sail the course and to finish. The current title is misleading because it suggests that rule 28 deals only with sailing the course. The proposal removes this possible source of confusion.

Proposal 2

1. Change rule 35 as follows:

35 TIME LIMIT AND SCORES

If one boat ***starts***, sails the course as required by rule 28 and *finishes* within the time limit, if any, all boats that *finish* shall be scored according to their finishing places unless the race is *abandoned*. If no boat *finishes* within the time limit, the race committee shall *abandon* the race.

2. Change the last sentence of rule 32.1 as follows:

However, after one boat has ***started***, sailed the course and *finished* within the time limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boats in the race or series.

3. Change rule 90.3(a) as follows:

90.3 Scoring

- (a) The race committee shall score a race or series as provided in Appendix A using the Low Point System, 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 ***starts***, sails the course in compliance with rule 28 and *finishes* within the time limit, if any, even if she retires after *finishing* or is disqualified.

4. Change SI 15.2 in Appendix L as follows:

15.2 Boats failing to finish within _____ after the first boat ~~sails the course and~~ finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

5. Change SI 12.1 in Appendix S as follows:

12.1 The supplement will state which of the following time limits, if any, will apply and, for each, the time limit.

- Mark 1 Time Limit Time limit for the first boat to pass Mark 1.
- Race Time Limit Time limit for the first boat to ***start***, sail the course and finish.
- Finishing Window Time limit for boats to finish after the first boat ~~sails the course and~~ finishes.

Current Position

As above.

Reason

Consider the following situation. The time limit for a race is 60 minutes. Boat A was on the course side of the starting line at the starting signal and then, without returning to start, she sailed the course and

finished 55 minutes after the starting signal. Boat B was the first boat that started according to the definition *Start* and then sailed the course and finished. B finished 62 minutes after the starting signal. Under current rule 35, A's finish 'triggers' rule 35, and all other boats in the race are scored in their finishing positions. This is not consistent with the intention behind rule 35, which is that, if no boat can start, sail the course and finish within the time limit, the race must be abandoned. Under the proposal to change rule 35, with the word '*starts*' added, the rule will function as intended.

The proposed changes in rules 32.1 and 90.3(a) and in SIs L15.2 and 12.1 make them consistent with rule 35 with the word '*starts*' added.

Proposal 3

Change rules 28.1 and 28.2 as follows:

- 28.1** A boat shall *start*, sail the course ~~described in the sailing instructions~~ and *finish*. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.
- 28.2** A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,
- (a) pass each *mark* **of the course for the race** on the required side and in the correct order,
 - (b) touch each rounding *mark*, and
 - (c) pass between the *marks* of a gate from the direction of the previous *mark*.
- She may correct any errors to comply with this rule, provided she has not *finished*.

Current Position

As above.

Reason

For some races, the course is completely described in the sailing instructions. However, the sailing instructions are not required to completely describe the course (see rule J2.1(d)), and if they do not, the race committee is required by rule 27.1 to 'signal or otherwise designate the course.' The phrase 'described in the sailing instructions' in rule 28.1 suggests, incorrectly, that the course is always described in the sailing instructions. Under Proposal 3, the phrase 'described in the sailing instructions' is deleted and wording is added to rule 28.2(a) which is consistent with both a course described in the sailing instructions and with a course signalled or otherwise designated by the race committee under rule 27.1.

Proposal 4

- 1 Add the following new definition *Sail the Course*:

Sail the Course **A boat sails the course provided that a string representing her track from the time she begins to approach the starting line from its pre-start side to start until she finishes, when drawn taut,**

- (a) passes each mark of the course for the race on the required side and in the correct order,**
- (b) touches each rounding mark, and**
- (c) passes between the marks of a gate from the direction of the previous mark.**

2 Change rule 28 as follows:

28.1 A boat shall *start, sail the course* ~~described in the sailing instructions~~ and **then finish**. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.

28.2 **A boat may correct any errors in sailing the course, provided she has not crossed the finishing line to finish.** A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,

- (a) — pass each *mark* on the required side and in the correct order,
 - (b) — touch each rounding *mark*, and
 - (c) — pass between the *marks* of a gate from the direction of the previous *mark*.
- ~~She may correct any errors to comply with this rule, provided she has not finished.~~

3 Change the definition *Finish* as follows:

Finish A boat *finishes* when, **after starting and sailing the course,** any part of her hull, or crew or equipment in normal position, 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, **or**
- (b) corrects an error **in sailing the course** ~~under rule 28.2~~ made at the line, ~~or~~
- ~~(c) — continues to sail the course.~~

4 Change rules A4.2 and A5 as follows:

A4.2 A boat that did not *start*, **did not sail the course,** did not *finish*, 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 SCORES DETERMINED BY THE RACE COMMITTEE

A boat that did not *start*, **sail the course** or *finish*, or comply with rule 30.2, 30.3, 30.4 or 78.2, or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score.

5 Add to rule A11 after the line for SCP:

ESC Did not correct error in sailing the course

Proposal 5 - Consequential changes

1 Italicize 'sail the course', 'sails the course' or 'sailed the course' wherever one of those phrases appears in other rules or in a definition. Such a change must be made in the following current rules and definitions: Rule 32.1, 35, 61.1(a)(3), 90.3(a), E5.1(c), in Appendix L, SI 15.2, and Appendix S, SI 12.1; Definition *Finish*, Definition *Mark-Room* and in Appendix F, Definition *Finish*. The change should also be made if one of those phrases is used in new wording adopted for the 2021-2024 edition of the RRS.

2 Delete 'as required by rule 28' from rules 35 and E5.1(c) and 'in compliance with rule 28' from rule 90.3(a).

3 Change rule J2.15 as follows:

(5) descriptions of *marks*, including starting and finishing *marks*, stating the order in which *marks* are to be passed and the side on which each is to be left and identifying all rounding *marks* (see **the definition Sail the Course** ~~rule 28.2~~);

4 Change the definition *Finish* in Appendix F as follows:

Finish A kiteboard *finishes* when, **after starting and sailing the course**, ~~while~~ the competitor is in contact with the hull; **and** any part of her hull, or the competitor in normal position, 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, **or**

(b) corrects an error **in sailing the course** ~~under rule 28.2~~ made at the line, ~~or~~

~~(c) continues to sail the course.~~

Current Position

As above.

Reasons

There are several advantages to Proposal 4:

Clause (c) in the current definition *Finish* is deleted. Many readers have never understood that clause. It was introduced in 2013 to permit the use of multiple-lap courses that require boats to cross the finishing line as they begin to sail each new lap. Without clause (c), under current rules, a boat crossing the finishing line at the end of the first lap has 'finished' the race. Under Proposal 4, that boat does not 'finish' because she has not yet completely sailed the course.

The phrase 'sail the course' will appear in italics in each of the many places in the RRS in which it is used. That will specify exactly what that phrase means in each of those places. This will clarify the meaning of each of these rules.

As noted below, it should reduce average the number of hearings that the protest committee must conduct.

The effect of current rule 28.2 is to define what it means to ‘sail the course’. The phrase ‘sail the course’, ‘sails the course’ or ‘sailed the course’ is used in eleven different current rules and definitions. The meaning given to ‘sail the course’ by current rule 28.2 is certainly not a meaning that is ‘ordinarily understood in nautical or general use’, so it is appropriate to add the proposed new definition *Sail the Course* and to italicize the phrase wherever it is used in the RRS (see Terminology in the Introduction).

Proposal 4 does makes two changes in current race committee practise:

Under the current rules, if the race committee believes from its observations that a boat has made an error in sailing the course, it is required to score the boat in her finishing position and then protest her for breaking rule 28. If Proposal 4 is accepted, the committee will be permitted to score such a boat ‘ESC, thereby penalizing her without a hearing. However, the rights of the boat are protected because she may request redress if she believes she did sail the course correctly. Because the facts in most such cases will be clear and not contested, there should be a net reduction in the number of hearings.

Deleting rule 28.2, the ‘string’ rule, and moving its provisions into the new definition *Sail the Course*, means that no part of the ‘string’ rule will be able to be changed by the notice of race or sailing instructions. However, the authors of Proposal 4 have not ever seen such a change made and for that reason, do not expect this restriction to be at all onerous.

The proposal does contains many changes, but, wherever possible, familiar wording used in the current rules has been retained.

The first sentence of rule 28 makes a simple fundamental statement: Every boat in every race is required to do three separate things – to start, to sail the course and to finish. The added ‘then’ in that first sentence emphasizes the order in which these three requirements must be met. The new definition *Sail the Course* adds clarity to that sentence because each of the three requirements is treated identically – by a definition in the Definitions section of the RRS.

Clean Copy of Definitions *Sail the Course* and *Finish* and Rule 28 if Proposals 1 – 4 are accepted:

Sail the Course A boat *sails the course* provided that a string representing her track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes*, when drawn taut,

- (a) passes each *mark* of the course for the race on the required side and in the correct order,
- (b) touches each rounding *mark*, and
- (c) passes between the *marks* of a gate from the direction of the previous *mark*.

Finish A boat *finishes* when, after *starting* and *sailing the course*, any part of her hull, or crew or equipment in normal position, 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, or
- (b) corrects an error in *sailing the course* made at the line.

- 28.1** A boat shall *start, sail the course* and then *finish*. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.
- 28.2** A boat may correct any errors in *sailing the course*, provided she has not crossed the finishing line to *finish*.

Submission 140-18

Definition Party

A submission from the Chairman of the Racing Rules Committee

Purpose

Housekeeping changes to the definition Party for clarity and consistency.

Proposal

Change the definition Party as follows:

Party A party to a hearing is

...

- (b) for a request for redress: a boat requesting redress or for which redress is requested; a race committee acting under rule 60.2(b); a technical committee acting under rule 60.4(b);

...

- (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);

Current Position

As above.

Reason

The change in (d) makes it clear that ‘a person presenting an allegation under rule 69’ refers to the person presenting the allegation during the hearing, and not to the person who transmitted a report or information to the protest committee that resulted in that committee’s decision to call a hearing under rule 69.

The changes in (b) makes the punctuation used in (b) consistent with the punctuation in (c) and (d).

Submission 141-18

Definition Party

A submission from US Sailing

Purpose

To correct an omission in the definition *Party*.

Proposal

Change the definition *Party* as follows:

Party A party to a hearing is

...

- (b) for a ~~request for~~ redress **hearing**: a boat requesting redress or for which redress is requested, **a boat for which a hearing is called to consider for redress under rule 60.3(b)**, a race committee acting under rule 60.2(b), a technical committee acting under rule 60.4(b);
- (c) for a ~~request for~~ redress **hearing** under rule 62.1(a): the body alleged to have made an improper action or omission;

Current Position

As above.

Reasons

Under the current definition *Party*, when the protest committee calls a hearing under rule 60.3(b) to consider redress, no boat is a party to that hearing. Adding 'a boat considered for redress under rule 60.3(b)' corrects that omission.

The change from 'request for redress' to 'redress hearing' in (b) and (c) is necessary because the hearing may have been initiated under rule 60.3(b) rather than by a request for redress. The term 'redress hearing' applies to both circumstances. The change is also consistent with the style in (a).

Submission 142-18

Definition Proper Course

A submission from the Chairman of Racing Rules Committee

Purpose or Objective

Amend the language of the definition to be in line with the interpretation(s) used by sailors and officials.

Proposal

Amend Definition Proper Course as follows:

Proper Course A course a boat would sail to **sail the course and** *finish* 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.

Current Position

As above

Reasons

“Finish” is itself a defined term and the quickest course to cross the finishing line from the course side may not include the quickest course to the next mark.

This amendment brings the language of the definition in line with how the term is used by sailors and officials. That being that the proper course would be the course a boat would sail to the next mark of the course, not the course to *finish*.

Submission 143-18

Definition Start, Definition Finish

A submission from the Chairman of Race Officials Committee

Purpose or Objective

To simplify the definition of start and finish and avoid inconsistency between the definitions used in different events.

Proposal 1

Amend Definition Start as follows:

Start A boat *starts* when, 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, ~~crew or equipment~~ crosses the starting line in the direction of the first *mark*.

Current Position

As above.

Reasons

The current definition implies that the race officer sighting the line has to be aware of which boat certain equipment, e.g. a bow sprit, belongs to.

The challenges of relating equipment to a certain boat has led some events to change the definition of start. That solves the problem for the event, but it creates inconsistency between events.

This submission will establish consistency between events, and the ERS have a clear definition of 'hull', so there is no doubt what that is.

Proposal 2

Amend Definition Finish as follows:

Finish A boat *finishes* when any part of her hull, ~~or crew or equipment in normal position,~~ 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 under rule 28.2 made at the line, or
- (c) continues to sail the course.

Current Position

As above.

Reasons

The same reasons as provided above for the definition of Start apply here. In addition, this submission removes the uncertainty about "in normal position".

Appendix C has already adopted this change in the current rulebook, and it has not caused any problems for race officers. Therefore, this submission will re-establish consistency between fleet racing and match racing.

Proposal 3

If Proposal 1 or 2 is not approved, this proposal should be considered for the non-approved proposals.

The proposal(s) are approved only as experimental rule changes for 2018-2019 to be used in specified regattas to collect data and experiences with the view of submitting the proposal(s) as permanent rule changes for November 2019.

The suggested regattas for this experimental change are the WS World Cup Series events in 2019.

Current Position

There is no current position.

Reasons

Submission 162-09 was similar to Proposal 2 above. It was rejected because of an assumed problem with identification of the hull when boats are under spinnakers. It has already proved to work for match racing. With this submission, it will be known next year exactly how it worked for fleet racing.

There is an increasing probability that tracking systems will soon be reliable and accurate enough for OCS calls. When such systems are introduced, the call of OCS will be on the hull (bow). Therefore, it would be useful to introduce the concept as soon as possible.

Submission 144-18

Introduction

A submission from the Chairman of Racing Rules Committee

Purpose or Objective

To provide a clear statement as to where a sailor can find authoritative interpretations of the Racing Rules of Sailing by replacing the current 'Cases and Calls' paragraph in the Introduction to the RRS.

Proposal 1

~~Cases and Calls~~ World Sailing publishes interpretations of the racing rules in *The Case Book for 2017-2020* and recognizes them as authoritative interpretations and explanations of the rules. It also publishes *The Call Book for Match Racing for 2017-2020* and *The Call Book for Team Racing for 2017-2020*, and it recognizes them as authoritative only for umpired match or team racing. These publications are available on the World Sailing website.

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

- **The World Sailing Case Book.**
- **World Sailing Call Books for disciplines that have a dedicated appendix to the RRS.**
- **World Sailing Interpretations of RRS 42.**

Other interpretations of the racing rules are not authoritative unless approved by World Sailing in accordance with Regulation 28.4. These publications are available on the World Sailing website.

Current Position

As above

Reasons

Details as to authoritative interpretations are currently found in the Regulation 28. The RRS is a publication that sailors and officials use and rely on when it comes to racing rules. Having a clear statement in the RRS guides sailors and officials to the source of authoritative interpretations.

Proposal 2

To include in Proposal 1

- For RRS that are also Regulations – as published in accordance with World Sailing Regulations.

Current Position

None

Reason

It is currently unclear if RRS that are also Regulations, such as RRS 5, 6 and 7 may be interpreted by Cases or Calls and that these rules may be interpreted authoritatively by Constitution Committee. Specific reference to CC and the Reg Number are not included in order to avoid cross referencing issues when Regulations change.

Basic Principles, Sportsmanship and the Rules

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Revise the principle to state that it is a boat that breaks a rule and may be exonerated, not competitors.

Proposal

Amend the Basic Principle, Sportsmanship and the Rules as follows:

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 ~~competitors break a rule and are not exonerated they~~ **a boat breaks a rule and is not exonerated she** will promptly take a penalty, which may be to retire.

Current Position

As above (showing the rule as changed by Submission 134-17)

Reason

The context of the second sentence of this principle is that, when a boat breaks a rule while racing, she must take the appropriate penalty unless she is exonerated. Only a boat can be exonerated under rules 21 and 64.1, not competitors.

Submission 154-18

Rule 19.2

A submission from the Chairman of the Racing Rules Committee

Purpose

To clarify when the last sentence of current rule 19.2(c) applies.

Proposal

Change rule 19.2 as follows:

19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on either side.
- (b) When 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** ~~While~~ the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

Current Position

As above.

Reason

Current rule 19.2(c) is ambiguous in that it is not clear whether or not the boats must still be passing a continuing obstruction in order for the rule's last sentence to apply. The proposal removes the ambiguity and makes it clear that the current rule's last sentence applies only while the boats are passing the continuing obstruction.

Submission 155-18

New Rule 20.4

A submission from the Chairman of the Racing Rules Committee

Purpose

For safety, when hails made under rule 20 may not be heard, to require appropriate additional or alternative signals.

Proposal

Add new rule 20.4:

20.4 Additional Requirements for Hails

- (a) **When conditions are such that a hail may not be heard, the boat shall instead make any appropriate signal that clearly indicates her need for room to tack. This rule also applies to other hails required by rule 20.**
- (b) **The notice of race or sailing instructions may specify a communication channel or alternative signal and require boats to use it to make hails under rule 20.**

Current Position

None. The proposed rule is new.

Reason

Rule 20 is primarily a safety rule and, therefore, it is particularly important that communications made under rule 20.1, 20.2(c) or 20.3 are successfully delivered.

