



RACING RULES OF SAILING FAST BOAT EDITION 2017 – 2020

The High Speed Test Rules – version May 2017 (referenced by the abbreviation “HS”) have been approved by World Sailing in accordance with rule 86.2 and Regulation 28.1.3 and may be published as a separate document attached to the SI or included in an integrated set of event rules and renumbered accordingly.

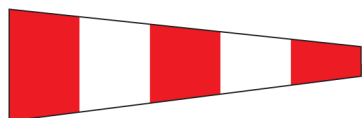
Other test rules – version May 2017 have been approved by World Sailing in accordance with rule 86.2 and Regulation 28.1.3 and may be published as a separate document or included in an integrated set of event rules and renumbered accordingly.

Changes to the standard Racing Rules of Sailing including the approved High Speed Test Rules are highlighted in this document in **purple**. The Other test rules which require approval upon application are highlighted in **blue**.

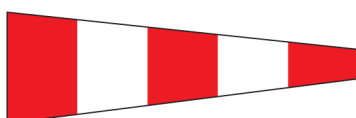
RACE SIGNALS

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, the signal applies only to that class.

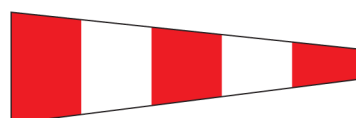
Postponement Signals



AP Races not started are *postponed*. The attention 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 ↑•• ↓•

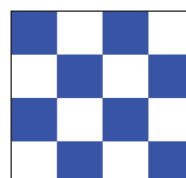
Abandonment Signals



N All races that have started are *abandoned*. Return to the starting area. The attention 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.



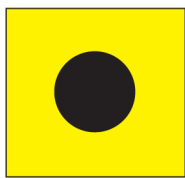
N over A All races are *abandoned*. No more racing today.

Preparatory Signals



↑ ● ↓ —

P Preparatory signal.



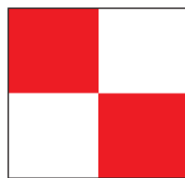
↑ ● ↓ —

I Rule 30.1 is in effect.



↑ ● ↓ —

Z Rule 30.2 is in effect.



↑ ● ↓ —

U Rule 30.3 is in effect.



↑ ● ↓ —

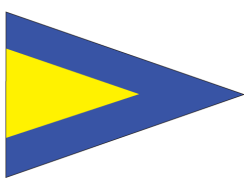
Black flag. Rule 30.4 is in effect.

Recall Signals



↑ ●

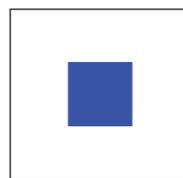
X Individual recall.



↑ ● ● ↓ ●

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

Shortened Course



↑ ● ●

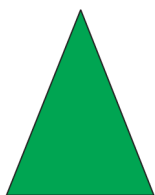
S The course has been shortened. Rule 32.2 is in effect.

Changing the Next Leg



— — — — —

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



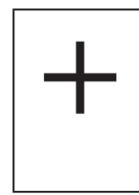
to starboard;



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*.

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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**.*

Introduction	Guidelines for discretionary penalties	5
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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 or the skipper, team or boat as appropriate for 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.

Notation The notation ‘[DP]’ in a *rule* means that the penalty for a breach of the *rule* may, at the discretion of the protest committee, be less than disqualification. Guidelines for discretionary penalties are available on the World Sailing website.

Revision The racing rules are revised and published every four years by World Sailing, the international authority for the sport. This

edition becomes effective on 1 January 2017 except that for an event beginning in 2016 the date may be postponed by the notice of race and sailing instructions. Marginal markings indicate important changes to Parts 1–7 and the Definitions in the 2013–2016 edition. No changes are contemplated before 2021, but any changes determined to be urgent before then will be announced through national authorities and posted on the World Sailing website.

Appendices When the rules of an appendix apply, they take precedence over any conflicting rules in Parts 1–7 and the Definitions. Each appendix 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 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.

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.

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.

Boundary The lines that mark the limits of the racing area.

