The 2017 – 2020 Racing Rules of Sailing (RRS) of World Sailing, and the Prescriptions of Australian Sailing

The Racing Rules of Sailing are effective in Australia from 1 January 2017.

World Sailing has provided for the possibility of changing the RRS annually.除外，没有计划在2020年12月31日之前对RRS进行任何更改。
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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: [www.sailing.org/racingrules/documents](http://www.sailing.org/racingrules/documents)

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INTRODUCTION

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

**Terminology**

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

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

<table>
<thead>
<tr>
<th>Term</th>
<th>Meaning</th>
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<tr>
<td>Boat</td>
<td>A sailboat and the crew on board.</td>
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<td>Competitor</td>
<td>A person who races or intends to race in the event.</td>
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<tr>
<td>National authority</td>
<td>A World Sailing member national authority.</td>
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<td>Race committee</td>
<td>The race committee appointed under rule 89.2(c) and any other person or committee performing a race committee function.</td>
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<td>Racing rule</td>
<td>A rule in The <em>Racing Rules of Sailing</em>.</td>
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<tr>
<td>Technical committee</td>
<td>The technical committee appointed under rule 89.2(c) and any other person or committee performing a technical committee function.</td>
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<tr>
<td>Vessel</td>
<td>Any boat or ship.</td>
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Other words and terms are used in the sense ordinarily understood in nautical or general use.

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

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

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

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

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

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

The special provisions of Australian Sailing are printed in italics.

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

The expression “Continental Championship” referred to in rule 76.3 does not refer to an Australian Championship.

The Racing Rules of Sailing become effective in Australia on January 1, 2017 and replace all previous editions of the Racing Rules of Sailing of World Sailing or Australian Sailing and shall apply when so stated in the sailing instructions to events commencing after that date.
DEFINITIONS

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

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

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

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

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

Finish  A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side. However, she has not finished if after crossing the finishing line she
(a)  takes a penalty under rule 44.2,
(b)  corrects an error under rule 28.2 made at the line; or
(c)  continues to sail the course.

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

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

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

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

(a) *room* to sail to the *mark* when her *proper course* is to sail close to it, and

(b) *room* to round the *mark* as necessary to sail the course.

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

**Obstruction**  An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if *rule 23* applies, avoid her. A vessel under way, including a boat *racing*, is never a continuing *obstruction*.

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

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

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

(b) for a request for redress: a boat requesting redress or for which redress is requested, a race committee acting under *rule 60.2(b)*, a technical committee acting under *rule 60.4(b)*;

(c) for a request for redress under *rule 62.1(a)*: the body alleged to have made an improper action or omission;

(d) a person against whom an allegation of a breach of *rule 69* is made: a person presenting an allegation under *rule 69*;

(e) a *support person* subject to a hearing under *rule 60.3(d)*.

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

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

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

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

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

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

**Rule**

(a)  The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;

(b)  World Sailing Advertising Code, Anti-Doping Code, Betting and Anti-Corruption Code, Disciplinary Code, Eligibility Code, Sailor Classification Code, respectively Regulations 20, 21, 37, 35, 19 and 22;

(c)  the prescriptions of the national authority, unless they are changed by the notice of race or sailing instructions in compliance with the national authority’s prescription, if any, to rule 88.2;

(d)  the class rules (for a boat racing under a handicap or rating system, the rules of that system are ‘class rules’);

(e)  the notice of race;

(f)  the sailing instructions; and

(g)  any other documents that govern the event.

**Start**  A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 301 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the first *mark*.

**Support Person**  Any person who
DEFINITIONS

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

(b) is the parent or guardian of a competitor.

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

**Windward**  See **Leeward and Windward**.

**Zone**  The area around a **mark** within a distance of three hull lengths of the boat nearer to it. A boat is in the **zone** when any part of her hull is in the **zone**.
BASIC PRINCIPLES

SPORTSMANSHIP AND THE RULES

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

ENVIRONMENTAL RESPONSIBILITY

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

PART 1
FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

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

1.2 Life-Saving Equipment and Personal Flotation Devices

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

Refer to the Australian Sailing prescription to rule 47

2 FAIR SAILING

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

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

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

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

3.3 Acceptance of the rules includes agreement

(a) to be governed by the rules;

(b) to accept the penalties imposed and other action taken under the rules, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the rules;

(c) with respect to any such determination, not to resort to any court of law or tribunal not provided for in the rules; and

(d) by each competitor and boat owner to ensure that their support persons are aware of the rules.

3.4 The person in charge of each boat shall ensure that all competitors in the crew and the boat’s owner are aware of their responsibilities under this rule.

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

4 DECISION TO RACE

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

5 ANTI-DOPING

A competitor shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and World Sailing Regulation 21, Anti-Doping Code. An alleged or actual breach of this rule shall be dealt with under Regulation 21. It shall not be grounds for a protest and rule 63.1 does not apply.
The national authority procedural rules required by World Sailing Regulation 21 to implement the World Anti-Doping Code through World Sailing Regulation 21 are set out in the Australian Sailing Anti-Doping Policy as published on the Australian Sailing website.

6  BETTING AND ANTI-CORRUPTION

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

7  DISCIPLINARY CODE

Each competitor, boat owner and support person shall comply with World Sailing Regulation 35, Disciplinary, Appeals and Review Code (referred to as ‘Disciplinary Code’ elsewhere). An alleged or actual breach of this rule shall be dealt with under Regulation 35. It shall not be grounds for a protest and rule 63.1 does not apply.
PART 2
WHEN BOATS MEET

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

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

SECTION A
RIGHT OF WAY

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

10 ON OPPOSITE TACKS

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

11 ON THE SAME TACK, OVERLAPPED

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

12 ON THE SAME TACK, NOT OVERLAPPED

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

13 WHILE TACKING

After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply.
If two boats are subject to this rule at the same time, the one on the other’s port side or the one astern shall keep clear.

**SECTION B**  
**GENERAL LIMITATIONS**

14 **AVOIDING CONTACT**

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

(a) need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark-room, and

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

15 **ACQUIRING RIGHT OF WAY**

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

16 **CHANGING COURSE**

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

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

17 **ON THE SAME TACK; PROPER COURSE**

If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the overlap begins while the windward boat is required by rule 13 to keep clear.
SECTION C
AT MARKS AND OBSTRUCTIONS

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

18 MARK-ROOM

18.1 When Rule 18 Applies

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

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

18.2 Giving Mark-Room

(a) When boats are overlapped the outside boat shall give the inside boat mark-room, unless rule 18.2(b) applies.

(b) If boats are overlapped when the first of them reaches the zone, the outside boat at that moment shall thereafter give the inside boat mark-room. If a boat is clear ahead when she reaches the zone, the boat clear astern at that moment shall thereafter give her mark-room.

(c) When a boat is required to give mark-room by rule 18.2(b),

(1) she shall continue to do so even if later an overlap is broken or a new overlap begins;
(2) if she becomes overlapped inside the boat entitled to mark-room, she shall also give that boat room to sail her proper course while they remain overlapped.

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

(f) If a boat obtained an inside overlap from clear astern or by tacking to windward of the other boat and, from the time the overlap began, the outside boat has been unable to give mark-room, she is not required to give it.

18.3 Tacking in the Zone

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

18.4 Gybing

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

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between two boats at an obstruction except

(a) when the obstruction is a mark the boats are required to leave on the same side, or

(b) when rule 18 applies between the boats and the obstruction is another boat overlapped with each of them.

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

19.2 Giving Room at an Obstruction

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

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

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing

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

(a) she is approaching an obstruction and will soon need to make a substantial course change to avoid it safely, and

(b) she is sailing close-hauled or above.

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

20.2 Responding

(a) After a boat hails, she shall give a hailed boat time to respond.

(b) A hailed boat shall respond even if the hail breaks rule 20.1.

(c) A hailed boat shall respond either by tacking as soon as possible, or by immediately replying ‘You tack’ and then giving the hailing boat room to tack and avoid her.

(d) When a hailed boat responds, the hailing boat shall tack as soon as possible.

(e) From the time a boat hails until she has tacked and avoided a hailed boat, rule 18.2 does not apply between them.
Part 2  WHEN BOATS MEET

20.3  Passing On a Hail to an Additional Boat

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

SECTION D

OTHER RULES

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

21  EXONERATION

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

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

22  STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

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

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

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

23  CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.
24  INTERFERING WITH ANOTHER BOAT

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

24.2  If reasonably possible, a boat shall not interfere with a boat that is taking a penalty, sailing on another leg or subject to rule 22.1. However, after the starting signal this rule does not apply when the boat is sailing her proper course.
PART 3
CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

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

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

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

26 STARTING RACES
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.

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

*or as stated in the sailing instructions

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

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

21
27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

27.1 No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another and signal that wearing personal flotation devices is required (display flag Y with one sound).

27.2 No later than the preparatory signal, the race committee may move a starting mark.

27.3 Before the starting signal, the race committee may for any reason postpone (display flag AP, AP over H, or AP over A, with two sounds) or abandon the race (display flag N over H, or N over A, with three sounds).

28 SAILING THE COURSE

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

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

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

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

29 RECALLS

29.1 Individual Recall

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

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

30 STARTING PENALTIES

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

30.2 Z Flag Rule
If flag Z has been displayed, no part of a boat’s hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall receive, without a hearing, a 20% Scoring Penalty calculated as stated in rule 44.3(c). She shall be penalised even if the race is restarted or resailed, but not if it is postponed or abandoned before the starting signal. If she is similarly identified during a subsequent attempt to start the same race, she shall receive an additional 20% Scoring Penalty.