In races for large boats, or multihulls or foiling boats that can slow dramatically when they tack, boats are often so far apart when a hail must be made that it is unlikely that an oral hail will be heard.

Proposed new rule 20.4(a) requires boats to use an appropriate signal when communicating under rule 20 in conditions in which a hail may not be heard. New rule 20.4(b) enables either the organizing authority or the race committee to require boats to use a signalling method specified in the notice of race or sailing instructions.

The wording of the proposed rule was chosen to enable the rule to accommodate future changes in the technology for communicating between boats.

Submission 157-18

Rule 28.2

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify that the string when drawn taut cannot pass over dry land or obstructions.

Proposal 1

Option 1

Change rule 28.2 as follows:

- 28.2** A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,
- (a) pass each *mark* on the required side and in the correct order,
 - (b) touch each rounding *mark*, ~~and~~
 - (c) pass between the *marks* of a gate from the direction of the previous *mark*, **and**
 - (d) lie in water that was navigable by the boat [at the time she sailed that leg].**

She may correct any errors to comply with this rule, provided she has not *finished*.

Option 2

Change rule 28.2 as follows:

28.2 A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut but remaining in water that was navigable by the boat [at the time she sailed that leg],

- (a) pass each *mark* on the required side and in the correct order,
- (b) touch each rounding *mark*, and
- (c) pass between the *marks* of a gate from the direction of the previous *mark*.

She may correct any errors to comply with this rule, provided she has not *finished*.

Proposal 2

Change rule 28.2 as follows:

28.2 A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,

- (a) pass each *mark* on the required side and in the correct order,
- (b) touch each rounding *mark*, and
- (c) pass between the *marks* of a gate from the direction of the course from the previous *mark*.

She may correct any errors to comply with this rule, provided she has not *finished*.

Current Position

As above.

Reason

There are some circumstances when a string drawn taut between marks (say A and C) would pass on the opposite side of an intermediate mark (say B) depending on the string being a straight line or following navigable water.

In order to comply with rule 28.2 (a), this then requires the second mark to be looped, which is undesirable.

This issue was resolved by a Case that has been submitted by the RYA. However, when a few words will clarify the rule and make the Case unnecessary, then the rule should be changed.

Submission 158-18

Rule 36

A submission from the Chairman of the Racing Rules Committee

Purpose

To add a penalty under rule 2 to the list of penalties that carry over to a race that is restarted or resailed.

Proposal

Change rule 36 as follows:

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.

Current Position

As above.

Reason

The addition of rule 2 to the list of rules in rule 36(b) was actually approved in 2015 (see the 2015 RRC Minute with respect to Submission 170-15), but the change was not implemented. The proposal implements the change.

Submission 160-18

Rule 41

A submission from the Chairman of the Racing Rules Committee

Purpose

To strengthen rule 41(a), which is an important safety rule, by removing any motivation for competitors not to avail themselves of help when they are in danger.

Proposal

Delete the last sentence of rule 41 as shown below:

41 OUTSIDE HELP

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

- (a) help for a crew member who is ill, injured or in danger;

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

~~However, a boat that gains a significant advantage in the race from help received under rule 41(a) may be protested and penalized; any penalty may be less than disqualification.~~

Current Position

As above.

Reason

Prior to 2013, rule 41(a) stated 'A boat shall not receive help from any outside source, except (a) help for an ill or injured crew member.' In 2013, rule 41(a) was changed to its current wording which allows help for a crew member who is in danger. One of the primary reasons for making that change in 2013 was for the safety of persons who were in the water and were in danger. Prior to 2013, a boat with a crew member overboard in dangerously cold water would break rule 41 if the crew member were put back aboard the boat by a support boat or spectator boat. During those years, persons in cold water often asked not to be helped so that they would not be obligated to retire after they received help. The main reason for the change made in 2013 was to allow such persons to receive help and not be penalized for receiving it.

Submission 162-18

Rule 42.3(c)

A submission from the Chairman of Racing Rules Committee

Purpose or Objective

To include the option to permit a single pump or multiple pumps to initiate foiling.

Proposal

Option 1

(c) Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave), or planing or foiling is possible, the boat's crew may pull in any sail in order

to initiate surfing, ~~or~~ planing or foiling, but each sail may be pulled in only once for each wave or gust of wind.

Option 2a and 2b – 2b in ()

(c) Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave), planing or foiling is possible, the boat's crew may pull in any sail in order to

(1) initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind, or

(2) initiate (and maintain) foiling and the sails may be pulled an unlimited number of times.

Current Position

Pumping is not permitted to initiate foiling – unless foiling is interpreted to be a form of planing.

Reasons

To clarify that pumping is permitted to initiate foiling, similarly to planing.

Option 2 would also permit multiple pumps as for many classes a single pump is ineffective for this purpose. If only a single pump is needed, then further pumping would not be permitted, as the boat would already be foiling.

The change to the rule avoids the need for the class rules of foiling boats to change RRS 42 for this purpose.

Submission 163-18

Rule 42.3(c)

A submission from US Sailing

Purpose

To simplify rule 42.3(c) and to permit an action that is consistent with the other actions permitted by the rule.

Proposal

Change rule 42.3(c) as follows:

- (c) ~~Except on a beat to windward, when~~ **When** surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull in any sail in order to initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind.

Current Position

As above.

Reason

The original purpose of the words ‘except on a beat to windward’ was to prohibit a boat on a beat to windward from pumping as she went down the windward or back side of an oncoming wave. However, in 2013 the phrase ‘the front side of a wave’ replaced ‘the leeward side of a wave’. That change prohibits boats on a beat to windward from pumping down the backs of the oncoming waves, even if the words ‘except on a beat to windward’ are deleted.

In those rare instances when a wave is moving upwind (as when it is caused by a passing power boat or a long ocean surge), the proposed change would allow a boat on a beat to windward to pump once to catch a wave, which is exactly the kind of action this rule is intended to permit.

Also, removing the indicated words simplifies this rule.

Note that there is a related submission from US Sailing that proposes to delete Case 132.

Submission 164-18

Rule 43

A submission from the Royal Yachting Association

Purpose or Objective

To mandate the use of quick release trapeze harnesses in order to increase the level of safety by decreasing the risk of entrapment via a fixed trapeze hook.

This submission contains 4 proposals. Proposals 1 and 4 are intended to be considered independently. Proposals 2 and 3 are relevant only if Proposal 1 is approved.

Proposal 1

Add new rule 43.1(c) as follows:

43.1 (c) A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety which allows the competitor to detach from the hook or other method of attachment at any time.

Note: This rule does not take effect until 1st January 2023

Current Position

None.

Proposal 2

Amend rule 86.1(c) as follows:

86.1 (c) Class Rules may change only racing rules 42, 43.1(c), 49, 50, 51, 52, 53 and 54.

Current Position

See above.

Proposal 3

Amend rule 43.2 as follows:

43.2 ~~Rule 43.1(b) does~~ Rules 43.1(b) and 43.1(c) do not apply to boats required to be equipped with lifelines.

Current Position

See above.

Proposal 4

Amend rule 43.1(b) as follows

43.1 (b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or sailing instructions may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee with-in that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than ~~2-6 kilograms, except that class rules may specify a higher weight up to 4 kilograms.~~ 6 kilograms. Weights shall be determined as required by Appendix H.

Current Position

As above.

Reasons

There are numerous recorded and documented incidents, including fatalities, where a member of crew has become trapped due to the trapeze hook being entangled within a boats running rigging or standing rigging.

In 2009 following a series of fatalities in 2007 and 2008, the RYA drafted a standard which has subsequently become a harmonised International Standard (ISO) which details the construction and testing requirements for a quick release mechanism for trapeze harnesses.

At the 2017 29er Worlds, there was an incident involving a crew who became entrapped under the upturned hull after becoming entangled in the boats rigging.

The introduction of a quick release mechanism for the trapeze harness will decrease the likelihood of an entrapment scenario as the crew will be able to detach themselves from the boat. It is intended to delay the introduction of any new rule 43 until 2023 to allow the industry to respond to this requirement.

There are a number of products that are on the market which have a quick release function, but may not comply with ISO 10862 which has a requirement to release under a lateral loading. The intention, at least initially, is that new rule 43.1(c) includes all trapeze harnesses that have a quick release function, whether or not they comply with ISO 10862.

Reference proposal 4, the addition of a quick release mechanism is likely to increase the weight of the overall trapeze harness. Trapeze harnesses are also now carrying lumber support to protect the crew and therefore an increase in the maximum weight is required to support design changes. This will require less active class rule management, which is currently not happening.

Submission 165-18

Rule 47.2

A submission from the Chairman of the Racing Rules Committee

Purpose

To address questions involving a boat that loses a crew member overboard and then either continues to sail the race or finishes before that person is back in contact with the boat.

Proposal

Change rule 47.2 as follows:

- 47.2** No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A person leaving the boat by accident or to swim shall be back **in contact with the boat before the crew resumes sailing the boat to the next mark or finishes** ~~on board before the boat continues in the race.~~

Current Position

As above.

Reason

The second sentence of rule 47.2 has been in the racing rules, essentially unchanged, since 1965. The intent of that sentence is that, if a crew member accidentally or while swimming, is separated from the boat, that person must be recovered before the boat continues in the race. This rule was intended to avoid the following tactic used in courses with one windward leg followed by one downwind leg: Boats would start with a crew of, say, eight persons so that they had ample weight to keep the boat flat on the windward leg. Then, after rounding the windward mark, five persons would swim away from the boat (and not be recovered by the boat), thereby lightening the boat for the downwind run to the finish.

Problems of interpretation of the rule have arisen in situations in which a boat capsizes and a person becomes separated from the boat when boats are on a downwind leg and windblown or there is current setting the boats toward the next mark or the finishing line. Under today's wording of rule 47.2's second sentence, three questions have arisen: (1) If the current carries the boat across the finishing line before the person is recovered, should the boat be scored as having finished? (2) If, between the time the boat capsizes and the time the person is reunited with the boat, the boat has moved closer to the finishing line, has the boat 'continued in the race' during that time interval? (3) If the answer to Question 2 is 'Yes', is the boat required to sail back to the point at which the person became separated from the boat before the boat 'continues in the race'? Under the current wording of rule 47.2's second sentence, these three questions have no clear answer.

Under the proposal, the answers are clear. (1) The boat that is swept across the line by the current does not finish unless the person who was separated from the boat is back in contact with it. (Also, note: When a boat is capsized, a crew member in the water but in contact with the boat would surely be considered to be ‘in normal position’.) (2) Question (2) will be moot under the proposal. Provided the person is back in contact with the boat when the boat resumes sailing the course, the boat will not break rule 47.2. (3) The proposed wording clearly would not require the boat to sail back to the place where the person became separated from the boat before continuing in the race.

Submission 166-18

Rule 49.2

A submission from the IRC and ORC Rating Systems

Purpose or Objective

To change RRS 49.2 to represent the crew position when sailors are facing outboard sitting on boats with lifelines.

Proposal

49.2 When lifelines are required by the class rules or any other *rule*, competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task. On boats equipped with upper and lower lifelines, a competitor ~~sitting on the deck~~ facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline. Unless a class rule or any other *rule* specifies a maximum deflection, lifelines shall be taut. If the class rules do not specify the material or minimum diameter of lifelines, they shall comply with the corresponding specifications in the *World Sailing Offshore Special Regulations*.

Current Position

As above.

Reasons

It is not unusual for crew sitting on the rail to be supported only at their upper legs when hiking facing outboard. The term “sitting on the deck” is difficult to define which part of the competitor’s body needs to be in contact. The deck is difficult to define where the sheerline and where the hull becomes the deck. To avoid unnecessary and difficult protests a simple and effective solution is to remove this requirement from RRS 49.2 while maintaining the original intention of:

- a. When there are two lifelines, competitor facing outboard with their waist inside the lower lifeline may have the upper part of his body outside the upper lifeline.
- b. Lifelines shall be taut (by the OSR definition)

Both ORC and IRC have already made this change via their respective class rules and there have been no issues as a result.

Submission 167-18

Rule 60.4

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

RRS 60.4 states what rules the Technical Committee shall protest for. Many of these part 4 rules deal with actions or non-actions of a boat's crew on the water.

The purpose of this submission is to clearly state what rules the Technical Committee "shall" protest while maintaining the option for them to protest other rules.

Proposal

60.4 A technical committee may

(a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from a person with a *conflict of interest* other than the representative of the boat herself. However, it shall protest a boat if it decides that

(1) a boat has broken a rule **43** of Part 4, but not rules 41, 42, 44 and 46, or

Current Position

As above

Reasons

Rule 43 – Competitor Clothing and Equipment is the only rule that does not arise from actions of the boat while racing. It should be mandatory for the Technical Committee to protest for a breach of this rule.

The Technical Committee should not be required to protest other Part 4 rules. The proposal still allows the Technical Committee to protest these other rules but is not mandatory.

This brings the Technical Committee in line with the protest requirements of the Race Committee and the Protest Committee, while keeping the class rule and rule 43 breaches mandatory to protest.

Provides a practical rule when a Technical Committee, Race Committee, Umpires, and even Judges observing are on the water.

Submission 169-18

Rule 62.1(b)

A submission from the Chairman of Racing Rules Committee

Purpose or Objective

The language of the RRS is not consistent with the language of the IRPCAS. The requirement to keep clear referred to in RRS 62.1(b) is not always applicable under the IRPCAS.

Proposal

Change RRS 62.1(b) as follows:

- (b) injury or physical damage because of the action of a boat that was breaking a rule of Part 2, or of a vessel not *racing* that was required to keep clear **or is determined at fault**;

Current Position

As above

Reasons

Redress from injury or physical damage from a vessel not racing requires that vessel not racing to be “required to keep clear”.

IRPCAS decisions do not always involve finding that a vessel was required to keep clear. In decisions regarding collisions the IRPCAS moves to finding fault. For example, refer US case - Pennsylvania Rule.

Submission 170-18

Rule 62.1(b)

A submission from the Chairman of Race Officials Committee

Purpose or Objective

To clarify that a boat can only be given redress for the actions of another boat if that boat has been penalised or taken the appropriate penalty.

Proposal

62.1 A request for redress or a protest committee's decision to consider redress shall be based on a claim or possibility that a boat's score or place in a race or series has been or may be, through no fault of her own, made significantly worse by

... no change to item (a)

(b) injury or physical damage because of the action of a boat that was breaking a rule of Part 2 **and took the appropriate penalty or was penalized,** or of a vessel not *racing* that was required to keep clear;

... no change to item (c) or (d)

Current Position

As above.

Reasons

It is currently unclear in the rules if a boat can get redress for the actions of another boat if that boat has not either been penalised or taken the appropriate penalty. This submission clarifies that she cannot be given redress under those circumstances.

The proposed wording is exactly the same as in rule B5.62 where it has worked well for boards.

If this submission is approved, Case 142 can be deleted. A clear rule is much better than a case in terms of removing inconsistency.

Submission 172-18

Rule 62.1(d)

A submission from the Chairman of Race Officials Committee

Purpose or Objective

To include actions of support persons in rule 62.1(d).

Proposal

62.1 A request for redress or a protest committee's decision to consider redress shall be based on a claim or possibility that a boat's score or place in a race or series has been or may be, through no fault of her own, made significantly worse by

... no changes to items (a) to (c)

(d) an action of a boat, ~~or~~ a member of her crew, **or her support person,** that resulted in a penalty under rule 2 or a penalty or warning under rules 69.2(h) or 64.4(a).

Current Position

As above.

Reasons

There is currently no redress available if a boat's score is made significantly worse because of the actions of a support person of another boat. This submission corrects that mistake.

Submission 174-18

Rules 63.2 & Appendix M2.1, Case 49

A submission from the Chairman of the Racing Rules Committee

Purpose

To make an important principle more readily visible to protest committees and parties to hearings.

Proposal 1

Add the following new paragraph to M2 in Appendix M:

M2.1 **When two hearings are scheduled that arise from a single incident, or from very closely connected incidents, they should be heard together in the presence of all the parties involved. This applies to hearings resulting from protests, requests for redress, and hearings under rule 60.3(d) involving a support person. However, any hearings conducted under rule 69 shall not be combined with other types of hearing. (see M5.4).**

Renumber M2.1, M2.2, and M2.3 accordingly.

Proposal 2

Add to RRS 63.2

63.2 Time and Place of the Hearing; Time for Parties to Prepare

All *parties* to the hearing shall be notified of the time and place of the hearing, the *protest* or redress information shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing. **When two or more hearings arise from the same incident, or from very closely connected incidents, they may be heard together in one hearing. However, a hearing conducted under rule 69 shall not be combined with any other type of hearing.**

Proposal 3

If either or both proposals 1 and 2 are accepted, delete Case 49.

Current Position

Case 49 clarifies that two protest hearings between boats involving the same incident should be heard together.

Reasons

Case 49 establishes an important principle that protest committees should follow. This principle will become more visible to protest committees if it is located in RRS 63.2 or Appendix M or both, rather than *The Case Book*.

The principle stated in Case 49 is expanded logically here to requests for redress and hearings under rule 60.3(d) involving support persons. It is common for a hearing under a Part 2 protest to arise from an incident in which redress has been requested under rule 62.1(a). It is also likely that, in the future, protest hearings under rule 41 will arise from incidents that will also lead to a report that a support person may have broken a rule.

