

2021-2024 Blue Book

Racing Rules of Sailing



World Sailing



Australian Government
Australian Sports Commission



**RACING RULES
OF
SAILING**

For 2021–2024

CONTAINING

**The 2021-2024 Racing Rules of Sailing (RRS) of World Sailing, and
the Prescriptions of Australian Sailing**

The Racing Rules of Sailing are effective from 1 January 2021

World Sailing has provided for the possibility of changing the RRS annually. Except for the above, no changes are contemplated to the RRS until 31 December 2024. This version of the RRS includes World Sailing corrections Version 1.

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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](https://www.sailing.org/racingrules/documents)

Introduction	Guidelines for discretionary penalties
Introduction	Changes made to these rules after 1 January 2021
Introduction	World Sailing Regulations
Introduction	The Case Book
Introduction	The Call Books for various disciplines
Definition <i>Rule (b)</i>	World Sailing Regulations with the status of a <i>rule</i>
Rule 42	Interpretations of Rule 42, Propulsion
Rule 49.2	World Sailing Offshore Special Regulations
Rule 55	Equipment Rules of Sailing
Rule 56.2	Appendix TS, Traffic Separation Schemes
Part 5 Preamble	Hearing Request and Hearing Decision Forms
Appendix B Preamble	Rules for other windsurfing competition formats
Appendix C Preamble	Standard Notice of Race for Match Racing
Appendix C Preamble	Standard Sailing Instructions for Match Racing
Appendix C Preamble	Match Racing Rules for Blind Competitors
Appendix E Preamble	Test Rules for Umpired Radio Sailing
Appendix F Preamble	Rules for other kiteboarding competition formats
Appendix G	Up-to-date table of national sail letters
Appendix K Notice	Notice of Race Guide
Appendix L Notice	Sailing Instructions Guide

ONLINE RULES DOCUMENTS

Appendix
M2.3 [Guidance on conflicts of interest](#)

Appendix
M5.8 [Guidance on misconduct](#)

Appendix T
Preamble [*World Sailing Judges Manual*](#)

INTRODUCTION

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

Terminology

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

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

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

Other words and terms are used in the sense ordinarily understood in nautical or general use.

Hails A language other than English may be used for a hail required by the *rules* provided that it is reasonable for it to be understood by all boats affected. However, a hail in English is always acceptable.

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

Revision The racing rules are revised and published every four years by World Sailing, the international authority for the sport. This edition becomes effective on 1 January 2021 except that for an event beginning in 2020 the date may be postponed by the notice of race or sailing instructions. Marginal markings indicate important changes to Parts 1–7 and the Definitions in the 2017–2020 edition. No changes are contemplated before 2025, but any changes determined to be urgent before then will be announced through national authorities and posted on the World Sailing website.

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

World Sailing Regulations The Regulations are referred to in the definition *Rule* and in [rule 6](#), but they are not included in this book because they can be changed at any time. The most recent versions of the Regulations are published on the World Sailing website; new versions will be announced through national authorities.

Interpretations World Sailing [publishes](#) the following authoritative interpretations of the racing rules:

- *The Case Book – Interpretations of the Racing Rules*,
 - *The Call Books*, for various disciplines,
 - Interpretations of [Rule 42](#), Propulsion, and
 - Interpretations of the Regulations, for those Regulations that are *rules*.
- These publications are available on the World Sailing website. Other interpretations of the racing rules are not authoritative unless approved by World Sailing in accordance with Regulation 28.4.

Australian Sailing Provisions

The special provisions of Australian Sailing are printed in italics.

The term “National Authority” wherever it appears in these rules means Australian Sailing.

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The expression “Continental Championship” referred to in [rule 76.3](#) does not refer to an Australian Championship.

The Racing Rules of Sailing become effective in Australia on January 1, 2021 and replace all previous editions of the Racing Rules of Sailing of World Sailing or Australian Sailing and shall apply when so stated in the sailing instructions to events commencing after that date.

DEFINITIONS

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

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

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

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

- (a) may gain or lose as a result of a decision to which they contribute,
- (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 it is in a position to pass to windward of it and leave it on the required side without changing *tack*.

Finish A boat *finishes* when, after *starting*, any part of its hull crosses the finishing line from the course side. However, it has not *finished* if after crossing the finishing line the boat

- (a) takes a penalty under [rule 44.2](#),
- (b) corrects an error in *sailing the course* made at the line, or
- (c) continues to *sail the course*.

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

- (a) if the right-of-way boat can sail its course with no need to take avoiding action and,

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- (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 it is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, its *leeward* side is the side on which its mainsail lies. The other side is its *windward* side. When two boats on the same *tack overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.

Mark An object the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

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

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

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

Obstruction An object that a boat could not pass without changing course substantially, if they were sailing directly towards it and one of their hull lengths from it. An object that can be safely passed on only one side and an object, area or line so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of it or, if [rule 22](#) applies, avoid it. A vessel under way, including a boat *racing*, is never a continuing *obstruction*.

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

Party A *party* to a hearing is

- (a) for a protest hearing: a protestor, a protestee;

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- (b) for a redress hearing: a boat requesting redress or for which redress is requested; a boat for which a hearing is called to consider redress under [rule 60.3\(b\)](#); a race committee acting under [rule 60.2\(b\)](#); a technical committee acting under [rule 60.4\(b\)](#);
- (c) for a redress hearing 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 69.1\(a\)](#) is made; a person presenting an allegation under [rule 69.2\(e\)\(1\)](#);
- (e) a *support person* subject to a hearing under [rule 60.3\(d\)](#) or [69](#); any boat that person supports; a person appointed to present an allegation under [rule 60.3\(d\)](#).

However, the protest committee is never a *party*.

Postpone A *postponed* race is delayed before its scheduled start but may be started or *abandoned* later.

Proper Course A course a boat would choose in order to *sail the course* and *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before its 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 its preparatory signal until it *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 its obligations under the rules of [Part 2](#) and [rule 31](#), while manoeuvring promptly in a seamanlike way.

Rule

- (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;
- (b) World Sailing Regulations that have been designated by World Sailing as having the status of a *rule* and are published on the World Sailing website;

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

Sail the Course A boat *sails the course* provided that a string representing its track from the time it begins to approach the starting line from its pre-start side to *start* until it *finishes*, when drawn taut,

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

Start A boat *starts* when, its hull having been entirely on the pre-start side of the starting line at or after its starting signal, and having complied with [rule 30.1](#) if it applies, any part of its hull crosses the starting line from the pre-start side to the course side.

Support Person Any person who

- (a) provides, or may provide, physical or advisory support to a competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a competitor in or preparing for the competition, or
- (b) is the parent or guardian of a competitor.

Tack, Starboard or Port A boat is on the *tack*, *starboard* or *port*, corresponding to its *windward* side.

Windward See **Leeward and Windward**.

Zone The area around a *mark* within a distance of three hull lengths of the boat nearer to it. A boat is in the *zone* when any part of its hull is 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 a boat breaks a *rule* and is not exonerated it will promptly take an appropriate penalty or action, which may be to retire.

ENVIRONMENTAL RESPONSIBILITY

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

PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

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

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 their class rules make some other provision. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.

Refer to the Australian Sailing prescription to [rule 48](#)

2 FAIR SAILING

A boat and its owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be a disqualification that is not excludable.

3 DECISION TO RACE

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

4 ACCEPTANCE OF THE RULES

- 4.1 (a) By participating or intending to participate in an event conducted under the *rules*, each competitor and boat owner agrees to accept the *rules*.
- (b) A *support person* by providing support, or a parent or guardian by permitting their child to enter an event, agrees to accept the *rules*.

- 4.2** Each competitor and boat owner agrees, on behalf of their *support persons*, that such *support persons* are bound by the *rules*.
- 4.3** Acceptance of the *rules* includes agreement
- (a) to be governed by the *rules*;
 - (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*;
 - (c) with respect to any such determination, not to resort to any court of law or tribunal not provided for in the *rules*; and
 - (d) by each competitor and boat owner to ensure that their *support persons* are aware of the *rules*.
- 4.4** The person in charge of each boat shall ensure that all competitors in the crew and the boat's owner are aware of their responsibilities under this rule.
- 4.5** This rule may be changed by a prescription of the national authority of the venue.

5 RULES GOVERNING ORGANIZING AUTHORITIES AND OFFICIALS

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

6 WORLD SAILING REGULATIONS

- 6.1** Each competitor, boat owner and *support person* shall comply with the World Sailing Regulations that have been designated by World Sailing as having the status of a *rule*. These regulations as of 30 June 2020 are the World Sailing:
- Advertising Code
 - Anti-Doping Code
 - Betting and Anti-Corruption Code
 - Disciplinary Code

- Eligibility Code
- Sailor Categorization Code

The national authority procedural rules required by World Sailing Regulations to implement the World Anti-Doping Code through the Regulations are set out in the Australian Sailing Anti-Doping Policy as published on the Australian Sailing website.

When the right to display advertising on a boat is subject to prior authorisation by the national authority in accordance with the Regulations, the approval of Australian Sailing is automatically granted provided that such advertising is permitted by the relevant rules of the class, rating system or handicapping system. When the person in charge of a boat chooses to display Advertising, Australian Sailing will not impose a fee as permitted by the Regulations.

- 6.2** [Rule 63.1](#) does not apply unless *protests* are permitted in the Regulation alleged to have been broken.

PART 2

WHEN BOATS MEET

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

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

SECTION A

RIGHT OF WAY

A boat has right of way over another boat when the other boat is required to **keep clear** of them. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.

10 ON OPPOSITE TACKS

When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.

11 ON THE SAME TACK, OVERLAPPED

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

12 ON THE SAME TACK, NOT OVERLAPPED

When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.

13 WHILE TACKING

After a boat passes head to wind, it shall *keep clear* of other boats until it is on a close-hauled course. During that time [rules 10](#), [11](#) and [12](#) do not apply. If two boats are subject to this rule

at the same time, the one on the other's port side or the one astern shall *keep clear*.

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

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

15 ACQUIRING RIGHT OF WAY

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

16 CHANGING COURSE

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

16.2 In addition, on a beat to windward when a *port-tack* boat is *keeping clear* by sailing to pass to leeward of a *starboard-tack* boat, the *starboard-tack* boat shall not bear away if as a result the *port-tack* boat must change course immediately to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE

If a boat *clear astern* becomes *overlapped* within two of its hull lengths to *leeward* of a boat on the same *tack*, it shall not sail above its *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so it promptly sails astern of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by [rule 13](#) to *keep clear*.

SECTION C

AT MARKS AND OBSTRUCTIONS

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

18 MARK-ROOM

18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply

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

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

18.2 Giving Mark-Room

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

- (d) Rules [18.2\(b\)](#) and [\(c\)](#) cease to apply if the boat entitled to *mark-room* passes head to wind or leaves the *zone*.
- (e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that it did not.
- (f) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, it is not required to give it.

18.3 Passing Head to Wind in the Zone

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

18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* to sail its *proper course*, until it gybes it shall sail no farther from the *mark* than needed to sail that course. Rule 18.4 does not apply at a gate *mark*.

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between two boats at an *obstruction* except

- (a) when the *obstruction* is a *mark* the boats are required to leave on the same side, or
- (b) when [rule 18](#) applies between the boats and the *obstruction* is another boat *overlapped* with each of them.

However, at a continuing *obstruction*, rule 19 always applies and [rule 18](#) does not.

19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on either side.

- (b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between it and the *obstruction*, unless it has been unable to do so from the time the *overlap* began.
- (c) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for it to pass between them,
 - (1) it is not entitled to *room* under [rule 19.2\(b\)](#), and
 - (2) while the boats remain *overlapped*, it shall *keep clear* and [rules 10](#) and [11](#) do not apply.

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing

A boat may hail for *room* to tack and avoid a boat on the same *tack*. However, it shall not hail unless

- (a) it is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and
- (b) it is sailing close-hauled or above.

In addition, it shall not hail if the *obstruction* is a *mark* and a boat that is *fetching* it would be required to change course as a result of the hail.

20.2 Responding

- (a) After a boat hails, it shall give a hailed boat time to respond.
- (b) A hailed boat shall respond even if the hail breaks [rule 20.1](#).
- (c) A hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat *room* to tack and avoid it.
- (d) When a hailed boat responds, the hailing boat shall tack as soon as possible.
- (e) From the time a boat hails until it has tacked and avoided a hailed boat, [rule 18.2](#) does not apply between them.

20.3 Passing On a Hail to an Additional Boat

When a boat has been hailed for *room* to tack and it intends to respond by tacking, it may hail another boat on the same *tack* for *room* to tack and avoid it. It may hail even if its hail does not meet the conditions of [rule 20.1](#). [Rule 20.2](#) applies between it and a boat it hails.

20.4 Additional Requirements for Hails

- (a) When conditions are such that a hail may not be heard, the boat shall also make a signal that clearly indicates its need for *room* to tack or its response.
- (b) The notice of race may specify an alternative communication for a boat to indicate its need for *room* to tack or its response, and require boats to use it.

SECTION D OTHER RULES

When [rule 21](#) or [22](#) applies between two boats, [Section A](#) rules do not.

21 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

21.1 A boat sailing towards the pre-start side of the starting line or one of its extensions after its starting signal to *start* or to comply with [rule 30.1](#) shall *keep clear* of a boat not doing so until its hull is completely on the pre-start side.

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

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

22 CAPSIZED, ANCHORED OR AGROUND; RESCUING

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 its masthead is in the water.

23 INTERFERING WITH ANOTHER BOAT

- 23.1** If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.
- 23.2** If reasonably possible, a boat shall not interfere with a boat that is taking a penalty, sailing on another leg or subject to [rule 21.1](#). However, after the starting signal this rule does not apply when the boat is sailing its *proper course*.

PART 3

CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

- 25.1** The notice of race shall be made available to each boat that enters an event before it enters. The 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

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

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

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

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

Australian Sailing prescribes that when handicap starts apply a boat's preparatory signal is deemed made four minutes before the boat's starting time.

27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

- 27.1** No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another and signal that wearing personal flotation devices is required (display flag Y with one sound).
- 27.2** No later than the preparatory signal, the race committee may move a starting *mark*.
- 27.3** Before the starting signal, the race committee may for any reason *postpone* (display flag AP, AP over H, or AP over A, with two sounds) or *abandon* the race (display flag N over H, or N over A, with three sounds).

28 SAILING THE RACE

- 28.1** A boat shall *start, sail the course* then *finish*. While doing so, it may leave on either side a *mark* that does not begin, bound or end the leg it is sailing. After *finishing* it need not cross the finishing line completely.
- 28.2** A boat may correct any errors in *sailing the course*, provided it has not crossed the finishing line to *finish*.

29 RECALLS

29.1 Individual Recall

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

whichever is earlier. If [rule 29.2](#), [30.3](#) or [30.4](#) applies this rule does not.

29.2 General Recall

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which [rule 30](#) applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.

30 STARTING PENALTIES

30.1 I Flag Rule

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

30.2 Z Flag Rule

If flag Z has been displayed, no part of a boat's hull shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before its starting signal. If a boat breaks this rule and is identified, it shall receive, without a hearing, a 20% Scoring Penalty calculated as stated in [rule 44.3\(c\)](#). It shall be penalized even if the race is restarted or resailed, but not if it is *postponed* or *abandoned* before the starting signal. If it is similarly identified during a subsequent attempt to start the same race, it shall receive an additional 20% Scoring Penalty.

30.3 U Flag Rule

If flag U has been displayed, no part of a boat's hull shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before its starting signal. If a boat breaks this rule and is identified, it shall be disqualified without a hearing, but not if the race is restarted or resailed.

30.4 Black Flag Rule

If a black flag has been displayed, no part of a boat's hull shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before its starting signal. If a boat breaks this rule and is identified, it 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 its sail number before the next warning signal for that race, and if the race is restarted or resailed it shall not sail in it. If it does so, its disqualification shall not be excluded in calculating its series score.

31 TOUCHING A MARK

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

32 SHORTENING OR ABANDONING AFTER THE START

32.1 After the starting signal, the race committee may shorten the course (display flag S with two sounds) or *abandon* the race (display flag N, N over H, or N over A, with three sounds),

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

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

- 32.2** If the race committee signals a shortened course (displays flag S with two sounds), the finishing line shall be,
- (a) at a rounding *mark*, between the *mark* and a staff displaying flag S;
 - (b) a line the course requires boats to cross; or
 - (c) at a gate, between the gate *marks*.

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

33 CHANGING THE NEXT LEG OF THE COURSE

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

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

34 MARK MISSING

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

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

35 RACE TIME LIMIT AND SCORES

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

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 it has broken [rule 30.4](#); or
- (b) cause a boat to be penalized except under [rule 2](#), [30.2](#), [30.4](#) or [69](#) or under [rule 14](#) when it has caused injury or serious damage.

37 SEARCH AND RESCUE INSTRUCTIONS

When the race committee displays flag V with one sound, all boats and official and support vessels shall, if possible, monitor the race committee communication channel for search and rescue instructions.

PART 4

OTHER REQUIREMENTS WHEN RACING

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

SECTION A

GENERAL REQUIREMENTS

40 PERSONAL FLOTATION DEVICES

40.1 Basic Rule

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

40.2 When Rule 40.1 Applies

[Rule 40.1](#) applies

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

However, [rule 40.1](#) applies when so stated in the notice of race or sailing instructions.

