

THE RACING RULES OF SAILING for 2017–2020

**AMENDED BY APPENDEX E
RADIO SAILING RULES**



Jan 17

I'm not arguing.



**I'm simply explaining
why I'm right.**

Introduction

1. This study guide does not replace the RRS 2017 to 2020. It is intended as a quick reference and covers the most used sections of the RRS used in RC events. It is recommended that all skippers download a full copy of the rules from the World Sailing web site or purchase one of the books available on the subject.

2. The attached copy of the RRS 2017 - 2020 has been amended to conform with Appendix E. Radio Sailing Racing Rules. This appears in the text as:

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

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

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

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

Attached: A. IRSA Discretionary Penalties

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DEFINITIONS

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

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

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

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

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

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

Disabled A boat is *disabled* while she is unable to continue in the race. (E1.1)

Fetching A boat is *fetching* a *mark* when she is in a position to pass to windward of it and leave it on the required side without changing *tack*.

Finish A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

- (a) takes a penalty under rule 44.2,
- (b) corrects an error under rule 28.2 made at the line, or
- (c) continues to sail the course.

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

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

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

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

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

- (a) room to sail to the *mark* when her *proper course* is to sail close to it, and
- (b) room to round the *mark* as necessary to sail the course.

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

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 23 applies, avoid her. 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 request for redress: a boat requesting redress or for which redress is requested, a race committee acting under rule 60.2(b), a technical committee acting under rule 60.4(b);
- (c) for a request for redress under rule 62.1(a): the body alleged to have made an improper action or omission;
- (d) a person against whom an allegation of a breach of rule 69 is made; a person presenting an allegation under rule 69;
- (e) a *support person* subject to a hearing under rule 60.3(d). However, the protest committee is never a *party*.

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

Proper Course A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

Protest An allegation made under rule 61.2 by a boat, a race committee, a technical committee or a protest committee that a boat has broken a *rule*.

Racing A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.

Rule

- (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;
- (b) World Sailing Advertising Code, Anti-Doping Code, Betting and Anti-Corruption Code, Disciplinary Code, Eligibility Code, Sailor Classification Code, respectively Regulations 20, 21, 37, 35, 19 and 22;
- (c) the prescriptions of the national authority, unless they are changed by the notice of race or sailing instructions in compliance with the national authority's prescription, if any, to rule 88.2;

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- (d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');
- (e) the notice of race;
- (f) the sailing instructions; and
- (g) any other documents that govern the event.

Start A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the first *mark*.

Support Person Any person who

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

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

Windward See **Leeward and Windward**.

Zone The area around a *mark* within a distance of **four** (E 1.1) hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*.

BASIC PRINCIPLES

SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of *rules* that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a *rule* they will promptly take a penalty, which may be to retire.

ENVIRONMENTAL RESPONSIBILITY

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

PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

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

2 FAIR SAILING

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

3 ACCEPTANCE OF THE RULES

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

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

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

FUNDAMENTAL RULES

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

4 DECISION TO RACE

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

5 ANTI-DOPING

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

6 BETTING AND ANTI-CORRUPTION

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

7 DISCIPLINARY CODE

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

PART 2

WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 24.1.*

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

SECTION A RIGHT OF WAY

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

10 ON OPPOSITE TACKS

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

11 ON THE SAME TACK, OVERLAPPED

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

12 ON THE SAME TACK, NOT OVERLAPPED

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

13 WHILE TACKING

*After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11*

and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.

SECTION B GENERAL LIMITATIONS

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room*

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*, and
- (b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.

15 ACQUIRING RIGHT OF WAY

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

16 CHANGING COURSE

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

16.2 In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *star-board-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE

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

18.2 Giving Mark-Room

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

- (e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.
- (f) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, she is not required to give it.

18.3 Tacking in the Zone

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

18.4 Gybing

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

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

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

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

However, at a continuing *obstruction*, rule 19 always applies and rule 18 does not.

19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on either side.
- (b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.