Clear Astern and Clear Ahead; Overlap One boat is *clear astern* of another when both of her hulls are behind a line abeam from the aftermost point of the other boat's hulls. However, a boat with either bow between the other boat's hulls is *clear astern*. The other boat is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a boat between them *overlaps* both.

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 any part of her hulls cross the finishing line from the course side *after completing any penalties*. However, she has not *finished* if after crossing the finishing line she

- (a) receives a penalty from an umpire,
- (b) takes a penalty under rule 44,
- (c) corrects an error under rule 28.2 made at the line, or
- (d) continues to sail the course.

In a Match Race, when penalties are cancelled by an umpire after one or both boats have *finished* each shall be recorded as *finished* when she crossed the line.

Keep Clear A boat *keeps clear* of a right-of-way boat

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

Leeward and Windward A boat's *leeward* side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack*

DEFINITIONS

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

Mark-Room Room for a boat to sail her *proper course* to round or pass the *mark* on the required side.

OCS A boat is *OCS* when at her starting signal any part of her hulls are on the course side of the starting line.

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, *boundaries* and an area 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

- (a) keep clear of her and they are not approaching the starting line to start when the first leg is a reaching leg, or
- (b) avoid her under rule 23.

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: 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).

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 sail to *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.

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 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;
- (c) the prescriptions of the national authority, unless they are changed by the notice of race or sailing instructions in compliance with the national authority's prescription, if any, to rule 88.2;
- (d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');
- (e) the notice of race;
- (f) the sailing instructions; and
- (g) any other documents that govern the event.

Start A boat *starts* when:

- (a) any part of her hulls cross the starting line in the direction of the first *mark* and she is not identified as *OCS*, or
- (b) having crossed the starting line in the direction of the first *mark* and been identified as *OCS*, she completes a penalty for *OCS*.

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 *marks*, *obstructions* or the *boundary* within a distance of three hull lengths. A boat is in the *zone* when any part of her *hulls* are in the *zone*.

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* they will promptly take a penalty, which may be to retire.

ENVIRONMENTAL RESPONSIBILITY

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

PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

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 disqualification that is not excludable. *When races are umpired a boat need not take a penalty unless signalled to do so by an umpire.*

3 ACCEPTANCE OF THE RULES

3.1 (a) By participating or intending to participate in a race conducted under these *rules*, each competitor and boat owner agrees to accept these *rules*.

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

3.2 Each competitor and boat owner agrees, on behalf of their *support persons*, that such *support persons* are bound by the *rules*.

3.3 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*.

3.4 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.

3.5 This rule may be changed by a prescription of the national authority of the venue.

4 **DECISION TO RACE**

The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone.

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.

8 **LAST POINT OF CERTAINTY**

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

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 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 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.

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 DELETED

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 **room** or **mark-room** need not act to avoid contact until it is clear that the other boat is not **keeping clear** or giving **room** or **mark-room**.*

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room* to *keep clear*, unless she acquires right of way because of the other boat's actions.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room* to *keep clear*.

16.2 Deleted

17 DELETED

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 between a boat approaching a *mark* and one leaving it.

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 based on the relationship of the boats considered at the time rule 18.2(a) re-applied.
- (c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat has been 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.

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between boats when at least one of them is in the *zone* of an *obstruction*, except when it is also a *mark* the boats are required to leave on the same side.

However, rule 19 does not apply at a *boundary*.

19.2 Giving Room at an Obstruction

- (a) When rule 19 first applies, the right-of-way boat at that time 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
 - (1) she has been unable to do so from the time the *overlap* began.
 - (2) she has been unable to do so because she is giving or taking *mark-room* under rule 18.2(a), or
 - (3) she is unable to do so because she is taking *room* under rule 20.2.

However, *room* in rule 19.2 does not include *room* to tack unless it is the only option to pass the *obstruction*.

20 ROOM TO PASS A BOUNDARY

20.1 When Rule 20 Applies

Rule 20 applies between boats that have *started* when at least one of them is in the *zone* of a *boundary*.