41 OUTSIDE HELP

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

- (a) help for a crew member who is ill, injured or in danger;
- (b) after a collision, help from the crew of the other vessel to get clear;
- (c) help in the form of information freely available to all boats;
- (d) unsolicited information from a disinterested source, which may be another boat in the same race.

42 PROPULSION

42.1 Basic Rule

Except when permitted in [rule 42.3](#) or [45](#), a boat shall compete by using only the wind and water to increase, maintain or decrease its speed. Its crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

42.2 Prohibited Actions

Without limiting the application of [rule 42.1](#), these actions are prohibited:

- (a) pumping: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartship body movement;
- (b) rocking: repeated rolling of the boat, induced by
 - (1) body movement,
 - (2) repeated adjustment of the sails or centreboard, or
 - (3) steering;
- (c) ooching: sudden forward body movement, stopped abruptly;
- (d) sculling: repeated movement of the helm that is either forceful or that propels the boat forward or prevents it from moving astern;
- (e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

42.3 Exceptions

- (a) A boat may be rolled to facilitate steering.
- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (c) When surfing (rapidly accelerating down the front of a wave), planing or foiling is possible

- (1) to initiate surfing or planing, each sail may be pulled in only once for each wave or gust of wind, or
- (2) to initiate foiling, each sail may be pulled in any number of times.
- (d) When a boat is above a close-hauled course and either stationary or moving slowly, it may scull to turn to a close-hauled course.
- (e) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat.
- (f) A boat may reduce speed by repeatedly moving its helm.
- (g) Any means of propulsion may be used to help a person or another vessel in danger.
- (h) To get clear after grounding or colliding with a vessel or object, a boat may use force applied by its crew or the crew of the other vessel and any equipment other than a propulsion engine. However, the use of an engine may be permitted by [rule 42.3\(i\)](#).
- (i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.

Note: Interpretations of [rule 42](#) are available at the [World Sailing website](#) or by mail upon request.

43 EXONERATION

- 43.1**
- (a) When as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat is exonerated for their breach.
 - (b) When a boat is sailing within the *room* or *mark-room* to which it is entitled and, as a consequence of an incident with a boat required to give it that *room* or *mark-room* it breaks a rule of [Section A](#) of [Part 2](#), [rule 15](#), [16](#), or [31](#), it is exonerated for its breach.
 - (c) A right-of-way boat, or one sailing within the *room* or *mark-room* to which it is entitled, is exonerated for breaking [rule 14](#) if the contact does not cause damage or injury.

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

44 PENALTIES AT THE TIME OF AN INCIDENT

44.1 Taking a Penalty

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

- (a) when a boat may have broken a rule of [Part 2](#) and [rule 31](#) in the same incident it 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 its breach their penalty shall be to retire.

44.2 One-Turn and Two-Turns Penalties

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

44.3 Scoring Penalty

- (a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident.
- (b) When a boat has taken a Scoring Penalty, it shall keep the yellow flag displayed until *finishing* and call the race committee's attention to it at the finishing line. At that time it shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, it shall do so at the first reasonable opportunity and within the protest time limit.
- (c) The race score for a boat that takes a Scoring Penalty shall be the score it would have received without that penalty, made worse by the number of places stated in the notice

of race or sailing instructions. When the number of places is not stated, the penalty shall be 20% of the score for Did Not *Finish*, rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for Did Not *Finish*.

45 HAULING OUT; MAKING FAST; ANCHORING

A boat shall be afloat and off moorings at its preparatory signal. Thereafter, it shall not be hauled out or made fast except to bail out, reef sails or make repairs. It may anchor or the crew may stand on the bottom. It shall recover the anchor before continuing in the race unless it 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](#).

Australian Sailing prescribes that the person in charge shall be a member of a Club affiliated to Australian Sailing and have an Australian Sailing number, or, if an international competitor, a member of club affiliated to a World Sailing recognised Member National Authority. Furthermore, except in an international event, any crew member who sails in more than 3 races in a season shall be a member of a Club affiliated to Australian Sailing and have an Australian Sailing number.

From 1st January 2022, all persons on board a boat while racing shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number, or hold a valid Sail Pass, or if an international competitor, be a member of club affiliated to a World Sailing recognised Member National Authority.

47 TRASH DISPOSAL

Competitors and *support persons* shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.

SECTION B

EQUIPMENT-RELATED REQUIREMENTS

48 LIMITATIONS ON EQUIPMENT AND CREW

Australian Sailing prescribes that a boat shall also carry the equipment specified in and otherwise comply with the Special Regulations of Australian Sailing as set out in [Part 1](#) or [2](#) as appropriate.

- 48.1** A boat shall use only the equipment on board at its preparatory signal.
- 48.2** No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A person leaving the boat by accident or to swim shall be back in contact with the boat before the crew resumes sailing the boat to the next *mark*.

49 CREW POSITION; LIFELINES

- 49.1** Competitors shall use no device designed to position their bodies outboard, other than hiking straps and stiffeners worn under the thighs.
- 49.2** When lifelines are required by the class rules or any other *rule*, competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task. On boats equipped with upper and lower lifelines, a competitor sitting facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline. Unless a class rule or any other *rule* specifies a maximum deflection, lifelines shall be taut. If the class rules do not specify the material or minimum diameter of lifelines, they shall comply with the corresponding specifications in the *World Sailing Offshore Special Regulations*.

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

50 COMPETITOR CLOTHING AND EQUIPMENT

- 50.1** (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.
- (b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or the notice of race may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 2 kilograms, except that class rules may specify a higher weight up to 4 kilograms. Weights shall be determined as required by [Appendix H](#).
- (c) A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time. A class rule may change this rule to permit trapeze harnesses that are not of the quick release variety, but a class rule may not change the requirement that a quick release harness comply with ISO 10862.

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

- 50.2** [Rules 50.1\(b\)](#) and [50.1\(c\)](#) do not apply to boats required to be equipped with lifelines.

51 MOVABLE BALLAST

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

52 MANUAL POWER

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

53 SKIN FRICTION

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

54 FORESTAYS AND HEADSAIL TACKS

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

55 SETTING AND SHEETING SAILS

Note: [The Equipment Rules of Sailing are available at the World Sailing website](#)

55.1 Changing Sails

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

55.2 Spinnaker Poles; Whisker Poles

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

55.3 Sheeting Sails

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

- (a) a headsail clew may be connected (as defined in *The Equipment Rules of Sailing*) to a whisker pole, provided that a spinnaker is not set;

- (b) any sail may be sheeted to or led above a boom that is regularly used for a sail and is permanently attached to the mast from which the head of the sail is set;
- (c) a headsail may be sheeted to its own boom that requires no adjustment when tacking; and
- (d) the boom of a sail may be sheeted to a bumkin.

55.4 Headsails and Spinnakers

For the purposes of [rules 54](#) and [55](#) and [Appendix G](#), the definitions of 'headsail' and 'spinnaker' in *The Equipment Rules of Sailing* shall be used.

56 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES

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

56.2 A boat shall comply with [rule 10](#), Traffic Separation Schemes, of the *IRPCAS*.

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

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

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

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

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

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

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

60.1 A boat may

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

60.2 A race committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from a person with a *conflict of interest* other than the representative of the boat itself;
- (b) request redress for a boat; or

- (c) report to the protest committee requesting action under rule [60.3\(d\)](#) or [69.2\(b\)](#).

60.3 A protest committee may

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

60.4 A technical committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from a person with a *conflict of interest* other than the representative of the boat itself. However, it shall protest a boat if it decides that a boat or personal equipment does not comply with the class rules or with [rule 50](#);
- (b) request redress for a boat; or
- (c) report to the protest committee requesting action under [rule 60.3\(d\)](#) or [69.2\(b\)](#).

60.5 However, neither a boat nor a committee may protest for an alleged breach of [rule 69](#) or a Regulation referred to in [rule 6](#), unless permitted by the Regulation concerned.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

- (a) The protesting boat shall inform the other boat at the first reasonable opportunity. When its *protest* will concern an incident in the racing area, it shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. It shall display the flag until it is no longer *racing*. However,
- (1) if the other boat is beyond hailing distance, the protesting boat need not hail but it shall inform the other boat at the first reasonable opportunity;
 - (2) if the hull length of the protesting boat is less than 6 metres, it need not display a red flag;
 - (3) if the incident was an error by the other boat in *sailing the course*, it need not hail or display a red flag but it shall inform the other boat either before or at the first reasonable opportunity after the other boat *finishes*;
 - (4) if at the time of the incident it is obvious to the protesting boat that a member of either crew is in danger, or that injury or serious damage resulted, the requirements of this rule do not apply to it, but it shall attempt to inform the other boat within the time limit of [rule 61.3](#).
- (b) If the race committee, technical committee or protest committee intends to protest a boat concerning an incident the committee observed in the racing area, it shall inform them after the race within the time limit of [rule 61.3](#). In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible. A notice posted on the official notice board within the appropriate time limit satisfies this requirement.
- (c) If the protest committee decides to protest a boat under [rule 60.3\(a\)\(2\)](#), it shall inform them 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 *protest* shall be in writing and identify

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

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

61.3 Protest Time Limit

A *protest* by a boat, or by the race committee, technical committee or protest committee about an incident observed in the racing area, shall be delivered to the race office within the protest time limit stated in the sailing instructions. If none is stated, the time limit is two hours after the last boat in the race *finishes*. Other *protests* shall be delivered to the race office no later than two hours after the protestor 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 its own, made significantly worse by

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

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

- (c) giving help (except to itself or its crew) in compliance with [rule 1.1](#); or
- (d) an action of another boat, or a crew member or *support person* of that boat, that resulted in a penalty under [rule 2](#) or a penalty or warning under [rule 69](#).

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

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

SECTION B

HEARINGS AND DECISIONS

63 HEARINGS

63.1 Requirement for a Hearing

A boat or competitor shall not be penalized without a protest hearing, except as provided in [rules 30.2](#), [30.3](#), [30.4](#), [64.4\(d\)](#), [64.5\(b\)](#), [64.6](#), [69](#), [78.2](#), [A5.1](#) and [Part 2](#). A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that have been delivered to the race office unless it allows a *protest* or request to be withdrawn.

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

All *parties* to the hearing shall be notified of the time and place of the hearing, the *protest* or redress information or the allegations shall be made available to them, and they shall be

allowed reasonable time to prepare for the hearing. When two or more hearings arise from the same incident, or from very closely connected incidents, they may be heard together in one hearing. However, a hearing conducted under [rule 69](#) shall not be combined with any other type of 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 a hearing does not come to the hearing, the protest committee may nevertheless proceed with the hearing. 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 they are aware of it. A *party* to the hearing who believes a member of the protest committee has a *conflict of interest* shall object as soon as possible. A *conflict of interest* declared by a protest committee member shall be included in the written information provided under [rule 65.2](#).
- (b) A member of a protest committee with a *conflict of interest* shall not be a member of the committee for the hearing, unless
 - (1) all *parties* consent, or
 - (2) the protest committee decides that the *conflict of interest* is not significant.
- (c) When deciding whether a *conflict of interest* is significant, the protest committee shall consider the views of the *parties*, the level of the conflict, the level of the event, the importance to each *party*, and the overall perception of fairness.

- (d) However, for World Sailing major events, or for other events as prescribed by the national authority of the venue, [rule 63.4\(b\)](#) does not apply and a person who has a *conflict of interest* shall not be a member of the protest committee.

63.5 Validity of the Protest or Request for Redress

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

63.6 Taking Evidence and Finding Facts

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

63.7 Conflict Between Rules

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

instructions, or any of the other documents that govern the event under [item \(g\)](#) of the definition *Rule*.

63.8 Hearings Involving Parties in Different Events

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

63.9 Hearings under [Rule 60.3\(d\)](#) — Support Persons

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

64 DECISIONS

64.1 Standard of Proof, Majority Decisions and Reclassifying Requests

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

64.2 Penalties

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 them unless some other penalty applies. A penalty shall be imposed whether or not the applicable *rule* was mentioned in the *protest*. If a boat has broken a *rule* when not *racing*, their penalty shall apply to the race sailed nearest in time to that of the incident. However,

- (a) if a boat has taken an applicable penalty, it shall not be further penalized under this rule unless the penalty for a *rule* it broke is a disqualification that is not excludable from its series score;
- (b) if the race is restarted or resailed, [rule 36](#) applies.

64.3 Decisions on Redress

When the protest committee decides that a boat is entitled to redress under [rule 62](#), it shall make as fair an arrangement as possible for all boats affected, whether or not they asked for redress. This may be to adjust the scoring (see [rule A9](#) for some examples) or finishing times of boats, to *abandon* the race, to let the results stand or to make some other arrangement. When in doubt about the facts or probable results of any arrangement for the race or series, especially before *abandoning* the race, the protest committee shall take evidence from appropriate sources.

64.4 Decisions on Protests Concerning Class Rules

- (a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and do not improve the performance of the boat, it shall not penalize them. 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 it intends to appeal, it may compete in subsequent

paces without changes to the boat. However, if it fails to appeal or the appeal is decided against it, it shall be disqualified without a further hearing from all subsequent races in which it competed.

- (e) Measurement costs arising from a *protest* involving a class rule shall be paid by the unsuccessful *party* unless the protest committee decides otherwise.

64.5 Decisions Concerning Support Persons

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

64.6 Discretionary Penalties

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

65 INFORMING THE PARTIES AND OTHERS

- 65.1** After making its decision, the protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any penalties imposed or redress given.
- 65.2** A *party* to the hearing is entitled to receive the above information in writing, provided it asks for it in writing from the protest committee no later than seven days after being informed of the decision. The committee shall then promptly provide the information, including, when relevant, a diagram of the incident prepared or endorsed by the committee.
- 65.3** Unless there is good reason not to do so, after any hearing, including a hearing under [rule 69](#), the protest committee may publish the information set out in [rule 65.1](#). The protest committee may direct that the information is to be confidential to the *parties*.
- 65.4** When the protest committee penalizes a boat under a class rule, it shall send the above information to the relevant class rule authorities.

66 REOPENING A HEARING

- 66.1** The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under [rule 71.2](#) or [R5](#).
- 66.2** A *party* to the hearing may request a reopening in writing no later than 24 hours after being informed of the decision.
- (a) However, on the last scheduled day of racing the request shall be delivered
- (1) within the protest time limit if the requesting *party* was informed of the decision on the previous day;
 - (2) no later than 30 minutes after the *party* was informed of the decision on that day.

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

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.

Australian Sailing prescribes that the question of damages is for the appropriate court of law.

Note: There is no rule 68.

SECTION C MISCONDUCT

69 MISCONDUCT

69.1 Obligation not to Commit Misconduct; Resolution

- (a) A competitor, boat owner or *support person* shall not commit an act of misconduct.
- (b) Misconduct is:
 - (1) conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour; or
 - (2) conduct that may bring, or has brought, the sport into disrepute.
- (c) An allegation of a breach of [rule 69.1\(a\)](#) shall be resolved in accordance with the provisions of [rule 69](#). It shall not be grounds for a *protest* and [rule 63.1](#) does not apply.

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 they gather, 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](#), [63.6](#), [65.1](#), [65.2](#), [65.3](#) and [66](#), except that:
 - (1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.
 - (2) a person against whom an allegation has been made under this rule shall be entitled to have an advisor and a representative with him who may act on his behalf.
- (f) If the person
 - (1) provides good reason why they are unable to come to the hearing at the scheduled time, the protest committee shall reschedule it; or
 - (2) does not provide good reason and does not come to the hearing, the protest committee may conduct it without the person present.
- (g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing

in mind the seriousness of the alleged misconduct. However, if the standard of proof in this rule conflicts with the laws of a country, the national authority may, with the approval of World Sailing, change it with a prescription to this rule.

- (h) When the protest committee decides that a competitor or boat owner has broken [rule 69.1\(a\)](#), it may take one or more of the following actions
 - (1) issue a warning;
 - (2) change their boat's score in one or more races, including disqualification(s) that may or may not be excluded from its 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 64.5](#) applies.
- (j) If the protest committee
 - (1) imposes a penalty greater than one DNE;
 - (2) excludes the person from the event or venue; or
 - (3) in any other case if it considers it appropriate,it shall report its findings, including the facts found, its conclusions and decision to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing. If the protest committee has acted under [rule 69.2\(f\)\(2\)](#), the report shall also include that fact and the reasons for it.
- (k) If the protest committee decides not to conduct the hearing without the person present, or if the protest committee has left the event and a report alleging a breach of [rule 69.1\(a\)](#) is received, the race committee or organizing authority may appoint the same or a new protest committee to proceed under this rule. If it is impractical for the protest committee to conduct a hearing, it shall collect all available information and, if the allegation seems justified, make a report to the national authority of the person or, for specific

international events listed in the World Sailing Regulations, to World Sailing.