- (c) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them, she is not entitled to *room* under rule 19.2(b). While the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

20 ROOM TO TACK AT AN OBSTRUCTION

(In rule 20, hails and replies shall be made by the competitor controlling the Boat) (E1.3(b))

20.1 Hailing

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

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

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

20.2 Responding

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

20.3 Passing On a Hail to an Additional Boat

When a boat has been hailed for *room* to tack and she intends to respond by tacking, she may hail another boat on the same *tack* for *room* to tack and avoid her. She may hail even if her hail does not meet the conditions of rule 20.1. Rule 20.2 applies between her and a boat she

hails. **hails and replies shall be made by the competitor controlling the boat.** (E1.3(b))

SECTION D OTHER RULES

When rule 22 or 23 applies between two boats, Section A rules do not.

21 EXONERATION

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

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

22 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

22.1 A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to *start* or to comply with rule 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side.

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

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

23 CAPSIZED, ANCHORED OR AGROUND; RESCUING

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

24 INTERFERING WITH ANOTHER BOAT

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

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

PART 3

CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

- 25.1** The notice of race and sailing instructions shall be made available to each boat before a race begins.
- 25.2** The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the notice of race or sailing instructions.
- 25.3** When the race committee is required to display a flag as a visual signal, it may use a flag or other object of a similar appearance.

26 STARTING RACES

- (a) Races 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*. (E3.4)

27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

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

28 SAILING THE COURSE

- 28.1** A boat shall *start*, sail the course described in the sailing instructions and *finish*. While doing so, she may leave on either side a *mark* that does not

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begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.

28.2 A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,

- (a) pass each *mark* on the required side and in the correct order,
- (b) touch each rounding *mark*, and
- (c) pass between the *marks* of a gate from the direction of the previous *mark*.

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

29 RECALLS

29.1 Individual Recall

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

29.2 General Recall

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may hail and repeat as appropriate 'General recall' and make two loud sounds. The warning signal for a new start will normally be made shortly thereafter. (E3.6)

30 STARTING PENALTIES

30.1 I Flag Rule

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

30.3 U Flag Rule

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

30.4 Black Flag Rule

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

31 TOUCHING A MARK

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

32 SHORTENING OR ABANDONING AFTER THE START

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

- (a) because of foul weather,
- (b) **because of foul weather or thunderstorms, (E3.8(d))**
- (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 sailed the course and *finished* within the time limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boats in the race or series.

32.2 If the race committee signals a shortened course (displays flag S with two sounds), the finishing line shall be,

- (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.

34 MARK MISSING

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

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

35 TIME LIMIT AND SCORES

If one boat sails the course as required by rule 28 and *finishes* within the time limit, if any, all boats that *finish* shall be scored according to their finishing places unless the race is *abandoned*. If no boat *finishes* within the time limit, the race committee shall *abandon* the race.

36 RACES RESTARTED OR RESAILED

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

- (a) prohibit a boat from competing unless she has broken rule 30.4; or

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- (b) cause a boat to be penalized except under rule 30.2, 30.4 or 69 or under rule 14 when she has caused injury or serious damage.

PART 4

OTHER REQUIREMENTS WHEN RACING

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

41 OUTSIDE HELP

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

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

However, a boat that gains a significant advantage in the race or race from help received under rule 41 may be protested and penalized; any penalty may be less than disqualification. (E4.2)

42 PROPULSION

42.1 Basic Rule

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

42.2 Prohibited Actions

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

- (a) pumping: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartship body movement;

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

42.3 Exceptions

- (a) A boat may be rolled to facilitate steering.
- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (c) Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull in any sail in order to initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind.
- (d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.
- (e) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat.
- (f) A boat may reduce speed by repeatedly moving her helm.
- (g) Any means of propulsion may be used to help a person or another vessel in danger.
- (h) To get clear after grounding or colliding with a vessel or object, a boat may use force applied by her crew or the crew of the other vessel and

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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.

44 PENALTIES AT THE TIME OF AN INCIDENT

44.1 Taking a Penalty

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

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

44.2 One-Turn and Two-Turns Penalties

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

46 PERSON IN CHARGE

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

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

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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.

53 SKIN FRICTION

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

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

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, 3 or 4 unless she was scheduled to sail in that race; or
- (b) request redress.