20.2 Giving Room at a Boundary

- (a) When rule 20 first applies, an outside *overlapped* or *clear-astern* boat at that moment shall thereafter give an inside or *clear-ahead* boat *room* to sail her *proper course*, including *room* to tack or gybe, while the inside or *clear-ahead* boat is in the *zone*, unless the boat required to give *room* is unable to do

so because she is giving or taking *mark-room* under rule 18.2(a).

- (b) When boats are passing a *boundary* on opposite sides, a boat sailing on a leg to a windward *mark* or windward gate shall be considered the inside boat.

SECTION D OTHER RULES

When rule 22 or 23 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 and she is complying with rule 18.3(a) (if applicable), 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.

22 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

- 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 if *OCS* shall *keep clear* of a boat not doing so until she is completely on the pre-start side or is no longer sailing towards the pre-start side.

22.2 Deleted

22.3 Deleted

23 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.

24 INTERFERING WITH ANOTHER BOAT

- 24.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing* or an *umpire boat*.
- 24.2 If reasonably possible, a boat shall not interfere with a boat that is *sailing on another leg or subject to rule 22.1*. However, after the starting signal this rule does not apply when the boat is sailing her *proper course*.

- 24.3** When boats in different matches meet, any course sailed by either boat shall be consistent with complying with a *rule* and trying to win her own match.
- 24.4** After she has *started* and except when sailing her *proper course*, a boat shall not interfere with a boat taking a penalty.

PART 3

CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

- 25.1** The notice of race and sailing instructions shall be made available to each boat before a race begins.
- 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

- 26.1** 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>
4	4 or Class flag	One	Attention signal
3	3 flag	One	Warning signal
2	2 or P	One long	Preparatory signal; Match Race entry*
1	1 flag	One	End of pre-start entry time*
0	1 or Class flag removed	One	Starting signal

*Boats failing to comply with rule 27.4 will be identified until the umpires have signalled a penalty.

- 26.2** In a Match Racing pairing the boat assigned the windward entry shall display a blue flag on her port shroud while *racing*. The boat

assigned the leeward entry shall display a yellow flag on her starboard shroud while racing.

27 OTHER 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.

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).

27.4 Requirements Before the Start of a Match Race

(a) The windward entry boat shall:

(1) at her preparatory signal, be to windward of the line and its extensions between the starting line flag pole on the race committee vessel and the first *mark*, and on the course side of the line between the starting line flag pole on the race committee vessel and the windward entry *mark* and within the one-minute period following her preparatory signal, cross and clear the line between the starting line flag pole on the race committee vessel and the windward entry *mark*, the first time from the course side to the pre-start side.

(b) The leeward entry boat shall:

(1) at her preparatory signal, be to leeward of the line and its extensions between the starting line flag pole on the race committee vessel and the first *mark*, and on the course side of the starting line and within the one-minute period following her preparatory signal, cross and clear the starting line, the first time from the course side to the pre-start side.

28 SAILING THE COURSE

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* 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*.

- 28.3** While racing a boat shall be within the *boundary* as described in the Sailing Instructions as the Course Boundary.

29 RECALLS

29.1 Individual Recall

When a boat is *OCS*, the race committee shall promptly make one sound and,

- (a) in a match race, display a blue or yellow flag or both. The flag(s) shall be displayed until the umpires have signalled a penalty in accordance with rule 44.1 or until the boat(s) is on the pre-start side of the starting line, or
- (b) in a fleet race, display flag X. The flag shall be displayed until all such boats have completed a penalty for *OCS*.

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 *attention* signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound).

30 STARTING PENALTIES

30.1 Deleted

30.2 Deleted

30.3 Deleted

30.4 Black Flag Rule

If a black flag has been displayed at or before the Warning signal, 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.

31 TOUCHING A MARK

While *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

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) *for any reason after consulting with the race umpires when practical*.

However, after one boat has 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.