69.3 Action by a National Authority and World Sailing

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

SECTION D APPEALS

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

- 70.1** (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 it is denied a hearing required by [rule 63.1](#).
- 70.2** A protest committee may request confirmation or correction of its decision.
- 70.3** An appeal under [rule 70.1](#) or a request by a protest committee under [rule 70.2](#) shall be sent to the national authority with which the organizing authority is associated under [rule 89.1](#). However, if boats will pass through the waters of more than one national authority while *racing*, an appeal or request shall be sent to the national authority where the finishing line is located, unless the sailing instructions identify another national authority
- 70.4** A club or other organization affiliated to a national authority may request an interpretation of the *rules*, provided that no *protest* or request for redress that may be appealed is involved. The interpretation shall not be used for changing a previous protest committee decision.
- 70.5** There shall be no appeal from the decisions of an international jury constituted in compliance with [Appendix N](#). Furthermore, if

the notice of race or the sailing instructions so state, the right of appeal may be denied provided that

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

Australian Sailing prescribes that written approval shall be obtained from Australian Sailing and advice of this should be included in the notice of race and shall be included in the sailing instructions.

- (b) a national authority so approves for a particular event open only to boats entered by an organization affiliated to that national authority, a member of an organization affiliated to that national authority, or a personal member of that national authority or

Australian Sailing prescribes that for events conducted on behalf of Australian Sailing or other major events Australian Sailing may agree to the appointment of a National Jury, which shall comply with Australian Sailing's policy on the appointment of a National Jury which is set out in Addendum A.

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

70.6 Appeals and requests shall conform to [Appendix R](#).

71 NATIONAL AUTHORITY DECISIONS

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

71.2 The national authority may uphold, change or reverse a protest committee's decision including a decision on validity or a

decision under [rule 69](#). Alternatively, the national authority may order that a hearing be reopened, or that a new hearing be held by the same or a different protest committee. When the national authority decides that there shall be a new hearing, it may appoint the protest committee.

- 71.3** When from the facts found by the protest committee the national authority decides that a boat that was a *party* to a protest hearing broke a *rule* and is not exonerated, it shall penalize them, whether or not that boat or that *rule* was mentioned in the protest committee's decision.
- 71.4** The decision of the national authority shall be final. The national authority shall send its decision in writing to all *parties* to the hearing and the protest committee, who shall be bound by the decision.

PART 6

ENTRY AND QUALIFICATION

75 ENTERING AN EVENT

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

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

76 EXCLUSION OF BOATS OR COMPETITORS

76.1 The organizing authority or the race committee may reject or cancel the entry of a boat or exclude a competitor, 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 it considers that the rejection or exclusion is improper.

76.2 The organizing authority or the race committee shall not reject or cancel the entry of a boat or exclude a competitor because of advertising, provided the boat or competitor complies with the World Sailing 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*, its owner and any other person in charge shall ensure that the boat is maintained to comply with its class rules and that its measurement or rating certificate, if any, remains valid. In addition, the boat shall also comply at other

times specified in the class rules, the notice of race or the sailing instructions.

- 78.2** When a *rule* requires a valid certificate to be produced or its existence verified before a boat *races*, and this cannot be done, the boat may *race* provided that the race committee receives a statement signed by the person in charge that a valid certificate exists. The boat shall produce the certificate or arrange for its existence to be verified by the race committee before the start of the last day of the event, or of the first series, whichever is earlier. The penalty for breaking this rule is disqualification without a hearing from all races of the event.

79 CATEGORIZATION

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

80 RESCHEDULED EVENT

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

PART 7

RACE ORGANIZATION

85 CHANGES TO RULES

- 85.1** A change to a *rule* shall refer specifically to the *rule* and state the change. A change to a *rule* includes an addition to it or deletion of all or part of it.
- 85.2** A change to one of the following types of *rules* may be made only as shown below.

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

86 CHANGES TO THE RACING RULES

- 86.1** A racing rule shall not be changed unless permitted in the rule itself or as follows:
- (a) Prescriptions of a national authority may change a racing rule, but not the Definitions; the Basic Principles; a rule in the Introduction; [Part 1](#), [2](#) or [7](#); [rule 42](#), [43](#), [47](#), [50](#), [63.4](#), [69](#), [70](#), [71](#), [75](#), [76.3](#) or [79](#); a rule of an appendix that changes one of these rules; [Appendix H](#) or [N](#); or a rule in a World Sailing Code listed in [rule 6.1](#).
 - (b) The notice of race or sailing instructions may change a racing rule, but not [rule 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](#), [51](#), [52](#), [53](#), [54](#), and [55](#).
- 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 organizing authority and in the notice of race or sailing instructions, and the letter shall be posted on the official notice board.

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

Australian Sailing prescribes that the restrictions to [rule 86.1](#) do not apply if changes are made in accordance with rule 86.3. An organising authority wishing to develop and test a rule change shall obtain prior written approval from Australian Sailing. The organising authority shall, when requested, promptly report the results of the test to Australian Sailing.

87 CHANGES TO CLASS RULES

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

88 NATIONAL PRESCRIPTIONS

88.1 Prescriptions that Apply

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

88.2 Changes to Prescriptions

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

Australian Sailing prescribes that, except for international events of a World Sailing class, or an international event held under [Appendix C](#) and [D](#), a notice of race or sailing instruction shall not alter any Australian Sailing prescription without prior written approval from Australian Sailing.

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 its 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](#), unless the notice of race or sailing instructions specify some other system. A race shall be scored if it is not *abandoned* and if one boat *starts, sails the course* and *finishes* within the race time limit, if any, even if it retires after *finishing* or is disqualified.

- (b) When a scoring system provides for excluding one or more race scores, any score that is a Disqualification Not Excludable (DNE) shall be included in a boat's series score.
- (c) When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.
- (d) The race committee shall implement scoring changes directed by the protest committee or national authority as a result of decisions made in accordance with the *rules*.
- (e) When so stated in the notice of race, notwithstanding the provisions of [rules 90.3\(a\)](#), [\(b\)](#), [\(c\)](#) and [\(d\)](#), there shall be no changes to race or series scores resulting from action, including the correction of errors, initiated more than 24 hours after
 - (1) the protest time limit for the last race of the series (including a single-race series);
 - (2) being informed of a protest committee decision after the last race of the series (including a single-race series); or
 - (3) the results are published.

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

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](#).

Australian Sailing prescribes that its approval is required for the appointment of international juries for races within its jurisdiction. Race officers in charge of course areas at events requiring approval of an international jury shall be as a minimum accredited National Race Officers.

92 TECHNICAL COMMITTEE

- 92.1** A technical committee shall be a committee of at least one member and be appointed by the organizing authority or the race committee or as prescribed in the World Sailing Regulations.
- 92.2** The technical committee shall conduct equipment inspection and event measurement as directed by the organizing authority and as required by the *rules*.

APPENDIX A

SCORING

See [rule 90.3](#).

A1 NUMBER OF RACES

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

A2 SERIES SCORES

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

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

A3 STARTING TIMES AND FINISHING PLACES

The time of a boat's starting signal shall be its 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 its finishing place.

A4 SCORING SYSTEM

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

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

<i>Finishing place</i>	<i>Points</i>
First	1
Second	2
Third	3
Fourth	4
Fifth	5
Sixth	6
Seventh	7
Each place thereafter	Add 1 point

A5 SCORES DETERMINED BY THE RACE COMMITTEE

- A5.1** A boat that did not *start*, *sail the course* or *finish*, or comply with [rule 30.2](#), [30.3](#), [30.4](#) or [78.2](#), or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score.
- A5.2** A boat that did not *start*, did not *sail the course*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is penalized under [rule 30.2](#) or that takes a penalty under [rule 44.3\(a\)](#) shall be scored points as provided in [rule 44.3\(c\)](#).
- A5.3** If the notice of race or sailing instructions state that rule A5.3 will apply, rule A5.2 is changed so that a boat that came to the starting area but did not *start*, did not *sail the course*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area, and a boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

A6 CHANGES IN PLACES AND SCORES OF OTHER BOATS

- A6.1** If a boat is disqualified from a race or retires after *finishing*, each boat with a worse finishing place shall be moved up one place.
- A6.2** If the protest committee decides to give redress by adjusting a boat's score, the scores of other boats shall not be changed unless the protest committee decides otherwise.

A7 RACE TIES

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

A8 SERIES TIES

- A8.1** If there is a series-score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). No excluded scores shall be used.
- A8.2** If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

A9 GUIDANCE ON REDRESS

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

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

A10 SCORING ABBREVIATIONS

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

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

APPENDIX B

WINDSURFING FLEET RACING RULES

Windsurfing fleet races (including marathon races) shall be sailed under The Racing Rules of Sailing as changed by this appendix. The term 'boat' elsewhere in the racing rules means 'board' or 'boat' as appropriate. A marathon race is a race intended to last more than one hour.

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

CHANGES TO THE DEFINITIONS

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

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

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

The definition *Zone* is deleted.

Add the following definitions:

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

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

B1 [CHANGES TO THE RULES OF PART 1](#)

[No changes.]

B2 CHANGES TO THE RULES OF PART 2

13 WHILE TACKING

[Rule 13](#) is changed to:

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

17 ON THE SAME TACK BEFORE A REACHING START

[Rule 17](#) is changed to:

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

18 MARK-ROOM

[Rule 18](#) is changed as follows:

The first sentence of [rule 18.1](#) is changed to:

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

[Rule 18.2\(b\)](#) is changed to:

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

[Rule 18.2\(c\)](#) is changed to:

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

[Rule 18.2\(d\)](#) is changed to:

- (d) [Rules 18.2\(b\)](#) and [\(c\)](#) cease to apply if the board entitled to *mark-room* passes head to wind.

[Rule 18.3](#) is deleted.

18.4 Gybing and Bearing Away

[Rule 18.4](#) is changed to:

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

22 CAPSIZED; AGROUND; RESCUING

[Rule 22](#) is changed to:

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

23 INTERFERING WITH ANOTHER BOARD; SAIL OUT OF WATER

Add new rule 23.3:

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

B3 CHANGES TO THE RULES OF [PART 3](#)

26 STARTING RACES

[Rule 26](#) is changed to:

26.1 System 1 (for Upwind Starts)

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

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

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

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

26.2 System 2 (for Reaching Starts)

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

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

0	Green flag	One	Starting signal
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26.3 System 3 (for Beach Starts)

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

30 STARTING PENALTIES

[Rule 30.2](#) is deleted.

31 TOUCHING A MARK

[Rule 31](#) is changed to:

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

B4 CHANGES TO THE RULES OF [PART 4](#)

42 PROPULSION

[Rule 42](#) is changed to:

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

44 PENALTIES AT THE TIME OF AN INCIDENT

[Rule 44](#) is changed to:

44.1 Taking a Penalty

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

44.2 360°-Turn Penalty

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

50 COMPETITOR CLOTHING AND EQUIPMENT

[Rule 50.1\(a\)](#) is changed to:

- (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight. However, a competitor may wear a drinking container that shall have a capacity of no more than 1.5 litres.

PART 4 RULES DELETED

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

B5 CHANGES TO THE RULES OF [PART 5](#)

60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR [RULE 69](#) ACTION

[Rule 60.1\(a\)](#) is changed by deleting 'or saw'.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

[Rule 61.1\(a\)](#) is changed to:

- (a) The protesting board shall inform the other board at the first reasonable opportunity. When its *protest* will concern an incident in the racing area, it shall hail 'Protest' at the first reasonable opportunity. It shall also inform the race committee of its intention to protest as soon as practicable after it *finishes* or retires. However,
- (1) if the other board is beyond hailing distance, the protesting board need not hail but it shall inform the other board at the first reasonable opportunity;
 - (2) no red flag need be displayed
 - (3) if the incident was an error by the other board in *sailing the course*, it need not hail but it shall inform the other board either before or at the first reasonable opportunity after the other board *finishes*;
 - (4) if at the time of the incident it is obvious to the protesting board that either competitor is in danger, or that injury or serious damage resulted, the requirements of this rule do not apply to it, but it shall attempt to inform the other board within the time limit of [rule 61.3](#).

61.2 Protest Contents

Add to [rule 61.2](#):

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

62 REDRESS

[Rule 62.1\(b\)](#) is changed to:

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

63 HEARINGS

63.6 Taking Evidence and Finding Facts

Add to [rule 63.6](#):

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

64 DECISIONS

[Rule 64.4\(b\)](#) is changed to:

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

65 INFORMING THE PARTIES AND OTHERS

Add to [rule 65.2](#):

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

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

[Rules 70.5](#) and [70.5\(a\)](#) are changed to:

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

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

B6 CHANGES TO THE RULES OF [PART 6](#)

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

Add to [rule 78.1](#): ‘When so prescribed by World Sailing, a numbered and dated device on a board and its centreboard, fin and rig shall serve as its measurement certificate.’

B7 CHANGES TO THE RULES OF [PART 7](#)

90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

The last sentence of [rule 90.2\(c\)](#) is changed to: ‘Oral instructions may be given only if the procedure is stated in the sailing instructions.’

B8 CHANGES TO [APPENDIX A](#)

A1 NUMBER OF RACES; OVERALL SCORES

[Rule A1](#) is changed to:

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the notice of race or sailing instructions. If an event includes more than one discipline or format, the notice of race or sailing instructions shall state how the overall scores are to be calculated.

A2 SERIES SCORES

[Rule A2.1](#) is changed to:

Each board's series score shall, subject to [rule 90.3\(b\)](#), be the total of its race scores excluding its

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

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

A5 SCORES DETERMINED BY THE RACE COMMITTEE

Add new [rule A5.4](#):

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

A8 SERIES TIES

[Rule A8](#) is changed to:

A8.1 If there is a series-score tie between two or more boards, each board's excluded race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the board(s) with the best excluded race score(s).

A8.2 If a tie remains between two or more boards, each board's race scores, including excluded scores, shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the board(s) with the best score(s). These scores shall be used even if some of them are excluded scores.

A8.3 If a tie still remains between two or more boards, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boards' scores in the next-to-last race and so on until all ties are

broken. These scores shall be used even if some of them are excluded scores.

B9 CHANGES TO APPENDIX G

G1 WORLD SAILING CLASS BOARDS

G1.3 Positioning

Rule G1.3 is changed to:

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

APPENDIX C

MATCH RACING RULES

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

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

C1 TERMINOLOGY

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

C2 CHANGES TO THE DEFINITIONS AND THE RULES OF [PARTS 1, 2, 3 AND 4](#)

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

Finish A boat *finishes* when any part of its hull crosses the finishing line from the course side after completing any penalties. However, when penalties are cancelled under [rule C7.2\(d\)](#) after one or both boats have *finished* each shall be recorded as *finished* when it crossed the line. A boat has not *finished* if it continues to *sail the course*.

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

Mark-Room Room for a boat to sail its *proper course* to round or pass the *mark* and *room* to pass a finishing *mark* after *finishing*.

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

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

C2.5 Add new rule 7 to [Part 1](#):

7 LAST POINT OF CERTAINTY

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

C2.6 [Rule 13](#) is changed to:

13 WHILE TACKING OR GYBING

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

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

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

C2.7 [Rule 16.2](#) is deleted.

C2.8 [Rule 17](#) is deleted.

C2.9 [Rule 18](#) is changed to:

18 MARK-ROOM

18.1 When [Rule 18](#) Applies

[Rule 18](#) applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a boat approaching a *mark* and one leaving it. [Rule 18](#) no longer applies between boats when the boat entitled to *mark-room* is on the next leg and the *mark* is astern of her.

18.2 Giving Mark-Room

- (a) When the first boat reaches the *zone*,
 - (1) if boats are *overlapped*, the outside boat at that moment shall thereafter give the inside boat *mark-room*.

- (2) if boats are not *overlapped*, the boat that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and [rule 18.2\(a\)](#) is applied again if required based on the relationship of the boats at the time [rule 18.2\(a\)](#) is re-applied.
- (c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, it 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 its *proper course*.
- (b) When an inside *overlapped* right-of-way boat must change *tack* at a *mark* to sail its *proper course*, until it changes *tack* it 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 be exonerated for breaking this rule if the course of another boat was not affected before the boat changed *tack*.

C2.10 [Rule 20.4\(a\)](#) is changed to:

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

C2.11 [Rule 21.3](#) is deleted.

C2.12 [Rule 23.1](#) is changed to:

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

C2.13 Add new [rule 23.3](#):

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

C2.14 [Rule 31](#) is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which it is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

C2.15 Add new [rule 41\(e\)](#):

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

C2.16 [Rule 42](#) shall also apply between the warning and preparatory signals.

C2.17 [Rule 42.2\(d\)](#) is changed to:

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

C3 RACE SIGNALS AND CHANGES TO RELATED RULES

C3.1 Starting Signals

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

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

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

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

C3.2 Changes to Related Rules

(a) [Rule 29.1](#) is changed to:

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

one of its extensions or until two minutes after its starting signal, whichever is earlier.

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

C3.3 Finishing Line Signals

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

C4 REQUIREMENTS BEFORE THE START

- C4.1** At a boat's preparatory signal, its hull shall be completely outside the line that is at a 90° angle to the starting line through the starting *mark* at its assigned end. In the pairing list, the boat listed on the left-hand side is assigned the port end and shall display a blue flag at its stern while *racing*. The other boat is assigned the starboard end and shall display a yellow flag at its stern while *racing*.
- C4.2** Within the two-minute period following a boat's preparatory signal, its hull shall cross and clear the starting line, the first time from the course side to the pre-start side.

