

Racing Rules

Rule D2.2

A submission from the Chair of Racing Rules Committee

Purpose or Objective

To replace rules D2.2(c) and (d) with a single rule similar to the equivalent rule in Appendix UF.

Proposal 1

Change rule D2.2 as follows.

Rule 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.
- (c) ~~If no boat takes a penalty or clearly indicates that she will do so, An umpire shall decide whether to~~ **may** penalize any boat **that broke a rule, is not exonerated, and did not take an appropriate penalty.**
- ~~(d) If more than one boat breaks a rule, an umpire shall decide whether to penalize any boat that did not take a penalty.~~
- (ed)** An umpire shall signal a decision in compliance with rule D2.4.

Current Rule

See above. Note that Submission 028-22 proposed other changes to rule D2.2. Those changes will not affect this proposal.

Clean Copy including the changes approved in November 2022

Rule D2.2 Protests by Boats

When a boat protests under a rule of Part 2 or rule 31 or 42

- (a) The boats shall be given time to respond.
 - (b) An umpire may penalize any boat that broke a rule, is not exonerated, and did not take an appropriate penalty.
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Reasons for Primary Proposal

The proposed rule was trialled in approximately 725 races during the first half of 2022 in Europe and the US at youth (optimist), collegiate/university (dinghy), and adult (keelboat) events. It was found to work well and demonstrated the following advantages over the current rule.

1. The rule is simpler. It removes the complex ambiguity of rule D2.2(d) (when more than one boat breaks a rule in an incident), and helps sailors and umpires by removing the primary difference in protest process between umpired fleet and team racing.
2. At trials with adult sailors, the change affected very few incidents (0.5% - 2%). There were no objections to the rule from the sailors.
3. At trials with young sailors with lower rules knowledge, the change initially affected more incidents (up to 15%), but this dropped as the event progressed. Among young sailors, the change can be expected to increase rules knowledge, and decrease intimidation.
4. The possible outcomes from a protest in non-umpired team racing and umpired team racing are currently slightly different. The proposed rule removes this difference.
5. The rule is similar to the wording in Appendix UF rule 3.3(b). The only difference is the terminology is consistent with the rest of Appendix D.

Proposal 2 (to be considered only if Proposal 1 is not approved)

Change rule D2.2(d) as follows:

- (d) If more than one boat breaks a *rule* **and is not exonerated**, an umpire shall decide whether to penalize any boat that does not take a penalty.

Current Rule

As above

Reason for Proposal 2

1. In addition to the reasons given above for the Primary Proposal, that proposal fixes a problem inadvertently caused by removal of the underlined words, which were in the 2017-2020 rule.
 2. To see the problem, suppose two boats, W and L, are overlapped on the same tack and rule 17 does not apply. L luffs W, there is contact and one of the boats protests. Under the current rule, if W takes a penalty but the umpires determine that L was at fault, they can penalize L (because both boats broke rules). But if L takes a penalty and the umpires decide that W was at fault for not keeping clear, they cannot penalize her (because only W broke a rule). This is clearly unfair to L.
 3. If the Primary Proposal is not approved by World Sailing, that unfairness will still exist, and without proposed wording the Racing Rules Committee cannot fix it. The Alternative Proposal provides wording that would solve that problem.
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