However, a boat or competitor may not protest for an alleged breach of rules E2 or E3.7. (E6.1)

60.2 A race committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from a person with a *conflict of interest* other than the representative of the boat herself;
- (b) request redress for a boat; or
- (c) report to the protest committee requesting action under rule 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 herself. However, it may protest a boat
 - (1) if it learns of an incident involving her that may have resulted in injury or serious damage, or
 - (2) if during the hearing of a valid *protest* it learns that the boat, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*;
- (b) call a hearing to consider redress;

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- (c) act under rule 69.2(b); or
- (d) call a hearing to consider whether a *support person* has broken a *rule*, based on its own observation or information received from any source, including evidence taken during a hearing.

60.4 A technical committee may

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

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

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

- a. A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her *protest* concerns an incident in the racing area that she was involved in or saw, she shall hail twice '(Her own sail number) protest (the sail number of the other boat)'. (E6.3)

However,

(1) if the other boat is beyond hailing distance, the protesting boat need not hail but she shall inform the other boat at the first reasonable opportunity;

(2) if the hull length of the protesting boat is less than 6 metres, she need not display a red flag;

(3) if the incident was an error by the other boat in sailing the course, she need not hail or display a red flag but she shall inform the other boat either before or at the first reasonable opportunity after the other boat *finishes*;

(4) if as a result of the incident a member of either crew is in danger, or there is injury or serious damage that is obvious to the boat intending to protest, the requirements of this rule do not apply to her, but she shall attempt to inform the other boat within the time limit of rule 61.3

- (b) If the race committee, technical committee or protest committee intends to protest a boat concerning an incident the committee observed in the racing area, it shall inform her after the race within the time limit of rule 61.3. In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible.

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- (c) If the protest committee decides to protest a boat under rule 60.3(a)(2), it shall inform her as soon as reasonably possible, close the current hearing, proceed as required by rules 61.2 and 63, and hear the original and the new *protests* together.

61.2 Protest Contents

A *protest* shall be in writing and identify

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

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

61.3 Protest Time Limit

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

62 REDRESS

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

- (a) an improper action or omission of the race committee, protest committee, organizing authority or technical committee for the event,

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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 or of a vessel not *racing* that was required to keep clear;
- (c) giving help (except to herself or her crew) in compliance with rule 1.1; or
- (d) an action of a boat, or a member of her crew, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.2(h).
- (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.
(E 6.6)

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.

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, 64.3(d), 69, 78.2, A5 and P2. A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that have been delivered to the race office unless it allows a *protest* or request to be withdrawn.

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

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All *parties* to the hearing shall be notified of the time and place of the hearing, the *protest* or redress information shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing.

63.3 Right to Be Present

- (a) A representative of each *party* to the hearing has the right to be present throughout the hearing of all the evidence. When a *protest* claims a breach of a rule of Part 2, 3 or 4, **the representative of each boat shall be the competitor designated to control her (E6.7)** at the time of the incident, unless there is good reason for the protest committee to rule otherwise. Any witness, other than a member of the protest committee, shall be excluded except when giving evidence.
- (b) If a *party* to the hearing of a *protest* or request for redress does not come to the hearing, the protest committee may nevertheless decide the *protest* or request. If the *party* was unavoidably absent, the committee may reopen the hearing.

63.4 Conflict of Interest

- (a) A protest committee member shall declare any possible *conflict of interest* as soon as he is aware of it. A *party* to the hearing who believes a member of the protest committee has a *conflict of interest*

shall object as soon as possible. A *conflict of interest* declared by a protest committee member shall be included in the written information provided under rule 65.2.

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

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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

The protest committee shall take the evidence of the *parties* present at the hearing and of their witnesses and other evidence it considers necessary. A member of the protest committee who saw the incident shall, while the *parties* are present, state that fact and may give evidence. A *party* present at the hearing may question any person who gives evidence. The committee shall then find the facts and base its decision on them. **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, he shall also have been scheduled to race in the relevant race. (E6.8)**

63.7 Conflict Between Rules

If there is a conflict between two or more *rules* that must be resolved before the protest committee makes a decision, the committee shall apply the *rule* that it believes will provide the fairest result for all boats affected. Rule 63.7 applies only if the conflict is between rules in the notice of race, the sailing instructions, or any of the other documents that govern the event under item (g) of the definition *Rule*.