C5 SIGNALS BY UMPIRES

- C5.1** A green and white flag with one long sound means 'No penalty'.
- C5.2** A blue or yellow flag identifying a boat with one long sound means 'The identified boat shall take a penalty by complying with [rule C7](#).'
- C5.3** A red flag with or soon after a blue or yellow flag with one long sound means 'The identified boat shall take a penalty by complying with [rule C7.3\(d\)](#).'
- C5.4** A black flag with a blue or yellow flag and one long sound means 'The identified boat is disqualified, and the match is terminated and awarded to the other boat.'
- C5.5** One short sound means 'A penalty is now completed.'

C5.6 Repetitive short sounds mean ‘A boat is no longer taking a penalty and the penalty remains.’

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

C6 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

C6.1 A boat may protest another boat

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

C6.2 A boat may not protest another boat under

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

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

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

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

C6.5 Umpire Decisions

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

- (1) if the umpires decide to penalize a boat, and as a result that boat will have more than two outstanding penalties, the umpires shall signal its disqualification under [rule C5.4](#);
 - (2) when the umpires penalize a boat under [rule C8.2](#) and in the same incident there is a flag Y from a boat, the umpires may disregard the flag Y.
- (b) The red-flag penalty in [rule C5.3](#) shall be used when a boat has gained a controlling position as a result of breaking a *rule*, but the umpires are not certain that the conditions for an additional umpire-initiated penalty have been fulfilled.

C6.6 Protest Committee Decisions

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

C6.7 Add new rule N1.10 to [Appendix N](#):

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

C7 PENALTY SYSTEM

C7.1 Deleted Rule

[Rule 44](#) is deleted.

C7.2 All Penalties

- (a) A penalized boat may delay taking a penalty within the limitations of [rule C7.3](#) and shall take it as follows:

- (1) When on a leg of the course to a windward *mark*, it shall gybe and, as soon as reasonably possible, luff to a close-hauled course.
 - (2) When on a leg of the course to a leeward *mark* or the finishing line, it shall tack and, as soon as reasonably possible, bear away to a course that is more than ninety degrees from the true wind.
- (b) Add to [rule 2](#): 'When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.'
 - (c) A boat completes a leg of the course when any part of its hull crosses the extension of the line from the previous *mark* through the *mark* it is rounding, or on the last leg when it *finishes*.
 - (d) A penalized boat shall not be recorded as having *finished* until it takes its penalty and its hull is completely on the course side of the line and it then *finishes*, unless the penalty is cancelled before or after it crosses the finishing line.
 - (e) If a boat has one or two outstanding penalties and the other boat in its match is penalized, one penalty for each boat shall be cancelled except that a red-flag penalty shall not cancel or be cancelled by another penalty.
 - (f) If one boat has *finished* and is no longer *racing*, and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty.

C7.3 Penalty Limitations

- (a) A boat taking a penalty that includes a tack shall have the spinnaker head below the main-boom gooseneck from the time it passes head to wind until it is on a close-hauled course.
- (b) No part of a penalty may be taken inside the *zone* of a rounding *mark* that begins, bounds or ends the leg the boat is on.
- (c) If a boat has one outstanding penalty, it may take the penalty any time after *starting* and before *finishing*. If a boat has two outstanding penalties, it shall take one of

them as soon as reasonably possible, but not before *starting*.

- (d) When the umpires display a red flag with or soon after a penalty flag, the penalized boat shall take a penalty as soon as reasonably possible, but not before *starting*.

C7.4 Taking and Completing Penalties

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

C8 PENALTIES INITIATED BY UMPIRES

C8.1 Rule Changes

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

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

- C8.3** When the umpires decide that a boat has

- (a) gained an advantage by breaking a *rule* after allowing for a penalty,
- (b) deliberately broken a *rule*, or
- (c) committed a breach of sportsmanship,

it shall be penalized under [rule C5.2](#), [C5.3](#) or [C5.4](#).

C8.4 If the umpires or protest committee members decide that a boat may have broken a *rule* other than those listed in [rules C6.1\(a\)](#) and [C6.2](#), they shall so inform the protest committee for its action under [rule 60.3](#) and [rule C6.6](#) when appropriate.

C8.5 When, after one boat has *started*, the umpires are satisfied that the other boat will not *start*, they may signal under [rule C5.4](#) that the boat that did not *start* is disqualified and the match is terminated.

C8.6 When the match umpires, together with at least one other umpire, decide that a boat has broken [rule 14](#) and damage resulted, they may impose a points-penalty without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under [rule C6.6](#). Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide that a penalty greater than one point is appropriate, they shall act under [rule C8.4](#).

C9 REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

C9.1 There shall be no request for redress or an appeal from a decision made under [rule C5](#), [C6](#), [C7](#) or [C8](#). In [rule 66](#) the third sentence is changed to: 'A *party* to the hearing may not ask for a reopening.'

C9.2 A competitor may not base a request for redress on a claim that an action by an official boat was improper. The protest committee may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

C9.3 No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as permitted in [rule C9.2](#).

C10 SCORING

C10.1 The winning competitor of each match scores one point (half a point each for a dead heat); the loser scores no points.

C10.2 When a competitor withdraws from part of an event the scores of all completed races shall stand.

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

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

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

C10.5 In a round-robin series,

- (a) competitors shall be placed in order of their total scores, highest score first;
- (b) a competitor who has won a match but is disqualified for breaking a *rule* against a competitor in another match shall

lose the point for that match (but the losing competitor shall not be awarded the point); and

- (c) the overall position between competitors who have sailed in different groups shall be decided by the highest score.

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

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

C11 TIES

C11.1 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 C11.1(a) to C11.1(e) shall be reapplied to them. Ties shall be decided in favour of the competitor(s) who

- (a) placed in order, has the highest score in the matches between the tied competitors;
- (b) when the tie is between two competitors in a multiple round robin, has won the last match between the two competitors;
- (c) has the most points against the competitor placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used in the rule C11.1(c) procedure:

- (1) the higher-place tie shall be resolved before the lower- place tie, and
- (2) all the competitors in the lower-place tie shall be treated as a single competitor for the purposes of [rule C11.1\(c\)](#);
- (d) after applying [rule C10.5\(c\)](#), has the highest place in the different groups, irrespective of the number of competitors in each group;
- (e) has the highest place in the most recent stage of the event (fleet race, round robin, etc.).

C11.2 Knockout Series

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

- (a) has the highest place in the most recent round-robin series, applying [rule C11.1](#) if necessary;
- (b) has won the most recent match in the event between the tied competitors.

C11.3 Remaining Ties

When [rule C11.1](#) or [C11.2](#) does not resolve a tie,

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

- (c) when a tie is not broken any monetary prizes or ranking points for tied places shall be added together and divided equally among the tied competitors.

APPENDIX D

TEAM RACING RULES

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

D1 CHANGES TO THE RACING RULES

D1.1 Definitions and the Rules of [Parts 2](#) and [4](#)

- (a) In the definition *Zone* the distance is changed to two hull lengths.
- (b) [Rule 18.2\(b\)](#) is changed to:

If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when it reaches the *zone*, or it later becomes *clear ahead* when another boat passes head to wind, the boat *clear astern* at that moment shall thereafter give it *mark-room*.
- (c) [Rule 18.4](#) is deleted.
- (d) When stated in the sailing instructions, [rule 20](#) is changed so that the following arm signals are required in addition to the hails:
 - (1) for *room to tack*, repeatedly and clearly pointing to windward; and
 - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.
- (e) [Rule 23.1](#) is changed to: 'If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*, and a boat that has *finished* shall not act to interfere with a boat that has not *finished*.'
- (f) Add new rule 23.3: 'When boats in different races meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win its own race.'
- (g) Add to [rule 41](#):
 - (e) help from another boat on its team provided electronic communication is not used.
- (h) [Rule 45](#) is deleted.

D1.2 Protests and Requests for Redress

- (a) [Rule 60.1](#) is changed to:
- A boat may
- (a) protest another boat, but not for an alleged breach of a rule of [Part 2](#) unless it was involved in the incident or the incident involved contact between members of the other team; or
 - (b) request redress.
- (b) [Rule 61.1\(a\)](#) is changed so that the boat may remove its red flag after it has been conspicuously displayed.
- (c) The boat requesting redress for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. It shall display the red flag until it is acknowledged by the race committee or by an umpire.
- (d) The race committee or protest committee shall not protest a boat for breaking a rule of [Part 2](#) or [rule 31](#) or [42](#) except
- (1) based on evidence in a report from an umpire after a black and white flag has been displayed; or
 - (2) under [rule 14](#) upon receipt of a report from any source alleging damage or injury.
- (e) *Protests* and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (f) A boat is not entitled to redress based on damage or injury caused by another boat on its team.
- (g) When a supplied boat suffers a breakdown, rule D5 applies.

D1.3 Penalties

- (a) [Rule 44.1](#) is changed to:
- A boat may take a One-Turn Penalty when it may have broken one or more rules of [Part 2](#), or [rule 31](#) or [42](#), in an incident while *racing*. However, when it may have broken

a rule of [Part 2](#) and [rule 31](#) in the same incident it need not take the penalty for breaking [rule 31](#).

- (b) When a boat clearly indicates that it will take a penalty under [rule 44.1](#), it shall take that penalty.
- (c) A boat may take a penalty by retiring and informing the race committee or an umpire
- (d) There shall be no penalty for breaking a rule of [Part 2](#) when the incident is between boats on the same team and there is no contact.

D2 UMPIRED RACES

D2.1 When Rule D2 Applies

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

D2.2 Protests by Boats

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

- (a) It shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each.
- (b) The boats shall be given time to respond.
- (c) If no boat takes a penalty or clearly indicates that it will do so, an umpire shall decide whether to penalize any boat.
- (d) If more than one boat breaks a *rule*, an umpire shall decide whether to penalize any boat that did not take a penalty.
- (e) An umpire shall signal a decision in compliance with [rule D2.4](#).

D2.3 Penalties Initiated by an Umpire

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

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

- (b) breaks a rule of [Part 2](#) and makes contact with another boat on its team or with a boat in another race, and no boat takes a penalty;
- (c) breaks a *rule* and its team gains an advantage despite it, or another boat on its team, taking a penalty;
- (d) breaks [rule 14](#) and there is damage or injury;
- (e) breaks rule [D1.3\(b\)](#);
- (f) fails to take a penalty signalled by an umpire;
- (g) commits a breach of sportsmanship.

The umpire shall signal a decision in compliance with [rule D2.4](#).

D2.4 Signals by an Umpire

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

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

D2.5 Penalties Imposed by Umpires

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

D2.6 Limitations on Other Proceedings

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

umpire boat, may have seriously interfered with a competing boat.

D3 SCORING A RACE

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

D4 SCORING AN EVENT

D4.1 Terminology

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

D4.2 Event Format

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

D4.3 Scoring a Round-Robin Stage

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

D4.4 Round-Robin Tie Breaks

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

- (a) If the tied teams have all sailed each other at least once in the stage, the tie shall be broken in the order below.
 - (1) Percentage of races won in all races between the tied teams, highest first;

- (2) Average points per race in all races between the tied teams, lowest first;
 - (3) If two teams remain tied, the winner of the last race between them;
 - (4) Average points per race in all races against common opponents, lowest first;
 - (5) A sail-off if possible, otherwise a game of chance.
- (b) Otherwise, the tie shall be broken using only steps (4) and (5) above.
- (c) When a tie is partially broken by one of the above, the remaining tie shall be broken in accordance with D4.4(a) or (b) as appropriate.

D4.5 Scoring a Knock-Out Stage

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

D5 BREAKDOWNS WHEN BOATS ARE SUPPLIED BY THE ORGANIZING AUTHORITY

D5.1 Rule D5 applies when boats are supplied by the organizing authority.

D5.2 When a boat suffers a breakdown in the racing area, it may request a score change by displaying a red flag at the first

reasonable opportunity after the breakdown until it is acknowledged by the race committee or by an umpire. If possible, it shall continue *racing*.

- D5.3** The race committee shall decide requests for a score change in accordance with rules [D5.4](#) and [D5.5](#). It may take evidence in any way it considers appropriate and may communicate its decision orally.
- D5.4** When the race committee decides that the team's finishing position was made significantly worse, that the breakdown was through no fault of the crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, it shall make as equitable a decision as possible. This may be to *abandon* and resail the race or, when the boat's finishing position was predictable, award it points for that position. Any doubt about a boat's position when it broke down shall be resolved against it.
- D5.5** A breakdown caused by defective supplied equipment or a breach of a *rule* by an opponent shall not normally be determined to be the fault of the crew, but one caused by careless handling, capsizing or a breach by a boat on the same team shall be. If there is doubt, it shall be presumed that the crew are not at fault.

APPENDIX E

RADIO SAILING RACING RULES

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

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

E1 CHANGES TO THE DEFINITIONS, TERMINOLOGY AND THE RULES OF [PARTS 1, 2 AND 7](#)

E1.1 Definitions

Add to the definition *Conflict of Interest*.

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

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

Add new definition:

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

E1.2 Terminology

The Terminology paragraph of the Introduction is changed so that:

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

E1.3 Rules of [Parts 1, 2 and 7](#)

- (a) [Rule 1.2](#) is deleted.
- (b) Hails under [rules 20.1](#) and [20.3](#) shall include the words 'room' and 'tack' and the sail number of the hailing boat, in any order.
- (c) [Rule 22](#) is changed to: 'If possible, a boat shall avoid a boat that is *disabled*.'
- (d) [Rule 90.2\(c\)](#) is changed to:

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

E2 ADDITIONAL RULES WHEN RACING

Rule E2 applies only while boats are racing.

E2.1 Hailing Requirements

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

E2.2 Giving Advice

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

E2.3 Boat Out of Radio Control

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

E2.4 Transmitter Aerials

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

E2.5 Radio Interference

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

E3 CONDUCT OF A RACE

E3.1 Control Area

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

E3.2 Launching Area

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

E3.3 Course Board

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

E3.4 Starting and Finishing

(a) [Rule 26](#) is changed to:

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

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

E3.5 Individual Recall

[Rule 29.1](#) is changed to:

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

E3.6 General Recall

[Rule 29.2](#) is changed to:

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which [rule 30](#) applies, or there has been an error in the starting procedure, the race committee may hail 'General recall' and make two loud sounds. The warning signal for a new start will normally be made shortly thereafter.

E3.7 U Flag and Black Flag Rules

When the race committee informs a boat that it has broken [rule 30.3](#) or [30.4](#), the boat shall immediately leave the course area.

E3.8 Other Changes to the Rules of [Part 3](#)

- (a) [Rules 30.2](#) and [33](#) are deleted.
- (b) All race committee signals shall be made orally or by other sounds. No visual signals are required unless specified in the sailing instructions.
- (c) Courses shall not be shortened.
- (d) [Rule 32.1\(a\)](#) is changed to: 'because of foul weather or thunderstorms,'.

E3.9 Disabled Competitors

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

E4 RULES OF [PART 4](#)

E4.1 Deleted Rules in Part 4

[Rules 40](#), [44.3](#), [45](#), [48](#), [49](#), [50](#), [52](#), [54](#), [55](#) and [56](#) are deleted.

E4.2 Outside Help

[Rule 41](#) is changed to:

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

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

E4.3 Taking a Penalty

[Rule 44.1](#) is changed to:

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

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

E4.4 Person in Charge

[Rule 46](#) is changed to: 'The member or organization that entered the boat shall designate the competitor. See [rule 75](#).'

E5 RACING WITH OBSERVERS AND UMPIRES

E5.1 Observers

- (a) The race committee may appoint observers, who may be competitors.
- (b) Observers shall hail the sail numbers of boats that make contact with a *mark* or another boat.

- (c) At the end of a heat, observers shall report to the race committee all unresolved incidents, and any failure to *sail the course*.

E5.2 Rules for Observers and Umpires

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

E6 PROTESTS AND REQUESTS FOR REDRESS

E6.1 Right to Protest

[Rule 60.1](#) is changed to:

A boat may

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

However, a boat or competitor may not protest for an alleged breach of [rules E2](#) or [E3.7](#).

E6.2 Protest for a Rule Broken by a Competitor

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

E6.3 Informing the Protestee

[Rule 61.1\(a\)](#) is changed to:

The protesting boat shall inform the other boat at the first reasonable opportunity. When its *protest* concerns an incident in the racing area, it shall hail '(Its own sail number) protest (the sail number of the other boat)'.

E6.4 Informing the Race Committee

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

E6.5 Time Limits

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

E6.6 Redress

Add to [rule 62.1](#):

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

E6.7 Right to Be Present

In [rule 63.3\(a\)](#) ‘the representatives of boats shall have been on board’ is changed to ‘the representative of each boat shall be the competitor designated to control it’.

E6.8 Taking Evidence and Finding Facts

Add new [rule 63.6\(e\)](#):

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

E6.9 Decisions on Redress

Add to [rule 64.3](#):

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

E7 PENALTIES

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

- (a) disqualify it or add any number of points (including zero and fractions of points) to its score. The penalty shall be applied, if possible, to the heat or race in which the *rule*

was broken; otherwise it shall be applied to the next heat or race for that boat. When points are added, the scores of other boats shall not be changed; or

- (b) require it to take one or more One-Turn Penalties that shall be taken as soon as possible after the starting signal of its next heat that is started and not subsequently recalled or *abandoned*.

