

2025 - 2028

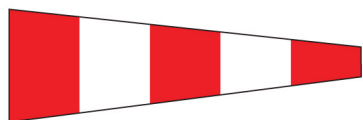
# Racing Rules of Sailing

Windsurfing Fleet  
Racing Edition

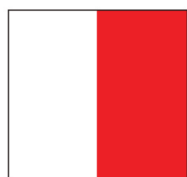
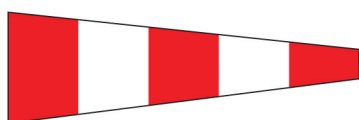
# RACE SIGNALS

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

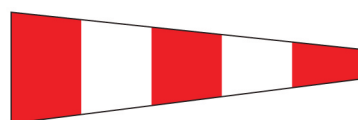
## Postponement Signals



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



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



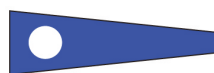
**AP over A** Races not started are *postponed*. No more racing today.

## AP over a Numeral Pennant 1–9

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



Pennant 1 ↑•• ↓•



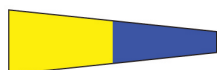
Pennant 2 ↑•• ↓•



Pennant 3 ↑•• ↓•



Pennant 4 ↑•• ↓•



Pennant 5 ↑•• ↓•



Pennant 6 ↑•• ↓•



Pennant 7 ↑•• ↓•

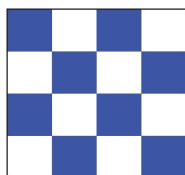


Pennant 8 ↑•• ↓•

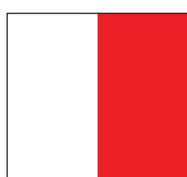


Pennant 9 ↑•• ↓•

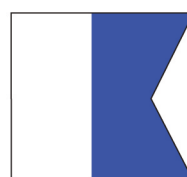
## Abandonment Signals



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

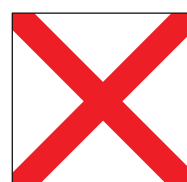


**N over H** All races in progress are *abandoned*. Further signals ashore.



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

## Safety



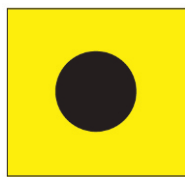
**V** Monitor communication channel for safety instructions (see rule 37).

## Preparatory Signals



↑● ↓—

**P** Preparatory signal.



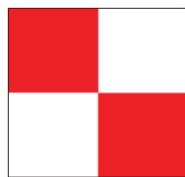
↑● ↓—

**I** Rule 30.1 is in effect.



↑● ↓—

**Z** Rule 30.2 is in effect.



↑● ↓—

**U** Rule 30.3 is in effect.



↑● ↓—

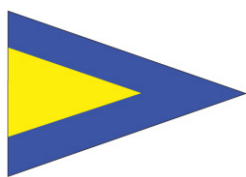
**Black flag.** Rule 30.4 is in effect.

## Recall Signals



↑●

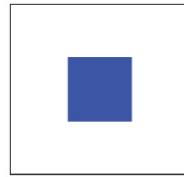
**X** Individual recall.



↑●● ↓●

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

## Shortened Course



↑●●

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

## Changing the Next Leg



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



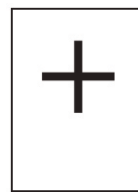
to starboard;



to port;



to decrease the length of the leg;



to increase the length of the leg.

## Other Signals



↑●

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



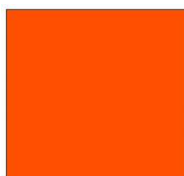
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**M** The object displaying this signal replaces a missing *mark*.



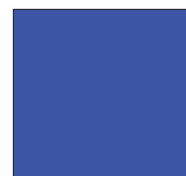
↑●

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



(no sound)

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



(no sound)

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

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**THE  
RACING RULES  
OF  
SAILING,  
  
WINDSURFING FLEET  
RACING EDITION  
  
for 2025–2028**

The differences between *The Racing Rules of Sailing* and *The Racing Rules of Sailing, Windsurfing Fleet Racing Edition* are listed on the next page.

**World Sailing**

***The Racing Rules of Sailing, Windsurfing Fleet Racing Edition (WCR) differs from The Racing Rules of Sailing (RRS) in the following ways:***

Appendix B, Windsurfing Fleet Racing Rules, in the RRS is deleted and each rule in it has been inserted in the WCR as follows:

Rules B1 – B9 are appropriately located in Definitions, Parts 1-7 and Appendices A and G. For example:

- Rule 13, which is a rule that Appendix B changes, is shown in the WCR in Part 2 with its changed wording.
- Rule 23.3, which is a rule that Appendix B adds, is shown immediately after rule 23.2.
- Rule 18.3, which is a rule that Appendix B deletes, is removed and replaced by a note: ‘Rule 18.3 is deleted.’.

The word ‘boat’ in the RRS has been replaced by the word ‘board’ in the WCR. So, for example, rule 10 in the WCR is ‘When boards are on opposite tacks, a port-tack board shall keep clear of a starboard-tack board.’

Appendices C, D, E, F and P in the RRS do not appear in the WCR.

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

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## ONLINE RULES DOCUMENTS

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

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

| <i>Document</i>                                     | <i>Mentioned in</i>        |
|-----------------------------------------------------|----------------------------|
| Guidelines for discretionary penalties              | Introduction               |
| Changes made to these rules after 1 January 2025    | Introduction               |
| Notice of Race and Sailing Instructions Guides      | Introduction               |
| World Sailing Regulations                           | Introduction               |
| <i>The Case Book</i>                                | Introduction               |
| <i>The Call Books</i> for various disciplines       | Introduction               |
| World Sailing Regulations with the status of a rule | Definition <i>Rule</i> (b) |
| <i>The Equipment Rules of Sailing</i>               | Several rules              |
| Appendix TS, Traffic Separation Schemes             | Rule 56.2                  |
| Hearing Request and Hearing Decision Forms          | Part 5 Preamble            |
| Up-to-date table of national sail letters           | Appendix G                 |
| Guidance on conflicts of interest                   | Appendix M2.3(c)           |
| Guidance on misconduct                              | Appendix M6.8              |
| <i>World Sailing Judges Manual</i>                  | Appendix T Preamble        |

## INTRODUCTION

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

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

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

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

Other words and terms are used in the sense ordinarily understood in nautical or general use. For a source of the nautical sense of a word, a reader may refer to *The Equipment Rules of Sailing*.

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

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

**Revision** The racing rules are revised and published every four years by World Sailing, the international authority for the sport. This edition becomes effective on 1 January 2025 except that for an event beginning in 2024 the date may be postponed by the notice of race. Marginal markings indicate important changes to Parts 1–7 and the Definitions in the 2021-2024 edition. No changes are contemplated before 2029, but any changes determined to be urgent before then will be announced through national authorities and posted on the World Sailing website.

**Appendices** When the rules of an appendix apply, they take precedence over any conflicting rules in Parts 1–7 and the Definitions. Each appendix in this book is identified by a letter. Other appendices are available on the World Sailing website and are identified by two or three letters. A reference to a rule in an appendix will contain the letter or letters, and the rule number (for example, ‘rule A1’ or ‘rule MR1’). The letters I, K, L, O and Q are not used to designate appendices in this book.

**Development Rules** Development Rules may be approved by World Sailing for specific events or categories of events. They are available on the World Sailing website and are identified by the letters DR.

**Notice of Race and Sailing Instructions** Guides and templates for writing a notice of race and sailing instructions are available, in various file formats, on the World Sailing website at

## INTRODUCTION

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**[www.sailing.org/racingrules](http://www.sailing.org/racingrules)**. National authorities are encouraged to translate these guides and templates.

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

**Interpretations** World Sailing publishes the following authoritative interpretations of the racing rules:

- *The Case Book – Interpretations of the Racing Rules*,
- *The Call Books*, for various disciplines,
- Interpretations of Rule 42, Propulsion, and
- Interpretations of the Regulations, for those Regulations that are rules.

These publications are available on the World Sailing website. Other interpretations of the racing rules are not authoritative unless approved by World Sailing.

## DEFINITIONS

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

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

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

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

**Committee** The protest committee, the race committee or the technical committee.

**Conflict of Interest** A *conflict of interest* exists if a person

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

**Continuing Obstruction** An obstruction is a *continuing obstruction* when the board with the shortest hull referred to in the rule using the term will pass alongside it for at least three of her hull lengths. However, the following are not a *continuing obstruction*: a vessel under way, a board racing, or a race committee vessel that is also a mark.

## DEFINITIONS

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**Fetching** A board 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 board *finishes* when, after her starting signal, any part of her hull crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

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

After *finishing* she need not cross the finishing line completely. The sailing instructions may change the direction in which boards are required to cross the finishing line to *finish*.

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

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

**Leeward and Windward** A board'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 boards on the same tack overlap, the one on the *leeward* side of the other is the *leeward* board. The other is the *windward* board.

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

**Mark-Room** *Mark-Room* for a board is room to sail her proper course to round or pass the mark.

**Obstruction** An *obstruction* is

## DEFINITIONS

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- (a) an object that a board could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it;
- (b) an object that can be safely passed on only one side; or
- (c) an object, area or line that is so designated in a rule;

However, a board racing is not an *obstruction* to other boards unless they are required to keep clear of her or, if rule 22 applies, avoid her..

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

**Party** A *party* to a hearing is

- (a) for a protest hearing: a protestor, a protestee;
- (b) for a redress hearing: a board requesting redress or for which redress is requested; a board for which a hearing is called to consider redress under rule 61.1; a committee acting under rule 61.1;
- (c) for a redress hearing under rule 61.4(b)(1): the body alleged to have made an improper action or improper omission;
- (d) a person against whom an allegation of a breach of rule 69.1(a) is made; a person presenting an allegation under rule 69.2(e)(1);
- (e) a support person subject to a hearing under rule 62 or 69; any board that person supports; a person appointed to present an allegation under rule 62.2.

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

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

**Proper Course** A course a board would choose in order to sail the course as quickly as possible in the absence of the other boards referred to in the rule using the term. A board has no *proper course* before her starting signal.

**Protest** An allegation made under rule 60 by a board or a committee that a board has broken a rule.

## DEFINITIONS

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**Racing** A board 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 board 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.