Moving an important principle from a case into the rulebook is a desirable outcome.

The words 'are scheduled' are included in the proposal because this principle would be impossible to implement unless the protest committee could see from the protests, requests for redress and reports under rule 60.3(d) received that two hearings involved the same incident or two very closely connected incidents.

Submission 175-18

Rule 63.6 and M3.2

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify that hearsay evidence cannot be refused in a hearing, that a protest committee is required to review all evidence presented, evaluate it and give all evidence the appropriate weight.

Proposal

Change rule 63.6 as follows:

63.6 Taking Evidence and Finding Facts

- (a) The protest committee shall take the evidence, **including hearsay evidence**, of the *parties* present at the hearing and of their witnesses and other evidence it considers necessary. **However, the committee may exclude evidence which it considers is irrelevant or unduly repetitive.**
- (b) A member of the protest committee who saw the incident shall, while the *parties* are present, state that fact and may give evidence.
- (c) A *party* present at the hearing may question any person who gives evidence.

- (d) The committee shall then **give the weight it considers appropriate to the evidence presented**, find the facts and base its decision on them.

M3.2 Take the evidence (rule 63.6).

The first seven bullet points remain unchanged. Then:

- Try to prevent leading questions ~~or hearsay evidence~~, but if that is impossible discount the evidence so obtained.
- The protest committee chairman 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.
- If irrelevant or repetitive evidence unduly delays a hearing, the committee may refuse to hear such evidence and exclude it from consideration. This should not be done without first carefully considering whether the party's right to a fair hearing would be compromised. Evidence that might be considered irrelevant might later turn out to be relevant. Repetitive evidence might reinforce other evidence. It is almost always better to allow irrelevant and repetitive evidence. Only in extreme cases where it will be clear that the right to a fair hearing will not be infringed should this be done.

The last three bullet points remain unchanged.

Current Position

As above

Reasons

This is considerable inconsistency in how protest committees handle hearsay evidence.

There is guidance in the Judges Manual, but that is not a document easily accessible to all those with a role in hearings.

It is very difficult to decide that hearsay evidence is being presented until it has been heard.

Some hearsay evidence may be easy to verify and be helpful to making a correct decision. Some examples of useful hearsay evidence would be:

A mark rounding list but the person who wrote the list is not available for the hearing.

Video or photographic evidence but the photographer is not available.

The evidence from those who may not be able to attend a hearing, such as the medical staff in a hospital.

It is much easier for a protest committee to give appropriate weight to hearsay evidence than to decide what is hearsay evidence and decide if it is permitted.

Sometimes a party seeks to present irrelevant evidence or unduly repetitive evidence. So while a protest committee may discourage this, only in extreme cases should the protest committee exclude such evidence.

Submission 176-18

New RRS 65.4

A submission from the Chairman of Racing Rules Committee

Purpose or Objective

To clarify that protest committees may publish the information from a hearing

Proposal

Add new rule and renumber existing 64.3 to 64.4:

64.3 Unless there is good reason not to do so, after any hearing, including a hearing under rule 69, the protest committee may publish the information set out in rule 65.1. The protest committee may direct that the case is to be confidential to the parties.

Current Position

None

Reasons

Many protest committees are uncertain about the status of a hearing decision. While it is clear that the decision must be published to the extent that it affects scoring, it is not clear if all the facts found should be published beyond the parties to the hearing.

Publishing this information can be very important. It permits competitors to understand the decision and may give them grounds for requesting redress.

Full decisions can be very useful for training and education of both competitors and officials. It may be that it would be appropriate for the identity of the parties to be redacted in some circumstances.

There are circumstances when publication is not appropriate, most often in cases involving minors or allegations of misconduct that are not upheld.

This same proposal will be in another submission specifically for the purpose of data protection and that submission may be deemed urgent. This submission is made irrespective of that submission, as there are other important reasons beyond data protection for its inclusion in the RRS.

Submission 112-19

Sailor Classification Code

Change of Terminology – Regulation 22

A submission from the Chairman of the Para World Sailing Committee

Purpose or Objective

To clarify use of term “Classification” by World Sailing. Currently, the term “Classification” is governed by two separate and unrelated Codes, causing inevitable confusion for sailors, MNAs and OAs.

To address the current conflict in the use of the term “classification” within World Sailing by only using the term Classification to designate the process of evaluating disabled athletes by National or International Classifiers and allocating their “Class” and “Status” for competition, as required by the International Paralympic Committee (IPC) for all Paralympic/disabled sports.

To provide a new and practical version of the Regulations Appendix 4, “World Sailing Sailor Classification Code” that determines the professional designation of a sailor as Group 1 (Amateur) or Group 3 (Professional).

Proposal 1

Note to readers of the Study Version:

Proposal 1 changed ‘classification’ to ‘categorization’ throughout Regulation 22. It was seven pages long and was approved.

The details of Proposal 1 are not included in this Study Version.

Reasons

There is a direct conflict with use of the term “Classification” within World Sailing and IPC terminology and Classification Code. As an IF, World Sailing cannot change IPC language.

“Classification” is a term, required by the International Paralympic Committee (IPC) for all Paralympic/disabled sports, used to designate the process of evaluating disabled athletes by National or International Classifiers and allocating their “Class” and “Status” for competition.

“Classification” is a term used by World Sailing in the World Sailing Sailor Classification Code to allocate a Group status to sailors according to the terms of that Code.

There is already an IPC Classification Code in existence that imposes obligations on International Federations/Organizations including World Sailing that are part of the IPC family. World Sailing is not permitted to alter the definition of the IPC Classification Code.

There is a need to update the current wording within Regulation 22 Appendix 4 to reflect:

- a. World Sailing as the Authority for determining the Group/Category designations of sailors who wish to compete in events that require World Sailing to examine the eligibility based on compensation and remuneration received by the sailor.
- b. The accurate description in keeping with the application for and assignment of a group/category designation.

Proposal 2

If Proposal 1 is approved, change all other references in the Regulations and Racing Rules from "Classification" as referred to in the Sailor Classification Code – Regulation 22 to "Categorization" and references to the sailor classification status from "Group" to "Category".

Current Position

As above.

Reasons

Same reasons as in Proposal 1, to eliminate any conflict between World Sailing and IPC terminology.

Submission 123-19

Race Signals

A submission from the Chairman of the Race Officials Committee

Purpose or Objective

To include other common flags used in conducting races in race signals.

Proposal

The flags shown below be included in Race Signals.



Flag Orange ↑• Note this flag may have the word START on it
When used in Appendix L it means the staff displaying this flag is one end of the starting line.



Flag Blue (no sound) Note this flag may have the word FINISH on it
When used in Appendix L it means the staff displaying this flag is one end of the finishing line.



Flag D ↑•
When used in Appendix L it means boats may leave the shore for the racing



Flag O - - - - -
When used in Appendix P it means Rule P5.2(a) or P5.3(a) apply.



Flag R - - - - -
When used in Appendix P it means Rule 5.2(b) or 5.3(b) apply.



Flag V - - - - -
When used in Appendix L it means all official and support boats shall monitor the race committee radio channel for that racing area for search and rescue instructions. The race committee will announce 'Flag Victor' using the designated VHF channel

Current Position

These flags and their meaning are not included in Race Signals.

Reasons

These are commonly used signals and race managers and sailors would find it useful if these were included in Race Signals.

This would help give consistency in usage of these signals.

Submission 124-19

Race Signals Preamble

A submission from the Chairmen of the Race Officials Committee and the Racing Rules Committee

Purpose or Objective

To enable signals to refer to a fleet or course area.

Proposal

Change the preamble to Race Signals as follows:

The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, **fleet flag, event flag or race area flag** the signal applies only to that class, **fleet, event or race area**.

Current Position

As above

Reasons

In multi-fleet regattas, signals ashore often need to refer to a particular fleet (for instance when a class is split into yellow and blue fleets) or course area. This change enables that without needing to modify Race Signals Preamble in the sailing instructions.

Submission 128-19

New Definition Exoneration

A submission from US Sailing

Purpose

To add a new definition to clarify the meaning of term that is frequently used in the RRS.

Proposal

Add a new definition *Exoneration* as follows:

Option 1

Exoneration A boat *exonerated* for breaking a rule

(a) is freed from fault,

(b) need not take a penalty, and

(c) shall not be penalized

for breaking that rule.

OR

Option 2

Exoneration A boat *exonerated* for breaking a *rule* is freed from fault, and she need not take a penalty and shall not be penalized, for breaking that *rule*.

Current Position

None. The proposed definition is new.

Reasons

When a word is not defined in the RRS, we are told that the word is used in the sense ordinarily understood in nautical or general use. That advice does not work well in the case of exoneration. The most common dictionary definitions for 'exonerate' are to acquit, to clear someone convicted of a crime, to free from blame, and to absolve from an obligation. None of these are very helpful to a reader when they find 'exoneration' or 'exonerated' in a rule.

As used in the RRS, 'exoneration' has two specific implications that are not found in dictionaries. Those are stated explicitly in the proposal as 'she need not take a penalty and shall not be penalized'.

The term 'exoneration' is not a term frequently used in everyday conversation and it is likely to be unfamiliar to many readers whose native language is not English. The words 'exoneration', 'exonerated' and 'exonerating' are used 11 times in the current RRS and over 100 times in *The Case Book*.

For all these reasons, a definition stating the meaning of 'exoneration' as that term is used in our sport is appropriate and will be helpful to readers.

There are many incidents in which a boat breaks two rules. It is common in such cases for the boat to be exonerated for breaking one of those rules but not to be exonerated for breaking the second rule. In such cases, the boat is disqualified for breaking the second rule. Therefore, it is important to make it clear in the definition that a boat is exonerated for breaking a particular rule and may not be exonerated for breaking other rules in an incident. The words 'for breaking that rule' at the end of the proposed definition emphasize that point.

The two options incorporate the same concepts and only differ in the formatting and presentation of the rule.

Submission 129-19

Definition Finish

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Fix the circular reasoning contained in submission 138-18 that was accepted in 2018.

Proposal

Change the definition of Finish (as agreed in 2018) as follows:

Finish A boat *finishes* when, after *starting* ~~and sailing the course~~, 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, ~~or~~
- (b) corrects an error in *sailing the course* made at the line, **or**
- (c) continues to sail the course.**

Current Position

As above.

Reasons

The reasoning behind proposal 3 of 138-18 was:

“Clause (c) in the current definition Finish is deleted. Many readers have never understood that clause. It was introduced in 2013 to permit the use of multiple-lap courses that require boats to cross the finishing line as they begin to sail each new lap. Without clause (c), under current rules, a boat crossing the finishing line at the end of the first lap has ‘finished’ the race. Under Proposal 4, that boat does not ‘finish’ because she has not yet completely sailed the course.” and

“Under the current rules, if the race committee believes from its observations that a boat has made an error in sailing the course, it is required to score the boat in her finishing position and then protest her for breaking rule 28. If Proposal 4 is accepted, the committee will be permitted to score such a boat ‘ESC, thereby penalizing her without a hearing. However, the rights of the boat are protected because she may request redress if she believes she did sail the course correctly. Because the facts in most such cases will be clear and not contested, there should be a net reduction in the number of hearings.”

This reasoning is flawed in that now, if a boat has not sailed the course, it has not finished. The status of the boat is in limbo. Only by the boat’s action in this case will it be possible to try and ascertain if the boat has retired (stopped racing). This is a harder concept to understand than to determine that a boat has “continued to sail the course”.

This definition puts an onus on the race committee to monitor each boat to check if it sails the course. This is achievable in high level events but too much to ask for regattas with less staff / volunteers.

If a boat is recorded as finished, it must, by definition, have sailed the course. How can a race committee determine if any boat has finishing without knowing if it sailed the course?

This submission reinstates the clause (c) to the definition of finish. A review of race officials and sailors in the 12 months since 138-18 has resulted in the large majority being confused by the circular reasoning that is now in the definition.

Submission 130-19

Definition Mark

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify the status of objects attached on marks.

Only one proposal is to be approved.

Proposal 1

Change the definition mark to:

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

Proposal 2

Change the definition mark to:

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

Current Position

See above

Reasons

The word accidentally is ambiguous. Sailors are not expected to know what the intention or the race committee is. Defining anything that is attached to the mark as part of the mark (proposal 1) or anything attached to the mark as not part of it (proposal 2), is clear for everyone.

Submission 131-19

Definition Mark-Room and Rule 18.1

A submission from US Sailing

Purpose or Objective

To improve and better align the definition *mark-room* and rule 18.1 (as approved in 2018).

Proposal 1

Change Definition *Mark-Room* as follows:

Mark-Room Room for a boat to leave a *mark* on the required side. Also,

- (a) room to sail to the *mark* when her *proper course* is to sail close to it, and
- (b) room to round or pass the *mark* as necessary to ~~sail the course~~ **sail to the next mark, or to finish, until she is past the mark and her course is no longer influenced by it without touching the mark.**

However, [no further changes]

Proposal 2

Change Rule 18.1 as follows:

18.1 When Rule 18 Applies

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

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

Rule 18 no longer applies between boats when *mark-room* has been given. ~~and the mark no longer influences the course of the boat entitled to mark-room.~~

Current Position

The wording of the definition *Mark-Room* and rule 18.1 for the 2021-2024 RRS, based on changes approved in 2016, 2017 and 2018, is:

Mark-Room Room for a boat to leave a *mark* on the required side. Also,

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

However, [no further changes]

18.1 When Rule 18 Applies

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

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

Rule 18 no longer applies between boats when *mark-room* has been given and the *mark* no longer influences the course of the boat entitled to *mark-room*.

Reasons

On October 31, 2018, World Sailing approved a new definition *sail the course*. This definition describes the string rule, and adds nothing about what a boat must do while rounding or passing a mark, other than passing it on the required side, which is already granted in *mark-room*. As a result, the meaning of the phrase “as necessary to *sail the course*” is no longer relevant for the specific room granted in Mark-Room (b). The proposed language, “as necessary to sail the next leg, or finish” is a clear and logical replacement, and it is consistent with long standing Cases 25 and 118, which indicate that room to round a mark includes room to make the course change necessary to sail to the next mark.

On October 31, 2018, World Sailing approved a new sentence at the end of rule 18.1 that establishes a final condition for when rule 18 no longer applies between boats: “the *mark* no longer influences the course of the boat entitled to *mark-room*.” At the same time, World Sailing approved an additional condition, “without touching the *mark*” at the end of *mark-room* (b). It is not clear that these two conditions are the same, and *mark-room* already includes *room* to avoid touching the mark, so the definition’s last condition may seem to the reader to be redundant. The proposed replacement of these words in *mark-room* (b) with “until her course is no longer influenced by the mark” more clearly defines the final component of *mark-room* a boat needs to complete her rounding or passing of the *mark*. As a result, the last sentence in rule 18.1 only needs to say, “Rule 18 no longer applies between boats when *mark-room* has been given”, as proposed in Proposal 2. This makes a cleaner rule and puts the specification for the end of the obligation in the definition, where it belongs.

The statement that a boat is entitled to mark-room at least until she is past the mark is in new Case 144. The abstract of that case says, “An obligation to give mark-room continues **until the entitled boat has passed the mark**, leaving it on the required side.” [Emphasis added]. That statement is not explicitly supported by any rule or definition. The proposal corrects that problem.

The addition of the words “and her course is no longer influenced by it” at the end of Mark-Room (b) extends the application of mark-room beyond the point where the boat has completed passing the mark for those situations when she continues to need the protection of rule 18. For example, in strong current, a boat entitled to mark-room may have put the mark astern but still needs to manoeuvre in certain ways to avoid being swept into the mark; the added words state that she is still entitled to room to manoeuvre in those ways.

Submission 132-19

Definition Obstruction, Rule J2.2(17) and SI L10

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To make the Definition Obstruction, Rule J2.2(17) and SI L10 consistent with one another, and to permit the common practice of prohibiting boats from crossing a line designated as an obstruction.

Proposal

Change the definition Obstruction, rule J2.2(17) and SI L10 as follows:

Obstruction 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. An object that can be safely passed on only one side and an area **or line** so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 23 applies, avoid her. A vessel under way, including a boat *racing*, is never a continuing *obstruction*.

J2.2(17) description of any **object**, area **or line** designated by the race committee to be an *obstruction* (see the definition *Obstruction*), **and any restriction on entering such an area or crossing such a line;**

Appendix L

Describe each **object**, area **or line** by its location and any easily recognized details of appearance. 10

OBJECTS, AREAS OR LINES THAT ARE OBSTRUCTIONS

The following **object, area or line is an obstruction** ~~areas are designated as obstructions:~~ _____. **Boats shall not [enter that area] [cross that line].**

Current Position

As above.

Reasons

The additions of 'or line' in the definition Obstruction, rule J2.2(17) and SI L10 permit the sailing instructions to make a line an obstruction and require boats not to cross it, a reasonably common practice, but one that is, technically, not allowed because it changes the definition Obstruction, which is not permitted by rule 86.1.

The addition of 'object' to rule J2.2(17) and SI L10 makes them consistent with the second sentence of the definition Obstruction.

When an area or a line is designated as an obstruction, it is frequently desirable to prohibit boats from entering such an area or crossing such a line. The proposed changes permit that.