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

E8 CHANGES TO [APPENDIX G](#), IDENTIFICATION ON SAILS

[Rule G1](#), except the table of National Sail Letters, is changed to:

G1 WORLD SAILING AND IRSA CLASS BOATS

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

G1.1 Identification

- (a) A boat of a World Sailing or IRSA Class shall display its class insignia, national letters and sail number as specified in [rule G1](#), unless its class rules state otherwise.
- (b) At world and continental championships, sails shall comply with these rules. At other events they shall comply with these rules or the rules applicable at the time of their initial certification.

G1.2 National Letters

At all international events, a boat shall display national letters in accordance with the table of National Sail Letters denoting:

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

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

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

G1.3 Sail numbers

- (a) The sail number shall be the last two digits of the boat's registration number or the competitor's or owner's personal number, allotted by the relevant issuing authority.
- (b) When there is conflict between sail numbers, or when a sail number may be misread, the race committee shall require that the sail numbers of one or more boats be changed to numeric alternatives.

G1.4 Specifications

- (a) National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. Commercially available typefaces giving the same or better legibility than Helvetica are acceptable.
- (b) The height and spacing of letters and numbers shall be as follows:

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

G1.5 Positioning

- (a) Class insignia, sail numbers and national letters shall be positioned

- (1) on both sides of the sail;
- (2) with those on the starboard side uppermost;
- (3) approximately horizontally;
- (4) with no less than 40 mm vertical spacing between numbers and letters on opposite sides of the sail;
- (5) with no less than 20 mm vertical spacing between class insignia on opposite sides of the sail.

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

- (b) On a mainsail, sail numbers shall be positioned
 - (1) below class insignia;
 - (2) above the line perpendicular to the luff through the quarter leech point;
 - (3) above national letters;
 - (4) with sufficient space in front of the sail number for a prefix '1'.

G1.6 Exceptions

- (a) Where the size of the sail prevents compliance with [rule G1.2](#), National Letters, then exceptions to rules [G1.2](#), [G1.4](#), and [G1.5](#) shall be made in the following order of precedence. National letters shall
 - (1) be spaced vertically below sail numbers by less than 30 mm, but no less than 20 mm;
 - (2) be spaced on opposite sides of the sail by less than 30 mm, but no less than 20 mm;
 - (3) be reduced in height to less than 45 mm, but no less than 40 mm;
 - (4) be omitted.
- (b) Where the size of the sail prevents compliance with [rule G1.3](#), Sail Numbers, then exceptions to rules [G1.4](#) and [G1.5](#) shall be made in the following order of precedence. Sail numbers shall

- (1) extend below the specified line;
- (2) be spaced on opposite sides of the sail by less than 30 mm, but no less than 20 mm apart;
- (3) be reduced in height to less than 90 mm, but no less than 80 mm;
- (4) be omitted on all except the largest sail;
- (5) be reduced in height until they do fit on the largest sail.

APPENDIX F

KITEBOARDING RACING RULES

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

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

CHANGES TO THE DEFINITIONS

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

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

Finish A kiteboard *finishes* when, after *starting*, while the competitor is in contact with the hull, any part of its hull, or the competitor, crosses the finishing line from the course side. However, it has not *finished* if after crossing the finishing line it

- (a) takes a penalty under [rule 44.2](#),
- (b) corrects an error in *sailing the course* made at the line, or
- (c) continues to *sail the course*

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

- (a) if the right-of-way kiteboard can sail its course with no need to take avoiding action and,
- (b) when the kiteboards are *overlapped*, if the right-of-way kiteboard can also, change course in both directions or move its kite in any direction without immediately making contact.

Leeward and Windward A kiteboard's *leeward* side is the side that is or, when it is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, its *leeward* side is the side on which its kite lies. The other side is its *windward* side. When two kiteboards on the same *tack overlap*, the one whose hull is on the *leeward* side of the other's hull is the *leeward* kiteboard. The other is the *windward* kiteboard.

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

Obstruction An object that a kiteboard could not pass without substantially changing its course or the position of its kite, if it were sailing directly towards it and 10 metres from it. An object that can be safely passed on only one side and an object, area or line so designated by the sailing instructions are also *obstructions*. However, a kiteboard *racing* is not an *obstruction* to other kiteboards unless they are required to *keep clear* of it or, if [rule 22](#) applies, avoid it. A vessel under way, including a kiteboard *racing*, is never a continuing *obstruction*.

Start A kiteboard *starts* when, its hull and the competitor having been entirely on the pre-start side of the starting line at or after its starting signal, and having complied with [rule 30.1](#) if it applies, any part of its hull or the competitor crosses the starting line from the pre-start side to the course side

Tack, Starboard or Port A kiteboard is on the *tack*, *starboard* or *port*, corresponding to the competitor's hand that would be forward if the competitor were in normal riding position (riding heel side with both hands on the control bar and arms not crossed). A kiteboard is on *starboard tack* when the competitor's

right hand would be forward and is on the *port tack* when the competitor's left hand would be forward.

Zone The area around a *mark* within a distance of 30 metres. A kiteboard is in the *zone* when any part of its hull is in the *zone*.

Add the following definitions:

Capsized A kiteboard is *capsized* if

- (a) its kite is in the water, or
- (b) its lines are tangled with another kiteboard's lines.

Jumping A kiteboard is *jumping* when its hull, its appendages and the competitor are clear of the water.

Recovering

- (a) A kiteboard is *recovering* from the time it loses steerage way until it regains it, unless it is *capsized*.
- (b) A kiteboard is *recovering* from the time its kite is out of the water until it has steerage way.

F1 CHANGES TO THE RULES OF [PART 1](#)

[No changes.]

F2 CHANGES TO THE RULES OF [PART 2](#)

[PART 2](#) — PREAMBLE

In the second sentence of the preamble, 'injury or serious damage' is changed to 'injury, serious damage or a tangle'.

13 WHILE TACKING

[Rule 13](#) is deleted.

16 CHANGING COURSE OR KITE POSITION

[Rule 16](#) is changed to:

16.1 When a right-of-way kiteboard changes course or the position of its kite, it shall give the other kiteboard *room* to continue *keeping clear*

16.2 In addition, on a beat to windward when a *port-tack* kiteboard is *keeping clear* by sailing to pass to leeward of a *starboard-tack* kiteboard, the *starboard-tack* kiteboard

shall not bear away or change the position of its kite if as a result the *port-tack* kiteboard must change course or the position of its kite immediately to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE

[Rule 17](#) is deleted.

18 MARK-ROOM

[Rule 18](#) is changed to:

18.1 When Rule 18 Applies

[Rule 18](#) applies between kiteboards when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply

- (a) between a kiteboard approaching a *mark* and one leaving it, or
- (b) between kiteboards on opposite *tacks*.

[Rule 18](#) no longer applies between kiteboards when *mark-room* has been given.

18.2 Giving Mark-Room

- (a) When the first kiteboard reaches the *zone*,
 - (1) if kiteboards are *overlapped*, the outside kiteboard at that moment shall thereafter give the inside kiteboard *mark-room*.
 - (2) if kiteboards are not *overlapped*, the kiteboard that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the kiteboard entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and [rule 18.2\(a\)](#) is applied again if required based on the relationship of the kiteboards at the time [rule 18.2\(a\)](#) is re-applied.
- (c) If a kiteboard obtained an inside *overlap* and, from the time the *overlap* began, the outside kiteboard is unable to give *mark-room*, it is not required to give it.

18.3 Tacking and Gybing

When an inside *overlapped* right-of-way kiteboard must change *tack* at a *mark* to sail its *proper course*, until it changes *tack* it shall sail no farther from the *mark* than needed to sail that course. [Rule 18.3](#) does not apply at a gate *mark* or a finishing *mark* and a kiteboard shall not be penalized for breaking this rule unless the course of another kiteboard was affected by the breach of this rule.

20 ROOM TO TACK AT AN OBSTRUCTION

[Rule 20.1\(a\)](#) is changed to:

- (a) it is approaching an *obstruction*, and, to avoid it safely, will soon need to make a substantial change of its course or the position of its kite, and

Add new rule 20.5:

20.5 Arm Signals

The following arm signals are required in addition to the hails

- (a) for *room to tack*, repeatedly and clearly circling one hand over the head; and
- (b) for 'You tack', repeatedly and clearly pointing at the other kiteboard and waving the arm to windward.

SECTION D — PREAMBLE

The preamble to Section D is changed to:

When [rule 21](#) or [22](#) applies between two kiteboards, Section A and C rules do not.

21 STARTING ERRORS; TAKING PENALTIES; JUMPING

[Rule 21.3](#) is changed and new [rule 21.4](#) is added:

- 21.3** During the last minute before their starting signal, a kiteboard that stops, slows down significantly, or one that is not making significant forward progress shall *keep clear* of all others unless it is accidentally *capsized*.

- 21.4** A kiteboard that is *jumping* shall *keep clear* of one that is not.

22 CAPSIZED; RECOVERING; AGROUND; RESCUING

[Rule 22](#) is changed to:

- 22.1** If possible, a kiteboard shall avoid a kiteboard that is *capsized*, is aground, or is trying to help a person or vessel in danger.
- 22.2** A kiteboard that is *recovering* shall *keep clear* of a kiteboard that is not.

F3 CHANGES TO THE RULES OF [PART 3](#)

26 STARTING RACES

[Rule 26](#) is changed to:

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

<i>Minutes before starting signal</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>
3	Class flag	One	Warning signal
2	U or black flag	One	Preparatory signal
1	U or black flag removed	One long	One minute removed
0	Class flag removed	One	Starting signal

29 RECALLS

[Rule 29.1](#) is deleted.

30 STARTING PENALTIES

[Rules 30.1](#) and [30.2](#) are deleted.

In [rules 30.3](#) and [30.4](#), 'hull' is changed to 'hull or competitor'.

In [rule 30.4](#), 'sail number' is changed to 'competitor number'.

31 TOUCHING A MARK

[Rule 31](#) is changed to:

While *racing*, a kiteboard shall not touch a windward *mark*.

36 RACES RESTARTED OR RESAILED

[Rule 36\(b\)](#) is changed to:

- (b) cause a kiteboard to be penalized except under [rule 2](#), [30.2](#), [30.4](#) or [69](#) or under [rule 14](#) when it has caused injury, serious damage or a tangle.

F4 CHANGES TO THE RULES OF [PART 4](#)

41 OUTSIDE HELP

Add new rules 41(e) and 41(f):

- (e) help from another competitor in the same race to assist a relaunch;
- (f) help to change equipment, but only in the launching area.

42 PROPULSION

[Rule 42](#) is changed to:

42.1 Basic Rule

Except when permitted in [rule 42.2](#), a kiteboard shall compete by using only the wind and water to increase, maintain or decrease its speed.

42.2 Exceptions

- (a) A kiteboard may be propelled by unassisted actions of the competitor on the kiteboard.
- (b) A competitor may swim, walk or paddle while *capsized* or *recovering*, provided that the kiteboard does not gain a significant advantage in the race.
- (c) Any means of propulsion may be used to help a person or another vessel in danger.

43 EXONERATION

[Rule 43.1\(c\)](#) is changed to:

- (c) A right-of-way kiteboard, or one sailing within the *room* or *mark-room* to which it is entitled, is

exonerated for breaking [rule 14](#) if the contact does not cause damage, injury or a tangle.

Add new rule 43.1(d):

- (d) When a kiteboard breaks [rule 15](#) and there is no contact, it is exonerated for its breach.

44 PENALTIES AT THE TIME OF AN INCIDENT

[Rules 44.1](#) and [44.2](#) are changed to:

44.1 Taking a Penalty

A kiteboard may take a One-Turn Penalty when it may have broken one or more rules of [Part 2](#) or [rule 31](#) in an incident while *racing*. Alternatively, the notice of race or sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn Penalty. However,

- (a) when a kiteboard may have broken a rule of [Part 2](#) and [rule 31](#) in the same incident it need not take the penalty for breaking [rule 31](#); and
- (b) if the kiteboard caused injury, damage or a tangle or, despite taking a penalty, gained a significant advantage or caused significant disadvantage to the other kiteboard in the race or series by its breach, its penalty shall be to retire.

44.2 One-Turn Penalty

After getting well clear of other kiteboards as soon after the incident as possible, a kiteboard takes a One-Turn Penalty by promptly making one turn with its hull appendage in the water. The turn shall include one completed tack and one completed gybe. When a kiteboard takes the penalty at or near the finishing line, its hull and competitor shall be completely on the course side of the line before it *finishes*

50 COMPETITOR CLOTHING AND EQUIPMENT

[Rule 50.1\(a\)](#) is changed to:

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

However, a competitor may wear a drinking container that shall have a capacity of at least one litre and weigh no more than 1.5 kilograms when full.

PART 4 RULES DELETED

[Rules 45](#), [48](#), [49](#), [50.2](#), [51](#), [52](#), [54](#), [55](#) and [56.1](#) are deleted.

F5 CHANGES TO THE RULES OF PART 5

61 PROTEST REQUIREMENTS

[Rule 61.1\(a\)](#) is changed to:

- (a) The protesting kiteboard shall inform the other kiteboard at the first reasonable opportunity. When its *protest* will concern an incident in the racing area, it shall hail 'Protest' at the first reasonable opportunity. However,
- (1) if the other kiteboard is beyond hailing distance, the protesting kiteboard need not hail but it shall inform the other kiteboard at the first reasonable opportunity;
 - (2) no red flag need be displayed;
 - (3) if the incident was an error by the other kiteboard in *sailing the course*, it need not hail but it shall inform the other kiteboard before that kiteboard *finishes* or at the first reasonable opportunity after it *finishes*;
 - (4) if at the time of the incident it is obvious to the protesting kiteboard that either competitor is in danger, or that injury, serious damage or a tangle resulted, the requirements of this rule do not apply to it, but it shall attempt to inform the other kiteboard within the time limit of [rule 61.3](#).

63 HEARINGS

For a race of an elimination series that will qualify a kiteboard to compete in a later stage of an event, [rules 61.2](#) and [65.2](#) are deleted and [rule 63.6](#) is changed to:

63.6 *Protests* and requests for redress need not be in writing; they shall be made orally to a member of the protest

committee as soon as reasonably possible following the race. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

64 DECISIONS

Add new rule 64.2(c):

- (c) if a kiteboard has broken a *rule* and, as a result, caused a tangle for the second or subsequent time during the event, its penalty shall be a disqualification that is not excludable.

[Rules 64.4\(a\)](#) and [64.4\(b\)](#) are changed to:

- (a) When the protest committee finds that deviations in excess of acceptable manufacturing tolerances were caused by damage or normal wear and do not improve the performance of the kiteboard, it shall not penalize it. However, the kiteboard shall not race again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.
- (b) When the protest committee is in doubt about any matter concerning the measurement of a kiteboard, the interpretation of a class rule, or a matter involving damage to a kiteboard, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

Add new rule 70.7:

- 70.7** Appeals are not permitted in disciplines and formats with elimination series.

F6 CHANGES TO THE RULES OF [PART 6](#)

[No changes.]

F7 CHANGES TO THE RULES OF PART 7

90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

The last sentence of [rule 90.2\(c\)](#) is changed to: ‘Oral instructions may be given only if the procedure is stated in the sailing instructions.’

F8 CHANGES TO APPENDIX A

A1 NUMBER OF RACES; OVERALL SCORES

[Rule A1](#) is changed to:

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the notice of race or sailing instructions. If an event includes more than one discipline or format, the notice of race or sailing instructions shall state how the overall scores are to be calculated.

A5 SCORES DETERMINED BY THE RACE COMMITTEE

[Rule A5.2](#) is changed to:

A5.2 A kiteboard that did not *start*, did not *sail the course*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of kiteboards entered in the series or, in a race of an elimination series, the number of kiteboards in that heat. A kiteboard that is penalized under [rule 30.2](#) shall be scored points as provided in [rule 44.3\(c\)](#).

A10 SCORING ABBREVIATIONS

Add to [Rule A10](#):

DCT Disqualified after causing a tangle in an incident

F9 CHANGES TO APPENDIX G

[Appendix G](#) is changed to:

Appendix G — Identification

G1 Every kiteboard shall be identified as follows:

- (a) Each competitor shall be provided with and wear a bib with a personal competition number of no more

than three digits. The bib shall be worn as intended with the competition number clearly displayed.

- (b) The numbers shall be displayed as high as possible on the front, back and sleeves of the bib. They should be at least 20 cm tall on the back and at least 6 cm tall on the front and the sleeves.
- (c) The numbers shall be Arabic numerals, all of the same solid colour, clearly legible and in a commercially available typeface giving the same or better legibility as Helvetica. The colour of the numbers shall contrast with the colour of the bib.

APPENDIX G

IDENTIFICATION ON SAILS

See [rule 77](#).

Australian Sailing prescribes that this appendix shall apply to all boats except that the distinguishing number may be allotted by or under the authority of Australian Sailing. Sail numbers shall be deemed to include a club prefix if any.

G1 WORLD SAILING CLASS BOATS

G1.1 Identification

Every boat of a World Sailing Class shall carry on its mainsail and, as provided in [rule G1.3\(c\)](#) for letters and numbers only, on its spinnaker and headsail

- (a) the insignia denoting its class;
- (b) at all international events, except when the boats are provided to all competitors, national letters denoting its 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 its national authority or, when so required by the class rules, by the class association. The four-digit limitation does not apply to classes whose World Sailing membership or recognition took effect before 1 April 1997. Alternatively, if permitted in the class rules, an owner may be allotted a personal sail number by the relevant issuing authority, which may be used on all his boats in that class.