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

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

31 TOUCHING A MARK

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

32 SHORTENING OR ABANDONING AFTER THE START

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

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

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

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

(a) at a rounding mark, between the mark and a staff displaying flag S;
(b) a line the course requires boats to cross; or
(c) at a gate, between the gate marks.
The shortened course shall be signalled before the first boat crosses the finishing line.

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

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

(a) If the direction of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and one or both of

1. the new compass bearing,
2. a green triangle for a change to starboard or a red rectangle for a change to port.

(b) If the length of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and a ‘–’ if the length will be decreased or a ‘+’ if it will be increased.

(c) Subsequent legs may be changed without further signalling to maintain the course shape.

34 **MARK MISSING**

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

(a) replace it in its correct position or substitute a new one of similar appearance, or

(b) substitute an object displaying flag M and make repetitive sound signals.

35 **TIME LIMIT AND SCORES**

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

36 **RACES RESTARTED OR RESAILED**

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

(a) prohibit a boat from competing unless she has broken rule 30.4; or
(b) cause a boat to be penalised except under rule 30.2, 30.4 or 69 or under rule 14 when she has caused injury or serious damage.
PART 4
OTHER REQUIREMENTS WHEN RACING

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

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

41 OUTSIDE HELP
A boat shall not receive help from any outside source, except
(a) help for a crew member who is ill, injured or in danger;
(b) after a collision, help from the crew of the other vessel to get clear;
(c) help in the form of information freely available to all boats;
(d) unsolicited information from a disinterested source, which may be another boat in the same race.

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

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

42.2 Prohibited Actions
Without limiting the application of rule 42.1, these actions are prohibited:
(a) pumping: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartship body movement;
(b) rocking: repeated rolling of the boat, induced by
(1) body movement,  
(2) repeated adjustment of the sails or centreboard, or  
(3) steering;  
(c) ooching: sudden forward body movement, stopped abruptly;  
(d) sculling: repeated movement of the helm that is either forceful or that propels the boat forward or prevents her from moving astern;  
(e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

42.3 Exceptions  
(a) A boat may be rolled to facilitate steering.  
(b) A boat’s crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat’s speed is not greater than it would have been in the absence of the tack or gybe.  
(c) Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat’s crew may pull in any sail in order to initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind.  
(d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.  
(e) If a batten is inverted, the boat’s crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat.  
(f) A boat may reduce speed by repeatedly moving her helm.  
(g) Any means of propulsion may be used to help a person or another vessel in danger.  
(h) To get clear after grounding or colliding with a vessel or object, a boat may use force applied by her crew or the crew of the other vessel and any equipment other than a propulsion engine. However, the use of an engine may be permitted by rule 42.3(i).  
(i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.

Note: Interpretations of rule 42 are available at the World Sailing website or by mail upon request.
43 COMPETITOR CLOTHING AND EQUIPMENT

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

(b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or sailing instructions may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 2 kilograms, except that class rules may specify a higher weight up to 4 kilograms. Weights shall be determined as required by Appendix H.

43.2 Rule 43.1(b) does not apply to boats required to be equipped with lifelines.

44 PENALTIES AT THE TIME OF AN INCIDENT

44.1 Taking a Penalty

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

(a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;

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

44.2 One-Turn and Two-Turns Penalties

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

(a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident.

(b) When a boat has taken a Scoring Penalty, she shall keep the yellow flag displayed until _finishing_ and call the race committee’s attention to it at the finishing line. At that time, she shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, she shall do so at the first reasonable opportunity and within the protest time limit.

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

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

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

46 **PERSON IN CHARGE**

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

*Australian Sailing prescribes that the person in charge shall be a member of a Club affiliated to Australian Sailing and an Australian Sailing card holder (SIN), or, if an international competitor, a member of club affiliated to a World Sailing recognised Member National Authority.*

*Furthermore, except in an international event, any crew member who sails in more than 3 races in a season shall be a member of a Club affiliated to Australian Sailing and an Australian Sailing card holder (SIN).*
Organising Authorities should note that Australian Sailing is reviewing these requirements and it is expected that changes will be made to require that all crew of any race shall be members of an affiliated club and an Australian Sailing card holder.

47 LIMITATIONS ON EQUIPMENT AND CREW

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

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

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

48 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES

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

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

49 CREW POSITION; LIFELINES

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

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

Note: Those regulations are available at the World Sailing website
50  SETTING AND SHEETING SAILS

50.1  Changing Sails

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

50.2  Spinnaker Poles; Whisker Poles

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

50.3  Use of Outriggers

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

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

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

50.4  Headsails

For the purposes of rules 50 and 54 and Appendix G, the difference between a headsail and a spinnaker is that the width of a headsail, measured between the midpoints of its luff and leech, is less than 75% of the length of its foot. A sail tacked down behind the foremost mast is not a headsail.

51  MOVABLE BALLAST

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

52 MANUAL POWER

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

53 SKIN FRICTION

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

54 FORESTAYS AND HEADSAIL TACKS

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

55 TRASH DISPOSAL

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

Note: There are no rules 56 to 59.
PART 5
PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

SECTION A
PROTESTS; REDRESS; RULE 69 ACTION

60 Right to Protest; Right to Request Redress or Rule 69 Action

60.1 A boat may
(a) protest another boat, but not for an alleged breach of a rule of Part 2 or rule 31 unless she was involved in or saw the incident; or
(b) request redress.

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

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

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

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

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee
(a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw, she shall hail ‘Protest’ and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer racing. However,
(1) if the other boat is beyond hailing distance, the protesting boat need not hail but she shall inform the other boat at the first reasonable opportunity;
(2) if the hull length of the protesting boat is less than 6 metres, she need not display a red flag;
(3) if the incident was an error by the other boat in sailing the course, she need not hail or display a red flag but she shall
inform the other boat either before or at the first reasonable opportunity after the other boat finishes;

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

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

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

61.2 Protest Contents

A protest shall be in writing and identify

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

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

61.3 Protest Time Limit

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

62 REDRESS

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

(a) an improper action or omission of the race committee, protest committee, organising authority or technical committee for the event, but not by a protest committee decision when the boat was a party to the hearing;

(b) injury or physical damage because of the action of a boat that was breaking a rule of Part 2 or of a vessel not racing that was required to keep clear;

(c) giving help (except to herself or her crew) in compliance with rule 1.1; or

(d) an action of a boat, or a member of her crew, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.2(h).

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

SECTION B

HEARINGS AND DECISIONS

63 HEARINGS

*Australian Sailing recommends that Appendix M be applied to protest hearings.*

63.1 Requirement for a Hearing

A boat or competitor shall not be penalised without a protest hearing, except as provided in rules 30.2, 30.3, 30.4, 64.3(d), 69, 78.2, A5 and P2. A decision
on redress shall not be made without a hearing. The protest committee shall hear all protests and requests for redress that have been delivered to the race office unless it allows a protest or request to be withdrawn.

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

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

63.3 Right to Be Present

(a) A representative of each party to the hearing has the right to be present throughout the hearing of all the evidence. When a protest claims a breach of a rule of Part 2, 3 or 4, the representatives of boats shall have been on board at the time of the incident, unless there is good reason for the protest committee to rule otherwise. Any witness, other than a member of the protest committee, shall be excluded except when giving evidence.

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

63.4 Conflict of Interest

(a) A protest committee member shall declare any possible conflict of interest as soon as he is aware of it. A party to the hearing who believes a member of the protest committee has a conflict of interest shall object as soon as possible. A conflict of interest declared by a protest committee member shall be included in the written information provided under rule 65.2.

(b) A member of a protest committee with a conflict of interest shall not be a member of the committee for the hearing, unless

(1) all parties consent, or

(2) the protest committee decides that the conflict of interest is not significant.

(c) When deciding whether a conflict of interest is significant, the protest committee shall consider the views of the parties, the level of the
conflict, the level of the event, the importance to each party, and the overall perception of fairness.

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

63.5 Validity of the Protest or Request for Redress

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

63.6 Taking Evidence and Finding Facts

The protest committee shall take the evidence of the parties present at the hearing and of their witnesses and other evidence it considers necessary. A member of the protest committee who saw the incident shall, while the parties are present, state that fact and may give evidence. A party present at the hearing may question any person who gives evidence. The committee shall then find the facts and base its decision on them.

63.7 Conflict Between Rules

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

63.8 Protests Between Boats in Different Races

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

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

(a) when as a consequence of breaking a rule a boat has compelled another boat to break a rule, the other boat shall be exonerated.

(b) if a boat has taken an applicable penalty, she shall not be further penalised under this rule unless the penalty for a rule she broke is a disqualification that is not excludable from her series score.

(c) if the race is restarted or resailed, rule 36 applies.

64.2  Decisions on Redress
When the protest committee decides that a boat is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all boats affected, whether or not they asked for redress. This may be to adjust the scoring (see rule A10 for some examples) or finishing times of boats, to abandon the race, to let the results stand or to make some other arrangement. When in doubt about the facts or probable results of any arrangement for the race or series, especially before abandoning the race, the protest committee shall take evidence from appropriate sources.

64.3  Decisions on Protests Concerning Class Rules
(a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and do not improve the performance of the boat, it shall not penalise her. However, the boat shall not race again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.