- 32.2** *If the race committee signals a shortened course (displays flag S with two sounds), the finishing line shall be between the gate marks. The shortened course shall be signaled before the first boat crosses the finishing line.*

33 CHANGING THE NEXT LEG OF THE COURSE

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 by displaying flag C. The next mark need not be in position at that time. Subsequent legs may be changed without further signalling to maintain the course shape.

34 MARK MISSING

- 34.1** If a *mark* is missing or out of position, 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.

- 34.2** *In the event that the race committee are unable to set a gate the existing single mark shall be rounded to starboard.*

35 TIME LIMIT AND SCORES

If no boat *finishes* within the time limit, if any, the race committee shall *abandon* the race. If one boat sails the course as required by rule 28 and *finishes* within the time limit,

- (a) in a Match Race, a boat that does not finish within 5 minutes of the first boat shall be scored DNF; or
- (b) in a Fleet Race, a boat that does not finish within 10 minutes of the first boat shall be scored DNF.

All boats that *finish* shall be scored according to their finishing places unless the race is abandoned.

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 been disqualified under rule 44.1; or
- (b) cause a boat to be penalized except under rule 30.4 or 69 or under rule 14 when she has caused injury or serious damage.

PART 4

OTHER REQUIREMENTS WHEN RACING

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

40 PERSONAL EQUIPMENT – SEE CLASS RULES

41 OUTSIDE HELP

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

- (a) help for a crew member who is ill, injured, in danger or to recover them from the water and return on board, provided the return on board is at the approximate location of the recovery;
- (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.
- (e) communication via race committee approved communications equipment with the race committee and umpires.

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.

42 PROPULSION

A boat shall compete only by using the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails, rudders, daggerboards and hulls, and perform other acts of seamanship.

43 COMPETITOR CLOTHING AND EQUIPMENT

- 43.1** Competitors shall not wear or carry clothing or equipment for the purpose of increase their weight.
- 43.2** The weight of clothing or equipment carried (including food, drink and mandated personal safety equipment) shall be no more than 8.0 kg per crewmember. The clothing and equipment shall be weighed dry.
- 43.3** Crew clothing and equipment shall not retain water for the purpose of increasing weight.

44 PENALTIES

44.1 Penalties Signalled by Umpires

When races are umpired and after a boat hails protest and displays flag Y an umpire will signal a decision as follows:

(a) In a Match Race

- (1) A green and white flag with one long sound signal means 'No penalty.'
- (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 44.3.'
- (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 44.3(c).'
- (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.'

(b) In a Fleet Race

- (1) A green and white flag with one long sound signal means 'No penalty.'
- (2) A red flag with one long sound means 'A penalty is imposed or remains outstanding. The identified boat shall take a penalty by complying with rule 44.5.'
- (3) A black flag and one long sound means 'The identified boat is disqualified, and shall promptly leave the course area.'

44.2 Taking and Completing a Penalty in a Match Race

- (a) The umpire boat for each match shall display blue or yellow flags, each flag indicating one outstanding penalty. When a boat has taken a penalty, or a penalty has been cancelled, one flag shall be removed, with the appropriate sound signal. Failure of the umpires to signal correctly shall not change the number of penalties outstanding.

- (b) A boat completes her penalty when the umpires determine that a boat has lost the required distance and they have signalled that the penalty is completed with one short sound.
- (c) When it is clear to the umpires that the penalized boat is reducing her VMG / VMC but the loss of distance is not being incurred as intended, or the situation is not covered in 44.3, the umpires shall make their best effort to calculate what the VMG / VMC reduction should be. When they are satisfied with the loss of distance, the umpires shall signal that the penalty is completed.

44.3 Penalties in a Match Race

- (a) **Penalties for Part 2 rule breaches for boats on the same leg or within the zone of a mark or before the starting signal**
After being signalled under rule 44.1(a) and after her starting signal, a penalized boat shall, within the limitations of rule 44.6, act immediately to reduce her VMG / VMC until she is 2 hull-lengths behind the other boat.
- (b) **Penalties for OCS**
After being identified as *OCS* and signalled under rule 44.1(a) a penalized boat shall, within the limitations of rule 44.6, act immediately to reduce her VMG / VMC until she is clear astern of the other boat.
- (c) **Penalties other than under rule 44.3(a) or (b)**
After being signalled under rule 44.1(a)(3) and after her starting signal a penalized boat shall, within the limitations of rule 44.5, act immediately to reduce her VMG / VMC until she loses 2 hull-lengths compared to the other boat.