Submission 135-19

Definition Proper Course

A submission from US Sailing

Purpose

To clarify a definition that was changed as a result of submissions approved in 2018.

Proposal

Change the definition *Proper Course* as follows:

Proper Course A course a boat would ~~sail~~ **choose in order** to *sail the course* and *finish* 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.

Current Position

The wording of this definition for the 2021-2024 RRS, based on changes approved as a result of Submissions 142-18 and 139-18, is:

Proper Course A course a boat would sail to *sail the course* and *finish* 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.

Reason

The change from 'sail to *sail the course*' to 'choose in order to *sail the course*' is proposed to make the rule easier to read and to translate.

The word 'choose' is appropriate because, as Case 14 states, 'Two boats in the same fleet on the same leg sailing very near one another can have different proper courses.' A boat's proper course is a course her crew chooses because they believe that it will result in them completing the course and finishing sooner than they would if they chose a different course.

Submission 136-19

Definition Sail the Course

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Clarify for sailors and race committees that the string rule only must touch a mark that is designated by the sailing instructions as a rounding mark

Proposal

Change the definition as follows:

Sail the Course A boat *sails the course* provided that a string representing her track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes*, when drawn taut,

- (a) passes each *mark* of the course for the race on the required side and in the correct order,
- (b) touches each ~~rounding mark~~ **that is designated in the sailing instructions as a rounding mark**, and

(c) passes between the *marks* of a gate from the direction of the course from the previous *mark*.

Current Position

See above

Reasons

Submission makes it clear that the string must pass all marks, but it must only touch marks defined as rounding marks.

Provides guidance in the rules as to what is a rounding mark. Current language does not define what a rounding mark is.

Submission 139-19

Rule 1.1

A submission from the Chairman of the Race Officials Committee

Purpose or Objective

To clarify that Support persons like boats and competitors are required to give all possible help to any person or vessel in danger.

Proposal

1.1 Helping Those in Danger

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

Current Position

As above.

Reasons

There is currently no requirement that support persons assist anybody in danger. In some events, this is corrected by adding such a requirement in the sailing instructions. This proposal clarifies that this is always an obligation on a support person.

Submission 140-19

Rule 2

A submission from the Chairman of the Race Officials Committee

Purpose or Objective

To remove the ambiguity and potential inconsistency that has arisen from the two options for a penalty in rule 2.

Proposal

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 ~~either disqualification or a~~ disqualification that is not excludable.

Current Position

As above.

Reasons

The 2017-2020 rulebook introduced a simple disqualification as an additional option for a penalty for a breach of rule 2. This change implied that there are now two options for penalties: DSQ or DNE. This change has caused confusion among judges about the cases in which either of the two penalties should be applied. Such confusion has introduced inconsistency between protest committees, as the same breach is penalised differently across different events. Such inconsistency is unhealthy for competitors and judges and should be clearly avoided.

When the change was discussed before being approved, it was promised that a case would be published to clarify in which situations the two penalties should be used. Unfortunately, that has not happened, despite several submission of cases on this. Therefore, there continues to be inconsistency in the application of the rule as explained above.

The International Judges Sub-committee has worked on guidelines for when the two penalties should be applied. During that, it turned out that a vast majority of judges would always give a DNE once it was decided that rule 2 was broken by a clear violation of the principles of sportsmanship. This illustrates very clearly that there is no practical need for the DSQ option.

Fair sailing is a fundamental principle in our sport, and rule 2 is a fundamental rule. Therefore, if a boat breaks rule 2, the penalty for breaking it should be stronger than for breaking other rules in the rule book, just like it has traditionally been. A DNE clearly differentiates a breach of rule 2 from breaches of most other rules.

Submission 141-19

Racing Rules of Sailing

Rules 3.1(a), 20.4 and A2.1

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Minor edits to clarify rules 3.1(a) and 20.4 and to format rule A2.1 in a manner consistent with the format used at other places in the RRS.

Proposal 1

Change rule 3.1(a) as follows:

3 ACCEPTANCE OF THE RULES

- 3.1** (a) By participating or intending to participate in a race conducted under ~~the~~ these rules, each competitor and boat owner agrees to accept ~~the~~ these rules.

Current Position

As above.

Proposal 2

Change rule 20.4 as follows:

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.
- (b) The notice of race or sailing instructions may specify an alternative communication to indicate the [a boat's need] ~~her~~ need for *room* to tack and require boats to use it.

This rule also applies to a hail under rule 20.2(c) ~~all hails under rule 20.~~

Current Position

As above. Note that rule 20.4 is a new rule that was approved in 2018 for inclusion in the 2021-2024 RRS.

Proposal 3

Change rule A2.1 as follows:

- 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 ~~(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 completed. A race is completed if 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.

Current Position

As above.

Reasons

Proposal 1: For clarity. The phrase 'these rules' is used to refer to a specific set of racing rules that is under discussion in the paragraph in which the phrase is used (see, for example, the preamble to Part 2). The phrase 'the *rules*' refers to all the rules govern an event, as specified in the definition *Rule*. The phrase 'these *rules*', with 'rules' in italics, is not used anywhere other than in rule 3.1(a), and it is not clear.

Proposal 2: For clarity. The only part of rule 20 involving hailing that is not covered by rule 20.4 is rule 20.2(c).

Proposal 3: Exceptions in the RRS are introduced with the 'However,'. The proposal makes rule 20.1 consistent with other rules that describe exceptions.

Submission 143-19

Rules 5, 6, 7, 80 and 84

A submission from the Board

Purpose or Objective

This submission has been recommended by the Racing Rules Committee Working Party.

For Proposal 1 and 2. To combine existing rules 5 [Anti-Doping], 6 [Betting and Anti-Corruption], 7 [Disciplinary Code] into one rule. To ensure officials are governed by the rules in the conduct and judging of the event, not just racing.

For Proposal 3 and 4. To make RRS 84 a fundamental rule to require Organizing Authorities and Officials to comply with the RRS and appropriate World Sailing Codes in the conduct of events.

Proposal 1

1. Amend the World Sailing Codes section of the Introduction as follows:

World Sailing Regulations ~~The World Sailing Codes are listed in the table below. The codes are published in the World Sailing Regulations.~~

Title	Racing Rule	Regulation
Advertising Code	80	20
Anti-Doping Code	5	21
Betting and Anti-Corruption Code	6	37
Disciplinary Code	7	35
Eligibility Code	75.2	19
Sailor Classification Code	79	22

These Regulations are referred to in the definition *Rule* but 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 [\[insert web address\]](#); new versions will be announced through national authorities.

2. Amend Definition Rule (b) as follows:

(b) **World Sailing Regulations which have been designated by World Sailing as having the status of a rule and which are published on the World Sailing website.** ~~World Sailing Advertising Code, Anti-Doping Code, Betting and Anti-Corruption Code, Disciplinary Code, Eligibility Code, Sailor Classification Code, respectively Regulations 20, 21, 37, 35, 19 and 22;~~

3. Delete rules 5, 6, 7 and 80 and insert new rule 5:

5 WORLD SAILING REGULATIONS

5.1 Each competitor, boat owner and support person shall comply with the World Regulations found at [\[insert web address\]](#) which have been designated by World Sailing as having the status of a rule. These regulations as of 1 June 2020 include World Sailing Regulations which govern:

- **Advertising**
- **Anti-Doping**
- **Betting and Anti-Corruption**
- **Disciplinary**
- **Eligibility**
- **Sailor Classification**

5.2 Unless permitted by the Regulation concerned, an alleged or actual breach of a Regulation shall not be grounds for a protest and shall be dealt with in accordance with that Regulation. Rule 63.1 does not apply.

Reasons

Most of the words in current rules 5, 6 and 7 are repetitive.

As more Codes are brought into the rules there is a need to preserve rule numbers to avoid a major re-write.

New rule 5 permits the adoption of the Code of Ethics if so decided by the Board.

A breach of a Code by a competitor, support person or boat owner which is also misconduct will most dealt with under RRS 69. Note: These rules in the RRS apply only to competitors, support persons or boat owners. This is because the RRS, has no provision for dealing with breaches of codes by other persons such as officials and organizers. Such breaches are dealt with by the codes themselves or other mechanisms such as World Sailing Regulations, MNA or even Club procedures.

Proposal 2

Change rule 84 and move to rule 6 as follows:

~~84~~ **6 GOVERNING RULES GOVERING ORGANIZING AUTHORITIES AND OFFICIALS**

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

Current Position

As above

Reasons

The change of 'races' to 'event' is because the rules govern events, not just races.

The current rule 84 is very similar to rule 3 and is fundamental to the conduct of events. While it may be obvious that OA and officials must conduct events in accordance with the rules, sometimes it is helpful to state the obvious.

There are been incidents in the past when it has not been possible to bring OA or officials to account. This change makes it clear that the same standards are required of them as of competitors, support persons and boat owners. This is because the regulations are included in the definition of rules.

An example would be an entry refused by an OA that is based on unacceptable discrimination. The entrant would request redress and that would be heard by the protest committee. They may refer to the Code of Ethics to find that the OA have acted improperly and give redress, requiring the OA to accept the entry. The protest committee may then report the actions of the OA as specified in the Code of Ethics.

RRS 6.1, 'The Organizing Authority of the event' is included as a body, in order that it becomes possible to sanction that body as a whole and not just the individuals representing it. This concept is not applicable to committees.

Proposal 3

Reorganise the rules in Part 1 to put like rules together as follows:

Rule 1 – Acceptance of the Rules

Rule 2 – Rules Governing OA and Officials

Rule 3 – Safety

Rule 4 – Fair Sailing

Rule 5 – Decision to Race

Rule 6 – World Sailing Regulations

Reasons

Renumbering the rules as proposed keeps like rules together and in a logical sequence.

Submission 146-19

RRS Part 2 Preamble

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To require the intention to replace the rules of Part 2 to be placed in the Notice of Race

Proposal

1. Change the preamble to RRS Part 2 as follows.

WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 24.1.*

*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 ~~sailing instructions~~ **notice of race** so states, the rules of Part 2 are the right-of-way rules of the IRPCAS or government right-of-way rules.*

2. Insert new rule (n) in J1.2 as follows. The new rule number will be determined at a later date and approved by the Racing Rules Committee.

J1.2 The notice of race shall include any of the following that will apply and that would help competitors decide whether to attend the event or that conveys other information they will need before the sailing instructions become available:

(n) replacement of the rules of Part 2 with the right-of-way rules of the International Regulations for Preventing Collisions at Sea or other government right-of-way rules, the time(s) or place(s) they will apply, and any night signals to be used by the race committee;

3. Delete rule J2.2(2).

J2.2 The sailing instructions shall include those of the following that will apply:
~~(2) replacement of the rules of Part 2 with the right-of-way rules of the International Regulations for Preventing Collisions at Sea or other government right-of-way rules, the time(s) or place(s) they will apply, and any night signals to be used by the race committee;~~

Current Position

See above.

Reasons

Currently, a race organizer can state in the notice of race that the regatta will be governed by The Racing Rules of Sailing. When the competitors arrive at the event and get the sailing instructions, they find out that the IRCAS replaces the rules of Part 2 between sunset and sunrise. That might leave insufficient time to locate the IRCAS and prepare for the different set of rules.

Competitors should be told of the anticipated use of the IRCAS or government right-of-way rules before deciding to attend the event. Therefore, the notice of race should state that the IRCAS will apply.

Submission 148-19

Rules 14(b), 21 and 64.1(a)

A submission from US Sailing

Purpose

To correct the erroneous belief that exoneration requires an action by a protest committee.

Proposal

Change rules 14(b), 21 and 64.1(a) as follows:

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room*

.....

- (b) ~~is shall be~~ exonerated if she breaks this rule and the contact does not cause damage or injury.

21 EXONERATION

When a boat is sailing within the *room* or *mark-room* to which she is entitled, she ~~is shall be~~ exonerated if, in an incident with a boat required to give her that *room* or *mark-room*,

(a) *[no further changes]*

64 DECISIONS

64.1 Penalties and Exoneration

When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated, it shall disqualify her unless some other penalty applies. A penalty shall be imposed whether or not the applicable *rule* was mentioned in the *protest*. If a boat has broken a *rule* when not *racing*, her penalty shall apply to the race sailed nearest in time to that of the incident. However,

(a) when as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat ~~is shall be~~ exonerated;

(b) *[no further changes]*

Consequential Change

In rule F2, change rule 14 as follows:

14 AVOIDING CONTACT

Rule 14(b) is changed to:

(b) ~~is shall be~~ exonerated if she breaks this rule and the contact does not cause damage, injury or a tangle.

Current Position

As above.

Reasons

Readers of *The Racing Rules of Sailing* and its derivatives (Cases, Call Books, etc.) are often under the impression that only a protest committee can exonerate a boat that is compelled to break a rule by another boat's breach of a rule. In fact, a protest committee is rarely involved following incidents on the water. We want the same application of the rules involved in an incident, including exoneration, to apply whether or not a protest committee is involved.

Sportsmanship and the Rules states that 'A fundamental principle of sportsmanship is that when competitors break a *rule* they will promptly take a penalty, which may be to retire.' This will be changed in 2021 to 'A fundamental principle of sportsmanship is that when a boat breaks a *rule* and is not exonerated she will promptly take a penalty, which may be to retire.' This submission brings the exoneration rules into alignment with the present tense that will be used in Sportsmanship and the Rules starting in 2021.

Submission 149-19

Rule 16.2

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To implement an updated rule 16.2.

Proposal

Amend rule 16.2 as follows:

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

Current Position

As above.

Reason

The current rule 16.2 has been proved not work for team racing, particularly when, on a windward leg, the starboard-tack boat sails below 90° to the true wind. The same problems exist in fleet racing.

A new test rule 16.2 was developed and was widely used in the spring and summer 2018, particularly for keelboat team racing in Europe and in the USA. As a result of reports received on the trials, the test rule was modified and further tested in 2019

This 2019 test rule has received general acceptance from competitors and officials.

It is recommended that the developed and tested version of this rule is also applied to rule 16.2 in Part 2.

Note: There is an identical submission to change the equivalent rule in Appendix D, should this submission not be approved.

Submission 151-19

Rule 18.3

A submission from Australian Sailing

Purpose or Objective

Change the title of 18.3 to align the title with the rule requirement

Proposal

Amend the title of 18.3 as follows:

18.3 ~~Tacking~~ Changing tack in the Zone

If a boat in the *zone* of a *mark* to be left to port passes head to wind from *port* to *starboard tack* and is then *fetching* the *mark*, she shall not cause a boat that has been on *starboard tack* since entering the *zone* to sail above close-hauled to avoid contact and she shall give *mark-room* if that boat becomes *overlapped* inside her. When this rule applies between boats, rule 18.2 does not apply between them.

Current Position

As above

Reasons

Rule 18.3 applies in a circumstance where a boat passes head to wind and changes tack in the zone. It does not apply to a boat that has changed tack outside the zone but is ‘Tacking’ from head to wind until her close hauled course, if the latter part of that ‘tacking’ is in the zone.

Rule 13 “While Tacking” refers to a boat from past head to wind until close hauled.

Changing the name of the rule would more specifically align the name of the rule with the requirement of the rule, distinguishing it from the context of how “tacking” is used elsewhere in the rules.

Submission 152-19

Rule 20.2(c) and 61.1(a)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify and include in the RRS the answer to a Q&A that hails in a local language are acceptable when reasonable to expect that they will be understood.

Proposal 1

Delete quotation marks around the term you tack in rule 20.2 (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

and

Delete quotation marks around the word protest in rule 61.1(a):

A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her *protest* will concern an incident in the racing area that she was involved in or saw, she shall hail ‘Protest’ and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer *racing*. However,

Proposal 2

Add a new final paragraph to Introduction – Terminology:

At events that are organised at a venue where the local language is not English as its first language, the local language words may be used for rule 20.1, 20.2(c) and 61.1(a), however, the English words are always acceptable.

Current Position

See above

Reasons

Deleting quotation marks from 20.2(c) and 61.1(a) means that all 3 hails required by the rules (room to tack, you tack, and protest) to be treated in the same manner.

Removing quotation marks allows these terms to be translated into local language of the MNA.

Adding a statement under terminology confirms this approach while also making it clear that the English language words may also be used.

Submission 153-19

Rule 21

A submission from US Sailing

Purpose or Objective

To provide the same basis for exoneration for a breach of each of the rules referred to in rules 21(a) and (b).

Proposal

Change rule 21 as follows:

21 EXONERATION

When a boat is sailing within the *room* or *mark-room* to which she is entitled, she shall be exonerated, if **as a consequence of** ~~in~~ an incident with a boat required to give her that *room* or *mark-room*, ~~(a) she breaks a rule of Section A, rule 15, or rule 16, or 31.~~
~~(b) she is compelled to break rule 31.~~

Clean Copy of Proposal

21 EXONERATION

When a boat is sailing within the *room* or *mark-room* to which she is entitled, she shall be exonerated if, 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, rule 15, 16 or 31.

Current Position

As above.

