

Racing Rules of Sailing

Race Signals, Abandonment Signals

A submission from US Sailing

Purpose or Objective

Describe abandonment signals in Race Signals clearly and in line with the general usage of those signals.

Proposal 1

In Race Signals, change the text under Flag N as follows:

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

Proposal 2

In Race Signals, change the text under Flags N over H and under Flags N over A as follows:

N over H All races **in progress or not started** are *abandoned*. Further signals ashore.

N over A All races **in progress or not started** are *abandoned*. No more racing today.

Current Position

As above.

Reasons

1. Proposal 1: “Races that have started” is not what is meant. All races that have finished have started, but we do not intend those races to be abandoned when N is displayed. What we want is to abandon only races in progress.
 2. Proposal 2: The current descriptions of race signals N over H and N over A could be (and have been) interpreted as abandoning all races for the day, including those that have started and finished. (The race committee may, of course, abandon all races for the day including those already finished, but that would be a separate action that does not require an on-the-water signal.)
 3. The reason that the proposed language for flag N is different than that for signals N over A and N over H is that the situations are different. When N is displayed with no other signal, the race
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committee only wants to abandon races in progress; races not yet started can be expected to start as soon as the race committee can do so. However, when a race committee displays N over H or N over A with no class flags, they invariably want all boats to leave the racing area and go ashore, whether or not they are currently racing or about to race. In situations where the races are abandoned because of extreme conditions, failure to make this clear is dangerous, as boats that have not yet started are given no clear instructions to go ashore.

Racing Rules of Sailing

Introduction, Terminology, 'Boat'

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To clarify the meaning of 'boat', a basic term used over 600 times in the racing rules.

Proposal

In Terminology in the Introduction, change the meaning of 'boat' as follows:

Boat	A sailboat <u>that has entered or intends to enter an event</u> , and the crew on board.
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Current Position

As above.

Reason

The current meaning of 'boat' includes a sailboat that has no connection to an event, such as a cruising boat that sails through the racing area. Therefore a reader could conclude that such a sailboat is governed by the racing rules. That, of course, is not 'intended'. The proposal's added words make it clear that a boat is a sailboat that is, or intends to be, one of the boats competing in an event.

Racing Rules of Sailing

Introduction - Terminology

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Recognise the Equipment Rules of Sailing definitions provide a useful source of understanding when interpreting the racing rules.

Proposal 1

Add to Introduction - Terminology as follows

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

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

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

Other words and terms are used in the sense ordinarily understood in nautical or general use. **When describing parts of a boat, these racing rules are guided by Part 2 of the World Sailing Equipment Rules of Sailing when those definitions do not contradict the definitions or terminology of the racing rules.**

Proposal 2

Add new paragraph to the end of Introduction – Terminology

Unless specified by the Class Rules, the Notice of Race or Sailing Instructions may prescribe that “hull” includes specific hull spars when used in the definition of Finish, Obstruction, Start, zone, or rules 17, 21.1, 29.1, 30.1, 44.2, 55.3, and associated Appendices that change these definitions and rules.

Current Position

As above

Reasons

1. Part two of the Equipment Rules of Sailing ('ERS') provide useful definitions regarding equipment used in the sport. Many classes already use the ERS so to provide more consistency, it is useful to use these definitions across the whole sport.
 2. There are classes where fixed bowsprits or other hull spars are significant when compared the length of the hull. For example, the 18 Foot Skiff has a fixed bowsprit that is 70% the length of the hull. There are also classic classes and classic yachts with similar issues regarding bowsprits (for example, the racing dhow in the UAE).
With proposal one highlighting the use of the ERS for guidance, this means that the classes with such fixed hull spars cannot take the overall length of the boat when determining rules issues such as zones around marks, starting, finishing and other rules. This proposal 2 aims to allow organisers of those races to decide what is the most practical length to use based on the boats racing.
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Racing Rules of Sailing

Definition - Obstruction, New Definition – Continuing Obstruction Rule 19.2

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Improve the definition of obstruction, clarify what a continuing obstruction is, and write the rule so a sailor has an understanding of their obligations no matter what the obstruction is.

Proposal 1

(a) Change the Definition of obstruction (as agreed in 003-22) and replace it with:

~~**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. The following are also obstructions: an object that is so designated in a rule, or that can be safely passed on only one side, and an object, area or line in a rule that boats are prohibited from entering or crossing. An obstruction becomes a continuing obstruction when a boat is passing it and will pass alongside it for at least three of her hull lengths. However,~~
~~(a) a boat racing is not an obstruction to other boats unless they are required to keep clear of her or, if rule 22 applies, avoid her; and~~
~~(b) the following are not a continuing obstruction: a vessel under way, a boat racing, and a race committee vessel that is also a mark.~~

Obstruction An obstruction is:

- a) 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,
- b) an object that is so designated in a rule,
- c) an object that can be safely passed on only one side, or
- d) an area or line in a rule that boats are prohibited from entering or crossing.