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

### Rule

- (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not the Basic Principles or titles;
- (b) World Sailing Regulations that have been designated by World Sailing as having the status of a *rule* and are published on the World Sailing website;
- (c) the prescriptions of the national authority, unless they are changed by the notice of race or sailing instructions in compliance with the national authority's prescription, if any, to rule 88.2;
- (d) the class rules (for a board racing under a handicap or rating system, the rules of that system are 'class rules');
- (e) the notice of race;
- (f) the sailing instructions; and
- (g) any other documents that govern the event.

**Sail the Course** A board *sails the course* when

- (a) she starts
- (b) a string representing her track until she finishes, when drawn taut,
  - (1) passes each mark of the course for the race on the required side and in the correct order (including the starting marks),
  - (2) touches each mark designated in the sailing instructions to be a rounding mark, and

## DEFINITIONS

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- (3) passes between the marks of a gate from the direction of the course from the previous mark; and then
- (c) she finishes.

A mark that does not begin, bound or end the leg the board is sailing does not have a required side.

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

**Support Person** Any person who

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

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

**Windward** See Leeward and Windward.

**Zone** Deleted in the Windsurfing Fleet Racing Rules.

## BASIC PRINCIPLES

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*The Basic Principles shall not be changed.*

### **SPORTSMANSHIP AND THE RULES**

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when a board breaks a rule and is not exonerated, she will promptly take an appropriate penalty or action, which may be to retire.

### **ENVIRONMENTAL RESPONSIBILITY**

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

# **PART 1**

## **FUNDAMENTAL RULES**

---

### **1 SAFETY**

#### **1.1 Helping Those in Danger**

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

#### **1.2 Life-Saving Equipment and Personal Flotation Devices**

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

### **2 FAIR SAILING**

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

### **3 DECISION TO RACE**

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

### **4 ACCEPTANCE OF THE RULES**

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

## PART 1 - FUNDAMENTAL RULES

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

## **5 RULES GOVERNING ORGANIZING AUTHORITIES AND OFFICIALS**

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

## **6 WORLD SAILING REGULATIONS**

- 6.1** Each competitor, board owner and support person shall comply with the World Sailing Regulations that have been designated by World Sailing as having the status of a rule. These regulations as of 30 June 2024 are the World Sailing:

- Advertising Code

## PART 1 - FUNDAMENTAL RULES

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- Anti-Doping Code
- Code of Ethics
- Eligibility Code
- Sailor Categorization Code

**6.2** The rules of Part 5 do not apply unless protests are permitted in the Regulation alleged to have been broken.

## PART 2

### WHEN BOARDS MEET

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

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

## SECTION A

### RIGHT OF WAY

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

#### 10 ON OPPOSITE TACKS

When boards are on opposite tacks, a port-tack board shall keep clear of a starboard-tack board.

#### 11 ON THE SAME TACK, OVERLAPPED

When boards are on the same tack and overlapped, a windward board shall keep clear of a leeward board.

#### 12 ON THE SAME TACK, NOT OVERLAPPED

When boards are on the same tack and not overlapped, a board clear astern shall keep clear of a board clear ahead.

### **13 WHILE TACKING**

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

## **SECTION B GENERAL LIMITATIONS**

### **14 AVOIDING CONTACT**

If reasonably possible, a board shall

- (a) avoid contact with another board,
- (b) not cause contact between boards, and
- (c) not cause contact between a board and an object that should be avoided.

However, a right-of-way board, or one sailing within the room or mark-room to which she is entitled, need not act to avoid contact until it is clear that the other board is not keeping clear or giving room or mark-room.

### **15 ACQUIRING RIGHT OF WAY**

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

### **16 CHANGING COURSE**

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

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

### 17 ON THE SAME TACK BEFORE A REACHING START

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

## SECTION C AT MARKS AND OBSTRUCTIONS

*Section C rules do not apply between boards when the **mark** or **obstruction** referred to in those rules is a starting **mark** surrounded by navigable water or its anchor line, from the time boards are approaching it to **start** until they have left it astern.*

### 18 MARK-ROOM

#### 18.1 When Rule 18 Applies

- (a) Rule 18 applies between boards when they are required to leave a mark on the same side and at least one of them is rounding or passing it. However, it does not apply
  - (1) between boards on opposite tacks on a beat to windward,
  - (2) between boards on opposite tacks when the proper course at the mark for one but not both of them is to tack,
  - (3) between a board approaching a mark and one leaving it, or
  - (4) if the mark is a continuing obstruction, in which case rule 19 applies.
- (b) Rule 18 no longer applies between boards when mark-room has been given.

### **18.2 Giving Mark-Room**

- (a) When the first of two boards is rounding or passing the mark,
  - (1) if the boards are overlapped, the outside board shall give the inside board mark-room;
  - (2) if the boards are not overlapped, the board clear astern at that moment shall give the other board mark-room.

When a board is required to give mark-room by rule 18.2(a), she shall continue to do so for as long as this rule applies, even if later an overlap is broken or a new overlap begins.

- (b) Rule 18.2(a) no longer applies if the board entitled to mark-room passes head to wind.
- (c) When rule 18.2(a) does not apply and the boards are overlapped, the outside board shall give the inside board mark-room.
- (d) If a board obtained an inside overlap from clear astern or by tacking to windward of the other board and, from the time the overlap began, the outside board has been unable to give mark-room, rules 18.2(a) and 18.2(c) do not apply between them
- (e) If there is reasonable doubt that a board obtained or broke an overlap in time, it shall be presumed that she did not.

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

Deleted in the Windsurfing Fleet Racing Rules.

### **18.4 Gybing or Bearing Away**

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

### **19 ROOM TO PASS AN OBSTRUCTION**

#### **19.1 When Rule 19 Applies**

Rule 19 applies between two boards at an obstruction except when rule 18 applies between them and

- (a) the obstruction is the mark, or
- (b) the obstruction is another board 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 board may choose to pass an obstruction on her port or starboard side. If a right-of-way board changes course when choosing on which side to pass the obstruction, she shall give the other board room to keep clear.
- (b) When the boards are overlapped, the outside board shall give the inside board room between her and the obstruction, unless she has been unable to do so from the time the overlap began.
- (c) While boards are passing a continuing obstruction, if a board that was clear astern and required to keep clear becomes overlapped between the other board and the obstruction and, at the moment the overlap begins, there is not room for her to pass between them,
  - (1) she is not entitled to room under rule 19.2(b), and
  - (2) while the boards remain overlapped, she shall keep clear and rules 10 and 11 do not apply.

### **20 ROOM TO TACK AT AN OBSTRUCTION**

#### **20.1 Hailing**

A board may hail for room to tack and avoid a board on the same tack by hailing 'Room to tack'. However, she shall not hail unless

## PART 2 - WHEN BOARDS MEET

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- (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 board that is fetching it would be required to change course as a result of the hail.

### **20.2 Responding**

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

### **20.3 Passing On a Hail to an Additional Board**

When a board has been hailed for room to tack and she intends to respond by tacking, she may hail another board 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 board she hails.

### **20.4 Additional Requirements for Hails**

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

## **SECTION D**

### **OTHER RULES**

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

#### **21 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL**

**21.1** A board 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 board not doing so until her hull is completely on the pre-start side.

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

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

#### **22 CAPSIZED; AGROUND; RESCUING**

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

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

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

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

**23.2** If reasonably possible, a board shall not interfere with a board that is taking a penalty, sailing on another leg or subject to rule 21.1.

## PART 2 - WHEN BOARDS MEET

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However, after the starting signal this rule does not apply when the board is sailing her proper course.

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

## PART 3

### CONDUCT OF A RACE

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

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

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

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

#### 26 STARTING RACES

##### 26.1 System 1 (for Upwind Starts)

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

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

## PART 3 - CONDUCT OF A RACE

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

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

### 26.2 System 2 (for Reaching Starts)

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

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

### 26.3 System 3 (for Beach Starts)

- (a) When the starting line is on the beach, or so close to the beach that the competitor must stand in the water to start, the start is a beach start.
- (b) The starting stations shall be numbered so that station 1 is the most windward one. Unless the sailing instructions specify some other system, a board's starting station shall be determined
  - (1) by ranking (the highest ranking board on station 1, the next highest on station 2, and so on), or
  - (2) by draw.

## PART 3 - CONDUCT OF A RACE

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- (c) After boards have been called to take their positions, the race committee shall make the preparatory signal by displaying a red flag with one sound. The starting signal shall be made, at any time after the preparatory signal, by removing the red flag with one sound.
- (d) After the starting signal each board shall take the shortest route from her starting station to the water and then to her sailing position without interfering with other boards. Part 2 rules will apply when both of the competitor's feet are on the board.

### **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, N over H, or N over A, with three sounds).

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### **28 SAILING THE COURSE**

- 28.1** A board shall sail the course.
- 28.2** A board may correct any errors in sailing the course, provided she has not finished.

### **29 RECALLS**

#### **29.1 Individual Recall**

When at a board's starting signal any part of her hull is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until the hull of each such board has been completely on the pre-start side of the starting line or one of its extensions, and until all such boards have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 29.2, 30.3 or 30.4 applies this rule does not.

#### **29.2 General Recall**

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

### **30 STARTING PENALTIES**

#### **30.1 I Flag Rule**

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

#### **30.2 Z Flag Rule**

Deleted in the Windsurfing Fleet Racing Rules

### **30.3 U Flag Rule**

If flag U has been displayed, no part of a board's hull shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a board 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 board's hull shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a board 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**

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

## **32 SHORTENING OR ABANDONING AFTER THE START**

### **32.1** After the starting signal, the race committee may shorten the course or abandon the race :

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

In addition, the race committee may shorten the course so that other scheduled races can be sailed, or abandon the race because of an

## PART 3 - CONDUCT OF A RACE

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error in the starting procedure. However, after one board has sailed the course within the race time limit, if any, the race committee shall not abandon the race without considering the consequences for all boards in the race or series.

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

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

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

### **33 CHANGING THE NEXT LEG OF THE COURSE**

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

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

### **34 MARK MISSING**

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

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

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

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

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

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

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

### **37 SEARCH AND RESCUE INSTRUCTIONS**

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

## PART 4

### OTHER REQUIREMENTS WHEN RACING

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

## SECTION A

### GENERAL REQUIREMENTS

#### 40 PERSONAL FLOTATION DEVICES

##### 40.1 Basic Rule

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

##### 40.2 When Rule 40.1 Applies

Rule 40.1 applies if

- (a) flag Y was displayed afloat with one sound before or with the warning signal, while racing in that race;
- (b) flag Y was displayed ashore with one sound, at all times while afloat that day; or
- (c) a rule in the class rules, notice of race or sailing instructions states that it applies.