Sails measured before 31 March 1999 shall comply with [rule G1.1](#) or with the rules applicable at the time of measurement.

Note: An up-to-date version of the table below is available on the World Sailing [website](#).

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
Botswana	BOT
Brazil	BRA
British Virgin Islands	IVB
Brunei Darussalam	BRU
Bulgaria	BUL
Cambodia	CAM
Canada	CAN
Cayman Islands	CAY
Chile	CHI
China, PR	CHN
Chinese Taipei	TPE
Colombia	COL
Cook Islands	COK
Croatia	CRO
Cuba	CUB
Cyprus	CYP
Czech Republic	CZE
Denmark	DEN

<i>National authority</i>	<i>Letters</i>
Djibouti	DJI
Dominican Republic	DOM
Ecuador	ECU
Egypt	EGY
El Salvador	ESA
Estonia	EST
Fiji	FIJ
Finland	FIN
France	FRA
Georgia	GEO
Germany	GER
Great Britain	GBR
Greece	GRE
Grenada	GRN
Guam	GUM
Guatemala	GUA
Hong Kong, China	HKG
Hungary	HUN
Iceland	ISL
India	IND
Indonesia	INA
Iran	IRN
Iraq	IRQ
Ireland	IRL
Israel	ISR
Italy	ITA
Jamaica	JAM
Japan	JPN
Kazakhstan	KAZ
Kenya	KEN
Korea, DPR	PRK
Korea, Republic of	KOR
Kosovo	KOS
Kuwait	KUW
Kyrgyzstan	KGZ
Latvia	LAT

Appendix G IDENTIFICATION ON SAILS

<i>National authority</i>	<i>Letters</i>	<i>National authority</i>	<i>Letters</i>
Lebanon	LIB	Romania	ROM
Libya	LBA	Russia	RUS
Liechtenstein	LIE	Samoa	SAM
Lithuania	LTU	San Marino	SMR
Luxembourg	LUX	Senegal	SEN
Macau, China	MAC	Serbia	SRB
Madagascar	MAD	Seychelles	SEY
Malaysia	MAS	Singapore	SGP
Malta	MLT	Slovak Republic	SVK
Mauritius	MRI	Slovenia	SLO
Mexico	MEX	South Africa	RSA
Moldova	MDA	Spain	ESP
Monaco	MON	Sri Lanka	SRI
Montenegro	MNE	St Kitts & Nevis	SKN
Montserrat	MNT	St Lucia	LCA
Morocco	MAR	Sudan	SUD
Mozambique	MOZ	Sweden	SWE
Myanmar	MYA	Switzerland	SUI
Namibia	NAM	Tahiti	TAH
Netherlands	NED	Tanzania	TAN
Netherlands Antilles	AHO	Thailand	THA
New Zealand	NZL	Timore Leste	TLS
Nigeria	NGR	Trinidad & Tobago	TTO
North Macedonia	MKD	Tunisia	TUN
Norway	NOR	Turkey	TUR
Oman	OMA	Turks & Caicos	TKS
Pakistan	PAK	Uganda	UGA
Palestine	PLE	Ukraine	UKR
Panama	PAN	United Arab Emirates	UAE
Papua New Guinea	PNG	United States of America	USA
Paraguay	PAR	Uruguay	URU
Peru	PER	US Virgin Islands	ISV
Philippines	PHI	Vanuatu	VAN
Poland	POL	Venezuela	VEN
Portugal	POR	Vietnam	VIE
Puerto Rico	PUR	Zimbabwe	ZIM
Qatar	QAT		

G1.2 Specifications

- (a) National letters and sail numbers shall be:
- (1) in capital letters and Arabic numerals,
 - (2) of the same colour,
 - (3) of a contrasting colour to the body of the sail, and
 - (4) of a sans-serif typeface.

In addition, the letters and numbers identifying the boat shall be clearly legible when the sail is set.

- (b) The height of characters and space between adjoining characters on the same and opposite sides of the sail shall be related to the boat's overall length as follows:

<i>Overall length</i>	<i>Minimum height</i>	<i>Minimum space between characters and from edge of sail</i>
Under 3.5 m	230 mm	45 mm
3.5 m – 8.5 m	300 mm	60 mm
8.5 m – 11 m	375 mm	75 mm
Over 11 m	450 mm	90 mm

G1.3 Positioning

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

- (a) General
- (1) Class insignia, national letters and sail numbers, where applicable, shall be placed on both sides and such that those on the starboard side are uppermost.
 - (2) National letters shall be placed above the sail numbers on each side of the sail.
- (b) Mainsails
- (1) The class insignia, national letters and sail numbers shall, if possible, be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length.

- (2) The class insignia shall be placed above the national letters. If the class insignia is of a design that it may be placed back to back, then it may be so placed.
- (c) Headsails and Spinnakers
- (1) National letters and sail numbers are only required on a headsail whose foot length is greater than 1.3 x foretriangle base.
 - (2) The national letters and sail numbers of headsails shall be displayed wholly below an arc whose centre is the head point and whose radius is 50% of the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.
 - (3) The national letters and sail number shall be displayed on the front side of a spinnaker but may be placed on both sides. They shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is 60% of the foot median.

G2 OTHER BOATS

Other boats shall comply with the rules of their national authority or class association in regard to the allotment, carrying and size of insignia, letters and numbers. Such rules shall, when practicable, conform to the above requirements.

G3 CHARTERED OR LOANED BOATS

When so stated in the notice of race or sailing instructions, a boat chartered or loaned for an event may carry national letters or a sail number in contravention of its 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 it and give it time to comply or penalize it.

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 H

WEIGHING CLOTHING AND EQUIPMENT

See [rule 50](#). *This appendix shall not be changed by the notice of race, sailing instructions or prescriptions of national authorities.*

- H1** Items of clothing and equipment to be weighed shall be arranged on a rack. After being saturated in water the items shall be allowed to drain freely for one minute before being weighed. The rack must allow the items to hang as they would hang from clothes hangers, so as to allow the water to drain freely. Pockets that have drain-holes that cannot be closed shall be empty, but pockets or items that can hold water shall be full.
- H2** When the weight recorded exceeds the amount permitted, the competitor may rearrange the items on the rack and the member of the technical committee in charge shall again soak and weigh them. This procedure may be repeated a second time if the weight still exceeds the amount permitted.
- H3** A competitor wearing a dry suit may choose an alternative means of weighing the items.
- (a) The dry suit and items of clothing and equipment that are worn outside the dry suit shall be weighed as described above.
 - (b) Clothing worn underneath the dry suit shall be weighed as worn while *racing*, without draining.
 - (c) The two weights shall be added together.

APPENDIX J

NOTICE OF RACE AND SAILING INSTRUCTIONS

See [rules 89.2](#) and [90.2](#). In this appendix, the term 'event' includes a race or series of races.

A rule in the notice of race need not be repeated in the sailing instructions.

Care should be taken to ensure that there is no conflict between rules in the notice of race, the sailing instructions or any other document that governs the event

J1 NOTICE OF RACE CONTENTS

J1.1 The notice of race shall include the following:

- (1) the title, place and dates of the event and name of the organizing authority;
- (2) that the event will be governed by the *rules* as defined in *The Racing Rules of Sailing*;

Australian Sailing prescribes that the special regulations that will apply in accordance with Australian Sailing Special Regulations shall be stated.

- (3) a list of any other documents that will govern the event (for example, *The Equipment Rules of Sailing*, to the extent that they apply), stating where or how each document or an electronic copy of it may be obtained;
- (4) the classes to race, any handicap or rating system that will be used, and the classes to which it will apply; conditions of entry and any restrictions on entries;
- (5) the procedures and times for registration or entry, including fees and any closing dates;
- (6) the times of warning signals for the practice race, if one is scheduled, and the first race, and succeeding races if known.

- J1.2** The notice of race shall include any of the following that will apply
- (1) times or procedures for equipment inspection or event measurement, or requirements for measurement or rating certificates;
 - (2) changes to the racing rules authorized by World Sailing under [rule 86.2](#), referring specifically to each rule and stating the change (also include the statement from World Sailing authorizing the change);
 - (3) changes to class rules, as permitted under [rule 87](#), referring specifically to each rule and stating the change;
 - (4) categorization or classification requirements that some or all competitors must satisfy
 - (a) for sailor categorization (see [rule 79](#) and the World Sailing Sailor Categorization Code), or
 - (b) for functional classification for Para World Sailing events (see World Sailing Para Classification Rules);
 - (5) that boats will be required to display advertising chosen and supplied by the organizing authority (see [rule 6](#) and the [World Sailing Advertising Code](#)) and other information related to advertising
 - (6) when entries from other countries are expected, any national prescriptions that may require advance preparation (see [rule 88](#));
 - (7) prescriptions that will apply if boats will pass through the waters of more than one national authority while *racing*, and when they will apply (see [rule 88.1](#));
 - (8) alternative communication required in place of hails under [rule 20](#) (see [rule 20.4\(b\)](#));
 - (9) any change in the weight limit for a competitor's clothing and equipment permitted by [rule 50.1\(b\)](#);
 - (10) any requirements necessary for compliance with data protection legislation that applies in the venue of the event;
 - (11) an entry form, to be signed by the boat's owner or owner's representative, containing words such as 'I agree to be

bound by *The Racing Rules of Sailing* and by all other rules that govern this event.';

- (12) replacement of the rules of [Part 2](#) with the right-of-way rules of the *International Regulations for Preventing Collisions at Sea* or other government right-of-way rules, the time(s) or place(s) they will apply, and any night signals to be used by the race committee.

J1.3 The notice of race shall include any of the following that will apply and that would help competitors decide whether to attend the event or that conveys other information they will need before the sailing instructions become available:

- (1) changes to the racing rules permitted by [rule 86](#), referring specifically to each rule and stating the change
- (2) changes to the national prescriptions (see [rule 88.2](#));
- (3) the time and place at which the sailing instructions will be available;
- (4) a general description of the course, or type of courses, to be sailed;
- (5) the scoring system, if different from the system in [Appendix A](#), included by reference to class rules or other rules governing the event, or stated in full. State the number of races scheduled and the minimum number that must be completed to constitute a series. If appropriate, for a series where the number of starters may vary substantially, state that [rule A5.3](#) applies;
- (6) the penalty for breaking a rule of [Part 2](#), other than the Two-Turns Penalty;
- (7) the time after which no warning signal will be made on the last scheduled day of racing;
- (8) denial of the right of appeal, subject to [rule 70.5](#);
- (9) for chartered or loaned boats, whether [rule G3](#) applies;
- (10) prizes.

J2 SAILING INSTRUCTION CONTENTS

J2.1 Unless included in the notice of race, the sailing instructions shall include the following:

- (1) the information in [rules J1.3\(1\)](#), [\(2\)](#) and [\(5\)](#) and, when applicable, [rules J1.3\(6\)](#), [\(7\)](#), [\(8\)](#), [\(9\)](#) and [\(10\)](#);

Australian Sailing prescribes that the special regulations that will apply in accordance with Australian Sailing Special Regulations shall be stated.

- (2) the schedule of races, and the times of warning signals for each class;
- (3) a complete description of the course(s) to be sailed, or a list of *marks* from which the course will be selected and, if relevant, how courses will be signalled;
- (4) descriptions of *marks*, including starting and finishing *marks*, stating the order in which *marks* are to be passed and the side on which each is to be left and identifying all rounding *marks* (see the definition *Sail the Course*);
- (5) descriptions of the starting and finishing lines, class flags and any special signals to be used;
- (6) the race time limit, if any, for the first boat to *finish* (see [rule 35](#));
- (7) location(s) of official notice board(s) or address of online notice board; location of the race office.

J2.2 Unless included in the notice of race, the sailing instructions shall include those of the following that will apply:

- (1) whether [Appendix P](#) will apply;
- (2) when appropriate, at an event where entries from other countries are expected, a copy in English of the national prescriptions that will apply;
- (3) procedure for changing the sailing instructions;
- (4) procedure for giving oral changes to the sailing instructions on the water (see [rule 90.2\(c\)](#));

- (5) safety requirements, such as requirements and signals for personal flotation devices, check-in at the starting area, and check-out and check-in ashore;
- (6) signals to be made ashore and location of signal station(s);
- (7) restrictions controlling changes to boats when supplied by the organizing authority;
- (8) when and under what circumstances propulsion is permitted under [rule 42.3\(i\)](#);
- (9) restrictions on use of *support person* vessels, plastic pools, radios, etc.; on trash disposal; on hauling out; and on outside assistance provided to a boat that is not *racing*;
- (10) the racing area (a chart is recommended);
- (11) location of the starting area and any restrictions on entering it;
- (12) any special procedures or signals for individual or general recall;
- (13) approximate course length and approximate length of windward legs;
- (14) any special procedures or signals for changing a leg of the course (see [rule 33](#));
- (15) description of any object, area or line designated by the race committee to be an *obstruction* (see the definition *Obstruction*), and any restriction on entering such an area or crossing such a line;
- (16) boats identifying *mark* locations;
- (17) any special procedures for shortening the course or for *finishing* a shortened course;
- (18) the time limit, if any, for boats other than the first boat to *finish* and any other time limits or target times that apply while boats are *racing*;
- (19) declaration requirements;
- (20) time allowances;
- (21) time limits, place of hearings, and special procedures for *protests*, requests for redress or requests for reopening;

- (22) the national authority's approval of the appointment of an international jury, when required under [rule 91\(b\)](#);
- (23) the time limit for requesting a hearing under [rule N1.4\(b\)](#), if not 30 minutes;
- (24) when required by [rule 70.3](#), the national authority to which appeals and requests are required to be sent;
- (25) substitution of competitors;
- (26) the minimum number of boats appearing in the starting area required for a race to be started;
- (27) when and where races *postponed* or *abandoned* for the day will be sailed;
- (28) tides and currents;
- (29) other commitments of the race committee and obligations of boats.

NOTICE OF RACE GUIDE

Previously Appendix K

<https://www.sailing.org/raceofficials/eventorganizers/nor.php>

SAILING INSTRUCTIONS GUIDE

Previously Appendix L

These guides, updated to conform to the rules in this edition of The Racing Rules of Sailing, are available, in various formats, at the World Sailing website at [sailing.org/racingrules/documents](https://www.sailing.org/racingrules/documents). National authorities are encouraged to translate the guides, and World Sailing will make translated versions available at that website.

The guides, which will have a two-letter designation starting with 'K' or 'L', may be downloaded either as PDF documents or as Word documents. This will enable users to easily and quickly create, using the tested wording in the guides, either the notice of race or the sailing instructions, or both, for a particular event.

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

APPENDIX M

RECOMMENDATIONS FOR PROTEST COMMITTEES

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

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

M1 PRELIMINARIES (may be performed by race office staff)

- Receive the *protest* or request for redress.
- Note on the form the time the *protest* or request is delivered and the protest time limit.
- Inform each *party*, and the race committee when necessary, when and where the hearing will be held.

M2 BEFORE THE HEARING

M2.1 Make sure that

- each *party* has a copy of or the opportunity to read the *protest*, request for redress or allegation and has had reasonable time to prepare for the hearing.
- only one person from each boat (or *party*) is present unless an interpreter is needed.

- all boats and people involved are represented. If they are not, however, the committee may proceed under [rule 63.3\(b\)](#).
- boats' representatives were on board when required ([rule 63.3\(a\)](#)). When the *parties* were in different events both organizing authorities must accept the composition of the protest committee ([rule 63.8](#)). In a *protest* concerning class rules, obtain the current class rules and identify the authority responsible for interpreting them ([rule 64.4\(b\)](#)).

M2.2 Determine if any members of the protest committee saw the incident. If so, require each of them to state that fact in the presence of the *parties* ([rule 63.6\(b\)](#)).

M2.3 Assess *conflicts of interest*.

- Ensure that all protest committee members declare any possible *conflicts of interest*. At major events this will often be a formal written declaration made before the event starts that will be kept with the protest committee records.
- At the start of any hearing, ensure that the *parties* are aware of any *conflicts of interest* of protest committee members. Ask the *parties* if they consent to the members. If a *party* does not object as soon as possible after a *conflict of interest* has been declared, the protest committee may take this as consent to proceed and should record it.
- If a *party* objects to a member, the remainder of the protest committee members need to assess whether the *conflict of interest* is significant. The assessment will consider the level of the event, the level of the conflict and the perception of fairness. It may be acceptable to balance conflicts between protest committee members. Guidance may be found on the [World Sailing website](#). Record the decision and the grounds for that decision.
- In cases of doubt it may be preferable to proceed with a smaller protest committee. Except for hearings under [rule 69](#), there is no minimum number of protest committee members required.

- When a request for redress is made under [rule 62.1\(a\)](#) and is based on an improper action or omission of a body other than the protest committee, a member of that body should not be a member of the protest committee.

M3 THE HEARING

M3.1 Check the validity of the *protest* or request for redress.