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

(b) Add new definition:

Continuing Obstruction An obstruction where the smallest boat referred to in the rule would need a distance of three of her hull lengths to pass. However, the following are not a continuing obstruction: a vessel under way, a boat racing, and a race committee vessel that is also a mark.

Proposal 2

Change rule 19.2(a) to:

- (a) A right-of-way boat may choose to pass an *obstruction* on either her port or starboard side.
If a right of way boat changes course when choosing which side to pass the obstruction, it shall give the other boat room to keep clear.

Proposal 3

Change rule 19.2(c) to:

- (c) While **at an obstruction** ~~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,
- (1) she is not entitled to *room* under rule 19.2(b), and
 - (2) while the boats remain *overlapped*, she shall **give the other boat room to sail along or past the obstruction** ~~keep clear and rules 10 and 11 do not apply.~~

Current Position

See above

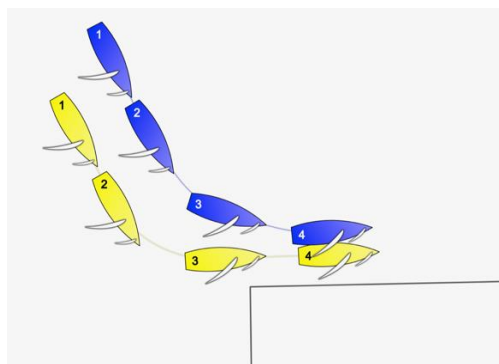
Reasons

1. Proposal 1 includes the concept of an obstruction becoming a continuing obstruction only after boats are passing it and then if they will continue to pass it for 3 hull lengths. This concept was not codified in the rules until 003/22 submission. Discussions with sailors if that they look at objects as they approach it (prior to being “at” the object) and then they determine what rules apply and what their rights and obligations are.

The split of definitions makes it easier to find the definition and simplifies what an obstruction is.

2. Proposal 2 codifies how rule 19 has been interpreted (for example, see Match Racing Call B15, question 2). If a right of way boat can choose what side to pass an obstruction, and when it does this it is therefore taking the room it is entitled to, it gets exonerated under rule 43.1(b). In a case of a late and fast change of course to pass an obstruction, the outside boat may also be exonerated as it was entitled to room to keep clear and it was not given that room. The rule may allow for both boats in an incident being exonerated!

This change makes it clear that while the right of way boat may choose what side to pass an obstruction, it should make the decision and the change of course in such a way that the outside, keep clear boat has room to keep clear. Below is a diagram showing an example incident regarding this rule:



3. Proposal 3 modifies rule 19 both (b) and (c) of rule 19 rules apply to all types of obstructions. This removes the need to identify what is an obstruction or a continuing obstruction as the same rules apply to both.

The only requirement for a need to define what is a continuing obstruction will be to determine what rule applies to a large object that is also a mark. This will simplify the application of rules where islands are used as marks.

Rule 19.2(c) currently has a scenario where rules 10 or 11 do not apply. All other rules in the RRS are written where boats entitled to room are exonerated for a breach. This change brings rule 19.2(c) into line with the rest of the RRS.

Racing Rules of Sailing

Definition Proper Course

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Bring the definition in line with how sailor manage Proper Course.

Proposal

Proper Course A course a boat would choose in order to ~~sail the course and finish~~ **sail to the next mark of the leg she is on, or 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.

Current Position

See above.

Reasons

1. The current definition of proper course means that when a boat has not started or has not gone around the correct marks (or in the correct order) then it may inadvertently not be sailing it's proper course.
 2. Proper course should be judged on the course to the next mark (as part of sailing the course) that a boat believes she should be sailing to. The definition should reflect this.
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Racing Rules of Sailing

Definitions: Finish (including C2.1 and F), Proper Course, Sailing the Course
Rules: 28, 32.1, 35, A5, A10, B8 A5.4, F8 A5.2, S12.1

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Improve the definition of sailing the course to one that is generally understood by sailors and align other definitions and rules related to Sail the Course.

Proposal 1

Change Definition of Finish (as agreed in 002-22) to:

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

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

After finishing she need not cross the finishing line completely.