#### 41 OUTSIDE HELP

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

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

## PART 4 - OTHER REQUIREMENTS WHEN RACING

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### **42 PROPULSION**

A board shall be propelled only by the action of the wind on the sail and by the action of the water on the hull or its appendages.

However, pumping and fanning the sail is permitted. The board shall not be propelled by paddling, swimming or walking.

### **43 EXONERATION**

**43.1** (a) When as a consequence of breaking a rule a board has compelled another board to break a rule, the other board is exonerated for her breach.

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

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

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

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

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

A board may take a 360°-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing.

Alternatively, the notice of race or sailing instructions may specify the use of some other penalty, in which case the specified penalty shall replace the 360°-Turn Penalty. However, if the board caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

## PART 4 - OTHER REQUIREMENTS WHEN RACING

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### **44.2 360°-Turn Penalty**

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

### **44.3 Scoring Penalty**

Deleted in the Windsurfing Fleet Racing Rules.

### **45 HAULING OUT; MAKING FAST; ANCHORING**

Deleted in the Windsurfing Fleet Racing Rules.

### **46 PERSON IN CHARGE**

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

### **47 TRASH DISPOSAL**

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

## **SECTION B**

## **EQUIPMENT-RELATED REQUIREMENTS**

### **48 LIMITATIONS ON EQUIPMENT AND CREW**

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

#### **48.2** Deleted in the Windsurfing Fleet Racing Rules.

### **49 CREW POSITION; LIFELINES**

Deleted in the Windsurfing Fleet Racing Rules.

**50 COMPETITOR CLOTHING AND EQUIPMENT**

- 50.1** (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight. However, a competitor may wear a drinking container that shall have a capacity of no more than 1.5 litres.
- (b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a crew harness (as defined in *The Equipment Rules of Sailing*) and clothing (including footwear) worn only below the knee. Class rules or the notice of race may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A crew harness shall have positive buoyancy in fresh water and shall not weigh more than 2 kilograms, except that class rules may specify a higher weight up to 4 kilograms. Weights shall be determined as required by Appendix H.
- (c) Deleted in the Windsurfing Fleet Racing Rules.

**50.2** Deleted in the Windsurfing Fleet Racing Rules.

**51 MOVABLE BALLAST**

Deleted in the Windsurfing Fleet Racing Rules.

**52 MANUAL POWER**

Deleted in the Windsurfing Fleet Racing Rules.

**53 SKIN FRICTION**

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

**54 FORESTAYS AND HEADSAIL TACKS**

Deleted in the Windsurfing Fleet Racing Rules.

## PART 4 - OTHER REQUIREMENTS WHEN RACING

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### **55 SETTING AND SHEETING SAILS**

Deleted in the Windsurfing Fleet Racing Rules.

### **56 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES; TRACKING SYSTEMS**

**56.1** Deleted in the Windsurfing Fleet Racing Rules.

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

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

**56.3** When a rule requires a board to be equipped with an Automatic Identification System transponder or any other tracking device, it shall not be turned off or its effectiveness intentionally reduced.

## **PART 5**

### **PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS**

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

*The Racing Rules of Sailing does not require a particular hearing request form to be used.*

## **SECTION A**

### **PROTESTS; REDRESS; SUPPORT PERSONS**

#### **60 PROTESTS**

##### **60.1 Right to Protest**

A board or committee may protest a board.

##### **60.2 Intention to Protest**

- (a) If a protest concerns an incident observed by the protestor in the racing area:
  - (1) If the protestor is a board, she shall hail 'Protest' at the first reasonable opportunity. She shall also inform the race committee of her intention to protest as soon as practicable after she finishes or retires.
  - (2) If the protestor is a committee, it shall inform the board after the race within the protest time limit of its intention to protest her.
- (b) However, if
  - (1) the protestee is not within hailing distance at the time of the incident,
  - (2) the incident was an error in sailing the course,
  - (3) the incident was not observed by the protestor in the racing area, or

- (4) a protest committee decides to protest a board under rule 60.4(c),

then the only requirement for the protestor is to inform the protestee of its intention to protest at the first reasonable opportunity

- (c) If at the time of the incident it is obvious to a protesting board that a member of either crew is in danger, or that injury or serious damage has resulted, rules 60.2(a) and 60.2(b) do not apply to her, but she shall attempt to inform the other board within the protest time limit of her intention to protest.
- (d) A committee may inform a board of its intention to protest by posting a notice on the official notice board.

### **60.3 Delivering a Protest**

- (a) When delivered, a protest shall be in writing and identify the protestor, the protestee, and the incident. This rule does not apply to a race in an elimination series that will qualify a board to compete in a later stage of an event.
- (b) A protest shall be delivered to the race office (or by such other method as stated in the sailing instructions) within the protest time limit unless the protest committee decides there is good reason to extend the time. The protest time limit is
  - (1) for protests about an incident observed in the racing area, two hours after the last board in the race finishes, or
  - (2) for other protests, two hours after the relevant information is available to the protestor.

However, if the sailing instructions state a different protest time limit, then that time limit applies instead.

### **60.4 Protest Validity**

- (a) A protest is invalid
  - (1) if it does not comply with the definition protest or rule 60.2 or 60.3,

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

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- (2) if it is from a board that alleges a breach of a rule of Part 2 or rule 31, but she was not involved in the incident, or
  - (3) as far as it alleges a breach of rule 69 or a Regulation referred to in rule 6, unless permitted by the Regulation concerned.
- (b) A protest is invalid also if it is from a committee and is based on information from
  - (1) a request for redress,
  - (2) an invalid protest, or
  - (3) a report from a person with a conflict of interest (other than a representative of the board herself).
- (c) However, rule 60.4(b) does not apply to a protest from
  - (1) the protest committee if it learns of an incident involving a board that may have resulted in injury or serious damage,
  - (2) the protest committee if it learns during the hearing of a valid protest that the board, although not a party to the hearing, was involved in the incident and may have broken a rule, or
  - (3) the technical committee if it has first conducted an inspection and decided a board or personal equipment does not comply with the class rules or rule 50.

### **60.5 Protest Decisions**

- (a) The protest committee shall conduct a hearing as required by rule 63 to decide a protest.
- (b) A board shall only be penalized
  - (1) at a protest hearing to which she is a party,
  - (2) under rule 62.4, 64 or 69, or
  - (3) under a rule which expressly states that a penalty may be applied without a hearing.

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

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- (c) If the protest committee decides that a board has broken a rule it shall disqualify her whether or not the applicable rule was mentioned in the protest. However, the board shall not be disqualified if
- (1) she is exonerated or some other penalty applies,
  - (2) the board has already taken an applicable penalty, in which case she shall not be penalized further unless the penalty for a rule she broke is disqualification that is not excludable,
  - (3) the race is restarted or resailed, in which case rule 36 applies, or
  - (4) she broke a class rule and rule 60.5(d)(1) applies.

If a board has broken a rule when not racing, her penalty shall apply to the race sailed nearest in time to the incident.

- (d) If the protest committee decides that a board has broken a class rule:
- (1) the board shall not be penalized if any deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and they did not improve the performance of the board,
  - (2) the board shall not race again until any such deviations have been corrected unless the protest committee decides there is, or has been, no reasonable opportunity to do so,
  - (3) any breach of the same rule in earlier races in the same event may have the same penalty imposed for all such races without further protest, and
  - (4) the board may compete in subsequent races without changes to the board, but only if she states in writing that she intends to appeal. If she fails to appeal, or the appeal is not successful, she shall be disqualified without a hearing from all subsequent races in which she competed.

**61 REDRESS**

**61.1 Requesting or Considering Redress**

- (a) A board may request redress.
- (b) The race committee or the technical committee may request redress for a board.
- (c) The protest committee may call a hearing to consider redress for a board.

**61.2 Requests for Redress**

- (a) A request for redress shall be in writing and identify the reason for making it.
- (b) A request shall be delivered to the race office (or by such other method as stated in the sailing instructions):
  - (1) if it is based on an incident in the racing area, within the protest time limit or two hours after the incident (whichever is later),
  - (2) if it is based on a protest committee decision on the last scheduled day of racing, no later than 30 minutes after the decision was posted, or
  - (3) for all other requests, as soon as reasonably possible after the relevant information is available.

However, the protest committee shall extend the time if there is good reason to do so.

**61.3 Invalid Requests**

A request for redress is invalid if it does not comply with rule 61.2.

**61.4 Redress Decisions**

- (a) The protest committee shall conduct a hearing as required by rule 63 to decide whether to grant redress.
- (b) A board is entitled to redress if her score or place in a race or series has been made, or may be made, significantly worse through no fault of her own by

- (1) an improper action or improper omission of a committee or the organizing authority, but not by a protest committee decision when the board was a party to the hearing,
  - (2) injury, physical damage or capsize because of the action of a board that was breaking a rule of Part 2 and took an appropriate penalty or was penalized,
  - (3) injury, physical damage or capsize because of the action of a vessel not racing that was required to keep clear or is determined to be at fault under the *IRPCAS* or a government right-of-way rule,
  - (4) giving help (except to herself or her crew) in compliance with rule 1.1, or
  - (5) an action of another board, or a crew member or support person of that board, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.
- (c) If a board is entitled to redress, the protest committee shall make as fair an arrangement as possible for all boards affected, whether or not they asked for redress. This may be to adjust the scoring (see rule A9 for examples) or finishing times of boards, to abandon the race, to let the results stand or to make some other arrangement.
- (d) If there is doubt about the facts or probable results of any arrangement for the race or series, especially before abandoning the race, the protest committee shall take evidence from appropriate sources.

## **62 SUPPORT PERSONS**

- 62.1** Upon receipt of a report from a board or a committee, or based on its own observation or information from any source, including evidence taken during a hearing, the protest committee may call a hearing to consider whether a support person has broken a rule.

**62.2** If the protest committee decides to call a hearing, it shall conduct a hearing as required by rule 63 and may appoint a person to present the allegations.