63.8 Protests Between Boats in Different Races

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

64 DECISIONS

64.1 Penalties and Exoneration

When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated, it shall disqualify her unless 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*

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when not *racing*, her penalty shall apply to the race sailed nearest in time to that of the incident. However,

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

64.2 Decisions on Redress

When the protest committee decides that a boat is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all boats affected, whether or not they asked for redress. This may be to adjust the scoring (see rule A10 for some examples) or finishing times of boats, to *abandon* the race, to let the results stand or to make some other arrangement. When in doubt about the facts or probable results of any arrangement for the race or series, especially before *abandoning* the race, the protest committee shall take evidence from appropriate sources. **If a boat is given redress because she was damaged, her redress shall include reasonable time, but not more than 30 minutes, to make repairs before her next race. (E6.9)**

64.3 Decisions on Protests Concerning Class Rules

- (a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and do not improve the performance of the boat, it shall not penalize her. However, the boat shall not *race* again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.
- (b) When the protest committee is in doubt about the meaning of a class rule, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.
- (c) When a boat is penalized under a class rule and the protest committee decides that the boat also broke the same rule in earlier races in the same event, the penalty may be imposed for all such races. No further *protest* is necessary.
- (d) When a boat penalized under a class rule states in writing that she intends to appeal, she may compete in subsequent races without

PART 5 PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

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

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

64.4 Decisions Concerning Support Persons

- (a) When the protest committee decides that a *support person* who is a *party* to a hearing has broken a *rule*, it may
 - (1) issue a warning,
 - (2) exclude the person from the event or venue or remove any privileges or benefits, or
 - (3) take other action within its jurisdiction as provided by the *rules*.
- (b) The protest committee may also penalize a competitor for the breach of a *rule* by a *support person* by changing the boat's score in a single race, up to and including DSQ, when the protest committee decides that

- (1) the competitor may have gained a competitive advantage as the result of the breach by the *support person*, or
- (2) the *support person* commits a further breach after the competitor has been warned by the protest committee that a penalty may be imposed.

65 INFORMING THE PARTIES AND OTHERS

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

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

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

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66 REOPENING A HEARING

The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule 71.2 or R5. A *party* to the hearing may ask for a reopening no later than 24 hours after being informed of the decision. On the last scheduled day of racing the request shall be delivered

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

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

67 DAMAGES

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

SECTION C

MISCONDUCT

69 MISCONDUCT

69.1 Obligation not to Commit Misconduct; Resolution

- (a) A competitor, boat owner or *support person* shall not commit an act of misconduct.
- (b) Misconduct is:
 - (1) conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour; or
 - (2) conduct that may bring the sport into disrepute.

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- (c) An allegation of a breach of rule 69.1(a) shall be resolved in accordance with the provisions of rule 69. It shall not be grounds for a *protest* and rule 63.1 does not apply.

69.2 Action by a Protest Committee

- (a) A protest committee acting under this rule shall have at least three members.
- (b) When a protest committee, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall decide whether or not to call a hearing.
- (c) When the protest committee needs more information to make the decision to call a hearing, it shall consider appointing a person or persons to conduct an investigation. These investigators shall not be members of the protest committee that will decide the matter.
- (d) When an investigator is appointed, all relevant information he gathers, favourable or unfavourable, shall be disclosed to the protest committee, and if the protest committee decides to call a hearing, to the *parties*.

- (e) If the protest committee decides to call a hearing, it shall promptly inform the person in writing of the alleged breach and of the time and place of the hearing and follow the procedures in rules 63.2, 63.3(a), 63.4 and 63.6 except that:
 - (1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.
 - (2) a person against whom an allegation has been made under this rule shall be entitled to have an advisor and a representative with him who may act on his behalf.
- (f) If the person is unable to attend the hearing and
 - (1) provides good reason, the protest committee shall reschedule it; or
 - (2) does not provide good reason and does not come to it, the protest committee may conduct it without the person present.

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- (g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct. However, if the standard of proof in this rule conflicts with the laws of a country, the national authority may, with the approval of World Sailing, change it with a prescription to this rule.
- (h) When the protest committee decides that a competitor or boat owner has broken rule 69.1(a), it may take one or more of the following actions
 - (1) issue a warning;
 - (2) change their boat's score in one or more races, including disqualification(s) that may or may not be excluded from her series score;
 - (3) exclude the person from the event or venue or remove any privileges or benefits; and
 - (4) take any other action within its jurisdiction as provided by the *rules*.