(b) When the protest committee is in doubt about the meaning of a class rule, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.
(c) When a boat is penalised under a class rule and the protest committee decides that the boat also broke the same rule in earlier races in the same event, the penalty may be imposed for all such races. No further protest is necessary.

(d) When a boat penalised under a class rule states in writing that she intends to appeal, she may compete in subsequent races without changes to the boat. However, if she fails to appeal or the appeal is decided against her, she shall be disqualified without a further hearing from all subsequent races in which she competed.

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

64.4 Decisions Concerning Support Persons

(a) When the protest committee decides that a support person who is a party to a hearing has broken a rule, it may

(1) issue a warning,

(2) exclude the person from the event or venue or remove any privileges or benefits, or

(3) take other action within its jurisdiction as provided by the rules.

(b) The protest committee may also penalise a competitor for the breach of a rule by a support person by changing the boat’s score in a single race, up to and including DSQ, when the protest committee decides that

(1) the competitor may have gained a competitive advantage as the result of the breach by the support person, or

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

65 INFORMING THE PARTIES AND OTHERS

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

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

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

66 REOPENING A HEARING

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

(a) within the protest time limit if the requesting party was informed of the decision on the previous day;

(b) no later than 30 minutes after the party was informed of the decision on that day.

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

67 DAMAGES

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

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

*Note: There is no rule 68.*
PART 5 PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

SECTION C
MISCONDUCT

69 MISCONDUCT

69.1 Obligation not to Commit Misconduct; Resolution

(a) A competitor, boat owner or support person shall not commit an act of misconduct.

(b) Misconduct is:

(1) conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour; or

(2) conduct that may bring the sport into disrepute.

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

69.2 Action by a Protest Committee

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

(b) When a protest committee, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall decide whether or not to call a hearing.

(c) When the protest committee needs more information to make the decision to call a hearing, it shall consider appointing a person or persons to conduct an investigation. These investigators shall not be members of the protest committee that will decide the matter.

(d) When an investigator is appointed, all relevant information he gathers, favourable or unfavourable, shall be disclosed to the protest committee, and if the protest committee decides to call a hearing, to the parties.

(e) If the protest committee decides to call a hearing, it shall promptly inform the person in writing of the alleged breach and of the time and place of the hearing and follow the procedures in rules 63.2, 63.3(a), 63.4 and 63.6 except that:
Part 5 PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

(1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.

(2) a person against whom an allegation has been made under this rule shall be entitled to have an advisor and a representative with him who may act on his behalf.

(f) If the person is unable to attend the hearing and

(1) provides good reason, the protest committee shall reschedule it; or

(2) does not provide good reason and does not come to it, the protest committee may conduct it without the person present.

(g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct. However, if the standard of proof in this rule conflicts with the laws of a country, the national authority may, with the approval of World Sailing, change it with a prescription to this rule.

(h) When the protest committee decides that a competitor or boat owner has broken rule 69.1(a), it may take one or more of the following actions

(1) issue a warning;

(2) change their boat’s score in one or more races, including disqualification(s) that may or may not be excluded from her series score;

(3) exclude the person from the event or venue or remove any privileges or benefits; and

(4) take any other action within its jurisdiction as provided by the rules.

(i) When the protest committee decides that a support person has broken rule 69.1(a), rule 64.4 applies.

(j) If the protest committee

(1) imposes a penalty greater than one DNE;

(2) excludes the person from the event or venue; or

(3) in any other case if it considers it appropriate,
it shall report its findings, including the facts found, its conclusions and decision to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing. If the protest committee has acted under rule 69.2(f)(2), the report shall also include that fact and the reasons for it.

(k) If the protest committee decides not to conduct the hearing without the person present, or if the protest committee has left the event and a report alleging a breach of rule 69.1(a) is received, the race committee or organising authority may appoint the same or a new protest committee to proceed under this rule. If it is impractical for the protest committee to conduct a hearing, it shall collect all available information and, if the allegation seems justified, make a report to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing.

69.3 Action by a National Authority and World Sailing

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

SECTION D

APPEALS

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

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

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

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

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

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

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

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

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

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

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

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

70.6 Appeals and requests shall conform to Appendix R.

71 NATIONAL AUTHORITY DECISIONS

71.1 A person who has a conflict of interest or was a member of the protest
committee shall not take any part in the discussion or decision on an
appeal or a request for confirmation or correction.
71.2 The national authority may uphold, change or reverse a protest committee’s decision including a decision on validity or a decision under rule 69. Alternatively, the national authority may order that a hearing be reopened, or that a new hearing be held by the same or a different protest committee. When the national authority decides that there shall be a new hearing, it may appoint the protest committee.

71.3 When from the facts found by the protest committee the national authority decides that a boat that was a party to a protest hearing broke a rule and is not exonerated, it shall penalise her, whether or not that boat or that rule was mentioned in the protest committee’s decision.

71.4 The decision of the national authority shall be final. The national authority shall send its decision in writing to all parties to the hearing and the protest committee, who shall be bound by the decision.
PART 6
ENTRY AND QUALIFICATION

75 ENTERING A RACE

75.1 To enter a race, a boat shall comply with the requirements of the organising authority of the race. She shall be entered by
(a) a member of a club or other organisation affiliated to a World Sailing member national authority,
(b) such a club or organisation, or
(c) a member of a World Sailing member national authority.

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

76 EXCLUSION OF BOATS OR COMPETITORS

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

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

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

77 IDENTIFICATION ON SAILS

A boat shall comply with the requirements of Appendix G governing class insignia, national letters and numbers on sails.
78 **COMPLIANCE WITH CLASS RULES; CERTIFICATES**

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

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

79 **CLASSIFICATION**

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

80 **ADVERTISING**

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

=WORLD SAILING REGULATION 20 ADVERTISING CODE=

20.2.3 Right to Display Advertising on a Boat

*When the right to display advertising on a boat is subject to prior authorisation by the national authority in accordance with regulation 20.2.3.3, the approval of Australian Sailing is automatically granted provided that such advertising is permitted by the relevant rules of the class, rating system or handicapping system.*

20.8.2 Fees

*When the person in charge of a boat chooses to display Advertising, Australian Sailing will not impose a fee as permitted by regulation 20.8.2.*
81 RESCHEDULED EVENT

When an event is rescheduled to dates different from the dates stated in the notice of race, all boats entered shall be notified. The race committee may accept new entries that meet all the entry requirements except the original deadline for entries.
PART 7
RACE ORGANISATION

84 GOVERNING RULES

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

85 CHANGES TO RULES

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

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

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

86 CHANGES TO THE RACING RULES

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

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

(c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

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

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

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

87 CHANGES TO CLASS RULES

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

88 NATIONAL PRESCRIPTIONS

88.1 Prescriptions that Apply

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

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

*Australian Sailing prescribes that, except for international events of a World Sailing class, or an international event held under Appendix C and D, a notice of race or sailing instruction shall not alter any Australian Sailing prescription.*

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

89.1 Organising Authority

Races shall be organised by an organising authority, which shall be

(a) World Sailing;
(b) a member national authority of World Sailing;
(c) an affiliated club;
(d) an affiliated organisation 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 organisations;
(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 organisation is affiliated if it is affiliated to the national authority of the venue; otherwise the organisation is unaffiliated. However, if boats will pass through the waters of more than one national authority while *racing*, an organisation 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 organising authority shall publish a notice of race that conforms to rule J1.
(b) The notice of race may be changed provided adequate notice is given.
(c) The organising 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 organising authority and as required by the rules.

90.2 Sailing Instructions

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

90.3 Scoring

(a) The race committee shall score a race or series as provided in Appendix A using the Low Point System, unless the notice of race or sailing instructions specify some other system. A race shall be scored if it is not abandoned and if one boat sails the course in compliance with rule 28 and finishes within the time limit, if any, even if she retires after finishing or is disqualified.
(b) When a scoring system provides for excluding one or more race scores, any score that is a Disqualification Not Excludable (DNE) shall be included in a boat’s series score.

(c) When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.

91 PROTEST COMMITTEE

A protest committee shall be

(a) a committee appointed by the organising authority or race committee;

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

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

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

92 TECHNICAL COMMITTEE

92.1 A technical committee shall be a committee of at least one member and be appointed by the organising 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 organising authority and as required by the rules.
APPENDIX A
SCORING

See rule 90.3.

A1  NUMBER OF RACES

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

A2  SERIES SCORES

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

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

A3  STARTING TIMES AND FINISHING PLACES

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

A4  LOW POINT SYSTEM

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

A4.1 Each boat starting and finishing and not thereafter retiring, being penalised or given redress shall be scored points as follows:
### Appendix A  SCORING

<table>
<thead>
<tr>
<th>Finishing place</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>First</td>
<td>1</td>
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<tr>
<td>Second</td>
<td>2</td>
</tr>
<tr>
<td>Third</td>
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<td>Fourth</td>
<td>4</td>
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<td>Fifth</td>
<td>5</td>
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<tr>
<td>Sixth</td>
<td>6</td>
</tr>
<tr>
<td>Seventh</td>
<td>7</td>
</tr>
<tr>
<td>Each place thereafter</td>
<td>Add 1 point</td>
</tr>
</tbody>
</table>

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

#### A5  SCORES DETERMINED BY THE RACE COMMITTEE
A boat that did not start or finish or comply with rule 30.2, 30.3, 30.4 or 78.2, or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score.