44.4 Taking a Penalty in a Fleet Race

A boat may take a Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*, broken rule 28.3, 31, 44.6(a)(4), 50 or been identified as *OCS*. However,

- (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;
- (c) unless the first leg of the course is identified by the race committee as a windward leg, a boat may not take a penalty after she has started while she is on the first leg other than a penalty for *OCS*.

44.5 Penalties in a Fleet Race

As soon after the incident as possible, a boat takes a penalty by completing one of the following:

- (a) Two consecutive gybes with the gennaker completely furled at some time between the two gybes.
- (b) Two consecutive tacks.
- (c) When identified as *OCS*,
 - (1) and when the first leg is identified by the race committee as a windward leg, a boat shall return entirely to the pre-start side of the starting line and cross the starting line in the direction of the first *mark*, or
 - (2) on a leg identified by the race committee as a reaching leg, being *clear astern* of all boats that have started correctly when they complete the first leg of the course, excluding those identified as delayed starters by the race committee.

Penalties initiated by umpires in accordance with rule 60.6(a) for breaches of rule 44.5(c) are considered penalties for *OCS*.

44.6 Penalty Limitations

- (a) All Penalties (Fleet and Match)
 - (1) If a boat has multiple penalties, then the penalties shall be taken consecutively.
 - (2) A boat completes a leg of the course when any part of her hulls cross the extension of the line from the previous mark or gate through the mark she is rounding except for the first leg when a boat completes that leg when any part of her hulls cross the extension of the line from the centre of the leeward gate through the first mark.
 - (3) A penalized boat shall not be recorded as having finished until she takes her penalty and her hulls are completely on the course side of the line and then finishes, unless the penalty is cancelled before or after she crosses the finishing line.
 - (4) When the first leg of the course is a reach, a boat taking a penalty for *OCS* shall not sail a course other than a proper course of a boat without a penalty if as a result a keep clear boat sailing a proper course must change course to keep clear.

(b) In a Match Race

- (1) The VMG / VMC loss of distance is based on the axis of the leg the penalized boat is on.
- (2) If a boat has a penalty and the other boat is penalized, each penalty shall be cancelled. This does not apply to penalties for *OCS*. When a boat has one or more outstanding penalties and the other boat is *OCS* the penalties shall be cancelled and the *OCS* boat shall act immediately to reduce her VMG / VMC until she is *clear astern* of the other boat.
- (3) If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule 44.1(a)(4).

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 LIMITATIONS ON EQUIPMENT AND CREW

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

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 on board before the boat continues in the race.

48 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES

48.1 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.

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

49 CREW POSITION

- 49.1** Competitors shall use no device designed to position their bodies outboard, other than stiffeners worn under the thighs and sail control lines extending from the hull or cross structure.

50 SETTING AND SHEETING SAILS – SEE CLASS RULES

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. However, bilge water may be bailed out.

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.

55 TRASH DISPOSAL

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.

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

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

60.1 A boat

- (a) may 'Y Flag Protest' another boat under a rule of Part 2 (except rule 14) or rules 28.3, 31, 44.6(a)(4) or 50 in which she was involved or additionally in a Fleet Race without umpires saw the incident; or
- (b) may protest another boat under a rule not listed in rule 60.1(a) except in a Match Race under rules 26.2, 27.4, 28.1, 40, 42, 43, 44 or 14 unless damage or injury results; or
- (c) may request redress except under rule 62.1(a) in a Match Race.

60.2 A race committee may

- (a) protest a boat, but not:
 - (1) under a rule listed in rule 60.1(a) or 60.6(a) when races are umpired; or
 - (2) 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 69.2(b).