- (i) When the protest committee decides that a *support person* has broken rule 69.1(a), rule 64.4 applies.
- (j) If the protest committee
 - (1) imposes a penalty greater than one DNE;
 - (2) excludes the person from the event or venue; or
 - (3) in any other case if it considers it appropriate, it shall report its findings, including the facts found, its conclusions and decision to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing. If the protest committee has acted under rule 69.2(f)(2), the report shall also include that fact and the reasons for it.
- (k) If the protest committee decides not to conduct the hearing without the person present, or if the protest committee has left the event and a report alleging a breach of rule 69.1(a) is received, the race committee or organizing authority may appoint the same or a new protest committee to proceed under this rule. If it is impractical for the protest committee to conduct a hearing, it shall collect all available

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information and, if the allegation seems justified, make a report to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing.

69.3 Action by a National Authority and World Sailing

The disciplinary powers, procedures and responsibilities of national authorities and World Sailing that apply are specified in World Sailing Regulation 35, Disciplinary Code. National authorities and World Sailing may impose further penalties, including suspension of eligibility, under that regulation.

**SECTION D
APPEALS**

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

- 70.1** (a) Provided that the right of appeal has not been denied under rule 70.5, a *party* to a hearing may appeal a protest committee's decision or its procedures, but not the facts found.
- (b) A boat may appeal when she is denied a hearing required by rule 63.1.

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

70.3 An appeal under rule 70.1 or a request by a protest committee under rule 70.2 shall be sent to the national authority with which the organizing authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while *racing*, the sailing instructions shall identify the national authority to which appeals or requests are required to be sent.

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

70.5 There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix N. Furthermore, if the notice of race and 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

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event (a national authority may prescribe that its approval is required for such a procedure);

- (b) a national authority so approves for a particular event open only to entrants under its own jurisdiction; or

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

70.6 Appeals and requests shall conform to Appendix R.

71 NATIONAL AUTHORITY DECISIONS

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

71.2 The national authority may uphold, change or reverse a protest committee's decision including a decision on validity or a decision under rule 69. Alternatively, the national authority may order that a hearing be reopened, or that a new hearing be held by the same or a different protest committee.

When the national authority decides that there shall be a new hearing, it may appoint the protest committee.

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

PART 6

ENTRY AND QUALIFICATION

75 ENTERING A RACE

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

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

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

76 EXCLUSION OF BOATS OR COMPETITORS

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

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

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

77 IDENTIFICATION ON SAILS

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

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

78.1 While a boat is *racing*, her owner and any other person in charge shall ensure that the boat is maintained to comply with her class rules and that her measurement or rating certificate, if any, remains valid. In addition, the boat

shall also comply at other times specified in the class rules, the notice of race or the sailing instructions.

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

79 CLASSIFICATION

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

80 ADVERTISING

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

81 RESCHEDULED EVENT

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

PART 7

RACE ORGANIZATION

84 GOVERNING RULES

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

85 CHANGES TO RULES

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

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

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

86 CHANGES TO THE RACING RULES

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

- (a) Prescriptions of a national authority may change a racing rule, but not the Definitions; the Basic Principles; a rule in the Introduction; Part 1, 2 or 7; rule 42, 43, 63.4, 69, 70, 71, 75, 76.3, 79 or 80; a rule of an appendix that changes one of these rules; Appendix H or N; World Sailing Regulation 19, 20, 21, 22, 35 or 37.
- (b) The notice of race or sailing instructions may change a racing rule, but not rule 76.1 or 76.2, Appendix R, or a rule listed in rule 86.1(a).
- (c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

86.2 In exception to rule 86.1, World Sailing may in limited circumstances (see World Sailing Regulation 28.1.3) authorize changes to the racing rules for a specific international event. The authorization shall be stated in a letter of

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approval to the event organizing authority and in the notice of race and sailing instructions, and the letter shall be posted on the event's official notice board.

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

87 CHANGES TO CLASS RULES

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

88 NATIONAL PRESCRIPTIONS

88.1 Prescriptions that Apply

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

88.2 Changes to Prescriptions

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

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

89.1 Organizing Authority

Race 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;

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- (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

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

the sailing instructions or, on the water, communicated to each boat before her warning signal. Oral changes may be given only on the water, and only if the procedure is stated in the sailing instructions.