**62.3** If the protest committee decides that a support person who is a party to the hearing has broken a rule, it may

- (a) issue a warning,
- (b) exclude the person from the event or venue or remove any privileges or benefits, or
- (c) take other action within its jurisdiction as provided by the rules.

**62.4** In addition, if the protest committee decides that

- (a) a board may have gained a competitive advantage as the result of the breach by the support person, or
- (b) the support person committed a further breach after the protest committee warned a board in writing, following a previous hearing, that a penalty may be imposed,

then the protest committee may also penalize a board that is a party to the hearing for the breach of a rule by a support person by changing the board's score in a single race, up to and including disqualification.

## **SECTION B**

### **HEARINGS AND MAKING DECISIONS**

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

## **63 CONDUCT OF HEARINGS**

### **63.1 Rights of Parties**

- (a) All parties to a hearing shall be
  - (1) informed of the time and place of the hearing,

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- (2) given access to the protest, request for redress, or report to be considered at the hearing,
  - (3) allowed reasonable time to prepare for the hearing, and
  - (4) allowed to have a representative present throughout the hearing of the evidence but, in a protest involving a breach of a rule of Part 2, 3 or 4, representatives of boards shall have been on board at the time of the incident unless there is good reason for the protest committee to decide otherwise.
- (b) If a party does not come to a hearing, the protest committee may proceed with the hearing in their absence.

### **63.2 Hearings**

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

**63.3 Conflict of Interest**

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

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

- (d) When deciding whether a conflict of interest is significant, the protest committee shall consider
  - (1) the views of the parties,
  - (2) the level of the conflict,
  - (3) the level of the event,
  - (4) the importance to each party of the case, and
  - (5) the overall perception of fairness.
- (e) Any written information provided under rule 63.6(b) shall include any conflict of interest declared by a protest committee member, and any decision by the protest committee under rule 63.3(c)(2).

**63.4 Hearing Procedure**

- (a) The protest committee shall first consider validity. The hearing shall be closed if
  - (1) a protest or request is invalid, or

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- (2) a protest was made under rule 60.4(c)(1) and there was no injury or serious damage.
- (b) The protest committee shall take the evidence of the parties present at the hearing, their witnesses, and any other evidence it considers necessary. Hearsay evidence is admissible. However, the protest committee may exclude evidence which is irrelevant or unduly repetitive.
- (c) A party present at the hearing may question any person who gives evidence.
- (d) A member of the protest committee who saw the incident shall, as soon as reasonably possible, declare this fact to the parties attending the hearing.
- (e) A witness shall be excluded from the hearing when not giving evidence, except for a witness who:
  - (1) is also a party, or
  - (2) is a member of the protest committee.

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

### **63.5 Decisions**

- (a) The protest committee shall consider the evidence and decide what weight to give it. It shall then find the facts based on the balance of probabilities (unless an applicable rule requires otherwise), and then apply the rules to those facts to make its conclusions and a decision.
- (b) Decisions shall be made by simple majority vote. When there is an equal division of votes, the chair of the hearing may cast an additional vote.
- (c) If there is a conflict between

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- (1) two or more rules that must be resolved before a decision can be made, and
  - (2) those rules are in the notice of race, the sailing instructions, or any of the other documents that govern the event under item (g) of the definition Rule,
- then the protest committee shall apply the rule that it believes will provide the fairest result for all boards affected.
- (d) If the protest committee is in doubt about a matter concerning the measurement of a board, the meaning of a class rule, or damage to a board, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee is bound by the authority's reply.

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

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

**63.7 Reopening a Hearing**

- (a) The protest committee may reopen a hearing if it decides
  - (1) a party was unavoidably absent from the hearing,
  - (2) it may have made a significant error, or
  - (3) significant new evidence has become available within a reasonable time.

However, a protest committee shall reopen a hearing when required to do so by the national authority under rule 71.3 or R5.

- (b) A party to the hearing may request a reopening by delivering a written request to the race office (or by such other method as stated in the sailing instructions) no later than 24 hours after being informed of the decision. The request shall identify the reason for making it. However, on the last scheduled day of racing the request shall be delivered
  - (1) within the protest time limit if the requesting party was informed of the decision on the previous day;
  - (2) no later than 30 minutes after the party was informed of the decision on that day.

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

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

**64 DISCRETIONARY PENALTIES**

When a board reports within the protest time limit that she has broken a rule which is subject to a discretionary penalty, the protest committee shall decide the appropriate penalty having first

considered the evidence that it considers appropriate. There is no requirement to hold a hearing.

## **65 LEGAL LIABILITY AND COSTS**

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

**65.2** Any measurement costs arising from a protest involving a class rule shall be paid by the unsuccessful party unless the protest committee decides otherwise.

*Note: There are no rules 66 to 68.*

## **SECTION C MISCONDUCT**

### **69 MISCONDUCT**

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

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

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

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

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- (b) When a protest committee, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall decide whether or not to call a hearing.
- (c) When the protest committee needs more information to make the decision to call a hearing, it shall consider appointing a person or persons to conduct an investigation. These investigators shall not be members of the protest committee that will decide the matter.
- (d) When an investigator is appointed, all relevant information gathered by the investigator, favourable or unfavourable, shall be disclosed to the protest committee, and if the protest committee decides to call a hearing, to the parties.
- (e) If the protest committee decides to call a hearing, it shall promptly inform the person in writing of the alleged breach and of the time and place of the hearing and follow the procedures in rule 63, except that:
  - (1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.
  - (2) a person against whom an allegation has been made under this rule shall be entitled to attend the hearing with an advisor and a representative who may act on the person's behalf.
- (f) If a party
  - (1) provides good reason for being unable to come to the hearing at the scheduled time, the protest committee shall reschedule it; or
  - (2) does not provide good reason and does not come to the hearing, the protest committee may conduct it without that party present.
- (g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct. However, if the standard of proof in this rule conflicts with the laws of a

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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 board owner has broken rule 69.1(a), it may take one or more of the following actions
  - (1) issue a warning;
  - (2) change their board's score in one or more races, including disqualification(s) that may or may not be excluded from her series score;
  - (3) exclude the person from the event or venue or remove any privileges or benefits; and
  - (4) take any other action within its jurisdiction as provided by the rules.
- (i) When the protest committee decides that a support person has broken rule 69.1(a), rules 62.3 and 62.4 apply.
- (j) If the protest committee
  - (1) imposes a penalty greater than one DNE;
  - (2) excludes the person from the event or venue; or
  - (3) in any other case if it considers it appropriate,it shall report its findings, including the facts found, its conclusions and decision to the national authority of the person or, for major international events listed in the World Sailing Code of Ethics, to World Sailing. If the protest committee has acted under rule 69.2(f)(2), the report shall also include that fact and the reasons for it.
- (k) If the protest committee decides not to conduct the hearing without a party present, or if the protest committee has left the event and a report alleging a breach of rule 69.1(a) is received, the race committee or organizing authority may appoint the same or a new protest committee to proceed under this rule. If the protest committee decides it is impractical to conduct a hearing, it shall collect all available information and, if the allegation seems justified, make a

report to the national authority of the person or, for major international events listed in the World Sailing Code of Ethics, to World Sailing.

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

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

## **SECTION D APPEALS**

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

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

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

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

- (a) of an international jury properly constituted under Appendix N,
- (b) that are essential to promptly determine the result of a race that will qualify a board to compete in a subsequent event (a national authority may prescribe that its permission is required for such a procedure);
- (c) made at an event open only to boards entered by

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- (1) an organization affiliated to the national authority, or a member of such an organization, or
- (2) a personal member of the national authority, provided the national authority has granted its approval for the use of this rule, or
- (d) made at an event by a protest committee constituted as required by Appendix N, except that only two members of the protest committee need be International Judges, and provided that the national authority has granted its approval to the use of this rule after consultation with World Sailing.
- (e) made in an elimination series that will qualify a board to compete in a later stage of an event.

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

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

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

### **71 NATIONAL AUTHORITY DECISIONS**

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

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

**71.3** The national authority may:

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

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

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

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

### **72 INTERPRETATIONS**

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

## **PART 6**

### **ENTRY AND QUALIFICATION**

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

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

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

#### **76 EXCLUSION OF BOARDS OR COMPETITORS**

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

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

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

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

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

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

### **77 IDENTIFICATION ON SAILS**

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

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

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

### **79 CATEGORIZATION**

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

### **80 RESCHEDULED EVENT**

When an event is rescheduled to dates different from the dates stated in the notice of race, all boards entered shall be notified. The

## PART 6 - ENTRY AND QUALIFICATION

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race committee may accept new entries that meet all the entry requirements except the original deadline for entries.

## **PART 7**

### **EVENT ORGANIZATION**

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#### **85 CHANGES TO RULES**

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

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

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

#### **86 CHANGES TO THE RACING RULES**

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

- (a) Prescriptions of a national authority may change a racing rule, but not the Definitions; a rule in the Introduction; Part 2 or 7; rule 1, 2, 3, 5, 6, 42, 43, 47, 50, 63.3, 69, 70, 71, 72, 75, 76.2(b), or 79; a rule of an appendix that changes one of these rules; Appendix H or N; or a rule in a World Sailing Code listed in rule 6.1.

## PART 7 - EVENT ORGANIZATION

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- (b) The notice of race or sailing instructions may change a racing rule, but not rule 4; 76.1 or 76.2(a), Appendix R, or a rule listed in rule 86.1(a).
- (c) Class rules may change only racing rules 42, 49, 51, 52, 53, 54, 55, and 78.2.

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

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

### **87 CHANGES TO CLASS RULES**

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

### **88 NATIONAL PRESCRIPTIONS**

#### **88.1 Prescriptions that Apply**

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

#### **88.2 Changes to Prescriptions**

The notice of race or sailing instructions may change a prescription. However, a national authority may restrict changes to its prescriptions with a prescription to this rule, provided World

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Sailing approves its application to do so. The restricted prescriptions shall not be changed.

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

#### **89.1 Organizing Authority**

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

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

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

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

- (a) The organizing authority shall publish a written notice of race that conforms to rule J1.
- (b) The notice of race may be changed provided adequate notice is given.
- (c) The organizing authority shall appoint a race committee and, when appropriate, appoint a protest committee, a technical committee and umpires. However, the race committee, an international jury, a technical committee and umpires may be appointed by World Sailing as provided in its Regulations.