#### A6  CHANGES IN PLACES AND SCORES OF OTHER BOATS

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

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

#### A7  RACE TIES
If boats are tied at the finishing line or if a handicap or rating system is used and boats have equal corrected times, the points for the place for which the boats have tied and for the place(s) immediately below shall be added together and divided equally. Boats tied for a race prize shall share it or be given equal prizes.
A8 SERIES TIES

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

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

A9 RACE SCORES IN A SERIES LONGER THAN A REGATTA

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

A10 GUIDANCE ON REDRESS

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

(a) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races in the series except the race in question;

(b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races before the race in question; or

(c) points based on the position of the boat in the race at the time of the incident that justified redress.
A11 SCORING ABBREVIATIONS

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

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

Windsurfing races shall be sailed under The Racing Rules of Sailing as changed by this appendix. The term ‘boat’ elsewhere in the racing rules means ‘board’ or ‘boat’ as appropriate. The term ‘heat’ means one elimination race, a ‘round’ consists of several heats, and an ‘elimination series’ consists of one or more rounds. However, in speed competition, a ‘round’ consists of one or more speed ‘runs’.

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

<table>
<thead>
<tr>
<th>Discipline</th>
<th>Formats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Racing</td>
<td>Course racing; Slalom; Marathon</td>
</tr>
<tr>
<td>Expression</td>
<td>Wave performance; Freestyle</td>
</tr>
<tr>
<td>Speed</td>
<td>Standard Offshore Speed Course; Speed Crossings; Alpha Speed Course</td>
</tr>
</tbody>
</table>

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

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

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

CHANGES TO THE DEFINITIONS

The definitions Mark-Room, and Tack, Starboard or Port are deleted and replaced by:

**Mark-Room**  
Mark-Room for a board is room to sail her proper course to round or pass the mark. However, mark-room for a board does not include room to tack unless she is overlapped inside and to windward of the board required to give mark-room and she would be fetching the mark after her tack.
**Proper Course**  A course a board would sail to *finish* as soon as possible in the absence of other boards referred to in the rule using the term, except that during the last 30 seconds before her starting signal, the *proper course* for a board shall be the shortest course to the first *mark*. A board has no *proper course* until 30 seconds before her starting signal.

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

The definition *Zone* is deleted.

Add the following definitions:

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

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

### B1  CHANGES TO THE RULES OF PART 1

*[No changes.]*

### B2  CHANGES TO THE RULES OF PART 2

#### B2.13  WHILE TACKING

*Rule 13* is changed to:

After a board passes head to wind, she shall *keep clear* of other boards until her sail has filled. During that time *rules 10, 11* and *12* do not apply. If two boards are subject to this rule at the same time, the one on the other’s port side or the one astern shall *keep clear*. 
B2.17  **ON THE SAME TACK; PROPER COURSE**

**Rule 17** is deleted and replaced by:

**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 the shortest *course* to the first *mark* while they remain *overlapped* if as a result the other board would need to take action to avoid contact, unless in doing so she promptly sails astern of the other board.

B2.18  **MARK-ROOM**

**Rule 18** is changed as follows:

The first sentence of rule 18.1 is changed to:

Rule B2.18 applies between boards when they are required to leave a *mark* on the same side and at least one of them is *rounding or passing* it.

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

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

**Rule 18.2(c)** is changed to:

(c) When a board is required to give *mark-room* by rule B2.18.2(b), she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins. However, if the board entitled to *mark-room* passes head to wind, rule B2.18.2(b) ceases to apply.

B2.18.4  **Gybing or Bearing Away**

**Rule 18.4** is changed to:
When an inside *overlapped* right-of-way board must gybe or bear away at a *mark* to sail her *proper course*, until she gybes or bears away she shall sail no farther from the *mark* than needed to sail that course. Rule B2.18.4 does not apply at a gate *mark*.

**B2.23  CAPSIZED; AGROUND; RESCUING**

*Rule 23* is changed to:

**B2.23.1** 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.

**B2.23.2** If possible, a board that is *capsized* or aground shall not interfere with another board.

**B2.24  INTERFERING WITH ANOTHER BOARD; SAIL OUT OF WATER**

Add new rule B2.24.3:

**B2.24.3** 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 2 RULES DELETED**

*Rule 18.3* is deleted.

**B3  CHANGES TO THE RULES OF PART 3**

**B3.26  STARTING RACES**

*Rule 26* is changed to:

**B3.26.1  System 1**

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

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

*or as stated in the sailing instructions

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

**B3.26.2 System 2**

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.

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

**B3.26.3 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) for the first race or round of the event, by draw, or
(2) for any race or round after the first one, by her place in the previous race or heat (The first place on station 1, the second place on station 2, and so on.).

(c) After boards have been called to take their positions, the race committee shall make the preparatory signal by displaying a red flag with one sound. The starting signal shall be made, at any time after the preparatory signal, by removing the red flag with one sound.

(d) After the starting signal each board shall take the shortest route from her starting station to the water and then to her sailing position without interfering with other boards. Part 2 rules will apply when both of the competitor's feet are on the board.

B3.31 TOUCHING A MARK

Rule 31 is changed to:

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

B4 CHANGES TO THE RULES OF PART 4

B4.42 PROPULSION

Rule 42 is changed to:

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

B4.43 COMPETITOR CLOTHING AND EQUIPMENT

Rule 43.1(a) is changed to:

(a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight. However, a competitor may wear a drinking container that shall have a capacity of at least one litre and weigh no more than 1.5 kilograms when full.
B4.44 PENALTIES AT THE TIME OF AN INCIDENT

Rule 44 is changed to:

B4.44.1 Taking a Penalty
A board may take a 360°-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing. The sailing instructions may specify the use of some other penalty. However, if the board caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach, her penalty shall be to retire.

B4.44.2 360°-Turn Penalty
After getting well clear of other boards as soon after the incident as possible, a board takes a 360°-Turn Penalty by promptly making a 360° turn with no requirement for a tack or a gybe. When a board takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

PART 4 RULES DELETED

Rules 43.2, 44.3, 45, 47.2, 48.1, 49, 50, 51, 52 and 54 are deleted.

B5 CHANGES TO THE RULES OF PART 5

B5.60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION

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

B5.61 PROTEST REQUIREMENTS
The first three sentences of rule 61.1(a) are changed to:

A board intending to protest shall inform the other board at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw, she shall hail ‘Protest’. She shall also inform the race committee of her intention to protest as soon as practicable after she finishes or retires.

B5.62 REDRESS
Rule 62.1(b) is changed to:

(b) injury, physical damage or capsize because of the action of

(1) a board that broke a rule of Part 2 and took the appropriate penalty or was penalised, or
(2) a vessel not racing that was required to keep clear.

B5.64 DECISIONS

Rule 64.3(b) is changed to:

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

B6 CHANGES TO THE RULES OF PART 6

B6.78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

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

B7 CHANGES TO THE RULES OF PART 7

B7.90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

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

B8 CHANGES TO APPENDIX A

B8.A1 NUMBER OF RACES; OVERALL SCORES

Rule A1 is changed to:

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

B8.A2.1 SERIES SCORES

Rule A2.1 is changed to:

Each board’s series score shall, subject to rule 90.3(b), be the total of her race scores excluding her
(a) worst score when from 5 to 11 races have been completed, or
(b) two worst scores when 12 or more races have been completed.

The notice of race or sailing instructions may make a different arrangement. A race is completed if scored; see rule 90.3(a).

If a board has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The board with the lowest series score wins and others shall be ranked accordingly.

**B8.A8 SERIES TIES**

*Rule A8* is changed to:

**B8.A8.1** If there is a series-score tie between two or more boards, they shall be ranked in order of their best excluded race score.

**B8.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.

**B8.A8.3** If a tie still remains between two or more boards, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boards' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

**B9 CHANGES TO APPENDIX G**

**B9.G1 WORLD SAILING CLASS BOARDS**

**B9.G1.3 Positioning**

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

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

APPENDIX G RULES DELETED

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

B10 CHANGES TO RULES FOR EVENTS THAT INCLUDE ELIMINATION SERIES

B10.29 RECALLS

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

(a) When at a board's starting signal any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall signal a general recall.

(b) If the race committee acts under rule B10.29(a) and the board is identified, she shall be disqualified without a hearing, even if the race is abandoned. The race committee shall hail or display her sail number, and she shall leave the course area immediately. If the race is restarted or resailed, she shall not sail in it.

(c) If the race was completed but was later abandoned by the protest committee, and if the race is resailed, a board disqualified under rule B10.29(b) may sail in it.

B10.37 ELIMINATION SERIES INCLUDING HEATS

Add new rule B10.37:

Rule B10.37 applies in elimination series in which boards compete in heats.

B10.37.1 Elimination Series Procedure

(a) Competition shall take the form of one or more elimination series. Each of them shall consist of either rounds in a single elimination series where only a number of the best
scorers advance, or rounds in a double elimination series where boards have more than one opportunity to advance.

(b) Boards shall sail one against another in pairs, or in groups determined by the elimination ladder. The selected form of competition shall not be changed while a round remains uncompleted.

B10.37.2 Seeding and Ranking Lists

(a) When a seeding or ranking list is used to establish the heats of the first round, places 1–8 (four heats) or 1–16 (eight heats) shall be distributed evenly among the heats.