Proposal 2

Change rule C2.1 to:

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

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

Proposal 3

Change Appendix F – definition Finish to:

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

- (a) takes a penalty under rule 44.2,
 - (b) ~~corrects an error in sailing the course made at the line, or~~
 - ~~(c) continues to sail the course.~~
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Proposal 4

Change Definition of Proper Course to:

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

Proposal 5

Change Definition of Sail the Course to:

Sail the Course A boat *sails the course* when:

(a) she starts;

(b) ~~provided that~~ a string representing her track ~~from the time she begins to approach the starting line from its pre-start side to start~~ until she *finishes*, when drawn taut,

(a1) passes each *mark* of the course for the race on the required side and in the correct order,

(b2) touches each *mark* designated in the sailing instructions to be a rounding *mark*, and

(e3) passes between the *marks* of a gate from the direction of the course from the previous *mark*; and then

(c) she finishes

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

Proposal 6

Change rule 28 to:

28 SAILING THE ~~RACE~~ COURSE

28.1 A boat shall ~~start, sail the course and then 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 boat may correct any errors in *sailing the course*, provided she has not *finished* ~~crossed the finishing line to finish.~~

Proposal 7

Change rule 32.1 to:

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~~ sail the course within the race time limit,
- (c) because a *mark* is missing or out of position, or
- (d) for any other reason directly affecting the safety or fairness of the competition.

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

Proposal 8

Change rule 35 to:

35 RACE TIME LIMIT AND SCORES

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

Proposal 9

Change rule A5 to:

A5 SCORES DETERMINED BY THE RACE COMMITTEE

A5.1 When a race committee is satisfied that a ~~A~~ boat:

- (a) ~~that did not start, sail the course or finish, or~~
- (b) **did not** comply with rule 30.2, 30.3, 30.4 or 78.2, ~~or that or~~
- (c) **retired or took** ~~retires or takes~~ a penalty under rule 44.3(a),

it shall **score the boat** ~~be scored~~ accordingly ~~by the race committee~~ without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score.

A5.2 A boat that did not ~~start, did not sail the course, did not finish~~, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).

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

Proposal 10

Change rule A10 to:

A10 SCORING ABBREVIATIONS

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

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

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

OCS Did not *start*; on the course side of the starting line at 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

NSC Did not *sail the course* (**other than DNC, DNS and OCS**)

DNF Did not *finish*

RET Retired

DSQ Disqualification

DNE Disqualification that is not excludable

RDG Redress given

DPI Discretionary penalty imposed

Proposal 11

Change rule B8 (A5.4) to:

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

Proposal 12

Change rule F8 (A5.2) to:

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

Proposal 13

Change rule Appendix S (12.1) to:

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

- Mark 1 Time Limit Time limit for the first boat to pass Mark 1.
- Race Time Limit Time limit for the first boat to ~~start~~, sail the course ~~and finish~~.
- Finishing Window Time limit for boats to finish after the first boat ~~starts~~, sails the course ~~and finishes~~.

Current Position

As above

Reasons

1. Makes the definition of sailing the course include the need to start and to finish. This is how most sailors understand the term.
 2. This simplifies other rules in that the changed definition of sail the course now means that a boat that does not start or finish has not sailed the course.
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Racing Rules of Sailing

Rule 14

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Improve rule 14 to include other forms of contact that should be avoided.

Proposal

Delete the text of rule 14 and replace it with:

14 AVOIDING CONTACT

If reasonably possible, a boat shall

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

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

Current Position

14 AVOIDING CONTACT

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

Reasons

1. The current rule 14 only refers to contact with another boat. The rule should also require boats to not cause contact.
 2. This rule has been used since 2019 in the America's Cup, since 2020 in the High Speed Rules and since 2021 in Appendix UF. There have been no negative experiences with racing using this rule.
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Racing Rules of Sailing

Definition Mark Room, Preamble to Section C, Rule 18

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To make changes to rule 18 in order to achieve the following principles:

- Rule 18 should reflect the way the average sailor perceives and interprets the rules and minimize changes to the way the 'game' is currently played, should be simpler than the current rule and use clear and unambiguous language with terms and phrases sailors and race officials commonly use.
- Whenever two boats meet, it should be clear whether rule 18 applies between them and, if so, how it applies.
- The rules should discourage contact by encouraging orderly behaviour and discouraging last-minute claims.