60.3 A protest committee may

- (a) protest a boat,
 - (1) but not under a rule listed in rule 60.1(a) or 60.6(a) when races are umpired;
 - (2) 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;
 - (3) if it learns of an incident involving her that may have resulted in injury or damage; or

- (4) 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

- (a) may protest a boat, but not
 - (1) under a rule listed in rule 60.1(a) or 60.6(a) when races are umpired;
 - (2) 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 if it decides that
 - (1) a boat has broken rule 40, 43, 45, 47, 48, 51, 53 or 55; or
 - (2) a boat or personal equipment does not comply with the class rules;
- (c) may request redress for a boat; or
- (d) may report to the protest committee requesting action under rule 69.2(b).

60.5 However, neither a boat nor a committee may protest for an alleged breach of rule 5, 6, 7 or 69.

60.6 When the umpires decide that a boat

- (a) has broken rule 26.2, 27.4, 28.3, 31, 42, 44.3, 44.5, 49 or 50;
- (b) has gained an advantage by breaking a *rule* after allowing for a penalty,
- (c) has committed a breach of sportsmanship,
- (d) has deliberately broken a rule,
- (e) has been identified as *OCS*, or
- (f) has made excessive attempts to verbally coerce, coach or influence an umpire decision; objected repetitively to an umpire decision (verbally or otherwise); or abused the umpires before or after an umpire decision,

She shall be penalized under rule 44.1(a)(2), (3) or (4) or 44.1(b)(2) or (3). However, when the umpires penalize a boat under this rule and in the same incident there is a flag Y from a boat, the umpires may disregard the flag Y. Also 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 identification flag or does not display the correct flag shall be warned orally and given the opportunity to correct the error before being penalized.

- (g) has *started* in a Match Race and are satisfied that the other boat will not *finish*, they may signal under rule 44.1(a)(4) that the boat that will not *finish* is disqualified and the match is terminated,
- (h) may have broken a *rule* other than those listed in rules 60.1(a) or 60.6(a) they shall so inform the protest committee for its action under rule 60.3,
- (i) has broken rule 31 and damage has resulted, or rule 14, they may impose a 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 60.3. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide that a penalty is greater than the guidance on contact and damage penalties in the sailing instructions, they shall act under rule 60.6(h).

60.7 No proceedings of any kind may be taken in relation to any action or non-action by an umpire, except as permitted in rule 62.3.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

- (a) For ‘Y Flag Protests’, a boat shall display flag Y immediately after an incident for which she was involved. She shall remove the flag before or as soon as possible after, a boat involved in the incident has taken a penalty, an umpires’ signal or it becomes clear that no boat will take a penalty.
- (b) A boat that protests under rule 60.1(b) shall inform the other boat at the first reasonable opportunity.
- (c) 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 within 2 minutes of the finish of the last boat in the last race of the day. In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible.

- (d) If the protest committee decides to protest a boat under rule 60.3(a)(4), 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.

61.2 Protest Contents

- (a) protests and requests for redress need not be in writing unless advised by the protest committee;
- (b) the protest committee may conduct the hearing and take evidence in any way it considers appropriate.

61.3 Protest Time Limit

A boat intending to

- (a) *protest* under rule 60.1(a) when races are not umpired; or
- (b) *protest* under rule 60.1(b); or
- (c) request redress under rule 60.1(c);

shall hail the race committee no later than 2 minutes of the *finish* of the last boat in the race. When the race committee, technical committee or protest committee intend to *protest*, the race office shall be notified verbally no later than 30 minutes after the committee receives the relevant information. The protest committee shall extend the time if there is good reason to do so.

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) ~~deleted~~;
- (b) injury to the crew or serious 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;
- (c) giving help (except to herself or her crew) in compliance with rule 1.1; or
- (d) an action of a boat, or a member of her crew, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.2(h).

62.2 Other requests shall be lodged 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.

62.3 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.

- 62.4** There shall be no request for redress from a decision made under rule 44.1, 60.6 or 64.