(b) For a subsequent elimination series, if any, boards shall be reassigned to new heats according to the ranking in the previous elimination series.

(c) The organising authority’s seeding decisions are final and are not grounds for a request for redress.

B10.37.3 Heat Schedule

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

B10.37.4 Advancement and Byes

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

(b) In expression competition, any first-round byes shall be assigned to the highest-seeded boards.

(c) In wave performance competition, only the winner of each heat shall advance to the next round.

(d) In freestyle competition, boards shall advance to the next round as follows: from an eight-board heat, the best four advance, and the winner will sail against the fourth and the second against the third; from a four-board heat, the best two advance and will sail against each other.
Appendix B  WINDSURFING COMPETITION RULES

B10.37.5 Finals
(a) The final shall consist of a maximum of three races. The race committee shall announce the number of races to be sailed in the final no later than 5 minutes before the warning signal for the first final race.
(b) A runners-up final may be sailed after the final. All boards in the semi-final heats that failed to qualify for the final may compete in it.

B10.63 HEARINGS
For a race of an elimination series that will qualify a board to compete in a later stage of an event, rules 61.2 and 65.2 are deleted and rule 63.6 is changed to:

B10.63.6 Taking Evidence and Finding Facts
Protests and requests for redress need not be in writing; they shall be made orally to a member of the protest committee as soon as reasonably possible following the race. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

B10.70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY
Add new rule B10.70.7:

B10.70.7 Appeals are not permitted in disciplines and formats with elimination series.

B10.A2.1 SERIES SCORES
Rule A2.1 is changed to:

Each board’s elimination series score shall, subject to rule 90.3(b), be the total of her race scores excluding her
(a) worst score when 3 or 4 races are completed,
(b) two worst scores when from 5 to 7 races are completed,
(c) three worst scores when 8 or more races are completed.

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

**B10.A4 LOW POINT SYSTEM**

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

Add new rule B10.A4.3:

**B10.A4.3** When a heat cannot be completed, the points for the
unscored places shall be added together and divided by the
number of places in that heat. The resulting number of points,
to the nearest tenth of a point (0.05 to be rounded upward),
shall be given to each board entered in the heat.

**B11 CHANGES TO RULES FOR EXPRESSION COMPETITION**

Add the following definitions:

**Coming In and Going Out** A board sailing in the same direction as the
incoming surf is coming in. A board sailing in the direction opposite to the
incoming surf is going out.

**Jumping** A board is jumping when she takes off at the top of a wave while
going out.

**Overtaking** A board is overtaking from the moment she gains an overlap
from clear astern until the moment she is clear ahead of the overtaken board.

**Possession** The first board sailing shoreward immediately in front of a
wave has possession of that wave. However, when it is impossible to
determine which board is first the windward board has possession.

**Recovering** A board is recovering from the time her sail or, when water-
starting, the competitor is out of the water until she has steerage way.

**Surfing** A board is surfing when she is on or immediately in front of a wave
while coming in.

**Transition** A board changing tacks, or taking off while coming in, or one
that is not surfing, jumping, capsized or recovering is in transition.
B11.PART 2  WHEN BOARDS MEET

The rules of Part 2 are deleted and replaced by:

(a) **Coming in and Going out**
    
    A board coming in shall keep clear of a board going out. When two boards are going out or coming in while on the same wave, or when neither is going out or coming in, a board on port tack shall keep clear of the one on starboard tack.

(b) **Boards on the same wave, coming in**
    
    When two or more boards are on a wave coming in, a board that does not have possession shall keep clear.

(c) **Clear Astern, Clear Ahead and Overtaking**
    
    A board clear astern and not on a wave shall keep clear of a board clear ahead. An overtaking board that is not on a wave shall keep clear.

(d) **Transition**
    
    A board in transition shall keep clear of one that is not. When two boards are in transition at the same time, the one on the other’s port side or the one astern shall keep clear.

(e) **Jumping**
    
    A board that is jumping shall keep clear of one that is not.

B11.26  STARTING AND ENDING HEATS

Rule 26 is changed to:

Heats shall be started and ended by using the following signals:

(a) starting a heat

Each flag shall be removed when the next flag is displayed.
### Appendix B  WINDSURFING COMPETITION RULES

**Minutes before starting signal** | **Visual signal** | **Sound signal** | **Means**  
--- | --- | --- | ---  
Beginning of transition period | Heat number with red flag | One | Warning  
1 | Yellow flag | One | Preparatory  
0 | Green flag | One | Starting signal  

(b) ending a heat

| Minutes before ending signal | Visual signal | Sound signal | Means  
--- | --- | --- | ---  
1 | Green flag removed | One | End warning  
0 | Red flag | One | Ending signal  

**B11.38  REGISTRATION; COURSE AREA; HEAT DURATION; ADVANCEMENT AND BYES**

Add new rule B11.38:

(a) Boards shall register with the race committee the colours and other particulars of their sails, or their identification according to another method stated in the sailing instructions, no later than the starting signal for the heat two heats before their own.

(b) The course area shall be defined in the sailing instructions and posted on the official notice board no later than 10 minutes before the starting signal for the first heat. A board shall be scored only while sailing in the course area.

(c) Any change in heat duration shall be announced by the race committee no later than 15 minutes before the starting signal for the first heat in the next round.

(d) Rule B10.37.4 applies.

**B11.41  OUTSIDE HELP**

Change the number of rule 41 to B11.41.1 and add new rule B11.41.2:
**B11.41.2** An assistant may provide replacement equipment to a board. The assistant shall not interfere with other competing boards. A board whose assistant interferes with another board may be penalised at the discretion of the protest committee.

**APPENDIX A SCORING**

The rules of Appendix A are deleted and replaced by:

**B11.A1** EXPRESSION COMPETITION SCORING

(a) Expression competition shall be scored by a panel of three judges. However, the panel may have a greater odd number of members, and there may be two such panels. Each judge shall give points for each manoeuvre based on the scale stated in the notice of race or sailing instructions.

(b) The criteria of scoring shall be decided by the race committee and announced on the official notice board no later than 30 minutes before the starting signal for the first heat.

(c) A board’s heat standing shall be determined by adding together the points given by each judge. The board with the highest score wins and others shall be ranked accordingly.

(d) Both semi-final heats shall have been sailed for an elimination series to be valid.

(e) Except for members of the race committee responsible for scoring the event, only competitors in the heat shall be allowed to see judges’ score sheets for the heat. Each score sheet shall bear the full name of the judge.

(f) Scoring decisions of the judges shall not be grounds for a request for redress by a board.

**B11.A2** SERIES TIES

(a) In a heat, if there is a tie in the total points given by one or more judges, it shall be broken in favour of the board with the higher single score in the priority category. If the categories are weighted equally, in wave performance competition the tie shall be broken in favour of the board with the higher single score in wave riding, and in freestyle competition in favour of the board with the higher score for
overall impression. If a tie remains, in wave performance competition it shall be broken in favour of the board with the higher single score in the category without priority, and in freestyle competition it shall stand as the final result.

(b) If there is a tie in the series score, it shall be broken in favour of the board that scored better more times than the other board. All scores shall be used even if some of them are excluded scores.

(c) If a tie still remains, the heat shall be resailed. If this is not possible, the tie shall stand as the final result.

B12  CHANGES TO RULES FOR SPEED COMPETITION

The rules of Part 2 are deleted and replaced by:

B12.PART 2  GENERAL RULES

(a) **Water Starting**
A board shall not water start on the course or in the starting area, except to sail off the course to avoid boards that are making, or about to make, a run.

(b) **Leaving the course area**
A board leaving the course area shall keep clear of boards making a run.

(c) **Course Control**
When the race committee points an orange flag at a board, she is penalised and the run shall not be counted.

(d) **Returning to the starting area**
A board returning to the starting area shall keep clear of the course.

(e) **Maximum number of runs for each board**
The maximum number of runs that may be made by each board in a round shall be announced by the race committee no later than 15 minutes before the starting signal for the first round.

(f) **Duration of a round**
The duration of a round shall be announced by the race committee no later than 15 minutes before the starting signal for the next round.
(g) **Conditions for establishing a record**

The minimum distance for a world record is 500 metres. Other records may be established over shorter distances. The course shall be defined by posts and transits ashore or by buoys afloat. Transits shall not converge.

(h) **Verification Rules**

(1) An observer appointed by the World Sailing Speed Record Council shall be present and verify run times and speeds at world record attempts. The race committee shall verify run times and speeds at other record attempts.

(2) A competitor shall not enter the timing control area or discuss any timing matter directly with the timing organisation. Any timing question shall be directed to the race committee.