Reasons

Current rule 21(b) states that a boat must be ‘compelled’ to break rule 31 in order to be exonerated. This creates two problems for an inside boat when she is not being given the mark-room to which she is entitled and may hit the mark. She can choose to hit the boat that owes her mark-room instead of the mark and hope she doesn’t break rule 14 with damage, which makes no sense in a world where most marks are inflatables. Or, she can choose to sail to the wrong side of the mark and lose places while circling to attempt a second rounding, in effect taking a penalty instead of being exonerated. Both these outcomes are inconsistent with the intent of rule 21 to exonerate a boat when she is sailing within the mark-room to which she is entitled.

This proposal simplifies rule 21 and fixes both problems noted above by making a breach of rule 31 subject to the same conditions as the other listed rules. The words “in an incident” are replaced with “as a consequence of an incident”, to make clear that a boat can only be exonerated when her rule breach is caused by an incident with the boat required to give room or mark-room. For example, if an inside windward boat is being given mark-room and hits the mark, that breach is an incident, but it is not as a consequence of an incident with the boat that owes mark-room; and she is not exonerated. However, if she is not being given mark-room and breaks rule 11 and/or 31, she is exonerated.

The change from ‘in an incident’ to ‘as a consequence of an incident’ also clarifies that rule 21 will apply in a three-boat incident where a boat sailing within her entitled room or mark-room breaks a rule with a boat other than the one required to give room or mark-room. For example, PW and PL are overlapped approaching S, an obstruction for both boats. All three boats are close-hauled. PL chooses to sail behind S and fails to give PW room to do the same. PW tacks to avoid contact and causes S to change course to avoid her. PW is exonerated for her breach of rule 13 with S, which occurred as a consequence of an incident with PL who failed to give her room to pass behind S.

Submission 154-19

Rules 22.1, 29.1, 30, 44.2, B3.30.2, B4.44.2, B10.29(a), C3.2, C4, C7.2(c), 7.2(d), E3.5, F3.29, F3.30, F4.44.2, and L.

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Make the following consequential changes needed as a result of deleting ‘, crew or equipment’ from the definitions *Start* and *Finish*:

Proposal

1. Rule 22.1

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 ~~she~~ **her hull** is completely on the pre-start side.

2. Rule 29.1

Individual Recall

When at a boat’s starting signal any part of her hull, ~~crew or equipment~~ is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until **the hull of** all such boats ~~have sailed completely to~~ **is completely on** the pre-start side of the starting line or one of its extensions and **the boats** have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 29.2, 30.3 or 30.4 applies this rule does not.

3. Rule 30

30.1 I Flag Rule

If flag I has been displayed, and any part of a boat’s hull, ~~crew or equipment~~ 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 ~~to~~ **so that her hull is completely on** the pre-start side before ~~starting~~ **she starts**.

30.2 Z Flag Rule

If flag Z has been displayed, no part of a boat’s hull, ~~crew or equipment~~ 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 receive, without a hearing, a 20% Scoring Penalty calculated as stated in rule 44.3(c). She shall be penalized even if the race is restarted or resailed, but not if it is *postponed* or *abandoned* before the starting signal. If she is similarly identified during a subsequent attempt to start the same race, she shall receive an additional 20% Scoring Penalty.

30.3 U Flag Rule

If flag U has been displayed, no part of a boat’s hull, ~~crew or equipment~~ 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.

30.4 Black Flag Rule

If a black flag has been displayed, no part of a boat's hull, ~~crew or equipment~~ 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.

4. Rule 44.2

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, ~~she shall sail~~ **her hull shall be** completely ~~to~~ **on** the course side of the line before ~~finishing~~ **she finishes**.

5. B4.44.2

360°-Turn Penalty

After getting well clear of other boards as soon after the incident as possible, a board takes a 360°-Turn Penalty by promptly making a 360° turn with no requirement for a tack or a gybe. When a board takes the penalty at or near the finishing line, ~~she shall sail~~ **her hull shall be** completely ~~to~~ **on** the course side of the line before ~~finishing~~ **she finishes**.

6. B10.29(a)

When at a board's starting signal any part of her hull, ~~crew or equipment~~ is on the course side of the starting line, the race committee shall signal a general recall.

7. C3.2

C3.2 Changes to Related Rules

(a) Rule 29.1 is changed to:

- (1) When at a boat's starting signal any part of her hull, ~~crew or equipment~~ is on the course side of the starting line or one of its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat with one sound. The flag shall be displayed until the **hull of the** boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.
- (2) When after her starting signal ~~a boat~~ **any part of her hull crosses** ~~sails~~ from the pre-start side to the course side of the starting line across an extension without having *started* correctly, the race committee shall promptly display a blue or yellow flag identifying the boat. The flag shall be displayed until the **hull of the**

boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

8. C4

C4 REQUIREMENTS BEFORE THE START

C4.1 At ~~the~~ her preparatory signal, **the hull of** each boat shall be **completely** outside the line that is at a 90° angle to the starting line through the starting *mark* at her assigned end. In the pairing list, the boat listed on the left-hand side is assigned the port end and shall display a blue flag at her stern while *racing*. The other boat is assigned the starboard end and shall display a yellow flag at her stern while *racing*.

C4.2 Within the two-minute period following her preparatory signal, the hull of a boat shall cross and clear the starting line, the first time from the course side to the pre-start side.

9. C7.2(c)

(c) A boat completes a leg of the course when **any part of** her ~~bow~~ **hull** crosses the extension of the line from the previous *mark* through the *mark* she is rounding, or on the last leg when she *finishes*.

10. C7.2(d)

(d) A penalized boat shall not be recorded as having *finished* until she takes her penalty and ~~sails~~ **her hull is** completely on the course side of the line and **she** then *finishes*, unless the penalty is cancelled before or after she crosses the finishing line.

11. E3.5

Rule 29.1 is changed to:

When at a boat's starting signal any part of ~~the boat~~ **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.

12. F3.29 and 30 as follows:

29 RECALLS

In rule 29.1 '**hull**' ~~'crew or equipment'~~ is changed to '**hull or competitor**'.

30 STARTING PENALTIES

In rules 30.1, 30.2, 30.3 and 30.4, '**hull**' ~~'crew or equipment'~~ is changed to '**hull or competitor**'.

[no further changes]

13. F4.44.2

One-Turn Penalty

After getting well clear of other kiteboards as soon after the incident as possible, a kiteboard takes a One-Turn Penalty by promptly making one turn with her hull in the water. The turn shall include one completed tack and one completed gybe. Forward motion shall be established between the tack and the gybe (or vice versa) with the competitor on the correct side of the hull in normal sailing position. When a kiteboard takes the penalty at or

near the finishing line, ~~she shall sail~~ **her hull and competitor shall be** completely ~~to~~ **on** the course side of the line before ~~finishing~~ **she finishes**.

14.L - SI 11.5

If any part of a boat's hull, ~~crew or equipment~~ is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel _____. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).

Current Position

See above

Reasons

To make all the rules and definitions listed in the proposal consistent with the changes made last year that result in the definitions *Finish* and *Start*, which mean that boats *finish* and *start* and rules associated with finish and start is based on the hull and not the hull, crew and equipment.

For kiteboards, the definition *Start* will not change. It will continue to state that 'A kiteboard *starts* when . . . any part of her hull or the competitor crosses the starting line in the direction of the first *mark*.' Therefore, in rules 29 and 30 for kiteboards, 'hull' should be changed to 'hull or competitor'.

Submission 155-19

Rules 25.1, Appendix J, 44.1, D2.1, 70.5, 86.2, N1.7, Introduction, 43.1(b), 87 and 88

A submission from the Chairman of the Racing Rules Committee

Objectives

- 1 To remove all requirements that a rule included in the NoR be repeated in the SIs.
- 2 To make changes in the rules of Parts 1 – 7 and of Appendix to reflect the fact that statements in the NoR are rules (see the definition Rule (e)).
- 3 To require the NoR to contain rules a reasonable competitor would want to know when deciding whether to enter an event or when preparing for the event in the weeks before the event begins.
- 4 To update Appendix J to include items related to rules in Parts 1 -7 that reference the NoR or SIs.
- 5 To make other small changes that clarify rules that reference the NoR or the SIs.

Note: The proposals below are independent of one another and can be considered separately.

Proposal 1

Change rule 25.1 as follows:

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 or at the time she enters, and it shall be posted on the official notice board.** The ~~notice of race and~~ sailing instructions shall be made available to each boat before a race begins.

Current Position

As above.

Reason

The notice of race contains rules that a boat must comply with before the event and rules that would help competitors decide whether to attend the event and information that they will need before the sailing instructions become available. However, there is no rule in the current RRS that states that when the notice of race must be made available. At many local and regional events, some boats may enter without the notice of race being made available to them. Because the notice of race contains rules that govern the event, it is prudent to require that it be posted on the official notice board for competitors who may not have seen it or who may not have saved a copy of it when they read it a considerable time before the event.

Proposal 2

Change Appendix J as follows:

APPENDIX J

NOTICE OF RACE AND SAILING INSTRUCTIONS

*See rules 89.2 and 90.2. In this appendix, the term **'event'** ~~'race'~~ includes a **race or regatta or other** series of races.*

A rule in the notice of race need not be repeated in the sailing instructions.

*Care should be taken to ensure that there is no conflict between a rule in the notice of race, ~~and~~ a rule in the sailing instructions, **or a rule in any other document that governs the event.***

J1 NOTICE OF RACE CONTENTS

J1.1 The notice of race shall include the following ~~information~~:

- (1) the title, place and dates of the ~~event~~ **event** and name of the organizing authority;

- (2) that the ~~event race~~ will be governed by the *rules* as defined in *The Racing Rules of Sailing*;
- (3) a list of any other documents that will govern the event (for example, *The Equipment Rules of Sailing*, to the extent that they apply), stating where or how each document or **an electronic** ~~a~~ copy of it may be **obtained** ~~seen~~;
- (4) the classes to race, any handicap or rating system that will be used and the classes to which it will apply; ~~the~~ conditions of entry and any restrictions on entries;
- (5) the procedures and times** for registration or entry, including fees and any closing dates;
- (6) the times of registration and** warning signals for the practice race, if one is scheduled, and the first race, and succeeding races if known;

J1.2 The notice of race shall include any of the following that will apply:

- (1) times or procedures for equipment inspection or event measurement, or requirements for measurement or rating certificates;**
- (2) changes to the racing rules authorized by World Sailing under rule 86.2, referring specifically to the rule changed and stating the change;**
- (3) changes to class rules, as permitted under rule 87, referring specifically to each rule and stating the change;**
- (4) any classification requirements that some or all competitors must satisfy**
 - (a) for sailor classification (see rule 79 and World Sailing Regulation 22, Sailor Classification Code), or
 - (b) for functional classification for Para World Sailing events (see Para World Sailing Functional Classification & Procedures Manual);
- (5) that boats will be required to display advertising chosen and supplied by the organizing authority (see rule 80 and World Sailing Regulation 20, Advertising Code) and other information related to Regulation 20;**
- (6) when for an event where** entries from other countries are expected, any national prescriptions that may require advance preparation (see rule 88).
- (7) prescriptions that will apply if boats will pass through the waters of more than one national authority while racing, and when they will apply (see rule 88.1);**
- (8) alternative communication required in place of hails under rule 20 (see rule 20.4(b)).**
- (9) a change in the weight limit for a competitor's clothing and equipment permitted by rule 43.1(b).**
- (10) any requirements regarding data protection required in the territory of the venue.**
- (11) an entry form, to be signed by the boat's owner or owner's representative, containing words such as 'I agree to be bound by *The Racing Rules of Sailing* and by all other *rules* that govern this event.'**;

J1.3 The notice of race shall include any of the following that will apply and that would help competitors decide whether to attend the event or that conveys other information they will need before the sailing instructions become available:

- (1) changes to the racing rules permitted by rule 86, referring specifically to each rule and stating the change (~~also, if rule 86.2 applies, include the statement from World Sailing authorizing the change~~);
- (2) changes to the national prescriptions (see rule 88.2);
- (3) the time and place at which the sailing instructions will be available;
- (4) **a general description of the course, or the type of** courses to be sailed;
- (5) the scoring system, if different from the Low Point System in Appendix A, included by reference to class rules or other *rules* governing the event, or stated in full. State the number of races scheduled and the minimum number that must be completed to constitute a series;
- (6) the penalty for breaking a rule of Part 2, other than the Two-Turns Penalty;
- (7) the time after which no warning signal will be made on the last scheduled day of racing;
- (8) denial of the right of appeal, subject to rule 70.5;
- (9) for chartered or loaned boats, whether rule G3 applies;
- (10) prizes.

J2 SAILING INSTRUCTION CONTENTS

J2.1 Unless included in the notice of race, the ~~The~~ sailing instructions shall include the following ~~information~~:

- (1) **the information in rules J1.3(1), (2) and (5) and, when applicable, rules J1.3(6), (7), (8), (9) and (10).**
- (2) the schedule of races, the classes to race and times of warning signals for each class;
- (3) **a complete description of** the course(s) to be sailed, or a list of *marks* from which the course will be selected and, if relevant, how courses will be signalled;
- (4) descriptions of *marks*, including starting and finishing *marks*, stating the order in which *marks* are to be passed and the side on which each is to be left and identifying all rounding *marks* (see the definition *Sail the Course*);
- (5) descriptions of the starting and finishing lines, class flags and any special signals to be used;
- (6) the time limit, if any, for **the first boat to finish** ~~finishing~~ (see rule 35);
- (7) location(s) of official notice board(s) or address of online notice board; **location of the race office.**

J2.2 Unless included in the notice of race, the ~~The~~ sailing instructions shall include those of the following that will apply:

- (1) replacement of the rules of Part 2 with the right-of-way rules of the *International Regulations for Preventing Collisions at Sea* or other government right-of-way rules, the time(s) or place(s) they will apply, and any night signals to be used by the race committee;

- (2) whether Appendix P will apply;
- (3) when appropriate, at an event where entries from other countries are expected, a copy in English of the national prescriptions that will apply;
- (4) procedure for changing the sailing instructions;
- (5) procedure for giving oral changes to the sailing instructions on the water (see rule 90.2(c));
- (6) safety requirements, such as requirements and signals for personal flotation devices, check-in at the starting area, and check-out and check-in ashore;
- (7) signals to be made ashore and location of signal station(s);
- (8) restrictions controlling changes to boats when supplied by the organizing authority;
- (9) when and under what circumstances propulsion is permitted under rule 42.3(i);
- (10) restrictions on use of support boats, plastic pools, radios, etc.; on trash disposal; on hauling out; and on outside assistance provided to a boat that is not *racing*;
- (11) the racing area (a chart is recommended);
- (12) location of the starting area and any restrictions on entering it;
- (13) any special procedures or signals for individual or general recall;
- (14) approximate course length and approximate length of windward legs;
- (15) any special procedures or signals for changing a leg of the course (see rule 33);
- (16) description of any area designated by the race committee to be an *obstruction* (see the definition *Obstruction*);
- (17) boats identifying *mark* locations;
- (18) any special procedures for shortening the course or for *finishing* a shortened course;
- (19) ~~the time limit, if any, for the first boat to finish and~~ the time limit, if any boats other than the first boat to *finish* **and any other time limits or target times that apply while boats are racing;**
- (20) declaration requirements;
- (21) time allowances;
- (22) time limits, place of hearings, and special procedures for *protests*, requests for redress or requests for reopening;
- (23) the national authority's approval of the appointment of an international jury, when required under rule 91(b);
- (24) if rule N1.4(b) will apply, the time limit for requesting a hearing under that rule;
- (25) when required by rule 70.3, the national authority to which appeals and requests may be sent;
- (26) substitution of competitors;
- (27) the minimum number of boats appearing in the starting area required for a race to be started;
- (28) when and where races *postponed* or *abandoned* for the day will be sailed;
- (29) tides and currents;

(30) other commitments of the race committee and obligations of boats.

Current Position

As above. Changes in current Appendix J, Rules J1.2(3) and J2.1(5) were approved in 2016 and 2018. They are indicated by a vertical line in the right margin.

Reasons

The proposal eliminates all requirements for the SIs to duplicate a rule in the NoR.

Rule J1.2 in the proposal is a new rule. It requires the NoR to include, when they will apply, ten items that need to be in the NoR rather than the SIs because learning about them in the SIs after arriving at the venue is just too late. For example, if the weight limit in rule 43.1(b) is changed, competitor will need to know that change in order to bring appropriate clothing and equipment to the event.

Rule J2.1(1) is also new. It lists 8 items that sometimes are appropriate to include in the NoR, but, when they are not in the NoR, they definitely should be in the SIs.

New rules J1.2 and J2.1(1) permit removing all items that are today duplicated in current rules J1 and J2. This results in the deletion of the following 10 items in current rule J2:

J2.1(1), (2) and (9) and J2.2(1), (3), (7), (18), (27), (32) and (39).

Several racing rules refer to an item that can be in the NoR or SIs, but no corresponding item is in current Appendix J. The proposal corrects these omissions by adding new rules J1.2(8) and (9) and new wording in rules J2.1(7) and J2.2(19).

Within rules J1.1, J1.2, J1.3, J2.1 and J2.2 the order of items corresponds to the order in which items appear in Appendices K and L.