## **90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING**

### **90.1 Race Committee**

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

### **90.2 Sailing Instructions**

- (a) The race committee shall publish written sailing instructions that conform to rule J2.
- (b) When appropriate, for an event where entries from other countries are expected, the sailing instructions shall include, in English, the applicable national prescriptions.
- (c) The sailing instructions may be changed provided the change is in writing and posted on the official notice board before the time stated in the sailing instructions or, on the water, communicated to each board before her warning signal. Oral instructions may be given only if the procedure is stated in the sailing instructions.

### **90.3 Scoring**

- (a) The race committee shall score a race or series as provided in Appendix A, unless the notice of race or sailing instructions specify some other system. A race shall be scored if it is not

## PART 7 - EVENT ORGANIZATION

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abandoned and if one board sails the course within the race time limit, if any, even if she retires after finishing or is disqualified.

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

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

### **91 PROTEST COMMITTEE**

A protest committee shall be

- (a) a committee appointed by the organizing authority or race committee (A national authority may prescribe a minimum number of committee members for specified events within its jurisdiction.);
- (b) an international jury appointed by the organizing authority or as prescribed in the World Sailing regulations (It shall be

## PART 7 - EVENT ORGANIZATION

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composed as required by rule N1 and have the authority and responsibilities stated in rule N2. A national authority may prescribe that its approval is required for the appointment of international juries for events within its jurisdiction, except World Sailing events or when international juries are appointed by World Sailing under rule 89.2(c).); or

- (c) a committee appointed by the national authority under rule 71.3(c).

### **92 TECHNICAL COMMITTEE**

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

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

## **APPENDIX A**

### **SCORING**

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*See rule 90.3.*

#### **A1 NUMBER OF RACES; OVERALL SCORES**

The number of races scheduled and the number required to be scored to constitute a series shall be stated in the notice of race or sailing instructions; see rule 90.3(a). If an event includes more than one discipline or format, the notice of race or sailing instructions shall state how the overall scores are to be calculated.

#### **A2 SERIES SCORES**

**A2.1** Each board's series score shall, subject to rule 90.3(b), be the total of her race scores excluding her

- (a) worst score when from 5 to 11 races have been scored, or
- (b) two worst scores when 12 or more races have been scored (see rule 90.3(a)).

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

**A2.2** If a board 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 board's starting signal shall be her starting time, and the order in which boards finish a race shall determine their finishing places. However, when a handicap or rating system is used a board's corrected time shall determine her finishing place.

### A4 SCORING SYSTEM

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

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

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

### A5 SCORES DETERMINED BY THE RACE COMMITTEE

**A5.1** When a race committee determines that a board:

- (a) did not sail the course,
- (b) did not comply with rule 30.2, 30.3, 30.4 or 78.2, or
- (c) retired or took a penalty under rule 44.3(a),

it shall score the board accordingly without a hearing. Only the protest committee may take other scoring actions that worsen a board's score.

**A5.2** A board that did not sail the course, retired or was disqualified shall be scored points for the finishing place one more than the number of boards entered in the series. A board that is penalized under rule

## APPENDIX A - SCORING

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30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).

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

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

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

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

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

### **A7 RACE TIES**

If boards are tied at the finishing line or if a handicap or rating system is used and boards have equal corrected times, the points for the place for which the boards have tied and for the place(s) immediately below shall be added together and divided equally. Boards 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 boards, each board's excluded race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the board(s) with the best excluded race score(s).
- A8.2** If a tie remains between two or more boards, each board's race scores, including excluded scores, shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the board(s) with the best score(s). These scores shall be used even if some of them are excluded scores.
- A8.3** If a tie still remains between two or more boards, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boards' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

### **A9 GUIDANCE ON REDRESS**

If the protest committee decides to give redress by adjusting a board'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 board in the race at the time of the incident that justified redress.

### **A10 SCORING ABBREVIATIONS**

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

## APPENDIX A - SCORING

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

## APPENDIX G

### IDENTIFICATION ON SAILS

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*See rule 77.*

#### **G1 WORLD SAILING CLASS BOARDS**

##### **G1.1 Identification**

Every board of a World Sailing Class shall carry on her mainsail and, as provided in rule G1.3(c) for letters and numbers only, on her spinnaker and headsail

- (a) the insignia denoting her class;
- (b) at all international events, except when the boards are provided to all competitors, national letters denoting her national authority from the table below. For the purposes of this rule, international events are World Sailing events, world and continental championships, and events described as international events in their notices of race; and
- (c) a sail number of no more than four digits allotted by her national authority or, when so required by the class rules, by the class association. The four-digit limitation does not apply to classes whose World Sailing membership or recognition took effect before 1 April 1997. Alternatively, if permitted in the class rules, an owner may be allotted a personal sail number by the relevant issuing authority, which may be used on all the owner's boards in that class.

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

#### **NATIONAL SAIL LETTERS**

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

| <i>National authority</i> | <i>Letters</i> |
|---------------------------|----------------|
| Algeria                   | ALG            |

## APPENDIX G - IDENTIFICATION ON SAILS

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| <i>National authority</i> | <i>Letters</i> |
|---------------------------|----------------|
| American Samoa            | ASA            |
| Andorra                   | AND            |
| Angola                    | ANG            |
| Antigua                   | ANT            |
| Argentina                 | ARG            |
| Armenia                   | ARM            |
| Aruba                     | ARU            |
| Australia                 | AUS            |
| Austria                   | AUT            |
| Azerbaijan                | AZE            |
| Bahamas                   | BAH            |
| Bahrain                   | BRN            |
| Barbados                  | BAR            |
| Belarus                   | BLR            |
| Belgium                   | BEL            |
| Belize                    | BIZ            |
| Bermuda                   | BER            |
| Bolivia                   | BOL            |
| Botswana                  | BOT            |
| Brazil                    | BRA            |
| British Virgin Islands    | IVB            |
| Brunei                    | BRU            |
| Bulgaria                  | BUL            |

## APPENDIX G - IDENTIFICATION ON SAILS

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| <i>National authority</i> | <i>Letters</i> |
|---------------------------|----------------|
| Cambodia                  | CAM            |
| Canada                    | CAN            |
| Cayman Islands            | CAY            |
| Chile                     | CHI            |
| China, PR                 | CHN            |
| Chinese Taipei            | TPE            |
| Colombia                  | COL            |
| Cook Islands              | COK            |
| Croatia                   | CRO            |
| Cuba                      | CUB            |
| Cyprus                    | CYP            |
| Czechia                   | CZE            |
| Denmark                   | DEN            |
| Djibouti                  | DJI            |
| Dominican Republic        | DOM            |
| Ecuador                   | ECU            |
| Egypt                     | EGY            |
| El Salvador               | ESA            |
| Estonia                   | EST            |
| Fiji                      | FIJ            |
| Finland                   | FIN            |
| France                    | FRA            |
| Georgia                   | GEO            |

## APPENDIX G - IDENTIFICATION ON SAILS

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| <i>National authority</i> | <i>Letters</i> |
|---------------------------|----------------|
| Germany                   | GER            |
| Great Britain             | GBR            |
| Greece                    | GRE            |
| Grenada                   | GRN            |
| Guam                      | GUM            |
| Guatemala                 | GUA            |
| Hong Kong, China          | HKG            |
| Hungary                   | HUN            |
| Iceland                   | ISL            |
| India                     | IND            |
| Indonesia                 | INA            |
| Iran                      | IRI            |
| Iraq                      | IRQ            |
| Ireland                   | IRL            |
| Israel                    | ISR            |
| Italy                     | ITA            |
| Jamaica                   | JAM            |
| Japan                     | JPN            |
| Jordan                    | JOR            |
| Kazakhstan                | KAZ            |
| Kenya                     | KEN            |
| Korea, DPR                | PRK            |
| Korea, Republic of        | KOR            |

## APPENDIX G - IDENTIFICATION ON SAILS

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| <i>National authority</i> | <i>Letters</i> |
|---------------------------|----------------|
| Kosovo                    | KOS            |
| Kuwait                    | KUW            |
| Kyrgyzstan                | KGZ            |
| Latvia                    | LAT            |
| Lebanon                   | LIB            |
| Libya                     | LBA            |
| Liechtenstein             | LIE            |
| Lithuania                 | LTU            |
| Luxembourg                | LUX            |
| Macau, China              | MAC            |
| Madagascar                | MAD            |
| Malaysia                  | MAS            |
| Malta                     | MLT            |
| Mauritius                 | MRI            |
| Mexico                    | MEX            |
| Moldova                   | MDA            |
| Monaco                    | MON            |
| Montenegro                | MNE            |
| Montserrat                | MNT            |
| Morocco                   | MAR            |
| Mozambique                | MOZ            |
| Myanmar                   | MYA            |
| Namibia                   | NAM            |

## APPENDIX G - IDENTIFICATION ON SAILS

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| <i>National authority</i> | <i>Letters</i> |
|---------------------------|----------------|
| Netherlands               | NED            |
| Netherlands Antilles      | AHO            |
| New Zealand               | NZL            |
| Nicaragua                 | NCA            |
| Nigeria                   | NGR            |
| North Macedonia           | MKD            |
| Norway                    | NOR            |
| Oman                      | OMA            |
| Pakistan                  | PAK            |
| Palestine                 | PLE            |
| Panama                    | PAN            |
| Papua New Guinea          | PNG            |
| Paraguay                  | PAR            |
| Peru                      | PER            |
| Philippines               | PHI            |
| Poland                    | POL            |
| Portugal                  | POR            |
| Puerto Rico               | PUR            |
| Qatar                     | QAT            |
| Romania                   | ROU            |
| Russia                    | RUS            |
| Samoa                     | SAM            |
| San Marino                | SMR            |

## APPENDIX G - IDENTIFICATION ON SAILS

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| <i>National authority</i> | <i>Letters</i> |
|---------------------------|----------------|
| Saudi Arabia              | KSA            |
| Senegal                   | SEN            |
| Serbia                    | SRB            |
| Seychelles                | SEY            |
| Singapore                 | SGP            |
| Slovak Republic           | SVK            |
| Slovenia                  | SLO            |
| Solomon Islands           | SOL            |
| South Africa              | RSA            |
| Spain                     | ESP            |
| Sri Lanka                 | SRI            |
| St Kitts & Nevis          | SKN            |
| St Lucia                  | LCA            |
| St Vincent & Grenadines   | VIN            |
| Sudan                     | SUD            |
| Sweden                    | SWE            |
| Switzerland               | SUI            |
| Tahiti                    | TAH            |
| Tajikistan                | TJK            |
| Tanzania                  | TAN            |
| Thailand                  | THA            |
| Timore Leste              | TLS            |
| Tonga                     | TGA            |