SECTION B

HEARINGS AND DECISIONS

63 HEARINGS

63.1 Right to a Hearing

- (a) When races are umpired, a boat that protests under rule 60.1(a) is not entitled to a hearing. Instead, the umpires shall decide whether to penalize any boat and signal the decision as provided in rule 44.1.
- (b) A boat or competitor shall not be penalized without a protest hearing, except as provided in rules 30.4, 63.1(a), 64.3(d), 69, 78.2 and A5. A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that the race committee has been notified of unless it allows a *protest* or request to be withdrawn.

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.

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 the hearing of a *protest* or request for redress does not come to the hearing, the protest committee may nevertheless decide the *protest* or request. If the *party* was unavoidably absent, the committee may reopen the hearing.

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)(3), 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

The protest committee may take evidence and conduct the hearing in any way it considers appropriate. The committee shall then find the facts and base its decision on them.

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 Protests Between Boats in Different Races

A *protest* between boats sailing in different races conducted by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

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 *it decides that a breach of a rule has had no significant effect on the outcome of the race when it may impose a penalty of points or fraction of points, order a re-sail in a Match Race or make another arrangement it decides is equitable, which may be to impose no penalty.* 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.
- (b) 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.
- (c) if the race is restarted or resailed, rule 36 applies.
- (d) *the penalty for breaking rule 14 will be at the discretion of the protest committee, and may include exclusion from one or more subsequent races in the event.*
- (e) *when races are umpired the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule.*

64.2 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 A10 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.

64.3 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.

64.4 Decisions Concerning Support Persons

- (a) When the protest committee decides that a *support person* who is a *party* to a hearing 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 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 DSQ, when the protest committee decides that
 - (1) the competitor may have gained a competitive advantage as the result of the breach by the *support person*, or

- (2) the *support person* commits a further breach after the competitor has been warned by the protest committee that a penalty may be imposed.

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. *This may be done orally.*

65.2 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

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 not ask for a reopening.*

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 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.

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 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, the protest committee shall reschedule it; or
 - (2) does not provide good reason and does not come to it, 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*.
- (i) When the protest committee decides that a *support person* has broken rule 69.1(a), rule 64.4 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 World Sailing Regulation 35, Disciplinary Code. National authorities and World Sailing may impose further penalties, including suspension of eligibility, under that regulation.

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*, the sailing instructions shall identify the national authority to which appeals or requests are required to be sent.
- 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 for an alleged improper action, omission or decision of the umpires or for a decision of a protest committee.

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 A RACE

- 75.1** To enter a race, a boat shall comply with the requirements of the organizing authority of the 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.
- 75.2** Competitors shall comply with World Sailing Regulation 19, Eligibility Code.

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 World Sailing Regulation 20, Advertising Code.
- 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. The penalty for breaking this rule is disqualification without a hearing from all races of the event.

79 CLASSIFICATION

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

80 ADVERTISING

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

81 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.

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, 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.

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.

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 displayed on the official notice board.

88 NATIONAL PRESCRIPTIONS

88.1 Prescriptions that Apply

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

88.2 Changes to Prescriptions

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

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

89.1 Organizing Authority

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.

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 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.
- (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.

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 A FLEET RACE

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. (A race is completed if scored; see rule 90.3(a)). If a series is raced in groups or heats a boats series score shall be divided by the number of races for which she was scored. The boat with the lowest series score wins and others shall be ranked accordingly.

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

A3 STARTING TIMES AND FINISHING PLACES

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 LOW POINT SYSTEM

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

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

A4.2 A boat that 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 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* or *finish* or comply with rule 28.1, 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.

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.

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, 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.

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.

A10 GUIDANCE ON REDRESS

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

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

A11 SCORING ABBREVIATIONS

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

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

SCORING A MATCH RACE

- A12** The winning competitor of each match scores one point (half a point each for a dead heat); the loser scores no points.
- A13** When a competitor withdraws from part of an event the scores of all completed races shall stand.
- A14** When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.
- A15** 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 A19.1(a), a competitor's score shall be the average points scored per match between the tied competitors.
- A16** 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.)	

- A17** 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.

A18 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.