**B12.26 STARTING AND ENDING A ROUND**

*Rule 26* is changed to:

Rounds shall be started and ended by using the following signals. Each flag shall be removed when the next flag is displayed starting a round

(a) starting a round

<table>
<thead>
<tr>
<th>Signal</th>
<th>Flag</th>
<th>Means</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stand-by</td>
<td>AP flag</td>
<td>Course closed. Races are postponed</td>
</tr>
<tr>
<td>Course closed</td>
<td>Red flag</td>
<td>Course closed; will open shortly</td>
</tr>
<tr>
<td>Preparatory</td>
<td>Red and yellow flag</td>
<td>Course will open in 5 minutes</td>
</tr>
<tr>
<td>Starting</td>
<td>Green flag</td>
<td>Course is open</td>
</tr>
</tbody>
</table>
(b) ending a round

<table>
<thead>
<tr>
<th>Signal</th>
<th>Flag</th>
<th>Means</th>
</tr>
</thead>
<tbody>
<tr>
<td>End warning</td>
<td>Green and yellow flag</td>
<td>Course will be closed in 5 minutes</td>
</tr>
<tr>
<td>Extension</td>
<td>Yellow flag</td>
<td>Current round extended by 15 minutes</td>
</tr>
<tr>
<td>Round ended</td>
<td>Red flag</td>
<td>A new round will be started shortly</td>
</tr>
</tbody>
</table>

**B12.64 DECISIONS**

**Rule 64.1** is deleted and replaced by:

**B12.64.1 Penalties**

(a) If a board fails to comply with a rule, she may be warned. If a board is warned a second time during the same round, she shall be excluded by the race committee from the remainder of the round. A list of the sail numbers of boards that have received warnings or have been excluded shall be posted on a notice board near the finishing line.

(b) A board observed in the course area after having been excluded from a round shall be excluded from the competition without a hearing, and none of her previous times or results shall be valid.

(c) Any breach of the verification rules may result in exclusion from one or more rounds or from the competition.

**APPENDIX A SCORING**

The rules of **Appendix A** are deleted and replaced by:

**B12.A1 SPEED COMPETITION SCORING**

(a) On Standard Offshore Speed Courses, the speeds of a board’s fastest two runs in a round shall be averaged to determine her standing in that round. The board with the highest average wins and others shall be ranked accordingly. If boards are tied, the tie shall be broken in favour of the board with the fastest run in the round.
(b) On Speed Crossings and Alpha Speed Courses, boards shall be ranked based on their fastest run in the round.

(c) If there is a series-score tie between two or more boards, it shall be broken in favour of the board(s) with the fastest run during the competition. If a tie remains, it shall be broken by applying rules B8.A8.2 and B8.A8.3.
Match races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Matches shall be umpired unless the notice of race and sailing instructions state otherwise.

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

C1 TERMINOLOGY

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

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

C2.1 The definition Finish is changed to:

 Finish A boat finishes when any part of her hull crosses the finishing line in the direction of the course from the last mark after completing any penalties. However, when penalties are cancelled under rule C7.2(d) after one or both boats have finished each shall be recorded as finished when she crossed the line.

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

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

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

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

C2.5 Add new rule 8 to Part 1:
8 LAST POINT OF CERTAINTY

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

C2.6 **Rule 13** is changed to:

13 WHILE TACKING OR GYBING

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

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

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

C2.7 **Rule 16.2** is deleted.

C2.8 **Rule 17** is deleted.

C2.9 **Rule 18** is changed to:

18 MARK-ROOM

18.1 When Rule 18 Applies

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

18.2 Giving Mark-Room

(a) When the first boat reaches the *zone*,

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

(2) if boats are not *overlapped*, the boat that has not reached the *zone* shall thereafter give *mark-room*. 
If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required based on the relationship of the boats at the time rule 18.2(a) is re-applied.

If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, she is not required to give it.

### 18.3 Tacking or Gybing

(a) If *mark-room* for a boat includes a change of *tack*, such tack or gybe shall be done no faster than a tack or gybe to sail her *proper course*.

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

#### C2.10

When rule 20 applies, the following arm signals by the helmsman are required in addition to the hails:

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

#### C2.11

Rule 22.3 is deleted.

#### C2.12

Rule 24.1 is changed to: ‘If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing* or an umpire boat.’

#### C2.13

Add new rule 24.3: ‘When boats in different matches meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own match.’

#### C2.14

Rule 31 is changed to:

### 31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat’s hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds
Appendix C MATCH RACING RULES

or ends the leg of the course on which she is sailing, or a finishing mark after finishing. In addition, while racing, a boat shall not touch a race committee vessel that is also a mark.

C2.15 Rule 42 shall also apply between the warning and preparatory signals.

C2.16 Rule 42.2(d) is changed to: ‘sculling: repeated movement of the helm to propel the boat forward;’.

C3 RACE SIGNALS AND CHANGES TO RELATED RULES

C3.1 Starting Signals

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

<table>
<thead>
<tr>
<th>Time in minutes</th>
<th>Visual signal</th>
<th>Sound signal</th>
<th>Means</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>Flag F displayed</td>
<td>One</td>
<td>Attention signal</td>
</tr>
<tr>
<td>6</td>
<td>Flag F removed</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Numeral pennant displayed*</td>
<td>One</td>
<td>Warning signal</td>
</tr>
<tr>
<td>4</td>
<td>Flag P displayed</td>
<td>One</td>
<td>Preparatory signal</td>
</tr>
<tr>
<td>2</td>
<td>Blue or yellow flag or both displayed**</td>
<td>One**</td>
<td>End of pre-start entry time</td>
</tr>
<tr>
<td>1</td>
<td>Flag P removed</td>
<td>One long</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>Warning signal removed</td>
<td>One</td>
<td>Starting signal</td>
</tr>
</tbody>
</table>

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

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

C3.2 Changes to Related Rules

(a) Rule 291 is changed to:
(1) When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or one of its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat with one sound. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

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

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

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

C3.3 Finishing Line Signals
The race signal Blue flag or shape shall not be used.

C4 REQUIREMENTS BEFORE THE START

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

C4.2 Within the two-minute period following her preparatory signal, a boat shall cross and clear the starting line, the first time from the course side to the pre-start side.
**C5 SIGNALS BY UMPIRES**

C5.1 A green and white flag with one long sound means ‘No penalty’.

C5.2 A blue or yellow flag identifying a boat with one long sound means ‘The identified boat shall take a penalty by complying with rule C7.’

C5.3 A red flag with or soon after a blue or yellow flag with one long sound means ‘The identified boat shall take a penalty by complying with rule C7.3(d).’

C5.4 A black flag with a blue or yellow flag and one long sound means ‘The identified boat is disqualified, and the match is terminated and awarded to the other boat.’

C5.5 One short sound means ‘A penalty is now completed.’

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

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

**C6 PROTESTS AND REQUESTS FOR REDRESS BY BOATS**

C6.1 A boat may protest another boat

(a) under a rule of Part 2, except rule 14, by clearly displaying flag Y immediately after an incident in which she was involved;

(b) under any rule not listed in rule C6.1(a) or C6.2 by clearly displaying a red flag as soon as possible after the incident.

C6.2 A boat may not protest another boat under

(a) rule 14, unless damage or injury results;

(b) a rule of Part 2, unless she was involved in the incident;

(c) rule 31 or 42; or

(d) rule C4 or C7.

C6.3 A boat intending to request redress because of circumstances that arise before she finishes or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
C6.4  
(a) A boat protesting under rule C6.1(a) shall remove flag Y before or as soon as possible after the umpires’ signal.

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

C6.5 Umpire Decisions

(a) After flag Y is displayed, the umpires shall decide whether to penalise any boat. They shall signal their decision in compliance with rule C5.1, C5.2 or C5.3. However, when the umpires penalise a boat under rule C8.2 and in the same incident there is a flag Y from a boat, the umpires may disregard the flag Y.

(b) The red-flag penalty in rule C5.3 shall be used when a boat has gained a controlling position as a result of breaking a rule, but the umpires are not certain that the conditions for an additional umpire-initiated penalty have been fulfilled.

C6.6 Protest Committee Decisions

(a) The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

(b) If the protest committee decides that a breach of a rule has had no significant effect on the outcome of the match, it may

(1) impose a penalty of one point or part of one point;

(2) order a resail; or

(3) make another arrangement it decides is equitable, which may be to impose no penalty.

(c) The penalty for breaking rule 14 when damage or injury results will be at the discretion of the protest committee, and may include exclusion from further races in the event.

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

N1.10 In rule N.1, one International Umpire may be appointed to the jury, or a panel of it, in place of one International Judge.
C7 PENALTY SYSTEM

C7.1 Deleted Rule

Rule 44 is deleted.

C7.2 All Penalties

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

(1) When on a leg of the course to a windward mark, she shall gybe and, as soon as reasonably possible, luff to a close-hauled course.

(2) When on a leg of the course to a leeward mark or the finishing line, she shall tack and, as soon as reasonably possible, bear away to a course that is more than ninety degrees from the true wind.

(b) Add to rule 2: ‘When racing, a boat need not take a penalty unless signalled to do so by an umpire.’

(c) A boat completes a leg of the course when her bow crosses the extension of the line from the previous mark through the mark she is rounding, or on the last leg when she finishes.

(d) A penalised boat shall not be recorded as having finished until she takes her penalty and sails completely to the course side of the line and then finishes, unless the penalty is cancelled before or after she crosses the finishing line.

(e) If a boat has one or two outstanding penalties and the other boat in her match is penalised, one penalty for each boat shall be cancelled except that a red-flag penalty shall not cancel or be cancelled by another penalty.

(f) If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4.

C7.3 Penalty Limitations

(a) A boat taking a penalty that includes a tack shall have the spinnaker head below the main-boom gooseneck from the time she passes head to wind until she is on a close-hauled course.

(b) No part of a penalty may be taken inside the zone of a rounding mark that begins, bounds or ends the leg the boat is on.
(c) If a boat has one outstanding penalty, she may take the penalty any time after *starting* and before *finishing*. If a boat has two outstanding penalties, she shall take one of them as soon as reasonably possible, but not before *starting*.