## APPENDIX G - IDENTIFICATION ON SAILS

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| <i>National authority</i> | <i>Letters</i> |
|---------------------------|----------------|
| Trinidad & Tobago         | TTO            |
| Tunisia                   | TUN            |
| Turkey                    | TUR            |
| Turks & Caicos            | TCA            |
| Uganda                    | UGA            |
| Ukraine                   | UKR            |
| United Arab Emirates      | UAE            |
| United States of America  | USA            |
| Uruguay                   | URU            |
| US Virgin Islands         | ISV            |
| Vanuatu                   | VAN            |
| Venezuela                 | VEN            |
| Vietnam                   | VIE            |
| Zimbabwe                  | ZIM            |

### **G1.2 Specifications**

- (a) National letters and sail numbers shall be:
- (1) in capital letters and Arabic numerals,
  - (2) of the same colour,
  - (3) of a contrasting colour to the body of the sail, and
  - (4) of a sans-serif typeface.
- In addition, the letters and numbers identifying the board shall be clearly legible when the sail is set.
- (b) The height of characters and space between adjoining characters on the same and opposite sides of the sail shall be related to the board's overall length as follows:

## APPENDIX G - IDENTIFICATION ON SAILS

---

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

### **G1.3 Positioning**

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

### **G2 OTHER BOARDS**

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

### **G3 CHARTERED OR LOANED BOARDS**

When so stated in the notice of race or sailing instructions, a board chartered or loaned for an event may carry national letters or a sail number in contravention of her class rules.

## APPENDIX G - IDENTIFICATION ON SAILS

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### **G4      WARNINGS AND PENALTIES**

When a protest committee finds that a board has broken a rule of this appendix, it shall either warn her and give her time to comply or penalize her.

### **G5      CHANGES BY CLASS RULES**

World Sailing classes may change the rules of this appendix provided the changes have first been approved by World Sailing.

## **APPENDIX H**

### **WEIGHING CLOTHING AND EQUIPMENT**

---

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

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

## **APPENDIX J**

### **NOTICE OF RACE AND SAILING INSTRUCTIONS**

---

*See rules 89.2 and 90.2. In this appendix, the term ‘event’ includes a race or series of races.*

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

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

#### **J1 NOTICE OF RACE CONTENTS**

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

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

##### **J1.2** The notice of race shall include any of the following that will apply:

## APPENDIX J - NOTICE OF RACE AND SAILING INSTRUCTIONS

- (1) times or procedures for equipment inspection or event measurement, or requirements for measurement or rating certificates;
- (2) changes to the racing rules authorized by World Sailing under rule 86.2, referring specifically to each rule and stating the change (also include the statement from World Sailing authorizing the change);
- (3) changes to class rules, as permitted under rule 87, referring specifically to each rule and stating the change;
- (4) categorization or classification requirements that some or all competitors must satisfy;
  - (a) for sailor categorization (see rule 79 and the World Sailing Sailor Categorization Code), or
  - (b) for functional classification for Para World Sailing events (see World Sailing Para Classification Rules);
- (5) that boards will be required to display advertising chosen and supplied by the organizing authority (see rule 6 and the World Sailing Advertising Code) and other information related to advertising;
- (6) that rule 90.3(e) will apply, and any change in the '24 hours' time limit in that rule;
- (7) when entries from other countries are expected, any national prescriptions that may require advance preparation (see rule 88);
- (8) prescriptions that will apply if boards will pass through the waters of more than one national authority while racing, and when they will apply (see rule 88.1);
- (9) alternative communication required in place of hails under rule 20 (see rule 20.4(b));
- (10) any change in the weight limit for a competitor's clothing and equipment permitted by rule 50.1(b);
- (11) any requirements necessary for compliance with data protection legislation that applies in the venue of the event;

## APPENDIX J - NOTICE OF RACE AND SAILING INSTRUCTIONS

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- (12) an entry form, to be signed by the board's owner or owner's representative, containing words such as 'I agree to be bound by *The Racing Rules of Sailing* and by all other rules that govern this event.';
- (13) replacement of the rules of Part 2 with the right-of-way rules of the *International Regulations for Preventing Collisions at Sea* or other government right-of-way rules, the time(s) or place(s) they will apply, and any night signals to be used by the race committee;

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

- (1) changes to the racing rules permitted by rule 86.1, referring specifically to each rule and stating the change;
- (2) changes to the national prescriptions (see rule 88.2);
- (3) the time and place at which the sailing instructions will be available;
- (4) a general description of the course, or type of courses, to be sailed;
- (5) the scoring system, if different from the system in Appendix A, included by reference to class rules or other rules governing the event, or stated in full. State the number of races scheduled and the minimum number that must be scored to constitute a series (see rule A1). If appropriate, for a series where the number of starters may vary substantially, state that rule A5.3 applies;
- (6) the penalty for breaking a rule of Part 2, other than the Two-Turns Penalty;
- (7) the time after which no warning signal will be made on the last scheduled day of racing;
- (8) denial of the right of appeal, subject to rule 70.3;
- (9) for chartered or loaned boards, whether rule G3 applies;

## APPENDIX J - NOTICE OF RACE AND SAILING INSTRUCTIONS

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(10) prizes.

### **J2 SAILING INSTRUCTION CONTENTS**

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

- (1) the information in rules J1.3(1), (2) and (5) and, when applicable, rules J1.3(6), (7), (8), (9) and (10);
- (2) the schedule of races and the times of warning signals for each class;
- (3) a complete description of the course(s) to be sailed, or a list of marks from which the course will be selected and, if relevant, how courses will be signalled and any change to the direction in which boards are required to cross the finishing line to finish;
- (4) descriptions of marks, including starting and finishing marks, stating the order in which marks are to be passed and the side on which each is to be left and identifying all rounding marks (see the definition Sail the Course);
- (5) descriptions of the starting and finishing lines, class flags and any special signals to be used;
- (6) the race time limit, if any, for the first board to sail the course (see rule 35);
- (7) location(s) of official notice board(s) or address of online notice board; location of the race office.

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

- (1) whether Appendix P will apply;
- (2) when appropriate, at an event where entries from other countries are expected, a copy in English of the national prescriptions that will apply;
- (3) procedure for changing the sailing instructions;

## APPENDIX J - NOTICE OF RACE AND SAILING INSTRUCTIONS

- (4) procedure for giving oral changes to the sailing instructions on the water (see rule 90.2(c));
- (5) safety requirements, such as requirements and signals for personal flotation devices, check-in at the starting area, and check-out and check-in ashore;
- (6) signals to be made ashore and location of signal station(s);
- (7) restrictions controlling changes to boards when supplied by the organizing authority;
- (8) when and under what circumstances propulsion is permitted under rule 42.3(i);
- (9) restrictions on use of support person vessels, plastic pools, radios, etc.; on trash disposal; on hauling out; and on outside assistance provided to a board that is not racing;
- (10) the racing area (a chart is recommended);
- (11) the location of the starting area and any restrictions on entering it;
- (12) any special procedures or signals for individual or general recall;
- (13) approximate course length and approximate length of windward legs;
- (14) any special procedures or signals for changing a leg of the course (see rule 33);
- (15) description of any object, area or line designated by a rule to be an obstruction (see the definition Obstruction), and any restriction on entering such an area or crossing such a line;
- (16) boats identifying mark locations;
- (17) any special procedures for shortening the course or for finishing a shortened course;
- (18) the time limit, if any, for boards other than the first board to finish and any other time limits or target times that apply while boards are racing;
- (19) declaration requirements;

## APPENDIX J - NOTICE OF RACE AND SAILING INSTRUCTIONS

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

## **APPENDIX M**

### **RECOMMENDATIONS FOR PROTEST COMMITTEES**

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*This appendix is advisory only; in some circumstances changing these procedures may be advisable. It is addressed primarily to the protest committee chair but may also help judges, protest committee secretaries, race committees and others 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 board 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 board or competitor has broken a **rule**.

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

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

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

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

- (a) each party has the opportunity to read the protest, request for redress or allegation and has had reasonable time to prepare for the hearing (rules 63.1(a)(2) and 63.1(a)(3)).
- (b) only one person from each party is present unless an interpreter is needed (rule 63.1(a)(4)).

## APPENDIX M - RECOMMENDATIONS FOR PROTEST COMMITTEES

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- (c) all boards and people involved are represented. If they are not, however, the committee may proceed under rule 63.1(b).
- (d) boards' representatives were on board when required (rule 63.1(a)(4)).
- (e) when the parties were in different events, both organizing authorities must accept the composition of the protest committee (rule 63.2(e)).
- (f) in a protest concerning class rules, obtain the current class rules and identify the authority responsible for interpreting them (rule 63.5(d)).

**M2.2** Determine if any members of the protest committee saw the incident. If so, require each of them to state that fact as possible at the hearing (rule 63.4(d)).

**M2.3** Assess conflicts of interest.

- (a) Ensure that all protest committee members declare any possible conflicts of interest. At major events this will often be a formal written declaration made before the event starts that will be kept with the protest committee records.
- (b) At the start of any hearing, ensure that the parties are aware of any conflicts of interest of protest committee members. Ask the parties if they consent to the members. If a party does not object as soon as possible after a conflict of interest has been declared, the protest committee may take this as consent to proceed and should record it.
- (c) If a party objects to a member, the remainder of the protest committee members need to assess whether the conflict of interest is significant. The assessment will consider the level of the event, the level of the conflict and the perception of fairness. It may be acceptable to balance conflicts between protest committee members. Guidance may be found on the World Sailing website. Record the decision and the grounds for that decision.

## APPENDIX M - RECOMMENDATIONS FOR PROTEST COMMITTEES

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- (d) In cases of doubt it may be preferable to proceed with a smaller protest committee. Except for hearings under rule 69, there is no minimum number of protest committee members required.
- (e) When a request for redress is made under rule 61.4(b)(1) and is based on an improper action or improper 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.