A19 TIES

A19.1 Round Robin Series

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 A19.1(a) to A19.1(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 A19.1(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 A19.1(c);
- (d) after applying rule A17(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.).

A19.2 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 A19.1 if necessary;
- (b) has the most wins in the stage of the event in which they were eliminated.
- (c) has won the most recent match in the event between the tied competitors.

A19.3 Remaining Ties

When rule A19.1 or A19.2 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 A19.1 or A19.2.
- (b) if the tie needs to be resolved for a later stage of the event, or to decide the winner of an event that is not a direct qualifier for another event, or the overall position between competitors eliminated in the same stage of a knockout series, a sail-off may be used (but not a draw). If a sail-off is not practicable the tie shall be decided in favour of the competitor who has the highest overall place in the fleet racing stage of the event.
- (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 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

- (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 class association.

G1.2 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 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

Note: An up-to-date version of the table below is available on the World Sailing website.

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
British Virgin Islands	IVB
Bulgaria	BUL
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
Djibouti	DJI
Dominican Republic	DOM
Ecuador	ECU

<i>National authority</i>	<i>Letters</i>
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	HKG
Hungary	HUN
Iceland	ISL
India	IND
Indonesia	INA
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
Lebanon	LIB
Libya	LBA
Liechtenstein	LIE
Lithuania	LTU

<i>National authority</i>	<i>Letters</i>	<i>National authority</i>	<i>Letters</i>
Luxembourg	LUX	Samoa	SAM
Macedonia (FYRO)	MKD	San Marino	SMR
Madagascar	MAD	Saudi Arabia	KSA
Malaysia	MAS	Senegal	SEN
Malta	MLT	Serbia	SRB
Mauritius	MRI	Seychelles	SEY
Mexico	MEX	Singapore	SIN
Moldova	MDA	Slovak Republic	SVK
Monaco	MON	Slovenia	SLO
Montenegro	MNE	South Africa	RSA
Morocco	MAR	Spain	ESP
Mozambique	MOZ	Sri Lanka	SRI
Myanmar	MYA	St Lucia	LCA
Namibia	NAM	St Vincent & Grenadines	VIN
Netherlands	NED	Sudan	SUD
Netherlands Antilles	AHO	Sweden	SWE
New Zealand	NZL	Switzerland	SUI
Nicaragua	NCA	Tahiti	TAH
Nigeria	NGR	Tanzania	TAN
Norway	NOR	Thailand	THA
Oman	OMA	Trinidad & Tobago	TTO
Pakistan	PAK	Tunisia	TUN
Palestine	PLE	Turkey	TUR
Panama	PAN	Uganda	UGA
Papua New Guinea	PNG	Ukraine	UKR
Paraguay	PAR	United Arab Emirates	UAE
Peru	PER	United States of America	USA
Philippines	PHI	Uruguay	URU
Poland	POL	US Virgin Islands	ISV
Portugal	POR	Vanuatu	VAN
Puerto Rico	PUR	Venezuela	VEN
Qatar	QAT	Vietnam	VIE
Romania	ROU	Zimbabwe	ZIM
Russia	RUS		

G1.3 Positioning

Class insignia, national letters and sail numbers shall be positioned as follows:

- (a) 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.

G2 SPARE

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.

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, and 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).
- 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 the time limit specified in the sailing instructions.
- 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 and sailing instructions, and the letter shall be posted on the event's official notice board.
- 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.
- N1.10** For Events that include Match Racing as a discipline, in rule N.1, one International Umpire may be appointed to the jury, or a panel of it, in place of one International Judge.

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, it shall advise and assist them on any matter directly affecting the fairness of the competition.
- 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.

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.
- N3.2** 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.
- N3.3** 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** 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.
- 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 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 sailing instructions.

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 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.

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.

Rate of Advance (in metres)*

	1 sec	5 sec	10 sec	15 sec	30 sec
1 knot	0.51	3	5	8	15
2 knots	1.03	5	10	15	31
5 knots	2.57	13	26	39	77
10 knots	5.14	26	51	77	154

*Not an ISAF Rule