- Are the contents adequate ([rule 61.2](#) or [62](#))?
- Was it delivered in time? If not, is there good reason to extend the time limit ([rule 61.3](#) or [62.2](#))?
- When required, was the protestor involved in or a witness to the incident ([rule 60.1\(a\)](#))?
- When necessary, was 'Protest' hailed and, if required, a red flag displayed correctly ([rule 61.1\(a\)](#))?
- When the flag or hail was not necessary, was the protestee informed?
- Decide whether the *protest* or request for redress is valid ([rule 63.5](#)).
- Once the validity of the *protest* or request has been determined, do not let the subject be introduced again unless truly new evidence is available.

M3.2 Take the evidence ([rule 63.6](#)).

- Ask the protestor and then the protestee to tell their stories. Then allow them to question one another. In a redress matter, ask the *party* to state the request.
- Make sure you know what facts each *party* is alleging before calling any witnesses. Their stories may be different.
- Allow anyone, including a boat's crew, to give evidence. It is the *party* who normally decides which witnesses to call, although the protest committee may also call witnesses ([rule 63.6\(a\)](#)). The question asked by a *party* 'Would you like to hear N?' is best answered by 'It is your choice.'
- Call each *party's* witnesses (and the protest committee's if any) one by one. Limit *parties* to questioning the witness(es). (They may wander into general statements.)

- Invite the protestee to question the protestor's witness first (and vice versa). This prevents the protestor from leading his witness from the beginning.
- Allow members of the protest committee who saw the incident to give evidence ([rule 63.6\(b\)](#)), but only while the *parties* are present. Members who give evidence may be questioned, should take care to relate all they know about the incident that could affect the decision, and may remain on the protest committee ([rule 63.3\(a\)](#)).
- Try to prevent leading questions, but if that is impossible discount the evidence so obtained.
- The protest committee chairperson should advise a *party* or a witness giving hearsay, repetitive or irrelevant evidence that the protest committee must give such evidence appropriate weight, which may be little or no weight at all.
- Accept written evidence from a witness who is not available to be questioned only if all *parties* agree. In doing so they forego their rights to question that witness ([rule 63.6\(c\)](#)).
- Ask one member of the committee to note down evidence, particularly times, distances, speeds, etc.
- Invite questions from protest committee members.
- Invite first the protestor and then the protestee to make a final statement of their case, particularly on any application or interpretation of the *rules*.

M3.3 Find the facts ([rule 63.6\(d\)](#)).

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

M3.4 Decide the case ([rule 64](#)).

- Base the decision on the facts found. (If you cannot, find some more facts.)

- In redress cases, make sure that no further evidence is needed from boats that will be affected by the decision.

M3.5 Inform the *parties* ([rule 65](#)).

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

M4 REOPENING A HEARING ([rule 66](#))

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

M4.2 Evidence is ‘new’

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

M5 MISCONDUCT ([rule 69](#))

M5.1 An action under this rule is not a *protest*, but the protest committee gives its allegations in writing to the competitor before the hearing. The hearing is conducted under rules similar to those governing a protest hearing but the protest committee must have at least three members ([rule 69.2\(a\)](#)). Use the greatest care to protect the competitor’s rights.

- M5.2** A competitor or a boat cannot protest under [rule 69](#), but the hearing request form of a competitor who tries to do so may be accepted as a report to the protest committee, which can then decide whether or not to call a hearing.
- M5.3** Unless World Sailing has appointed a person for the role, the protest committee may appoint a person to present the allegation. This person might be a race official, the person making the allegation or other appropriate person. When no reasonable alternative person is available, a person who was appointed as a member of the protest committee may present the allegation.
- M5.4** When it is desirable to call a hearing under [rule 69](#) as a result of a [Part 2](#) incident, it is important to hear any boat-vs.-boat *protest* in the normal way, deciding which boat, if any, broke which *rule*, before proceeding against the competitor under [rule 69](#).
- M5.5** Although action under [rule 69](#) is taken against a competitor, boat owner or *support person*, and not a boat, a boat may also be penalized ([rules 69.2\(h\)\(2\)](#) and [64.5](#)).
- M5.6** When a protest committee upholds a [rule 69](#) allegation it will need to consider if it is appropriate to report to either a national authority or World Sailing. Guidance on when to report may be found in the World Sailing Case Book. When the protest committee does make a report it may recommend whether or not further action should be taken.
- M5.7** Unless the right of appeal is denied in accordance with [rule 70.5](#), a *party* to a [rule 69](#) hearing may appeal the decision of the protest committee.
- M5.8** Further guidance for protest committees about misconduct may be found on the [World Sailing website](#).

M6 **APPEALS ([rule 70](#) and [Appendix R](#))**

When decisions can be appealed,

- retain the papers relevant to the hearing so that the information can easily be used for an appeal. Is there a diagram endorsed or prepared by the protest committee? Are the facts found sufficient? (Example: Was there an

overlap? Yes or No. 'Perhaps' is not a fact found.) Are the names of the protest committee members and other important information on the form?

- comments by the protest committee on any appeal should enable the appeals committee to picture the whole incident clearly; the appeals committee knows nothing about the situation.

M7 PHOTOGRAPHIC EVIDENCE

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

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

APPENDIX N

INTERNATIONAL JURIES

See [rules 70.5](#) and [91\(b\)](#). This appendix shall not be changed by the notice of race, sailing instructions or national prescriptions.

N1 COMPOSITION, APPOINTMENT AND ORGANIZATION

- N1.1** An international jury shall be composed of experienced sailors with excellent knowledge of the racing rules and extensive protest committee experience. It shall be independent of and have no members from the race committee or the technical committee, and it shall be appointed by the organizing authority, subject to approval by the national authority if required (see [rule 91\(b\)](#)), or by World Sailing under [rule 89.2\(c\)](#).
- N1.2** The jury shall consist of a chairperson, a vice chairperson 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 chairperson 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 chairperson of a jury may appoint panels of at least three members each, of which the majority shall be International Judges. Members of each panel shall be from at least three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities. If dissatisfied with a panel's decision, a *party* is entitled to a hearing by a panel composed in compliance with [rules N1.1](#), [N1.2](#) and [N1.3](#), except concerning the facts found, if requested within 30 minutes or the time limit specified in the sailing instructions.
- N1.5** When a full jury, or a panel, has fewer than five members, because of illness or emergency, and no qualified replacements are available, it remains properly constituted if it consists of at

least three members and if at least two of them are International Judges. When there are three or four members they shall be from at least three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities.

- N1.6** When it is considered desirable that some members not participate in discussing and deciding a *protest* or request for redress, and no qualified replacements are available, the jury or panel remains properly constituted if at least three members remain and at least two of them are International Judges.
- N1.7** In exception to [rules N1.1](#) and [N1.2](#), World Sailing may in limited circumstances (see World Sailing Regulation 25.8.13) authorize an international jury consisting of a total of only three members. All members shall be International Judges. The members shall be from three different national authorities (two, in Groups M, N and Q). The authorization shall be stated in a letter of approval to the organizing authority and in the notice of race or sailing instructions, and the letter shall be posted on the 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.

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, the race committee or the technical 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, the race committee or the technical committee.

N3 PROCEDURES

N3.1 Members shall not be regarded as having a significant *conflict of interest* (see [rule 63.4](#)) by reason of their nationality, club membership or similar. When otherwise considering a significant *conflict of interest* as required by [rule 63.4](#), considerable weight must be given to the fact that decisions of an international jury cannot be appealed and this may affect the perception of fairness and lower the level of conflict that is significant. In case of doubt, the hearing should proceed as permitted by [rule N1.6](#).

N3.2 If a panel fails to agree on a decision it may adjourn, in which case the chairperson shall refer the matter to a properly constituted panel with as many members as possible, which may be the full jury.

N4 MISCONDUCT ([Rule 69](#))

N4.1 The World Sailing 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 P

SPECIAL PROCEDURES FOR RULE 42

All or part of this appendix applies only if the notice of race or sailing instructions so state.

P1 OBSERVERS AND PROCEDURE

P1.1 The protest committee may appoint observers, including protest committee members, to act in accordance with [rule P1.2](#). A person with a significant *conflict of interest* shall not be appointed as an observer.

P1.2 An observer appointed under [rule P1.1](#) who sees a boat breaking [rule 42](#) may penalize it by, as soon as reasonably possible, making a sound signal, pointing a yellow flag at it and hailing its sail number, even if it is no longer *racing*. A boat so penalized shall not be penalized a second time under [rule 42](#) for the same incident.

P2 PENALTIES

P2.1 First Penalty

When a boat is first penalized under [rule P1.2](#) its penalty shall be a Two-Turns Penalty under [rule 44.2](#). If it fails to take it it shall be disqualified without a hearing.

P2.2 Second Penalty

When a boat is penalized a second time during the event, it shall promptly retire. If it fails to do so it shall be disqualified without a hearing and its score shall not be excluded.

P2.3 Third and Subsequent Penalties

When a boat is penalized a third or subsequent time during the event, it shall promptly retire. If it does so its penalty shall be disqualification without a hearing and its score shall not be excluded. If it fails to do so its penalty shall be disqualification without a hearing from all races in the event, with no score excluded, and the protest committee shall consider calling a hearing under [rule 69.2](#).

P2.4 Penalties Near the Finishing Line

If a boat is penalized under [rule P2.2](#) or [P2.3](#) and it was not reasonably possible for it to retire before *finishing*, it shall be scored as if it had retired promptly.

P3 POSTPONEMENT, GENERAL RECALL OR ABANDONMENT

If a boat has been penalized under [rule P1.2](#) and the race committee signals a *postponement*, general recall or *abandonment*, the penalty is cancelled, but it is still counted to determine the number of times it has been penalized during the event .

P4 REDRESS LIMITATION

A boat shall not be given redress for an action by a member of the protest committee or its designated observer under [rule P1.2](#) unless the action was improper due to a failure to take into account a race committee signal or a class rule.

P5 FLAGS O AND R

P5.1 When Rule P5 Applies

Rule P5 applies if the class rules permit pumping, rocking and ooching when the wind speed exceeds a specified limit.

P5.2 Before the Starting Signal

- (a) The race committee may signal that pumping, rocking and ooching are permitted, as specified in the class rules, by displaying flag O before or with the warning signal.
- (b) If the wind speed becomes less than the specified limit after flag O has been displayed, the race committee may *postpone* the race. Then, before or with a new warning signal, the committee shall display either flag R, to signal that [rule 42](#) as changed by the class rules applies, or flag O, as provided in [rule P5.2\(a\)](#).
- (c) If flag O or flag R is displayed before or with the warning signal, it shall be displayed until the starting signal.

P5.3 After the Starting Signal

After the starting signal,

- (a) if the wind speed exceeds the specified limit, the race committee may display flag O with repetitive sounds at a *mark* to signal that pumping, rocking and ooching are permitted, as specified in the class rules, after passing the *mark*;
- (b) if flag O has been displayed and the wind speed becomes less than the specified limit, the race committee may display flag R with repetitive sounds at a *mark* to signal that [rule 42](#), as changed by the class rules, applies after passing the *mark*.

APPENDIX R

PROCEDURES FOR APPEALS AND REQUESTS

See [rule 70](#). A national authority may change this appendix by prescription, but it shall not be changed by the notice of race or sailing instructions.

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 it:

- (a) the written *protest(s)* or request(s) for redress;
- (b) a diagram, prepared or endorsed by the protest committee, showing the positions and tracks of all boats involved, the course to the next *mark* and the required side, the force and direction of the wind, and, if relevant, the depth of water and direction and speed of any current;
- (c) the notice of race, the sailing instructions, any other documents 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 chairperson.

R2.3 A request from a protest committee for confirmation or correction of its decision shall be sent no later than 15 days after the decision and shall include the decision and the documents listed in [rule R2.2](#). A request for an interpretation of the *rules* shall include assumed facts.

R3 RESPONSIBILITIES OF NATIONAL AUTHORITY AND PROTEST COMMITTEE

Upon receipt of an appeal or a request for confirmation or correction, the national authority shall send to the *parties* and protest committee copies of the appeal or request and the protest committee's decision. It shall ask the protest committee for any relevant documents listed in [rule R2.2](#) not sent by the appellant or the protest committee, and the protest committee shall promptly send them to the national authority. When the national authority has received them it shall send copies to the *parties*.

R4 COMMENTS AND CLARIFICATIONS

R4.1 The *parties* and protest committee may make comments on the appeal or request or on any of the documents listed in [rule R2.2](#) by sending them in writing to the national authority.

R4.2 The national authority may seek clarifications of *rules* governing the event from organizations that are not *parties* to the hearing.

R4.3 The national authority shall send copies of comments and clarifications received to the *parties* and protest committee as appropriate.

R4.4 Comments on any document shall be made no later than 15 days after receiving it from the national authority.

R5 INADEQUATE FACTS; REOPENING

The national authority shall accept the protest committee's finding of facts except when it decides they are inadequate. In that case it shall require the committee to provide additional facts or other information, or to reopen the hearing and report any new finding of facts, and the committee shall promptly do so.

R6 WITHDRAWING AN APPEAL

An appellant may withdraw an appeal before it is decided by accepting the protest committee's decision.

APPENDIX S

STANDARD SAILING INSTRUCTIONS

This appendix applies only if the notice of race so states.

These Standard Sailing Instructions may be used at an event in place of printed sailing instructions made available to each boat. To use them, state in the notice of race that ‘The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions, and supplementary sailing instructions that will be posted on the official notice board located at _____.’

The supplementary sailing instructions will include:

- 1 The location of the race office and of the flag pole on which signals made ashore will be displayed (see SI 4.1 below).*
- 2 A table showing the schedule of races, including the day and date of each scheduled day of racing, the number of races scheduled each day, the scheduled time of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing (SI 5).*
- 3 A list of the marks that will be used and a description of each one (SI 8). How new marks will differ from original marks (SI 10).*
- 4 The time limits, if any, that are listed in SI 12.*
- 5 Any changes or additions to the instructions in this appendix.*

A copy of the supplementary sailing instructions will be available to competitors on request.

SAILING INSTRUCTIONS

1 RULES

- 1.1** The event will be governed by the rules as defined in *The Racing Rules of Sailing*.

2 NOTICES TO COMPETITORS

- 2.1** Notices to competitors will be posted on the official notice board.

- 2.2** Supplementary sailing instructions (called 'the supplement' below) will be posted on the official notice board.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1** Any change to the sailing instructions will be posted before 0800 on the day it will take effect, unless this time is changed in the supplement. Any change to the schedule of races will be posted by 2000 on the day before it will take effect.

4 SIGNALS MADE ASHORE

- 4.1** Signals made ashore will be displayed from the flag pole. The supplement will state its location.

5 SCHEDULE OF RACES

- 5.1** The supplement will include a table showing the days, dates, number of races scheduled, the scheduled times of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing.
- 5.2** To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

6 CLASS FLAGS

- 6.1** Each class flag will be the class insignia on a plain background or as stated in the supplement.

7 THE COURSES

- 7.1** No later than the warning signal, the race committee will designate the course, and it may also display the approximate compass bearing of the first leg.
- 7.2** The course diagrams are on the pages following SI 13. They show the courses, the order in which marks are to be passed, and the side on which each mark is to be left. The supplement may include additional courses.

8 MARKS

- 8.1** A list of the marks that will be used, including a description of each one, will be included in the supplement.

9 THE START

- 9.1** Races will be started by using RRS 26.
- 9.2** The starting line will be between a staff displaying an orange flag on the race committee vessel and the course side of the starting mark.

10 CHANGE OF THE NEXT LEG OF THE COURSE

- 10.1** To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

11 THE FINISH

- 11.1** The finishing line will be between a staff displaying a blue flag on the race committee vessel and the course side of the finishing mark.

12 TIME LIMITS

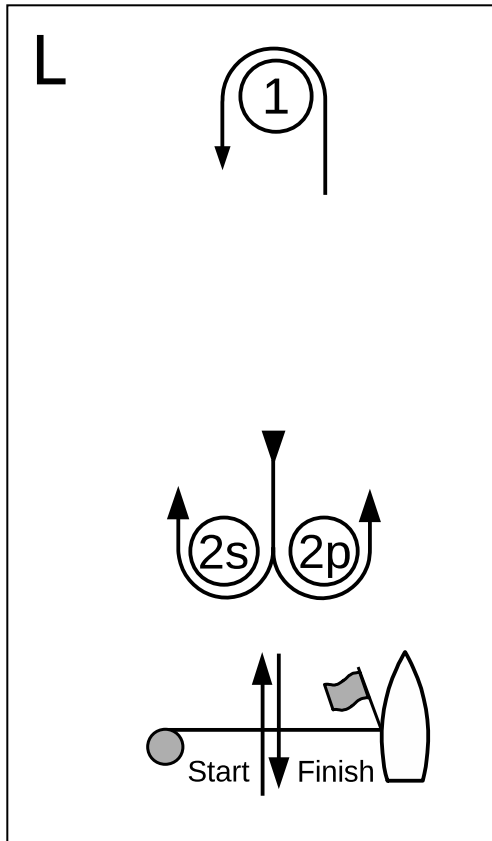
- 12.1** The supplement will state which of the following time limits, if any, will apply and, for each, the time limit.
- Mark 1 Time Limit Time limit for the first boat to pass Mark 1.
 - Race Time Limit Time limit for the first boat to start, sail the course and finish.
 - Finishing Window Time limit for boats to finish after the first boat starts, sails the course and finishes.
- 12.2** If no boat has passed Mark 1 within the Mark 1 Time Limit, the race shall be abandoned.
- 12.3** Boats failing to finish within the Finishing Window shall be scored Did Not Finish without a hearing. This changes RRS 35, A5.1 and A5.2.