90.3 Scoring

- (a) The race committee shall score a race or series as provided in Appendix A using the Low Point System, unless the notice of race or sailing instructions specify some other system. A race shall be scored if it is not *abandoned* and if one boat sails the course in compliance with rule 28 and *finishes* within the time limit, if any, even if she retires after *finishing* or is disqualified.
- (b) When a scoring system provides for excluding one or more race scores, any score that is a Disqualification Not Excludable (DNE) shall be included in a boat's series score.
- (c) When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.

91 PROTEST COMMITTEE

A protest committee shall be

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

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(c) a committee appointed by the national authority under rule 71.2.

92 TECHNICAL COMMITTEE

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

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

APPENDIX A

SCORING

See rule 90.3.

A1 NUMBER OF RACES

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

A2 SERIES SCORES

A2.1 Each boat's series score shall, subject to rule 90.3(b), be the total of her race scores excluding her worst score. (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, she shall be scored for the whole series.

A3 STARTING TIMES AND FINISHING PLACES

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

A4 LOW POINT SYSTEM

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

A4.1 Each boat *starting* and *finishing* and not thereafter retiring, being penalized or given redress shall be scored points as follows:

<i>Finishing place</i>	<i>Points</i>
First	1
Second	2

Appendix A SCORING

Third	3
Fourth	4
Fifth	5
Sixth	6
Seventh	7
Each place thereafter	Add 1 point

A4.2 A boat that did not *start*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).

A5 SCORES DETERMINED BY THE RACE COMMITTEE

A boat that did not *start* or *finish* or comply with rule 30.2, 30.3, 30.4 or 78.2, or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score.

A6 CHANGES IN PLACES AND SCORES OF OTHER BOATS

A6.1 If a boat is disqualified from a race or retires after *finishing*, each boat with a worse finishing place shall be moved up one place.

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

A7 RACE TIES

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

A8 SERIES TIES

A8.1 If there is a series-score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). No excluded scores shall be used.

A8.2 If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

A9 RACE SCORES IN A SERIES LONGER THAN A REGATTA

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

A10 GUIDANCE ON REDRESS

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

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

A11 SCORING ABBREVIATIONS

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

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

DNS Did not *start* (other than DNC and OCS)

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

APPENDIX E

RADIO SAILING RACING RULES

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

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

E1.1 Definitions

Add to the definition *Conflict of Interest*:

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

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

Add new definition:

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

E1.2 Terminology

The Terminology paragraph of the Introduction is changed so that:

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

E1.3 Rules of Parts 1, 2 and 7

- (a) Rule 1.2 is deleted.
- (b) In rule 20, hails and replies shall be made by the competitor controlling the boat.

- (c) Rule 23 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 race. 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 so that the competitors to whom the hail is directed might reasonably be expected to hear it.
- (b) 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 and repeat '(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

The sailing instructions may specify a control area; if not specified, it shall be unrestricted. Competitors shall be in this area when Appendix E controlling boats that are *racing*, except briefly to handle and then release or relaunch the boat.

E3.2 Launching Area

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

E3.3 Course Board

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

E3.4 Starting and Finishing

(a) Rule 26 is changed to:

Races 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 the boat is on the course side of the starting line or when she must comply with rule 30.1, the race committee shall promptly hail 'Recall (sail numbers)' and repeat the hail as appropriate. 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 and repeat as appropriate 'General recall' and make two loud sounds. The warning signal for a new start will normally be made shortly thereafter.

E3.7 U Flag and Black Flag Rules

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

E3.8 Other Changes to the Rules of Part 3

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

E3.9 Disabled Competitors

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

E4 RULES OF PART 4

E4.1 Deleted Rules in Part 4

Rules 40, 43, 44.3, 45, 47, 48, 49, 50, 52 and 54 are deleted.

E4.2 Outside Help

Rule 41 is changed to:

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

- (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;

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- (c) when the boat is entangled, or she is aground or in danger, help from a race committee vessel;
- (d) help in the form of information freely available to all competitors;
- (e) unsolicited information from a disinterested source. A competitor is not a disinterested source unless acting as an observer.