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

**C7.4 Taking and Completing Penalties**

(a) When a boat with an outstanding penalty is on a leg to a windward *mark* and gybes, or is on a leg to a leeward *mark* or the finishing line and passes head to wind, she is taking a penalty.

(b) When a boat taking a penalty either does not take the penalty correctly or does not complete the penalty as soon as reasonably possible, she is no longer taking a penalty. The umpires shall signal this as required by rule C5.6.

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

**C8 PENALTIES INITIATED BY UMPIRES**

**C8.1 Rule Changes**

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

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

**C8.2** When the umpires decide that a boat has broken rule 31, 42, C4, C7.3(c) or C7.3(d) she shall be penalised by signalling her under rule C5.2 or C5.3. However, if a boat is penalised for breaking a rule of Part 2 and if she in the same incident breaks rule 31, she shall not be penalised for breaking rule 31. Furthermore, a boat that displays an incorrect flag or does not display the correct flag shall be warned orally and given an opportunity to correct the error before being penalised.
C8.3 When the umpires decide that a boat has
(a) gained an advantage by breaking a rule after allowing for a penalty,
(b) deliberately broken a rule, or
(c) committed a breach of sportsmanship, she shall be penalised under
rule C5.2, C5.3 or C5.4.

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

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

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

C9 REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER
PROCEEDINGS

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

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

C9.3 No proceedings of any kind may be taken in relation to any action or
non-action by the umpires, except as permitted in rule C9.2.
C10 SCORING

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

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

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

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

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

C10.5 In a round-robin series,

(a) competitors shall be placed in order of their total scores, highest score first;

(b) a competitor who has won a match but is disqualified for breaking a rule against a competitor in another match shall lose the point for that match (but the losing competitor shall not be awarded the point); and

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

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

C11 TIES

C11.1 Round-Robin Series

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

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

(a) placed in order, has the highest score in the matches between the tied competitors;

(b) when the tie is between two competitors in a multiple round robin, has won the last match between the two competitors;

(c) has the most points against the competitor placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used in the rule C11.1(c) procedure:

(1) the higher-place tie shall be resolved before the lower-place tie, and

(2) all the competitors in the lower-place tie shall be treated as a single competitor for the purposes of rule C11.1(c);

(d) after applying rule C10.5(c), has the highest place in the different groups, irrespective of the number of competitors in each group;

(e) has the highest place in the most recent stage of the event (fleet race, round robin, etc.).

C11.2 Knockout Series

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

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

C11.3 Remaining Ties

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

(a) if the tie needs to be resolved for a later stage of the event (or another event for which the event is a direct qualifier), the tie shall be broken by a sail-off when practicable. When the race committee decides that a sail-off is not practicable, the tie shall be decided in favour of the competitor who has the highest score in the round-robin series after eliminating the score for the first race for each tied competitor or, should this fail to break the tie, the second race for each tied competitor and so on until the tie is broken. When a tie is partially resolved, the remaining tie shall be broken by reapplying rule C11.1 or C11.2.

(b) to decide the winner of an event that is not a direct qualifier for another event, or the overall position between competitors eliminated in one round of a knockout series, a sail-off may be used (but not a draw).

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

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

D1 CHANGES TO THE RACING RULES

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

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

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

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

(c) Rule 18.4 is deleted.

(d) When rule 20 applies the following arm signals by the helmsman are required in addition to the hails:

(1) for ‘Room to tack’, repeatedly and clearly pointing to windward; and

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

Sailing instructions may delete this requirement.

(e) Rule 24.1 is changed to: ‘If reasonably possible, a boat not racing shall not interfere with a boat that is racing, and a boat that has finished shall not act to interfere with a boat that has not finished.’

(f) Add new rule 24.3: ‘When boats in different races meet, any change of course by either boat shall be consistent with complying with a rule or trying to win her own race.’

(g) Add to rule 41:

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

(h) Rule 45 is deleted.
D1.2 Protests and Requests for Redress

(a) Rule 60.1 is changed to:

A boat may

(a) protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in the incident or the incident involved contact between members of the other team; or

(b) request redress.

(b) Rule 61.1(a) is changed so that a boat may remove her red flag after it has been conspicuously displayed.

(c) A boat intending to request redress for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire.

(d) The race committee or protest committee shall not protest a boat for breaking a rule of Part 2 or rule 31 or 42 except

(1) based on evidence in a report from an umpire after a black and white flag has been displayed; or

(2) under rule 14 upon receipt of a report from any source alleging damage or injury.

(e) Protests and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

(f) A boat is not entitled to redress based on damage or injury caused by another boat on her team.

(g) When a supplied boat suffers a breakdown, rule D5 applies.

D1.3 Penalties

(a) Rule 44.1 is changed to:

A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, or rule 31 or 42, in an incident while racing. However, when she may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31.
(b) A boat may take a penalty by retiring, in which case she shall notify the race committee as soon as possible and 6 points shall be added to her score.

(c) There shall be no penalty for breaking a rule of Part 2 when the incident is between boats on the same team and there is no contact.

D2 UMPIRED RACES

D2.1 When Rule D2 Applies
Rule D2 applies to umpired races. Races to be umpired shall be identified either in the sailing instructions or by the display of flag J no later than the warning signal.

D2.2 Protests by Boats
When a boat protests under a rule of Part 2 or under rule 31 or 42 for an incident in the racing area, she is not entitled to a hearing and the following applies:

(a) She shall hail ‘Protest' and conspicuously display a red flag at the first reasonable opportunity for each.

(b) The boats shall be given time to respond. A boat involved in the incident may respond by promptly taking an appropriate penalty or clearly indicating that she will do so as soon as possible.

(c) If no boat takes a penalty, an umpire shall decide whether to penalise any boat.

(d) If more than one boat broke a rule and was not exonerated, an umpire may penalise any boat that broke a rule and did not take an appropriate penalty.

(e) An umpire shall signal a decision in compliance with rule D2.4.

(f) A boat penalised by an umpire shall take a Two-Turns Penalty.

D2.3 Penalties Initiated by an Umpire
An umpire may penalise a boat without a protest by another boat, or report the incident to the protest committee, or both, when the boat

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

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

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

**D2.4 Signals by an Umpire**

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

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

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

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

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

(a) She shall hail ‘Protest’ and conspicuously display a red flag at the first reasonable opportunity for each.
(b) The boats shall be given time to respond. A boat involved in the incident may respond by promptly taking an appropriate penalty or clearly indicating that she will do so as soon as possible.
(c) If the protested boat fails to respond, the protesting boat may request a decision by conspicuously displaying a yellow flag and hailing ‘Umpire’.
(d) An umpire shall then decide whether to penalise any boat.
(e) An umpire shall signal a decision in compliance with rule D2.4.

(f) If a boat hails for an umpire decision without complying with the protest procedure, an umpire shall signal No Penalty.

(g) A boat penalised by an umpire shall take a Two-Turns Penalty.

D2.6 Limited Umpiring

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

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

D2.7 Limitations on Other Proceedings

A decision, action or non-action of an umpire shall not be

(a) grounds for redress,

(b) subject to an appeal under rule 70, or

(c) grounds for abandoning a race after it has started.

The protest committee may decide to consider giving redress when it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

D3 SCORING A RACE

D3.1 (a) Each boat finishing a race shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to race.

(b) When a boat is scored OCS, 10 points shall be added to her score unless she retired as soon as possible after the starting signal.

(c) When a boat fails to take a penalty imposed by an umpire at or near the finishing line, she shall be scored points for last place and other scores shall be adjusted accordingly.

(d) When a protest committee decides that a boat that is a party to a protest hearing has broken a rule and is not exonerated,

(1) if the boat has not taken a penalty, 6 points shall be added to her score;
Appendix D  TEAM RACING RULES

(2) if the boat’s team has gained an advantage despite any penalty taken or imposed, the boat’s score may be increased;

(3) when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a rule when not racing, half or more race wins may be deducted from her team, or no penalty may be imposed. Race wins deducted shall not be awarded to any other team.

D3.2 When all boats on one team have finished, retired or failed to start, the other team’s boats racing at that time shall be scored the points they would have received had they finished.

D3.3 The team with the lower total points wins the race. If the totals are equal, the team that does not have first place wins.

D4  SCORING A STAGE

D4.1 Terminology

(a) The racing format at an event will consist of one or more stages.

(b) In a round-robin stage teams are assigned to one or more groups and scheduled to sail one or more round-robins. A round robin is a schedule of races in which each team sails once against each other team in the same group.

(c) In a knock-out stage teams are scheduled to sail in matches. A match is one or more races between two teams.

(d) The notice of race or sailing instructions may specify other formats and scoring methods.

D4.2 Terminating a Stage

(a) The race committee may terminate a stage at any reasonable time taking into account the entries, weather, time constraints and other relevant factors.

(b) When a round-robin stage is terminated, any round-robin in the stage in which 80% or more of the full schedule of races has been completed shall be scored as complete; if fewer races have been completed, the round-robin shall not be scored, but may be used to break ties.
D4.3 Scoring a Round-Robin Stage

(a) In a round-robin stage the teams shall be ranked in order of number of race wins, highest number first. If the teams have not completed an equal number of races, they shall be ranked in order of the percentage of races won, highest number first.

(b) If a round-robin in the stage is not completed, teams shall be ranked according to the results from all completed round-robins in the stage.