Proposal 3

Change the preamble to Part 2, rules 44.1 and D2.1, and the preambles to Appendices H and R as follows:

Part 2, Preamble

[No change in first paragraph]

*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 or** sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules.*

44.1 Taking a Penalty

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. She may take a One-Turn Penalty when she may have broken rule 31. Alternatively, **the notice of race or** sailing instructions may specify the

use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty. *[no further change]*

D2 UMPIRED RACES

D2.1 When Rule D2 Applies

Rule D2 applies to umpired races. Races to be umpired shall be identified ~~either~~ in the **notice of race or** sailing instructions or by the display of flag J no later than the warning signal.

Appendix H, Preamble

*See rule 43. This appendix shall not be changed by **the notice of race,** sailing instructions or prescriptions of national authorities.*

Appendix R, Preamble

*See rule 70. A national authority may change this appendix by prescription, but it shall not be changed by **the notice of race or** sailing instructions.*

Current Position

As above.

Reason

Prior to 2001, the notice of race was not included in the definition Rule and, therefore, statements in the NoR were not rules. The proposals in this submission make changes that should have been made in the 2001-2004 RRS when, for the first time, all statements in the NoR were rules. These changes are long overdue.

Proposal 4

Change Revisions in the Introduction, rules 70.5 and 86.2, the preamble to Appendix C, and rule N1.7 as follows:

Introductions, Revisions

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 [2021] except that for an event beginning in [2020] the date may be postponed by the notice of race **or and** sailing instructions. *[no further change]*

Rule 70.5

70.5 There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix N. Furthermore, if the notice of race **or and** the sailing instructions so state, the right of appeal may be denied provided that *[no further change]*

Rule 86.2

86.2 In exception to rule 86.1, World Sailing may in limited circumstances (see World Sailing Regulation 28.1.3) authorize changes to the racing rules for a specific international event. The authorization shall be stated in a letter of approval to the event organizing authority and in the notice of race ~~or and~~ sailing instructions, and the letter shall be posted on the event's official notice board.

Appendix C, Preamble

Match races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Matches shall be umpired unless the notice of race ~~or and~~ sailing instructions state otherwise. [no further change]

Rule N1.7

N1.7 In exception to rules N1.1 and N1.2, World Sailing may in limited circumstances (see World Sailing Regulation 25.8.13) authorize an international jury consisting of a total of only three members. All members shall be International Judges. The members shall be from three different national authorities (two, in Groups M, N and Q). The authorization shall be stated in a letter of approval to the organizing authority and in the notice of race ~~or and~~ sailing instructions, and the letter shall be posted on the event's official notice board.

Current Position

As above.

Reason

Before 2001, when statements in the NoR were not rules, it was necessary to repeat any rule stated in the NoR in the SIs. Since 2001 it has not been necessary to repeat in the SIs a rule included in the NoR. Now, almost 20 years after 2001, there are still five place in the RRS where a rule in the NoR is required to be repeated in the SIs. These five changes remove those five requirements to repeat a rule in both the NoR and the SIs.

Proposal 5

Change rules 43.1(b), 87 and 88.1 as follows:

Rule 43.1(b)

- (b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or the notice of race ~~sailing instructions~~ may specify a lower weight or a higher weight up to 10 kilograms. *[no further change]*

Rule 87

87 CHANGES TO CLASS RULES

The notice of race ~~or sailing instructions~~ 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 displayed on the official notice board.

Rule 88.1

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 ~~or sailing instructions~~ shall identify the prescriptions that will apply and when they will apply.

Current Position

As above.

Reason

A change in the weight limit in rule 43.1(b) or a change in a class rule is information that must be made available to competitors in the NoR so that they can bring appropriate clothing and equipment to the event. When competitors may be required to comply with the prescriptions of various national authorities, the requirements should be in the NoR so that they have adequate time to obtain those prescriptions.

Proposal 6

Change rules 86.2 and N1.7 as follows:

86.2 In exception to rule 86.1, World Sailing may in limited circumstances (see World Sailing Regulation 28.1.3) authorize changes to the racing rules for a specific international event. The authorization shall be stated in a letter of approval to the ~~event~~ organizing authority and in the notice of race and sailing instructions, and the letter shall be posted on the ~~event's~~ official notice board.

N1.7 In exception to rules N1.1 and N1.2, World Sailing may in limited circumstances (see World Sailing Regulation 25.8.13) authorize an international jury consisting of a total of only three members. All members shall be International Judges. The members shall be from three different national authorities (two, in Groups M, N and Q). The authorization shall be stated in a letter of approval to the organizing authority and in the notice of race and sailing instructions, and the letter shall be posted on the ~~event's~~ official notice board.

Current Position

As above.

Reason

For consistency and to remove unnecessary words. Many rules refer to 'the organizing authority' or 'the official notice board' and do so without adding 'event' or 'event's'. Only rule 86.2 uses 'event' before 'organizing authority' or 'event's' before 'official notice board'.

Proposal 7

Change rule 87 as follows:

87 CHANGES TO CLASS RULES

The notice of race or sailing instructions 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** ~~displayed~~ on the official notice board.

Current Position

As above.

Reason

For consistency. There are several rules that refer to items 'posted' on the official notice board. Rule 87 is the only rule in RRS that refers to an item 'displayed' on the official notice board.

Submission 157-19

Rules 33 and 34

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify that the requirements on the race committee when changing the course or when a mark is missing only apply while boats are racing.

Proposal 1

Change rule 33:

33 CHANGING THE NEXT LEG OF THE COURSE

While boats are racing, ~~the~~ the race committee may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (or the finishing line) and signalling all boats before they begin the leg. The next *mark* need not be in position at that time.

- (a) If the direction of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and one or both of
 - (1) the new compass bearing,
 - (2) a green triangle for a change to starboard or a red rectangle for a change to port.
- (b) If the length of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and a ‘-’ if the length will be decreased or a ‘+’ if it will be increased.
- (c) Subsequent legs may be changed without further signalling to maintain the course shape.

Proposal 2

Change rule 34:

34 **MARK MISSING**

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

- (a) replace it in its correct position or substitute a new one of similar appearance, or
- (b) substitute an object displaying flag M and make repetitive sound signals.

Current Position

See above.

Reasons

These 2 rules do not specify when the requirements on the race committee apply. This submission fix

Submission 159-19

Rules 35, 32.1, 90.3, J2.1(7), J2.2(19) and Appendix L, SI 15.1

A submission from US Sailing

Purpose or Objective

To qualify the time limit in rule 35 and as a consequence, to qualify the applicable ‘time limit’ in rules 32.1, 90.3(a), J2.1(7), J2.2(19), and L15.1.

Proposal

35 **RACE TIME LIMIT AND SCORES**

If one boat *starts, sails the course* and *finishes* 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 *finishes* within the **race** time limit, the race committee shall *abandon* the race.

32.1 After the starting signal, the race committee may shorten the course (display flag S with two sounds) or *abandon* the race (display flag N, N over H, or N over A, with three sounds),

- (a) *[no change]*
- (b) because of insufficient wind making it unlikely that any boat will *finish* within the **race** time limit,
- (c) *[no change]*
- (d) *[no change]*

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 and *finished* 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.

90.3 Scoring

(a) The race committee shall score a race or series as provided in Appendix A using the Low Point System, 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 *starts, sails the course* and *finishes* within the **race** time limit, if any, even if she retires after *finishing* or is disqualified.

J2.1 The sailing instructions shall include the following information:

-
- (7) the **race** time limit, if any, for *finishing*;

J2.2 The sailing instructions shall include those of the following that will apply:

-
- (19) the **race** time limit, if any, for the first boat to *finish* and the time limit, if any, for boats other than the first boat to *finish*;

Appendix L SAILING INSTRUCTIONS GUIDE

15 TIME LIMITS AND TARGET TIMES

Insert the time limit.

15.1* The **race** time limit for rule 35 is _____.

(OR)

Insert the classes and times. Omit the Mark 1 time limit and target time if inapplicable.

15.1* Time limits and target times are as follows:

<i>Class</i>	<i>Race time limit</i>	<i>Mark 1 time limit</i>	<i>Target time</i>

[no further changes]

Current Position

As above, except for rules 35 and 90.3(a) and Appendix L, SI 15.1. The wording of those three for the 2021-2024 RRS, based on changes approved in 2016, 2017 and 2018, is:

35 TIME LIMIT AND SCORES

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

90.3 Scoring

- (a) The race committee shall score a race or series as provided in Appendix A using the Low Point System, 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 *starts, sails the course* and *finishes* within the time limit, if any, even if she retires after *finishing* or is disqualified.

Appendix L SAILING INSTRUCTIONS GUIDE

15 TIME LIMITS AND TARGET TIMES

Insert the time limit.

15.1* The time limit for rule 35 is _____.

(OR)

Insert the classes and times. Omit the Mark 1 time limit and target time if inapplicable.

15.1* Time limits and target times are as follows:

<i>Class</i>	<i>Time limit</i>	<i>Mark 1 time limit</i>	<i>Target time</i>
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[no further changes]

Reasons

The sport of sailing has accumulated a number of 'time limits' over the years, including a time limit to reach mark 1 and a time limit to finish after the first boat finished. In each case, the time limit is defined in its title, except for the 'race' time limit in rule 35.

Most sailing instructions include a table or list like the table found in RRS L15.1. However, many authors of sailing instructions refer to the time limit in rule 35 as the 'race' time limit, as shown in RRS S12.1. The rest of the rule book should follow that principle.

Submission 160-19

Part 4

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To concentrate the equipment related rules in a designated section of the Racing Rules of Sailing within part 4.

Proposal:

Insert the following new subheading before rule 40:

SECTION A
GENERAL REQUIREMENTS

4643 PERSON IN CHARGE

A boat shall have on board a person in charge designated by the member or organization that entered the boat. See rule 75.

Insert the following new subheading after rule 45:

SECTION B
EQUIPMENT RELATED REQUIREMENTS

43 46 COMPETITOR CLOTHING AND EQUIPMENT

4346.1 (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.

(b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or sailing instructions may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 2 kilograms, except that class rules may specify a higher weight up to 4 kilograms. Weights shall be determined as required by Appendix H.

4346.2 Rule 43.1(b) does not apply to boats required to be equipped with lifelines.

Current Position

See above.

Reasons

In November 2018, when rejecting submission 179-18, RRC approved the principle of consolidating the equipment related rules in the RRS. Thus the principle of splitting part 4 into two sections was approved. This submission is reflecting the decision of the RRC in 2018.

This submission seeks to achieve the above mentioned with the less possible changes to the numbering of the rules.

Submission 161-19

Rule 40

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To change current rule 40 and update it with a number of proposals.

Proposal 1

Delete the text of rule 40 and replace it as follows:

40 PERSONAL FLOTATION DEVICES

40.1 **Each** competitor shall wear a personal flotation device except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

40.2 **When rule 40.1 applies**

(a) when flag Y is displayed afloat with one sound signal before or with the warning signal it applies while racing in that race.

(b) when flag Y is displayed ashore with one sound signal it shall apply at all times while afloat that day.

(c) when so stated in the sailing instructions or notice of race.

Current Position

40 PERSONAL FLOTATION DEVICES

When flag Y is displayed with one sound before or with the warning signal, competitors

shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment. When flag Y is displayed ashore, this rule applies at all times while afloat. Wet suits and dry suits are not personal flotation devices.

Reasons

This proposal removes the currently ineffective penultimate sentence that does not actually require personal flotation devices to be worn at all times afloat.

The rule now specifies 'each' competitor. It could be argued in the current rule that the rule is not broken if some competitors on a boat wear a pfd.

The NoR or SI will simply need to state: 'RRS 40.1 shall apply at all times while afloat.' if that is wanted by the event.

There is no change in this proposal to the current rule with regards to when pfd may be worn, but it is clear that flag Y ashore applies for the whole day.

By making the rule apply to 'that race' in 40.2(a), if, for subsequent races the race committee decide flag Y is not necessary, they simply remove it and no other signal is needed.

Proposal 2a – If Proposal 1 is approved

Add the following new rule and renumber (c) in Proposal 1 rule 40.2 as (d).

(c) If flag Y over R is displayed afloat with one sound signal before or with the warning signal, rule 40.1 does not apply during that race.

Proposal 2b – If Proposal 1 is not approved

Add the following to current rule 40:

However, if flag Y over R is displayed afloat with one sound signal before [or with] the warning signal, competitors are not required to wear personal flotation devices during that race.

Current Position

None. The proposed rule is new.

Note: The order of rules 40.1 and 40.2 may be subject to editing.

Reasons

This proposal permits a Y flag ashore to be cancelled afloat.

'No Y flag' at the warning signal was considered as it reduces the number of flags. However, that would make it mandatory for the race committee to display Y flag to keep the rule active. Should they forget to do that for any reason, safety may be compromised. This option would also cause confusion when a sailing instruction invokes the rule as the proposed Rule 40(c).

Under this proposal a race committee will never need to display either flag Y or flag Y over R if they stated when PFDs must be worn in the NoR or SIs.

Note: Appendix P also uses flag R, but similarly to Y over R, the 'R' reverses and existing signal. There is a remote possibility that a race committee would want to display R and Y over R at the warning signal, but O and R under appendix P almost exclusively apply to classes that will invoke 40(c)

Submission 162-19

Rule 42.3(c)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify the wording of a rule that was repeatedly edited in 2018.

Proposal

Change rule 42.3(c) as follows:

- (c) When surfing (rapidly accelerating down the front of a wave), ~~planning~~ **planing** or foiling is possible, the boat's crew may pull in any sail in order ~~to~~
 - (1) **to** initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind, or
 - (2) **to** initiate foiling, **in which case [when] each sail** ~~the sails~~ may be pulled in any number of times.

Note: 'in which case' and 'when' are alternates.

Current Position

The current status of rule 42.3(c) for the 2021-2024 RRS, based on 162-18 and 163-18 is:

- (c) When surfing (rapidly accelerating down the front of a wave), planning or foiling is possible, the boat's crew may pull in any sail in order to
 - (1) initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind, or
 - (2) initiate foiling, the sails may be pulled in any number of times.

Reasons

With the wording shown above in Current Position, (2) does not fit well with the first two lines of the rule. As a result, (2) is difficult to read, even for an experienced speaker of English. The proposal is intended to fix that problem.

There is a typo 'planning' should be 'planing'.

Submission 163-19

Rule 43.1(c)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Housekeeping.

Proposal

43.1 (c) A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time. **Class rules may change this rule, but not any ISO standard mentioned in this rule.**

86.1 A racing rule shall not be changed unless permitted in the rule itself or as follows:
(c) Class rules may change only racing rules 42, 49, 50, 51, 52, ~~53~~ and 54.

Current Position

See above.

Reasons

This submission will fix a hole created when the RRC approved submission 164-18 as based on current rule 86.1(c), class associations may change the ISO standard the rule is referring to. This was not intended as class associations may decide whether or not to use the mandatory quick release harness, but not be allowed to change the standard as approved by ISO.

Submission 164-19

New Rule 43 and Rules 14, 21, 64.1 and 86.1(a)

Purpose

To move the three rules under which a boat can be exonerated into a new rule 43 titled 'Exoneration'.

Proposal

1. Renumber current rule 43 as '49' and insert the following new rule 43 in its place. Renumber current rules 49 – 55 accordingly.

43 EXONERATION

43.1 When as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat shall be exonerated for her breach.

43.2 When a boat is sailing within the *room* or *mark-room* to which she is entitled, she shall be exonerated for her breach if, in an incident with a boat required to give her that *room* or *mark-room*,

(a) she breaks a rule of Section A of Part 2, rule 15 or rule 16, or

(b) she is compelled to break rule 31.

43.3 A right-of-way boat or one entitled to *room* or *mark-room* shall be exonerated for breaking rule 14 if the contact does not cause damage or injury.

2. Change rule 86.1(a) by adding new rule 43 to the list of rules in rule 86.1(a).

Consequential Changes

Change rule 14 as follows:

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room* ~~(a)~~ need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

~~, and (b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.~~

Delete rule 21, Exoneration, and renumber current rules 22, 23, and 24 as 21, 22 and 23.

Change rule 64.1 as follows:

- Delete rule 64.1(a).
- Change the title of rule 64.1 from 'Penalties and Exoneration' to 'Penalties'.
- Renumber current rules 64.1(b) and (c) as 64.1(a) and (b).

Current Position

As above.

Reason

Reason for moving rules 14(b) and 21 out of Part 2: Current rules 14(b) and 21 do not belong in Part 2. They are not rules that govern how a boat sails when she 'meets' another boat.

Reason for moving rule 64.1(a) out of rule 64.1: Rule 64.1 is a rule that directs a protest committee to take certain actions at the end of a protest hearing. So, strictly speaking, rule 64.1(a) does not apply on the water just after an incident. Nonetheless, competitors commonly act as if a boat exonerated under rule 64.1(a) is exonerated on the water immediately after an incident, even if the incident never goes before the protest committee at a protest hearing.

Reason for moving current rules 14(b), 21 and 64.1(a) into new rule numbered '43': When a boat decides that she has broken a rule of Part 2 or rule 31, she must decide whether she is exonerated for that breach and, if she is not exonerated, which penalty she will take. Proposed new rule 43 states the three conditions under which she can be exonerated. If she is not exonerated, rule 44 tells her what on-the-water penalties are available to her. For those reasons, it is logical to locate these rules next to one another.