13 PROTESTS AND REQUESTS FOR REDRESS

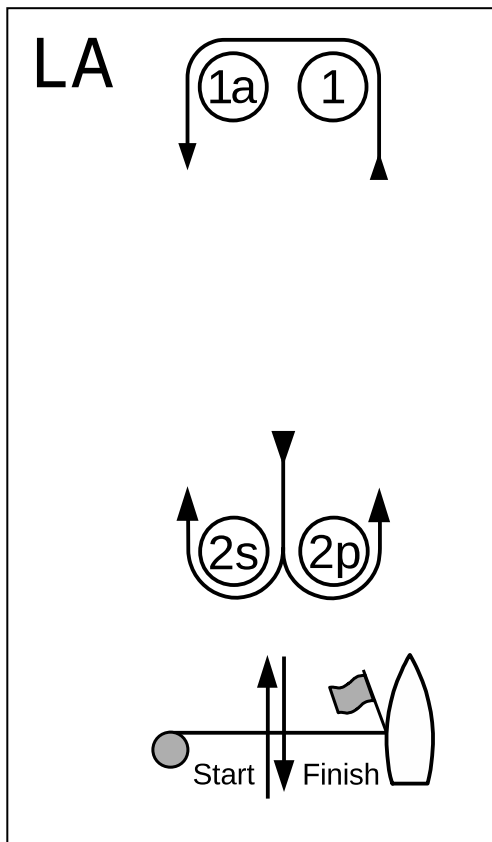
- 13.1** Hearing request forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

- 13.2** For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 13.3** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and where the hearings will be held.
- 13.4** Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

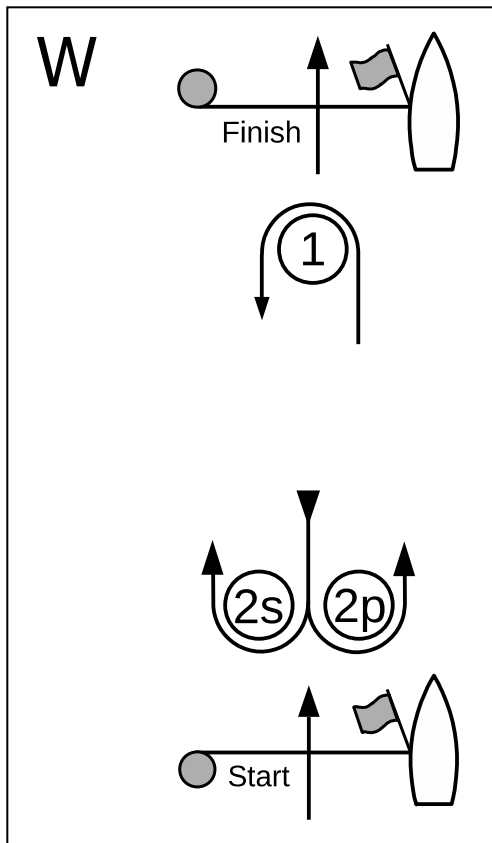
COURSE DIAGRAMS



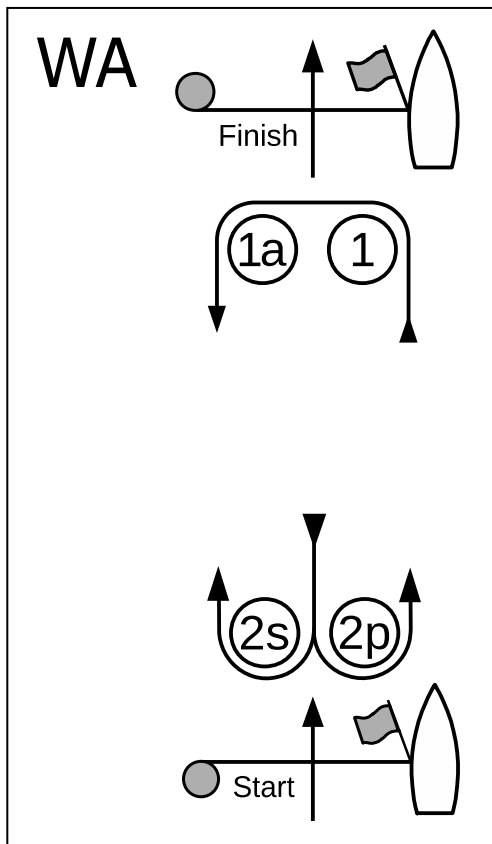
Course L – Windward/Leeward, Leeward Finish	
<i>Signal</i>	<i>Mark Rounding Order</i>
L2	Start – 1 – 2s/2p – 1 – Finish
L3	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish
L4	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish



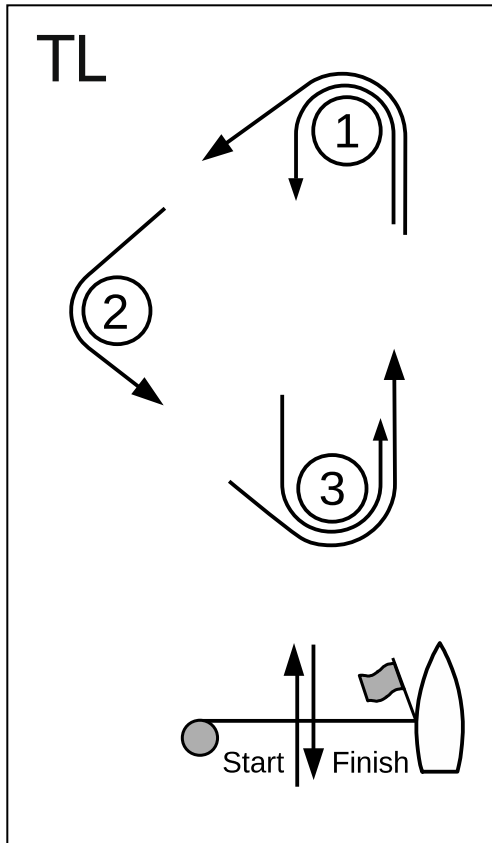
Course LA – Windward/Leeward with Offset Mark, Leeward Finish	
<i>Signal</i>	<i>Mark Rounding Order</i>
LA2	Start – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish
LA4	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish



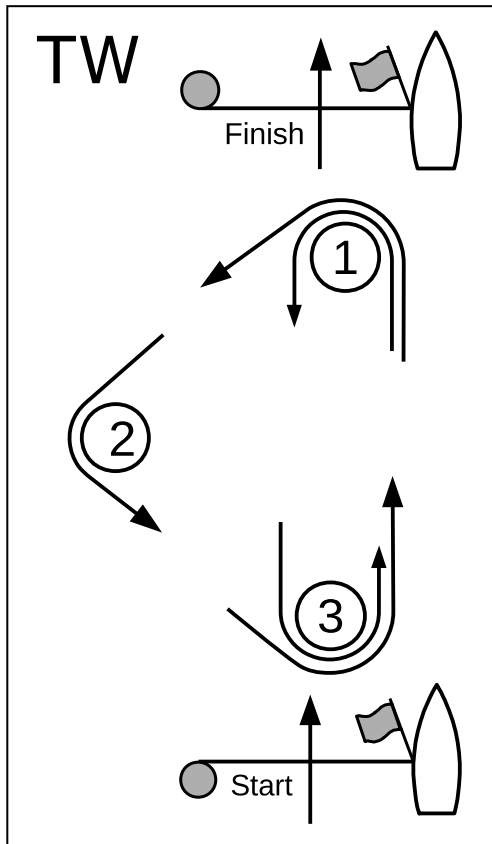
Course W – Windward/Leeward, Windward Finish	
<i>Signal</i>	<i>Mark Rounding Order</i>
W2	Start – 1 – 2s/2p – Finish
W3	Start – 1 – 2s/2p – 1 – 2s/2p – Finish
W4	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/2p – Finish



Course WA – Windward/Leeward with Offset Mark, Windward Finish	
<i>Signal</i>	<i>Mark Rounding Order</i>
WA2	Start – 1 – 1a – 2s/2p – Finish
WA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish
WA4	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish



Course TL – Triangle, Leeward Finish	
<i>Signal</i>	<i>Mark Rounding Order</i>
TL2	Start – 1 – 2 – 3 – 1 – Finish
TL3	Start – 1 – 2 – 3 – 1 – 3 – 1 – Finish
TL4	Start – 1 – 2 – 3 – 1 – 3 – 1 – 3 – 1 – Finish



Course TW – Triangle, Windward Finish	
<i>Signal</i>	<i>Mark Rounding Order</i>
TW2	Start – 1 – 2 – 3 – Finish
TW3	Start – 1 – 2 – 3 – 1 – 3 – Finish
TW4	Start – 1 – 2 – 3 – 1 – 3 – 1 – 3 – Finish

APPENDIX T

ARBITRATION

This appendix applies only if the notice of race or sailing instructions so state.

Arbitration adds an extra step to the protest resolution process but can eliminate the need for some protest hearings, thus speeding up the process for events in which many protests are expected. Arbitration may not be appropriate for all events as it requires an additional knowledgeable person to act as the arbitrator. Further guidance on arbitration can be found in the World Sailing Judges Manual, which can be downloaded from the [World Sailing website](#).

T1 POST-RACE PENALTIES

- (a) Provided that [rule 44.1\(b\)](#) does not apply, a boat that may have broken one or more rules of [Part 2](#) or [rule 31](#) in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- (b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in [rule 44.3\(c\)](#). However, [rule 44.1\(a\)](#) applies.
- (c) A boat takes a Post-Race Penalty by delivering to the arbitrator or a member of the protest committee a written statement that it accepts the penalty and that identifies the race number and where and when the incident occurred.

T2 ARBITRATION MEETING

An arbitration meeting will be held prior to a protest hearing for each incident resulting in a *protest* by a boat involving one or more rules of [Part 2](#) or [rule 31](#), but only if each *party* is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that [rule 44.1\(b\)](#) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T3 ARBITRATOR'S OPINION

Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) the *protest* is invalid,
- (b) no boat will be penalized for breaking a *rule*, or
- (c) one or more boats will be penalized for breaking a *rule*, identifying the boats and the penalties.

T4 ARBITRATION MEETING OUTCOMES

After the arbitrator offers an opinion,

- (a) a boat may take a Post-Race Penalty, and
- (b) a boat may ask to withdraw its *protest*. The arbitrator may then act on behalf of the protest committee in accordance with [rule 63.1](#) to allow the withdrawal.

Unless all *protests* involving the incident are withdrawn, a protest hearing will be held.

LIST OF AUSTRALIAN SAILING PRESCRIPTIONS

Australian Sailing has prescribed to the following RRS:

[Introduction](#)

[Rule 1.2](#)

[Rule 6.1](#)

[Rule 26](#)

[Rule 46](#)

[Rule 48](#)

[Rule 67](#)

[Rule 70.5\(a\)](#)

[Rule 70.5\(b\)](#)

[Rule 86.3](#)

[Rule 88.2](#)

[Rule 91](#)

[Appendix G](#)

[Appendix J1.1\(2\)](#)

[Appendix J2.1\(1\)](#)

ADDENDUM A

AUSTRALIAN SAILING POLICY ON DENIAL OF THE RIGHT OF APPEAL

RACING RULE 70.5(a) and (b) REFERS

PART 1 APPLICATIONS FOR EVENTS UNDER 70.5(a)

APPOINTING A PROTEST COMMITTEE

- AA1.1** Denial of the right of appeal will only be granted for events which comply with rule 70.5(a) when selection is being made for an event or part of event to follow shortly thereafter.
- AA1.2** An application shall be made in writing to Australian Sailing and shall include:
- (a) A copy of the draft race documents.
 - (b) The name and experience of the race officer in charge of course who shall be as, a minimum, an accredited State Race Officer or when there are multiple course areas the principal race officer who shall be, as a minimum, an accredited National race officer
 - (c) The names of the protest committee.
- AA1.3** Australian Sailing retains the absolute discretion to grant, refuse or withdraw an approval.
- AA1.4** The protest committee shall consist of not less than 3 members. There shall be as a minimum 2 National Judges and at least one other member shall be as a minimum a Regional Judge.
- AA1.5** If the application is approved the right of appeal is denied provided that:

- (a) The notice of approval is displayed on the official event notice board.
- (b) The protest committee consists of the nominated persons.

AA1.6 Approval may be withdrawn at any time prior to the completion of the event if the terms of this Addendum have been infringed.

PART 2 APPLICATIONS FOR EVENTS UNDER RULES 70.5(a) or (b)

APPOINTING A NATIONAL JURY

AA2.1 A National Jury is recommended for appointment to events conducted on behalf of Australian Sailing or other events of national importance such as National Championships.

AA2.2 An application for appointment of a National Jury shall be made in writing to Australian Sailing at least one month before the Notice of Race is issued and shall include the information required by clause 1.2 of this Addendum and the details of the invitation and arrangements for interstate jurors. In exceptional circumstances Australian Sailing may consider a later application.

AA2.3 A National Jury shall consist of not less than 3 members. There shall be as a minimum 2 National Judges and at least one other member shall be as a minimum a Regional Judge. Not less than two states or countries shall be represented.

A National Jury for a match racing event or a team racing event shall consist of not less than 3 members. At least 3 members shall be, as a minimum, National Umpires. Not less than two states or countries shall be represented.

AA2.3.1 When a jury consists of more than 3 members the chairman may appoint one or more protest panels providing each panel meets the requirements of rule AA2.3.

AA2.4 Australian Sailing retains the absolute discretion to grant, refuse or withdraw an approval.

AA2.5 If the application is approved the right of appeal is denied and advice of this should be included in the Notice of Race and sailing instructions.

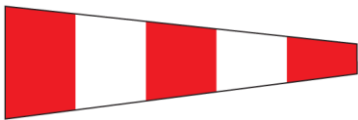
AA2.6 Should an approved jury member be unavailable the denial of appeal remains provided the jury continues to meet the requirements of [rule AA2.3](#).

RACE SIGNALS

The meanings of visual and sound signals are stated below. An arrow pointing up or down

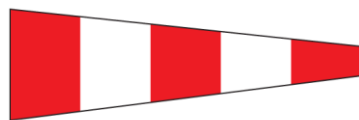
(↑ ↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, fleet flag, event flag or race area flag, the signal applies only to that class, fleet, event or race area.

Postponement Signals



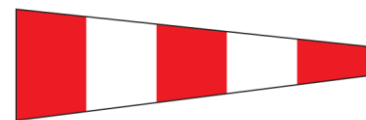
↑ • • ↓ •

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



↑ • •

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

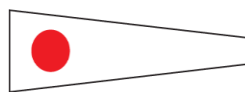


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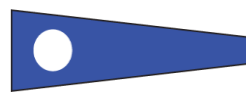
AP over A Races not started are *postponed*. No more racing today.

AP over a Numeral Pennant

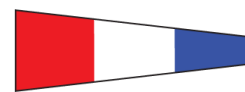
Postponement of 1-9 hours from the scheduled starting time.



Pennant 1 ↑ • • ↓ •



Pennant 2 ↑ • • ↓ •



Pennant 3 ↑ • • ↓ •



Pennant 4 ↑ • • ↓ •



Pennant 5 ↑ • • ↓ •



Pennant 6 ↑ • • ↓ •



Pennant 7 ↑ • • ↓ •

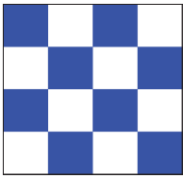


Pennant 8 ↑ • • ↓ •



Pennant 9 ↑ • • ↓ •

Abandonment Signals



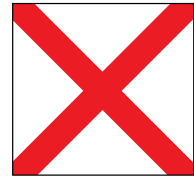
N All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.



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



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

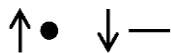
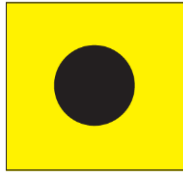


V Monitor communication channel for safety instructions (see rule 37).

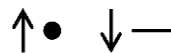
Preparatory Signals



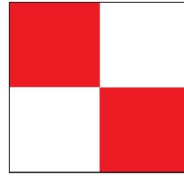
P
Preparatory signal.



I Rule 30.1 is in effect.



Z Rule 30.2 is in effect.



U Rule 30.3 is in effect.

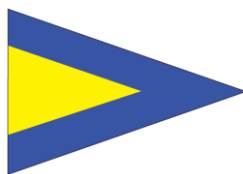


Black flag. Rule 30.4 is in effect.

Recall Signals

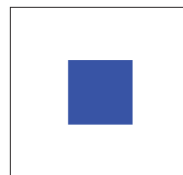


X Individual



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

Shortened Course



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

Changing the Next Leg



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



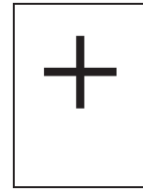
To starboard.



To port.



To decrease the length of the leg.



To increase the length of the leg.

Other Signals



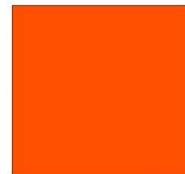
L Ashore: A notice to competitors has been posted. Afloat: Come within hail or follow this vessel.



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



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



(no sound)

Orange flag. The staff displaying this flag is one end of the starting line.



(no sound)

Blue flag. The staff displaying this flag is one end of the finishing line.