D4.4 Ties in a Completed Round-Robin Stage

Ties in a completed round-robin stage shall be broken by using, in the following order, only results in the stage,

(a) the highest number of race wins in all races between the tied teams;
(b) the lowest total points scored in all races between the tied teams;
(c) if two teams remain tied, the winner of the last race between them;
(d) the lowest average points scored in all races against common opponents;
(e) a sail-off if possible, otherwise a game of chance.

If a tie is partially broken by one of these, the remaining tie shall be broken by starting again at rule D4.4(a).

D4.5 Ties in an Incomplete Round-Robin Stage

Ties in an incomplete round-robin stage shall be broken whenever possible using the results from races between the tied teams in any incomplete round-robin. Other ties shall be broken in accordance with rule D4.4.

D4.6 Scoring a Knock-Out Stage

The winner of a match is the first team to score the number of race wins stated in the sailing instructions.

D4.7 Incomplete Knock-Out Stage

If a match in a knock-out stage is not completed (including 0-0), the result of the match shall be determined using, in order,

(a) the higher number of race wins in the incomplete match;
Appendix D  TEAM RACING RULES

(b) the higher number of race wins in all races in the event between the tied teams;
(c) the higher place in the most recent stage, applying rule D4.4(a) if necessary;
(d) the winner of the most recent race between the teams.

If this rule fails to determine a result, the stage shall be tied unless the sailing instructions provide for some other result.

D5 BREAKDOWNS WHEN BOATS ARE SUPPLIED BY THE ORGANISING AUTHORITY

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

D5.2 When a boat suffers a breakdown in the racing area, she may request a score change by displaying a red flag at the first reasonable opportunity after the breakdown until it is acknowledged by the race committee or by an umpire. If possible, she shall continue racing.

D5.3 The race committee shall decide requests for a score change in accordance with rules D5.4 and D5.5. It may take evidence in any way it considers appropriate and may communicate its decision orally.

D5.4 When the race committee decides that the team’s finishing position was made significantly worse, that the breakdown was through no fault of the crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, it shall make as equitable a decision as possible. This may be to abandon and resail the race or, when the boat’s finishing position was predictable, award her points for that position. Any doubt about a boat’s position when she broke down shall be resolved against her.

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

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

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

E1.1 Definitions

Add to the definition Conflict of Interest:

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

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

Add new definition:

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

E1.2 Terminology

The Terminology paragraph of the Introduction is changed so that:

(a) ‘Boat’ means a sailboat controlled by radio signals and having no crew. However, in the rules of Part 1 and Part 5, rule E6 and the definitions Party and Protest, ‘boat’ includes the competitor controlling her.

(b) ‘Competitor’ means the person designated to control a boat using radio signals.

(c) In the racing rules, but not in its appendices, replace the noun ‘race’ with ‘heat’. In Appendix E a race consists of one or more heats and is completed when the last heat in the race is completed.

E1.3 Rules of Parts 1, 2 and 7

(a) Rule 1.2 is deleted.

(b) In rule 20, hails and replies shall be made by the competitor controlling the boat.
Appendix E  RADIO SAILING RACING RULES

(c) **Rule 23** is changed to: 'If possible, a boat shall avoid a boat that is *disabled*.'

(d) **Rule 90.2(c)** is changed to:

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

**E2 ADDITIONAL RULES WHEN RACING**

*Rule E2 applies only while boats are *racing.*

**E2.1 Hailing Requirements**

(a) A hail shall be made so that the competitors to whom the hail is directed might reasonably be expected to hear it.

(b) The individual digits of a boat’s sail number shall be hailed; for example, ‘one five’, not ‘fifteen’.

**E2.2 Giving Advice**

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

**E2.3 Boat Out of Radio Control**

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

**E2.4 Transmitter Aerials**

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

**E2.5 Radio Interference**

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

**E3 CONDUCT OF A RACE**

**E3.1 Control Area**

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

**E3.2 Launching Area**

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

**E3.3 Course Board**

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

**E3.4 Starting and Finishing**

(a)  **Rule 26** is changed to:

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

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

**E3.5 Individual Recall**

**Rule 29.1** is changed to:

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

**E3.6 General Recall**

**Rule 29.2** is changed to:

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which **rule 30** applies, or there has been an error in the starting procedure, the race committee may hail and repeat as appropriate ‘General recall’ and make two loud sounds. The warning signal for a new start will normally be made shortly thereafter.
E3.7  **U Flag and Black Flag Rules**

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

E3.8  **Other Changes to the Rules of Part 3**

(a)  Rules 30.2 and 33 are deleted.

(b)  All race committee signals shall be made orally or by other sounds. No visual signals are required unless specified in the sailing instructions.

(c)  Courses shall not be shortened.

(d)  Rule 32.1(a) is changed to: ‘because of foul weather or thunderstorms.’

E3.9  **Disabled Competitors**

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

E4  **RULES OF PART 4**

E4.1  **Deleted Rules in Part 4**

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

E4.2  **Outside Help**

Rule 41 is changed to:

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

(a)  help needed as a direct result of a competitor becoming ill, injured or in danger;

(b)  when the boat is entangled with another boat, help from the other competitor;

(c)  when the boat is entangled, or she is aground or in danger, help from a race committee vessel;

(d)  help in the form of information freely available to all competitors;

(e)  unsolicited information from a disinterested source. A competitor is not a disinterested source unless acting as an observer.
However, a boat that gains a significant advantage in the heat or race from help received under rule 41 may be protested and penalised; any penalty may be less than disqualification.

**E4.3 Taking a Penalty**

**Rule 44.1** is changed to:

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

(a) when she may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;

(b) if the boat gained a significant advantage in the heat or race by her breach despite taking a penalty, her penalty shall be an additional One-Turn Penalty;

(c) if the boat caused serious damage, or as a result of breaking a rule of Part 2 she caused another boat to become disabled and retire, her penalty shall be to retire.

**E4.4 Person in Charge**

**Rule 46** is changed to: ‘The member or organisation that entered the boat shall designate the competitor. See rule 75.’

**E5 RACING WITH OBSERVERS AND UMPIRES**

**E5.1 Observers**

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

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

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

**E5.2 Umpired Races**

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

*Note: The addendum is available at the website www.radiosailing.org.*
E5.3 **Rules for Observers and Umpires**

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

E6 **PROTESTS AND REQUESTS FOR REDRESS**

E6.1 **Right to Protest**

Rule 60.1 is changed to:

A boat may

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

(b) request redress.

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

E6.2 **Protest for a Rule Broken by a Competitor**

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

E6.3 **Informing the Protestee**

Rule 61.1(a) is changed to:

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

E6.4 **Informing the Race Committee**

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

E6.5 **Time Limits**

A protest, request for redress or request for reopening shall be delivered to the race officer no later than ten minutes after the last boat in the heat finishes or after the relevant incident, whichever is later.
E6.6 **Redress**

Add to rule 62.1:

(e) external radio interference acknowledged by the race committee, or

(f) becoming *disabled* because of the action of a boat that was breaking a rule of Part 2 or of a vessel not *racing* that was required to keep clear.

E6.7 **Right to Be Present**

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

E6.8 **Taking Evidence and Finding Facts**

Add to rule 63.6:

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

E6.9 **Decisions on Redress**

Add to rule 64.2:

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

E7 **PENALTIES**

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

(a) disqualify her or add any number of points (including zero and fractions of points) to her score. The penalty shall be applied, if possible, to the heat or race in which the *rule* was broken; otherwise it shall be applied to the next heat or race for that boat. When points are added, the scores of other boats shall not be changed; or

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

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

E8 CHANGES TO APPENDIX G, IDENTIFICATION ON SAILS

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

G1 WORLD SAILING AND IRSA CLASS BOATS

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

G1.1 Identification

(a) A boat of a World Sailing or IRSA Class shall display her class insignia, national letters and sail number as specified in rule G1, unless her class rules state otherwise.

(b) At world and continental championships, sails shall comply with these rules. At other events they shall comply with these rules or the rules applicable at the time of their initial certification.

G1.2 National Letters

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

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

(b) when entered under rule 75.1(b), the national authority of the organisation which entered her.

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

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

G1.3 Sail numbers

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

G1.4 Specifications
(a) National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. Commercially available typefaces giving the same or better legibility than Helvetica are acceptable.

(b) The height and spacing of letters and numbers shall be as follows:

<table>
<thead>
<tr>
<th>Dimension</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height of sail numbers</td>
<td>100 mm</td>
<td>110 mm</td>
</tr>
<tr>
<td>Spacing of adjacent sail numbers</td>
<td>20 mm</td>
<td>30 mm</td>
</tr>
<tr>
<td>Height of national letters</td>
<td>60 mm</td>
<td>70 mm</td>
</tr>
<tr>
<td>Spacing of adjacent national letters</td>
<td>13 mm</td>
<td>23 mm</td>
</tr>
</tbody>
</table>

G1.5 Positioning
(a) Class insignia, sail numbers and national letters shall be positioned:
(1) on both sides of the sail;
(2) with those on the starboard side uppermost;
(3) approximately horizontally;
(4) with no less than 40 mm vertical spacing between numbers and letters on opposite sides of the sail;
(5) with no less than 20 mm vertical spacing between class insignia on opposite sides of the sail.

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

(b) On a mainsail, sail numbers shall be positioned:
(1) below class insignia;
(2) above the line perpendicular to the luff through the quarter leech point;