There is a principle that applies in all three of the current exoneration rules: A specified boat is exonerated by a rule for breaking a particular rule. Rule 14(b) exonerates a right-of-way boat or a boat entitled to room or mark-room for breaking rule 14. Rule 21 exonerates a boat sailing within the room or mark-room to which she is entitled for breaking a rule of Section A of Part 2 or rule 15, 16 or 31. Rule 64.1(a) exonerates a boat that was compelled to break a rule for her breach of that rule – i.e., the rule that she was compelled to break. The wording of proposed rules 43.1, 43.2 and 43.3 clearly follows that principle.

The three rules in new rule 43 are central to how the Part 2 rules are applied. It would be quite chaotic if any of them were changed by the notice of race, sailing instructions, class rules or a national prescription. For that reason, it is appropriate to add new rule 43 to the list of unchangeable rules in rule 86.1(a).

Reason for renumbering current rule 43 as '49': Current rules 43 and 49.1 are both concerned with clothing and equipment worn or carried by a competitor, so it is logical that those two rules be located next to one another.

Submission 165-19

Rule 48.1

A submission from the Chairman of the Oceanic and Offshore Committee

Purpose or Objective

To clarify that boats that are equipped with navigation lights must use them as required by IRPCAS 20(b), from sunset to sunrise, and 20(c) from sunrise to sunset in restricted visibility.

Proposal

Change rule 48.1 as follows:

48.1 ~~When safety requires~~ **When so equipped**, a boat shall sound fog signals and show lights as required by the *International Regulations for Preventing Collisions at Sea (IRPCAS)* or applicable government rules.

Current Position

As above.

Reasons

The current wording of rule 48.1 can be interpreted that a boat does not need to show their navigation lights if not required for safety, i.e. if there are no other vessels in the vicinity. This may date from long ago when navigation lights took significant electrical power and sailboats routinely turned them off when there was no nearby traffic. Now that LED lights draw very little power, boats that are equipped with navigation lights should use them as required by the IRPCAS (see IRPCAS rule 20(b) and (c)). The RRS cannot change IRPCAS and should not attempt to do so.

This submission does not suggest that the RRS require the carrying of navigation lights and fog signals, that is best handled by the IRPCAS themselves for all vessels underway between sunset and sunrise, racing or not. Requirements for carrying navigation lights are sometimes also imposed by the event organizing authority, often via the Offshore Special Regulations.

By stating, “when so equipped” we avoid creating a problem within the RRS for small boats that happen to finish a race after sunset. Such boats will still violate IRPCAS, however.

This submission results from work by the Navigation Lights Working Party of the Oceanic and Offshore Committee, chaired by Rear Admiral Chris Oxenbould AO RAN (Rtd).

Submission 166-19

Rule 48.2, New Appendix TS

A submission from the Chairman of the Oceanic and Offshore Committee

Purpose or Objective

To provide the race committee with advice, background information, and suggested wording for use in their sailing instruction and notice of race to clarify how boats may sail in or near Traffic Separation Schemes (TSS). Further objectives are to avoid boats spuriously protesting one-

another under the hard-to-interpret parts of IRPCAS rule 10, and to provide protest committees with rules that can be rigorously interpreted.

This submission contains 2 proposals. Proposal 2 is a TS Appendix to the Racing Rules of Sailing. Proposal 1 is a note to be added to the RRS that is relevant only if Proposal 2 is approved.

Proposal 1

Rule 48.2

Add this note under rule 48.2:

Note: Appendix TS, Traffic Separation Schemes, is available at the World Sailing website. The notice of race or sailing instructions may change rule 48.2 by stating that Section A, Section B, or Section C of Appendix TS applies.

Current Position

None.

Proposal 2

Add new Appendix TS as follows:

APPENDIX TS

Traffic Separation Schemes

*This appendix proposes wording for race committees to consider to replace rule 48.2 that can be more strictly interpreted by boats and protest committees. Rule 48.2 makes all parts of IRPCAS rule 10 applicable to boats that are **racing**. IRPCAS rule 10 is shown below to point out certain phrases that would be difficult for boats or protest committees to interpret. Those phrases, which are not precise and not usually found in the RRS, are underlined in the text below.*

—INTERNATIONAL—

Steering and Sailing Rules

RULE 10

Traffic Separation Schemes

- (a) This Rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.
- (b) A vessel using a traffic separation scheme shall:
 - (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
 - (ii) so far as practicable keep clear of a traffic separation line or separation zone;
 - (iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

- (c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- (d) (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
 - (ii) Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.
- (e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
 - (i) in cases of emergency to avoid immediate danger;
 - (ii) to engage in fishing within a separation zone.
- (f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.
- (i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

Section A, Section B, or Section C of this appendix applies to a specified traffic separation scheme (TSS) if the notice of race or the sailing instructions so states. For long races that encounter multiple TSSs, the race committee may choose to handle specific TSSs in different ways and decide that Section A, Section B, or Section C be used for one or more TSS.

Note that neither the RRS nor race committees can modify IRPCAS. Local maritime authorities, however, can make special rules regarding their harbors and roadsteads under rule 1(b) of the IRPCAS. As noted below, a race committee may change rule 48.2 using Section A or Section C of this appendix only if it has obtained the agreement of local maritime authorities.

Section A

Section A is appropriate for a TSS in which marine authorities only require boats to not impede power-driven vessels in traffic lanes. This change requires the agreement of the local maritime authorities.

Suggested wording for the notice of race or sailing instructions:

Appendix TS, Section A applies to the following TSS _____.

Insert the name of the TSS.

TS1 Rule 48.2 is changed to:

- 48.2** (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race or sailing instructions, as a TSS.
- (b) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane.
- (c) If a commercial, government, or naval power-driven vessel in a traffic lane makes five short and rapid blasts on her whistle (a danger signal, see *IRPCAS* rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under rule 48.2(b).
- (d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken rule 48.2(b).
- (e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.

Application and background:

Approaches similar to TS1 have been shown to work in areas like San Francisco, where extensive racing takes place within multiple TSSs, precautionary areas, and deep-water routes that are tightly managed by San Francisco's vessel traffic service (VTS). The VTS and pilots appreciate the consideration shown by racers, and racers appreciate being able to race in the waters of the TSSs and other VTS controlled areas. In the San Francisco experience, boats nearly always lose protests filed by the race committee in response to an official complaint/action lodged against a boat by a ship pilot, ship captain, or the VTS, and so boats pay careful attention to not impeding the passage of ships.

Section B

Section B is appropriate for a TSS where there is sufficient surrounding water for the boats to avoid the TSS entirely.

Suggested wording for the notice of race or sailing instructions:

Appendix TS, Section B applies to the following TSS _____.

Insert the name of the TSS.

TS2 Rule 48.2 is changed to:

- 48.2** (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race or sailing instructions, as a TSS.
- (b) A boat shall not enter a TSS and, while near a TSS, shall not impede, or present a threat of impeding, a vessel using a TSS traffic lane.

- (c) Add to the definition *Obstruction*: ‘A TSS is an *obstruction*.’

Application and background:

Rule TS2 has been shown to be an effective way to keep racing boats out of a TSS and away from the commercial vessels using the TSS. A good example of how this option has worked is the Fastnet Race. Similar language is used by the Royal Ocean Racing Club in its sailing instructions.

Section C

*Section C is appropriate for a TSS where the race committee chooses to allow boats to use the TSS while **racing**. The wording below, including the 100-degree threshold, has been used by the Volvo Ocean Race in past races and enables boats to use the TSS in nearly any wind direction. This change requires the agreement of the local maritime authorities.*

Suggested wording for the notice of race or sailing instructions:

Appendix TS, Section C applies to the following TSS _____.

Insert the name of the TSS.

TS3 Rule 48.2 is changed to:

- 48.2**
- (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race or sailing instructions, as a TSS.
 - (b) While a boat is in a TSS traffic lane, she shall sail a course that is within 100 degrees of the direction of travel of the lane.
 - (c) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane.
 - (d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken rule 48.2.
 - (e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.

Application and background:

This approach allows rigorous interpretation by boats and protest committees but may only be used with the agreement of local maritime authorities.

Current Position

None.

Reasons

The existing rule 48.2 incorporates IRPCAS rule 10 into the RRS. As seen in the preamble of the Appendix TS, IRPCAS rule 10 is difficult for boats and protest committees to rigorously interpret. The proposed alternative wordings provide race committees with suggestions that may meet the needs of the race and of local maritime authorities and that can be strictly interpreted.

Appendix TS treats all TSSs the same, whether they are IMO-Adopted or not, even though IRPCAS rule 10 only applies to IMO-Adopted TSSs. It isn't practical for boats to determine whether a TSS on a chart is IMO-Adopted. Further, if there is a non-IMO-Adopted TSS, precautionary area, or deep-water route in the race area it was put there by local maritime authorities to control traffic for safety. Local maritime authorities, under the provisions of IRPCAS rule 1(b), can make their own special rules in their roadsteads, harbors, rivers, lakes, or inland waterways connected with the high seas and navigable by seagoing vessels. It is preferable for the race committee to discuss the TSS and local navigation rules with the local maritime authorities.

Submission 167-19

Rule 50.3

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Change terminology used in the rule so that it is consistent with the ERS.

Proposal – Alternate 1

Change rule 50.3 as follows:

- (a) No sail shall be sheeted over or through **any device that exerts outward pressure on a sheet or clew of a sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck, except:**

(1) over or through a bumkin used to sheet the boom of a sail;

(2) over or through a boom of a boomed headsail that requires no adjustment when tacking; or

(3) as permitted in rule 50.3(b) or 50.3(c).

~~an outrigger, except as permitted in rule 50.3(b) or 50.3(c). An outrigger is any fitting or other device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck. For the purpose of this rule, bulwarks, rails and rubbing strakes are not part of the hull or deck and the following are not outriggers: a bowsprit used to secure the tack of a sail, a bumkin used~~

~~to sheet the boom of a sail, or a boom of a boomed headsail that requires no adjustment when tacking.~~

- (b) Any sail may be sheeted to or led above a boom that is regularly used for a sail and is permanently attached to the mast from which the head of the sail is set.
- (c) A headsail may be sheeted or attached at its clew to a spinnaker pole, or whisker pole, provided that a spinnaker is not set.

Current Position

See above

Reasons

Removes definitions from the rule that were in conflict with the ERS.

Aligns the rule with the ERS but the rule is still a stand alone rule (for those races not using the ERS).

Proposal – Alternate 2

Change rule 50.3 as follows:

50.3 Use of Outriggers

- (a) ~~No sail shall be sheeted over or through an outrigger, except~~ **Except** as permitted in rule 50.3(b) or 50.3(c), ~~no sail shall be sheeted to, over or through an outrigger is any fitting~~ or other device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck. For the purpose of this rule, bulwarks, rails and rubbing strakes are not part of the hull or deck and the following are not ~~outriggers~~ **such a device**: a bowsprit used to secure the tack of a sail, a bumkin used to sheet the boom of a sail, or a boom of a boomed headsail that requires no adjustment when tacking.

Current Position

As above.

Reasons

The definition of 'outrigger' in current rule 50.3 is much broader than the definition of 'outrigger' that was adopted for the ERS last year. The proposal achieves the purpose of the submission, while making as few changes as possible in current rule 50.3. The proposal does not make any change in the requirements in rule 50.3, which is desirable because current rule 50.3 is, essentially, a class rule for all classes and rating systems.

To save readers searching for new ERS definition of 'outrigger' adopted in 2018 as a result of Submission 121-18, it is copied below:

F.1.4(c)(iv) OUTRIGGER

A **hull spar** extending transversely to sheet a **sail** and/or attach **running rigging**.

Submission 168-19

Rule 50.4

A submission from the Fédération Française de Voile

Purpose

To clarify the measurement of a sail to differentiate a spinnaker from a headsail.

Proposal

Change rule 50.4 as follows:

50.4 Headsails

For the purposes of rules 50 and 54 and Appendix G, ~~the difference between a headsail and a spinnaker~~ **becomes** ~~is that the width of a headsail~~ **when the measurement measured** between the midpoints of its luff and leech, is less than 75% of the length of its foot...

Current Position

As above.

Reasons

According to the ERS (Equipment Rules of sailing) G 7.5 (a, b) Half Width, the measurement of the width of a spinnaker is different from a Headsail.

According to ERS G 4.2 (b, c) Head Point, the definition of the head point of a spinnaker is different from the head point of a Headsail.

The Head points being different, the Half points are also different.

According to RRS 50.4 Headsails, the Headsails is defined as measured between the midpoints of luff and leech when this corresponds to the definition of the spinnaker measurement.

There is confusion, to define whether we have a spinnaker or a headsail, the sail must be measured as a spinnaker and not as a headsail.

Submission 169-19

Rule 55

A submission from the Royal Yachting Association

Purpose or Objective

To include support persons within the scope of rule 55.

Proposal

55 TRASH DISPOSAL

~~A competitor~~ **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 **and shall be applied to the boat with which the competitor or support person is associated.**

Current Position

As above.

Reasons

The addition of support persons in line 1 will clarify that the word 'Participants' in the Basic Principle Environmental Responsibility also applies to Support Persons. The additional words are consistent with the first words used in rules 6, 7 and 69.1.

The added words in lines 3 and 4 make it clear that the associated boat can be penalised.

Submission 170-19

Part 5

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To bring some of Part 5 up to date with current practices.

Proposal 1

Insert a preamble to Part 5

For hearings conducted under Part 5, the term 'Initiator' refers to a protestor, a boat requesting redress, a body requesting redress for a boat, a boat asking for a reopening of a previous hearing, a person reporting a support person or a person making an allegation of misconduct. The term 'Respondent' refers to the party to a hearing against whom an allegation is made, or in the case of redress, the body alleged to have made an improper action or omission.

Current Position

None.

Reasons

These terms now appear on the approved hearing request form but will benefit from this explanation.

Proposal 2

Add new rule 60.1(c) as follows:

(c) report to the protest committee requesting action under rule 60.3(d) or 69.2(b)

Change rule 60.2 as follows:

(c) report to the protest committee requesting action under rule **60.3(d) or** 69.2(b).

Change rule 60.4 as follows:

(c) report to the protest committee requesting action under rule **60.3(d) or** 69.2(b).

Reasons

These changes make it clear that boats may report alleged misconduct (and not protest) and a race committee or technical committee may report a breach by a support person

Proposal 3

Change rule 63.2, rule 63.3(b) and 63.8 as follows:

63.2 Time and Place of the Hearing; Time for Parties to Prepare

All *parties* to the hearing shall be notified of the time and place of the hearing, the *protest*, redress information **or the allegations of a breach** shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing.

63.3 Right to be Present

If a *party* to ~~the a~~ hearing ~~of a protest or request for redress~~ does not come to the hearing, the protest committee may nevertheless decide the case ~~protest or request~~. If the *party* was unavoidably absent, the committee may reopen the hearing.

63.8 ~~Protests Between Boats in Different Races~~ Hearings Involving Parties in Different Races

A ~~protest~~ **hearing involving parties** ~~boats sailing~~ in different races conducted by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

Current Position

As above.

Reasons

To bring hearings under 60.3(d) Support Persons into line with other hearings.

Submission 171-19

Basic Principle Sportsmanship, Rules 60.1(c), 60.2, 61.3, 63.1, 63.10, New Rule 44.4

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To include in the RRS provision for breaches of rules that are subject to discretionary penalties.

Proposal – Alternate 1

Change the rules as follow:

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 a penalty, which may be to retire, **or if the rules is subject to discretionary [or standard penalty], to acknowledge the breach.**

Add new rule 60.1(c)

- 60.1 A boat may
- (a) protest another boat, but not for an alleged breach of a rule of Part 2 or rule 31 unless she was involved in or saw the incident; or
 - (b) request redress.
 - (c) acknowledge breaking a rule subject to discretionary penalty.**

Add to rule 61.3 Protest Time Limit

A boat that acknowledges breaking a rule subject to discretionary penalty shall notify the race committee within the protest time limit.

Change rule 63.1 last sentence - Requirement for a hearing

The protest committee shall hear all *protests*, **decide all discretionary penalties** and requests for redress that have been delivered to the race office unless it allows a *protest* or request to be withdrawn.

Add new rule 63.10

64.5 Discretionary Penalties

When a boat acknowledges breaking a rule subject to discretionary penalty the protest committee shall decide the appropriate penalty after hearing evidence from the boat and calling any witnesses it decides are appropriate.

Current Position

There is no provision for the [DP] other than the statement that the penalties are at the discretion of the protest committee.

Reasons

The rules now provide for discretionary penalties, however the basic principle does not recognise this and there is no provision in the rules for dealing with a boat that acknowledges a breach of such a rule.

The World Sailing Discretionary Penalty guidance will need to recognise these rule changes and ensure that a boat is assessed a lower penalty that if she had not acknowledged the breach.

Proposal – Alternative 2

Add new rule 44.4 as follows:

44.4 Taking a Penalty for Breaking a Rule Subject to Discretionary Penalty

When a boat breaks a rule subject to discretionary penalty, she takes a penalty by reporting her breach to the race committee at the finishing line, or if this is impracticable, at the first reasonable opportunity within the protest time limit.

Change rule 60.2 as follows:

- 60.2** A race committee ~~may~~
- (a) **may** protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from a person with a *conflict of interest* other than the representative of the boat herself;
 - (b) **shall protest a boat that reports to it that she has broken a rule subject to discretionary penalty;**
 - (c) ~~(c)~~ **may** request redress for a boat; or
 - (d) ~~(d)~~ **may** report to the protest committee requesting action under rule 69.2(b).