- (a) Are the contents adequate (rule 60.3(a), 61.2(a) or 63.7(b))?
- (b) Was it delivered in time? If not, is there good reason to extend the time limit (rule 60.3(b), 61.2(b) or 63.7(b))?
- (c) When required, was the protestor involved in or a witness to the incident (rule 60.4(a)(2))?
- (d) When necessary, was 'Protest' hailed and, if required, a red flag displayed correctly (rule 60.2(a)(1))?
- (e) When the flag or hail was not necessary, was the protestee informed (rule 60.2(b))?
- (f) Decide whether the protest or request for redress is valid (rule 63.4(a)).
- (g) Once the validity of the protest or request has been determined, do not let the subject be introduced again unless truly new evidence is available.

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

- (a) Ask the parties to tell their stories. Then allow them to question one another. In a redress matter, ask the party to state the request.
- (b) Make sure you know what facts each party is alleging before calling any witnesses. Their stories may be different.

## APPENDIX M - RECOMMENDATIONS FOR PROTEST COMMITTEES

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

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

- (a) Write down the facts; resolve doubts one way or the other.
- (b) Call back parties for more questions if necessary.

## APPENDIX M - RECOMMENDATIONS FOR PROTEST COMMITTEES

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- (c) When appropriate, draw a diagram of the incident using the facts you have found.

### **M3.4** Decide the case (rule 63.5).

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

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

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

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

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

### **M4.2** Evidence is ‘new’

- (a) if it was not reasonably possible for the party asking for the reopening to have discovered the evidence before the original hearing,
- (b) if the protest committee is satisfied that before the original hearing the evidence was diligently but unsuccessfully sought by the party asking for the reopening, or

## APPENDIX M - RECOMMENDATIONS FOR PROTEST COMMITTEES

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- (c) if the protest committee learns from any source that the evidence was not available to the parties at the time of the original hearing.

### **M5 DISCRETIONARY PENALTIES (rule 64)**

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

### **M6 MISCONDUCT (rule 69)**

- M6.1** An action under this rule is not a protest, but the protest committee gives its allegations in writing to the competitor before the hearing. The hearing is conducted under rule 63 but the protest committee must have at least three members (rule 69.2(a)). Use the greatest care to protect the competitor's rights.
- M6.2** A competitor or a board cannot protest under rule 69, but the hearing request form of a competitor who tries to do so may be accepted as a report to the protest committee, which can then decide whether or not to call a hearing.
- M6.3** Unless World Sailing has appointed a person for the role, the protest committee may appoint a person to present the allegation. This person might be a race official, the person making the allegation or other appropriate person. When no reasonable alternative person is available, a person who was appointed as a member of the protest committee may present the allegation.
- M6.4** When it is desirable to call a hearing under rule 69 as a result of a Part 2 incident, it is important to hear any board-vs.-board protest

## APPENDIX M - RECOMMENDATIONS FOR PROTEST COMMITTEES

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in the normal way, deciding which board, if any, broke which rule, before proceeding against the competitor under rule 69.

- M6.5** Although action under rule 69 is taken against a competitor, board owner or support person, and not a board, a board may also be penalized (rules 69.2(h)(2) and 62.4).
- M6.6** When a protest committee upholds a rule 69 allegation it will need to consider if it is appropriate to report to either a national authority or World Sailing. Guidance on when to report may be found in the World Sailing Case Book. When the protest committee does make a report, it may recommend whether or not further action should be taken.
- M6.7** Unless the right of appeal is denied in accordance with rule 70.3, a party to a rule 69 hearing may appeal the decision of the protest committee.
- M6.8** Further guidance for protest committees about misconduct may be found on the World Sailing website.
- M7 APPEALS (rule 70 and Appendix R)**  
When decisions can be appealed,
- (a) retain the papers relevant to the hearing so that the information can easily be used for an appeal. Is there a diagram endorsed or prepared by the protest committee? Are the facts found sufficient? (Example: Was there an overlap? Yes or No. 'Perhaps' is not a fact found.) Are the names of the protest committee members and other important information on the form?
  - (b) comments by the protest committee on any appeal should enable the appeals committee to picture the whole incident clearly; the appeals committee knows nothing about the situation.

**M8 PHOTOGRAPHIC EVIDENCE**

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

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

## **APPENDIX N**

### **INTERNATIONAL JURIES**

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*See rules 70.3(a) and 91(b). This appendix shall not be changed by the notice of race, sailing instructions or national prescriptions.*

#### **N1 COMPOSITION, APPOINTMENT AND ORGANIZATION**

**N1.1** An international jury shall be composed of experienced sailors with excellent knowledge of the racing rules and extensive protest committee experience. It shall be independent of and have no members from the race committee or the technical committee, and it shall be appointed by the organizing authority, subject to approval by the national authority if required (see rule 91(b)), or by World Sailing under rule 89.2(c).

**N1.2** The jury shall consist of a chair, a vice chair if desired, and other members for a total of at least five. A majority shall be International Judges.

**N1.3** No more than two members (three, in Groups M, N and Q) shall be from the same national authority.

- N1.4** (a) The chair of a jury may appoint one or more panels composed in compliance with rules N1.1, N1.2 and N1.3. This can be done even if the full jury is not composed in compliance with these rules.
- (b) The chair of a jury may appoint panels of at least three members each, of which the majority shall be International Judges. Members of each panel shall be from at least three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities. If dissatisfied with a panel's decision, a party is entitled to a hearing by a panel composed in compliance with rules N1.1, N1.2 and N1.3, except concerning the facts found, if requested within 30 minutes, or the time limit

## APPENDIX N - INTERNATIONAL JURIES

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specified in the sailing instructions, after being informed of the decision.

- N1.5** When a full jury, or a panel, has fewer than five members, because of illness or emergency, and no qualified replacements are available, it remains properly constituted if it consists of at least three members and if at least two of them are International Judges. When there are three or four members they shall be from at least three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities.
- N1.6** When it is considered desirable that some members not participate in discussing and deciding a protest or request for redress, and no qualified replacements are available, the jury or panel remains properly constituted if at least three members remain and at least two of them are International Judges.
- N1.7** In exception to rules N1.1 and N1.2, World Sailing may in limited circumstances authorize an international jury consisting of a total of only three members. All members shall be International Judges. The members shall be from three different national authorities (two, in Groups M, N and Q). The authorization shall be stated in a letter of approval to the organizing authority and in the notice of race or sailing instructions, and the letter shall be posted on the official notice board.
- N1.8** When the national authority's approval is required for the appointment of an international jury (see rule 91(b)), notice of its approval shall be included in the sailing instructions or be posted on the official notice board.
- N1.9** If the jury or a panel acts while not properly constituted, its decisions may be appealed.

### **N2 RESPONSIBILITIES**

- N2.1** An international jury is responsible for hearing and deciding all protests, requests for redress and other matters arising under the rules of Part 5. When asked by the organizing authority, the race committee or the technical committee, it shall advise and assist them on any matter directly affecting the fairness of the competition.
- N2.2** Unless the organizing authority directs otherwise, the jury shall decide
- (a) questions of eligibility, measurement or rating certificates; and
  - (b) whether to authorize the substitution of competitors, boards or equipment when a rule requires such a decision.
- N2.3** The jury shall also decide matters referred to it by the organizing authority, the race committee or the technical committee.

### **N3 PROCEDURES**

- N3.1** Members shall not be regarded as having a significant conflict of interest (see rule 63.3) by reason of their nationality, club membership or similar. When otherwise considering a significant conflict of interest as required by rule 63.3, considerable weight must be given to the fact that decisions of an international jury cannot be appealed and this may affect the perception of fairness and lower the level of conflict that is significant. In case of doubt, the hearing should proceed as permitted by rule N1.6.
- N3.2** If a panel fails to agree on a decision it may adjourn, in which case the chair shall refer the matter to a properly constituted panel with as many members as possible, which may be the full jury.

### **N4 MISCONDUCT (Rule 69)**

- N4.1** The World Sailing Code of Ethics contains procedures that apply to specific international events with regard to the appointment of a person to conduct any investigation. These procedures override any conflicting provision of this appendix.
- N4.2** A person shall be responsible for presenting to the hearing panel any allegations of misconduct under rule 69. This person shall not be a member of the hearing panel but may be a member of the jury. Such a person shall be required to make full disclosure of all material gathered in the course of the investigation to the person subject to allegations of a breach of rule 69.
- N4.3** Prior to a hearing, the hearing panel, to the extent practically possible, shall not act as an investigator of any allegations made under rule 69. However, during the hearing the panel shall be entitled to ask any investigative questions it may see fit.
- N4.4** If the panel decides to call a hearing, all material disclosed to the panel in order for them to make that decision must be disclosed to the person subject to the allegations before the hearing begins.

## **APPENDIX R**

### **PROCEDURES FOR APPEALS AND REQUESTS**

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*See rule 70. A national authority may change this appendix by prescription but it shall not be changed by the notice of race or sailing instructions.*

*Time periods shall be extended by the national authority when there is good reason to do so.*

#### **R1 APPEALS AND REQUESTS**

Appeals, requests by protest committees for confirmation or correction of their decisions, and requests for interpretations of the rules shall be made in compliance with this appendix.

#### **R2 SUBMISSION OF DOCUMENTS**

##### **R2.1 To make an appeal,**

- (a) no later than seven days after receiving the protest committee's written decision or its decision not to reopen a hearing, the appellant shall send an appeal and a copy of the protest committee's decision to the national authority. The appeal shall state why the appellant believes the protest committee's decision or its procedures were incorrect;
- (b) when a hearing has not been held within 30 days after a protest or request for redress was delivered, the appellant shall, within a further seven days, send an appeal with a copy of the protest or request and any relevant correspondence;
- (c) when the protest committee fails to comply with rule 63.6(b), the appellant shall, within a reasonable time after the hearing, send an appeal with a copy of the protest or request and any relevant correspondence.

If a copy of the protest or request is not available, the appellant shall instead send a statement of its substance .

## **APPENDIX R - PROCEDURES FOR APPEALS AND REQUESTS**

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**R2.2** The appellant shall also send, with the appeal or as soon as possible thereafter, all of the following documents that are available to her:

- (a) the written protest(s) or request(s) for redress;
- (b) a diagram, prepared or endorsed by the protest committee, showing the positions and tracks of all boards involved, the course to the next mark and the required side, the force and direction of the wind, and, if relevant, the depth of water and direction and speed of any current;
- (c) the notice of race, the sailing instructions, any other documents governing the event, and any changes to them;
- (d) any additional relevant documents; and
- (e) the names, postal and email addresses, and telephone numbers of all parties to the hearing and the protest committee chair.