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

E4.3 Taking a Penalty

Rule 44.1 is changed to:

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

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

E4.4 Person in Charge

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

E5 RACING WITH OBSERVERS AND UMPIRES

E5.1 Observers

- (a) The race committee may appoint observers, who may be competitors.

- (b) Observers shall hail the sail numbers of boats that make contact with a *mark* or another boat and shall repeat the hail as appropriate.

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

E5.2 Umpired Races

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

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

E5.3 Rules for Observers and Umpires

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

E6 PROTESTS AND REQUESTS FOR REDRESS

E6.1 Right to Protest

Rule 60.1 is changed to:

A boat may

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

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

E6.2 Protest for a Rule Broken by a Competitor

When a race committee or protest committee 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:

A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her *protest* concerns an incident in the racing area that

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she was involved in or saw, she shall hail twice '(Her own sail number) protest (the sail number of the other boat)'.

E6.4 Informing the Race Committee

A boat intending to protest or request redress about an incident in the racing area or control area shall inform the race officer 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 officer no later than ten minutes after the last boat in the race *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 her'.

E6.8 Taking Evidence and Finding Facts

Add to rule 63.6:

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, he shall also have been scheduled to race in the relevant race.

E6.9 Decisions on Redress

Add to rule 64.2:

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

E7 PENALTIES

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

- (a) disqualify her or add any number of points (including zero and fractions of points) to her score. The penalty shall be applied, if possible, to the race or race in which the *rule* was broken; otherwise it shall be applied to the next race or race for that boat. When points are added, the scores of other boats shall not be changed; or
- (b) require her to take one or more One-Turn Penalties that shall be taken as soon as possible after the starting signal of her next race that is started and not subsequently recalled or *abandoned*. However, if the boat has broken a rule in Appendix G or rule E8, the protest committee shall act in accordance with rule G4.

E8 CHANGES TO APPENDIX G, IDENTIFICATION ON SAILS

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

G1 WORLD SAILING AND IRSA CLASS BOATS

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

G1.1 Identification

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

G1.2 National Letters

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

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- (a) when entered under rule 75.1(a), the national authority of the nationality, place of residence, or affiliation of the owner or the member.
- (b) when entered under rule 75.1(b), the national authority of the organisation which entered her.

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

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

G1.3 Sail numbers

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

G1.4 Specifications

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

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

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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 30mm, 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;

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- (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 M

RECOMMENDATIONS FOR PROTEST COMMITTEES

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

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

M1 PRELIMINARIES (may be performed by race office staff)

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

M2 BEFORE THE HEARING

M2.1 Make sure that

- each *party* has a copy of or the opportunity to read the *protest* or request for redress 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 races, both organizing authorities must accept the composition of the protest committee (rule 63.8). In a

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protest concerning class rules, obtain the current class rules and identify the authority responsible for interpreting them (rule 64.3(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).

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)?

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

M3.2 Take the evidence (rule 63.6).

- Ask the protestor and then the protestee to tell their stories. Then allow them to question one another. In a redress matter, ask the *party* to state the request.
- Invite questions from protest committee members.
- Make sure you know what facts each *party* is alleging before calling any witnesses. Their stories may be different.
- Allow anyone, including a boat's crew, to give evidence. It is the *party* who normally decides which witnesses to call, although the protest committee may also call witnesses (rule 63.6). 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), but only while the *parties* are present. Members

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who give evidence may be questioned, should take care to relate all they know about the incident that could affect the decision, and may remain on the protest committee (rule 63.3(a)).

- Try to prevent leading questions or hearsay evidence, but if that is impossible discount the evidence so obtained.
- 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).
- Ask one member of the committee to note down evidence, particularly times, distances, speeds, etc.
- Invite first the protestor and then the protestee to make a final statement of her case, particularly on any application or interpretation of the *rules*.

M3.3 Find the facts (rule 63.6).

- 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 *protest* or request for redress (rule 64).

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

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 protest form of a competitor who tries to do so may be accepted as a report to the protest committee, which can then decide whether or not to call a hearing.

M5.3 Unless World Sailing has appointed a person for the role, the protest committee may appoint a person to present the allegation. This person might be a race official, the person making the allegation or other appropriate person. When no reasonable alternative person is 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,

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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 64.4).

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.

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- 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?