Current Position

Proposed rule 44.4 is new. Rule 60.2, as above.

Reasons

The Basic Principle, Sportsmanship and the Rules, states that ‘when a boat breaks a *rule* and is not exonerated she will promptly take a penalty, which may be to retire.’ When a rule is subject to a discretionary penalty (a ‘DP rule’), the current rules contain

no provision for a boat that breaks such a rule to take a penalty. Rule 44 applies to “Penalties at the time of the incident.’ Proposed new rule 44.4 provides a simple means for a boat that breaks a DP rule to take a penalty right after the incident.

Rule 63.1 states that a boat shall not be penalized without protest hearing. Therefore, in order to penalize a boat for breaking a DP rule, there must be a protest hearing. Proposed new rule 60.2(b) requires the race committee to protest a boat that reports to it that she broke a DP rule. However, the race committee’s role in the protest hearing will be short and easy. At the hearing, the race committee need only testify to the protest committee what was reported and when it was reported. After that, the race committee representative to the protest hearing could ask to be excused.

This proposal requires no change in the Basic Principle, Sportsmanship and the Rules. It is best for the sport to keep that principle simple and easy to remember. Given the principle stated in rule 63.1, the proposal specifies a straightforward procedure and only two rule changes to establish a process for penalizing a boat that admits to breaking a DP rule and chooses to take a penalty for her breach.

Submission 172-19

Rule 61.1(a)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To remove ‘intending’ from the first line of rule 61.1(a) and, thereby, make it easier for protest committees decide when a boat has complied with the rule’s requirements.

Proposal

61.1 Informing the Protestee

- (a) ~~A=~~**The protesting** boat ~~intending to protest~~ shall inform the other boat at the first reasonable opportunity. When her *protest* will concern an incident in the racing area that she was involved in or saw, she shall hail ‘Protest’ and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer *racing*. However, *[no further change]*

Consequential Changes

For windsurfing, change rule 61.1(a) as follows: ‘~~A=~~**The protesting** board ~~intending to protest~~’ (see rule B5).

For radio sailing, change rule 61.1(a) as follows: ‘A=**The protesting** boat ~~intending to protest~~’ (see rule E6.3).

For kiteboards, change rule 61.1(a) as follows: ‘~~A=~~**The protesting** kiteboard ~~intending to protest~~’ (see rule F5).

Current Position

As above.

Reasons

To remove the word 'intending' from rule 61.1(a). Removing that word eliminates an argument that a protestor can use for not having informed the protestee at the first reasonable opportunity. Under the current rule, the protesting boat can argue that she did not 'intend' to protest until she had waited a reasonable time to allow the protestee to begin to take a Two Turns Penalty. If the protesting boat can wait until her crew decides that they intend to protest, then the current first sentence of rule 61.1(a) becomes much more difficult to apply.

In general, a rule that requires the reader to know a person's state of mind is more difficult to apply than a rule that does not make such a requirement. Therefore, the use of 'intend', 'intending', 'intention' or 'intentionally' should be avoided when writing a rule that imposes a requirement on a boat or person.

Submission 173-19

Rule 61.1(a)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To change Rule 61.1(a).

Proposal

Change rule 61.1(a) as follows:

61.1 Informing the Protestee

(a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her *protest* will concern an incident in the racing area ~~that she was involved in or saw~~, she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer *racing*. However,

Current Position

As above

Reasons

There are some breaches that it is not possible to be involved in or see on the water. For instance, a boat does not break a class rule until she is racing, but then it might be something other boats are aware of, but cannot see. Note that this change does not

affect rule 60.1(a) in any way, and this rule actually makes these words in 61.1(a) redundant anyway.

Note: There will be consequential changes needed in Appendices if this submission is approved.

Submission 174-19

Rule 61.1(b)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To include in the RRS a very common SI regarding informing the protestee about committee protests.

Proposal

61.1 Informing the Protestee

(b) If the race committee, technical committee or protest committee intends to protest a boat concerning an incident the committee observed in the racing area, it shall inform her after the race within the time limit of rule 61.3. In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible. **A notice posted on the official notice board within the protest time limit shall satisfy this requirement.**

Current Position

As above

Reasons

A very high number of events write this as a sailing instruction. All of these SI will be avoided.

Posting notices on the ONB is the understood method for the organisers and committees to communicate with competitors. This proposal is consistent with that practice.

Submission 175-19

Rule 61.3

A submission from the Fédération Française de Voile

Purpose

To clarify the time limit to request a redress and the protest time limit.

Proposal

Change rule 61.3 as follows:

61.3 Protest Time Limit

A protest by a boat, or by the race committee, technical committee or protest committee about an incident ~~the committee~~ observed in the racing area, shall be delivered to the race office within the protest time limit stated in the sailing instructions. If none is stated, the time limit is two hours after the last boat in the race finishes. Other **boat**, race committee, technical committee or protest committee protests shall be delivered to the race office no later than two hours after the **boat or** committee receives the relevant information. The protest committee shall extend the time if there is good reason to do so.

Current Position

As above.

Reason

Under the current wording of RRS 61.3, the time limit for a boat's protest is the protest time limit, usually defined by the time this boat or the last boat finishes the race. Boats may also protest for any rule which apply when the boats are not on the water or racing, for example rules in the sailing instructions or the notice of race, RRS 1, racing rules of Part 6, or appendix G. This proposal gives a reasonable time limit for these grounds to protest which is two hours, as for race officials. It limits the number of cases where the extension of the protest time limit is left at the discretion of the protest committee assessing the reasons to extend it.

The new rule does not extend the limits of protests by boats, as she is still required to have been involved in the incident or saw it of breaches of the rules of Part 2 and rule 31 and is still required to inform the protested boat.

Submission 177-19

Rule 62.1(d)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify what actions that breach rule 2 and 69 are eligible for redress.

Proposal

Change rule 62.1(d) for the 2021-2024 RRS as follows:

62.1 A request for redress or a protest committee's decision to consider redress shall be based on a claim or possibility that a boat's score or place in a race or series has been or may be, through no fault of her own, made significantly worse by

....

- (d) an action of ~~a~~ **another** boat, or a **crew** member ~~of her crew,~~ or ~~her~~ *support person* **of that boat**, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.

Clean Version of rule 62.1(d) if proposal is accepted:

- (d) 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.

Current Position

As a result of the approval of Submission 172-18, the wording of rule 62.1(d) for the 2021-2024 RRS is currently:

- (d) an action of a boat, a member of her crew, or her *support person*, that resulted in a penalty under rule 2 or a penalty or warning under rule 69

Reasons

Following approval of Submission 172-18, the 2018 RRC Minutes stated that consideration to be given in editing over the use of the word “her”. Consider “the support person of another boat.”. The proposal edits the wording for rule 62.1(d) that was approved in 2018. It makes it clear that the boat being referred to in rule 62.1(d) is ‘another boat’ distinct from the boat whose score was made worse and that the member of the crew and the support person referred to are person’s associated with that other boat.

Submission 179-19

Rule 62.2 and 66

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To update rule 62.2 and various aspects of rule 66.

Proposal 1

Amend rule 66 as follows:

66 REOPENING A HEARING

66.1 The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule 71.2 or R5. A *party* to the hearing may ask for a reopening no later than 24 hours

after being informed of the decision. On the last scheduled day of racing the request shall be delivered

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

66.2 When a request to reopen is being considered or the hearing is reopened

- (a) **when based only on new evidence**, a majority of the members of the protest committee shall, if ~~possible~~ **practicable**, be members of the original protest committee.
- (b) when based on a significant error by the protest committee, at least one new member shall be appointed, if practicable.

Current Position

As above

Reasons

There will be a much increased perception of fairness if some different members are appointed to consider if the original panel made a significant error, but it is recognised that this is not always practicable.

Proposal 2

Insert a new penultimate sentence and amend the last sentence of rule 66 as follows:

The protest committee shall consider all requests to reopen. When a hearing is reopened, a majority of the members of the protest committee shall, if possible, be members of the original protest committee when new evidence is to be presented, but if practicable, when considering that the protest committee may have made a significant error, at least one new member should be appointed.

Current Position

As above

Reasons

There is no current requirement for the protest committee to consider all requests to reopen. This submission is consistent with rule 63.1 that requires a protest committee to hear all protests and requests for redress.

Proposal 3

Amend the following sentence in rule 66

A *party* to the hearing may ~~ask~~ **request in writing** for a reopening no later than 24 hours after being informed of the decision. On the last scheduled day of racing the request shall be delivered

Current Position

As above

Reason

A request to reopen should be in writing, the same as a protest or a request for redress.

Proposal 4

Amend rules 62 and restructure 66 as follows:

62.2 A request shall be in writing and identify the reason for making it. If the request is based on an incident in the racing area, it shall be delivered to the race office within the protest time limit or two hours after the incident, whichever is later. Other requests shall be delivered as soon as reasonably possible after learning of the reasons for making the request. The protest committee shall extend the time if there is good reason to do so. No red flag is required.

(a) However, on the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted.

66 REOPENING A HEARING

66.1 The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule 71.2 or R5.

66.2 (a) A *party* to the hearing may ask for a reopening no later than 24 hours after being informed of the decision.

(b) However, on the last scheduled day of racing the request shall be delivered

~~(1)(a)~~ within the protest time limit if the requesting *party* was informed of the decision on the previous day;

~~(2)(b)~~ no later than 30 minutes after the *party* was informed of the decision on that day.

Current Position

As above

Reason

Rule 62.2 needs to be consistent with rule 66 with regard to requests on the last day. Currently many SI include this provision.

However, for many events, especially long series at clubs, the 30 minute time limit is not appropriate, but it is an unnecessarily complex SI to remove it. The restructuring of rule 66 permits the SI to simply state "RRS 62.2(a) and 66.2 (b) shall not apply".

Note: If all the proposals to change rule 66 are approved the rule will appear in the RRS as follows:

66 REOPENING A HEARING

66.1 The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule 71.2 or R5.

66.2 A *party* to the hearing may request in writing for a reopening no later than 24 hours after being informed of the decision.

(a) 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.

66.3 The protest committee shall consider all requests to reopen. When a request to reopen is being considered or the hearing is reopened;

Submission 181-19

New Rule 64.1

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To establish a basic standard of proof for protest committee decisions

Proposal

Add new rule 64.1 as follows and renumber other rules accordingly:

64.1 Standard of Proof, Majority Decisions and Reclassifying Requests

(a) A protest committee shall make its decision based on a balance of probabilities, unless provide for otherwise in the rule alleged to have been broken. There is no onus on any party unless specified in the rule in question.

(b) Decisions of the protest committee shall be by simple majority vote of all members with the chair having a casting vote if necessary.

(c) The protest committee may reclassify a request for a hearing or add or delete a classification when the request is inappropriate.

Delete current rule N3.1 and renumber other rules accordingly:

~~N3.1 Decisions of the jury, or of a panel, shall be made by a simple majority vote of all members. When there is an equal division of votes cast, the chairman of the meeting may cast an additional vote.~~

Current Position

None.

Reasons

To provide a basic standard of proof when none is specified in the rule in question.

To make the provision of N1.3 applicable to all protest committee decisions.

Often a hearing request is submitted as a protest but no request for redress is included resulting from damage. A party to a hearing may not request redress but may request a reopening.

Submission 185-19

Rule 69.1(b)(2)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To expand the rule to include cases when the sport has been brought into disrepute, not just may have been.

Proposal

Change rule 69.1(b)(2)

- (2) conduct that may bring, **or has brought** the sport into disrepute.

Current Position

As above

Reasons

Misconduct should include cases where the sport has actually been brought into disrepute, not just 'may'.

Note: If this is approved, an update to the World Sailing Misconduct Guidance will be required.

Note: A new Case is planned to help protest committees apply this rule and give guidance as to what constitutes bringing the sport into disrepute.

Submission 188-19

Rule 70.3

A submission from US Sailing

Purpose or Objective

To avoid a problem when an international jury is no longer properly constituted, or when the sailing instructions fail to identify the applicable national authority for appeals, for a race that passes through the waters of more than one national authority.

Proposal

Change rule 70.3 as follows:

70.3 An appeal under rule 70.1 or a request by a protest committee under rule 70.2 shall be sent to 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*, **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** ~~shall identify the national authority to which appeals or requests are required to be sent.~~

Current Position

As above.

Reasons

For point to point races starting in the waters of one national authority and finishing in the waters of another national authority, rule 70.3 requires the race committee to identify the national authority that would decide an appeal. The second sentence in rule 70.3 is mandatory, but the race committee is unlikely to state the appeal authority in races where an international jury is appointed. However, that leaves a hole if the international jury loses a judge or is otherwise no longer properly constituted under Appendix N.

It is also possible for the race committee running a race between the waters of two different national authorities to inadvertently miss the mandatory requirement embedded in rule 70.3.

In either situation, a boat wanting to appeal a decision does not know which national authority applies when the sailing instructions are silent on where to send the appeal. It could be argued that the boat could send the appeal to both national authorities, or that the boat cannot appeal the decision of the protest committee at all.

Submission 189-19

Rule 70.5(b)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Provide clarity to rule 70.5(b).

Proposal

Amend rule 70.5(b) as follows:

(b) a national authority so approves for a particular event open only to ~~entrants under its own jurisdiction~~ boats entered by an organization affiliated to that national authority, a member of an organization affiliated to that national authority, or a personal member of that national authority; or

Current Position

See above

Reasons

The existing language refers to jurisdiction. This can be interpreted in a number of different ways and does not provide clarity to this rule.

The proposed language brings rule 70.5(b) in line with the language found in rule 89.1.

The proposed language makes it clear that a National Jury must be limited to events where entrants are only sailors who are linked with that MNA. It does not require an interpretation of what is jurisdiction.

Submission 190-19

Rule 78.2

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To correct the omission of a deadline for complying with rule 78.2.

Proposal

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

78.1 *[no change]*

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 race 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 race committee **before the start of the [last race] [last scheduled race] 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.

Current Position

As above.

Reasons

The deadline for complying with rule 78.2 was inadvertently omitted when that rule was revised for the 2017-2020 RRS. The proposal corrects the omission.

Submission 193-19

Rule 90.3

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify that the race committee are required to enact scoring decisions by protest committees and national authorities.

To bring finality to event results in most circumstances, implementing a previous decision by Racing Rules Committee.

Proposal

Add new rule 90.3(d) and (e)

90.3 Scoring

(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 Part 5.

(e) Notwithstanding the provisions in rule 90.3(a), (b), (c) and (d), there shall be no changes to race or series scores resulting from action, including the correction or errors, initiated more than 24 hours after;

(i) the protest time limit of last race of the series (including a single race series),

(ii) being informed of a protest committee decision after the last race of the series.

However, in exception, changes to scores shall be made resulting from action under rules 5, 6 or 69 or by a national authority acting under rule 70. The sailing instructions may change '24 hours' to a different appropriate time.

Current Position

None

Reasons

Current Case 66 addresses the scoring of protest committee decisions, but relies on rule 84 stating that the race committee has no jurisdiction over a protest committee. However, the race committee is responsible for scoring the event. This addition is useful clarification.

Adding this rule 90.3(d) enables proposed new 90.3(e) to be effective as it can override the rule when the final time limit runs out.

This implements a recent decision of Racing Rules Committee that some final time limit is needed. As more and more races are shown through television and online media, the current rules would make a protest, weeks, months or even years after the event if the protestor could satisfy the protest committee that sight of the images was the first time they were aware of the alleged breach or grounds for redress.

Selecting 24 hours is consistent with the time permitted for requesting a re-opening in rule 66, but the SI may change this and it might be appropriate to do so when rule 66 is changed in the SI for the last day of a series. Including the option for SI to change the rule is required as the rule is in Part 7 and rule 86 would otherwise prohibit such a change.

There was a quite recent incident when a study of historical race records discovered a scoring error many, many years later. This changed the winner of an International Class World Championship. The competitors could have spotted the scoring error themselves at the time and requested redress, but under 90.3(c), the race committee were required to make the change as it was noticed when their own records were examined.

The change does not affect hearings conducted after the event, provided the case was initiated within the 'final' time limit.

This change would not prevent the conduct of a hearing at a later time, even though no scoring change may result. This may be justified when damage is discovered later. The protest committee may still conduct a hearing and determine if any rules have been broken, but no scoring change can result. This enables the protest committee to provide a useful service to competitors in these circumstances.

There has been an argument that the 'final time limit' should be the prize giving, but that is a very indeterminate time and it is not uncommon to have a prize giving soon after racing followed up by a more formal prize giving later.

Submission 194-19

Rule 90.3

A submission from Australian Sailing

Purpose

To update the rule due to there only being one scoring system in appendix A

Proposal

Change Rule 90.3 (as amended by 139-18) as follows:

90.3 Scoring

- (a) The race committee shall score a race or series as provided in Appendix A ~~using the Low Point System~~, 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 *starts, sails the course* and *finishes* within the time limit, if any, even if she retires after *finishing* or is disqualified.

Current Position

As above.

Reasons

The deleted words are a hangover from the time there were two scoring systems in Appendix A.

Mentioning the system means that only A4 applies which includes A4.2 as part of the scoring system. As such other A9 is meaningless.