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

### **R3 RESPONSIBILITIES OF NATIONAL AUTHORITY AND PROTEST COMMITTEE**

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

## **APPENDIX R - PROCEDURES FOR APPEALS AND REQUESTS**

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### **R4 COMMENTS AND CLARIFICATIONS**

- R4.1** The parties and protest committee may make written comments on the appeal or request or on any of the documents listed in rule R2.2, provided they do so within seven days of the national authority making them available.
- R4.2** The national authority may seek clarifications of rules governing the event from organizations that are not parties to the hearing.
- R4.3** The national authority shall send copies of comments and clarifications received to the parties and protest committee as appropriate.

### **R5 INADEQUATE FACTS; REOPENING**

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

### **R6 WITHDRAWING AN APPEAL**

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

## **APPENDIX S**

### **STANDARD SAILING INSTRUCTIONS**

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

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

*The supplementary sailing instructions will include:*

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

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

## **SAILING INSTRUCTIONS**

### **1 RULES**

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

### **2 NOTICES TO COMPETITORS**

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

### **3 CHANGES TO SAILING INSTRUCTIONS**

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

### **4 SIGNALS MADE ASHORE**

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

### **5 SCHEDULE OF RACES**

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

### **6 CLASS FLAGS**

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

### **7 THE COURSES**

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

## APPENDIX S - STANDARD SAILING INSTRUCTIONS

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and the side on which each mark is to be left. The supplement may include additional courses.

### **8 MARKS**

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

### **9 THE START**

9.1 Races will be started by using RRS 26.

9.2 The starting line will be between a staff displaying an orange flag on the race committee vessel and the course side of the starting mark.

### **10 CHANGE OF THE NEXT LEG OF THE COURSE**

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

### **11 THE FINISH**

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

### **12 TIME LIMITS**

12.1 The supplement will state which of the following time limits, if any, will apply and, for each, the time limit.

- Mark 1 Time Limit - Time limit for the first board to pass Mark 1.
- Race Time Limit - Time limit for the first board to sail the course.
- Finishing Window - Time limit for boards to finish after the first board sails the course.

## APPENDIX S - STANDARD SAILING INSTRUCTIONS

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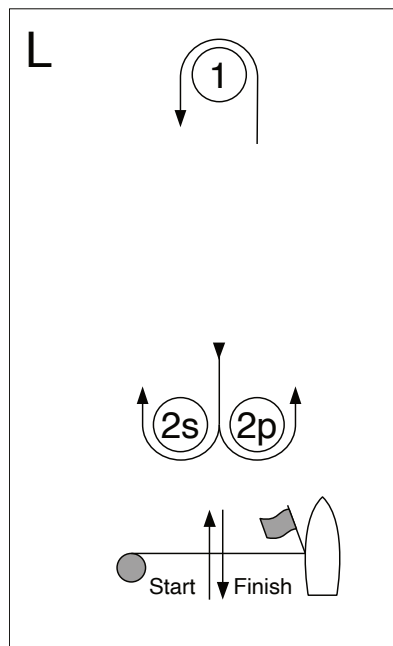
- 12.2 If no board has passed Mark 1 within the Mark 1 Time Limit, the race shall be abandoned.
- 12.3 Boards failing to finish within the Finishing Window shall be scored Did Not Finish without a hearing. This changes RRS 35, A5.1 and A5.2.

### **13 PROTESTS AND REQUESTS FOR REDRESS**

- 13.1 Hearing Request forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 13.2 For each class, the protest time limit is 60 minutes after the last board has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 13.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and where the hearings will be held.
- 13.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boards under RRS 60.2(d).

## COURSE DIAGRAMS

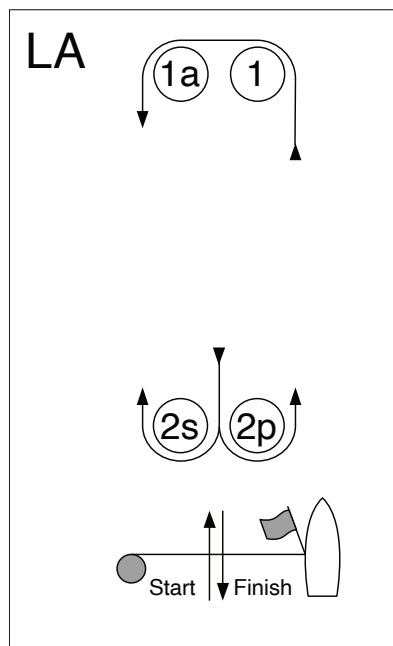
### Course L



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

## APPENDIX S - STANDARD SAILING INSTRUCTIONS

### Course LA



Course LA – Windward/Leeward with Offset Mark, Leeward Finish

| <i>Signal</i> | <i>Mark Rounding Order</i> |
|---------------|----------------------------|
|---------------|----------------------------|

|     |                                          |
|-----|------------------------------------------|
| LA2 | Start – 1 – 1a – 2s/2p – 1 – 1a – Finish |
|-----|------------------------------------------|

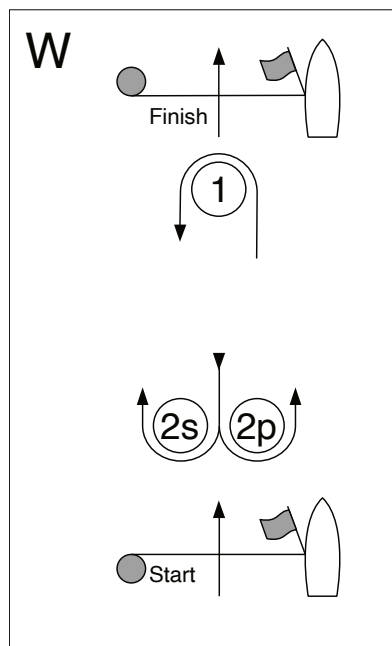
|     |                                                           |
|-----|-----------------------------------------------------------|
| LA3 | Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish |
|-----|-----------------------------------------------------------|

|     |                                                                            |
|-----|----------------------------------------------------------------------------|
| LA4 | Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish |
|-----|----------------------------------------------------------------------------|

## APPENDIX S - STANDARD SAILING INSTRUCTIONS

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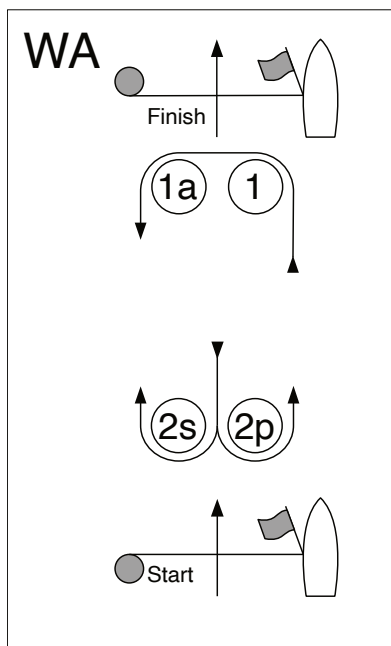
### Course W



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

## APPENDIX S - STANDARD SAILING INSTRUCTIONS

### Course WA

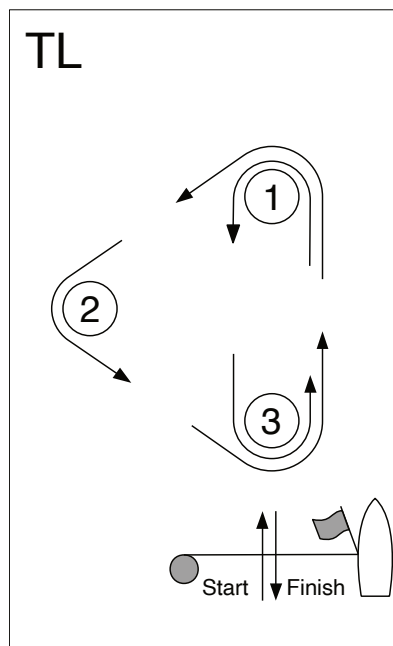


| Course WA – Windward/Leeward with Offset Mark, Windward Finish |                                                                   |
|----------------------------------------------------------------|-------------------------------------------------------------------|
| <i>Signal</i>               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

## APPENDIX S - STANDARD SAILING INSTRUCTIONS

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### Course TL

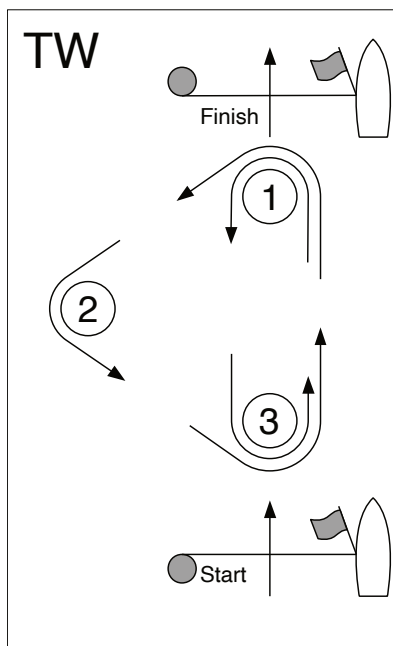


| Course TL – Triangle, Leeward Finish |                                                |
|--------------------------------------|------------------------------------------------|
| <i>Signal</i>                        | <i>Mark Rounding Order</i>                     |
| TL2                         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

## APPENDIX S - STANDARD SAILING INSTRUCTIONS

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### Course TW



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

## APPENDIX T

### ARBITRATION

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

*Arbitration adds an extra step to the protest resolution process but can eliminate the need for some protest hearings, thus speeding up the process for events in which many protests are expected. Further guidance on arbitration can be found in the World Sailing Judges Manual, which can be downloaded from the World Sailing website.*

#### **T1 POST-RACE PENALTIES**

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

#### **T2 ARBITRATION MEETING**

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

### **T3     ARBITRATOR'S OPINION**

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

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

### **T4     ARBITRATION MEETING OUTCOMES**

After the arbitrator offers an opinion,

- (a)    a board may take a Post-Race Penalty, and
- (b)    a board may ask to withdraw her protest. The arbitrator may then act on behalf of the protest committee in accordance with rule 63.2(a) to allow the withdrawal.

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