Proposal 1

To change definition Mark-Room as follows:

Definition Mark-Room *Room* for a boat to **do the following as necessary to sail the course: sail to the mark, round or pass the mark on the required side, and then leave the mark astern.** ~~Also,~~

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

~~However, mark-room for a boat does not include room to tack unless 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.~~

Current Position

See above

Reasons

1. The new definition puts the sequence of requirements in the chronological order in which they occur at the mark: First the boat sails "to the mark", then the boat rounds or passes the mark as necessary to sail the course and finally, the boat leaves the mark astern after rounding or passing it. It makes it clear that when a boat has done all three things in that order, she has been "given mark-room."

2. Makes it clear that mark-room includes room to leave the mark astern. This resolves the long debate on when has a boat been “given mark-room.” This allows rule 18.1 to keep its current last sentence (see Proposal 3).
3. Makes it clear that if a boat leaves the mark astern before she has rounded or passed the mark as necessary to sail the course, she is still entitled to mark-room. This could happen when there is strong adverse current, and the boat entitled to mark-room has to sail well past the mark before gybing to round it. The boat is still entitled to mark-room.
4. Removes the confusing reference to a boat’s “proper course” in the definition Mark-Room (a).
5. Removes the unnecessary phrase ‘without touching the mark’. *Room* is the space a boat needs to comply with rule 31 (see the definition *Room*); and even if rule 31 is not in effect, ‘room’ is the space a boat needs when manoeuvring in a seamanlike way, and touching a mark is not ‘seamanlike’ (see Case 114).
6. Removes the last sentence of the current definition (about room to tack). This resolves the debate among rules experts as to whether a boat is entitled to complete a tack after rule 18 ceases to apply; i.e., is she eligible or not for “exoneration” if she breaks rule 13 or 10 after passing head to wind.

Proposal 2

Preamble to Section C

*Section C rules do not apply **between boats** at a starting **mark** surrounded by navigable water or at its anchor line from ~~the time boats are approaching them to start~~ **their preparatory signal** until they have ~~passed~~ **started and left** them **astern**.*

Current Position

See above

Reasons

1. Eliminates the vague, ambiguous, and undefined phrase “from the time boats are approaching them to *start*.” Vague, ambiguous, and undefined phrases make the rules more complex and difficult to teach, read, remember and comply with.
 2. Creates a clear beginning and end point for when the rules of Section C do not apply, which coincides with when boats begin “racing” and when they have “started.” The preparatory signal is a clear, unambiguous and familiar signal, and is made with a sound.
 3. With rule 19 turned off at the preparatory signal, windward boats will know not to try to force themselves in between leeward boats and expensive race committee boats before the starting signal, which will reduce the chance of an expensive collision involving boats who disagree on whether they are “approaching the race committee boat to start” or not. When the rules of Section C do not apply, the rules of Part 2, Sections A and B govern the actions of the boats, including rules 14 and 16.1.
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4. Clarifies that when two OCS boats are reaching back towards the starting line near the starting vessel, the Section C rules do not apply and the rules of Part 2, Section A and B apply.

Proposal 3

Change the structure of current rule 18.1 into 18.1(a) and (b)

Option A

18.1 When Rule 18 Applies

- (a)** 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
 - ~~(a1)~~ between boats on opposite *tacks* on a beat to windward,
 - ~~(a2)~~ between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
 - ~~(a3)~~ between a boat approaching a *mark* and one leaving it, or
 - ~~(a4)~~ if the *mark* is a continuing *obstruction*, in which case rule 19 applies.
- (b)** Rule 18 no longer applies between boats when *mark-room* has been given.

Current Position

See above

Reasons

1. The proposed 18.1(b) is an important rule and should have a number so sailors and race officials can refer to it in their discussions and decisions.
2. Under the current rule, rules experts argue over *when* mark-room has been given. At the center of the debate is whether mark-room has been given *before* or *after* a boat has left the mark astern. That is now clearly resolved in the proposed definition Mark-Room (see Proposal 1). With the proposed definition Mark-Room, the current wording in rule 18.1 works just fine.

Proposal 4

- (a) Re-number current rule 18.2(b) as 18.2(a), make the following changes to current rule 18.2(a), and move current rule 18.2(c)(1) to the end of 18.2(a) edited as follows:

18.2 Giving Mark-Room

- ~~(a)~~ **When the first of two boats reaches the zone,**

(1) if the 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*.₁

(2) if ~~a~~ the boats are not overlapped, the boat that has not reached ~~is clear ahead when she reaches the zone~~, at that moment shall give the other boat ~~clear astern at that moment shall thereafter give her~~ *mark-room*.

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

(b) Delete current rule 18.2(c)(2)

~~18.2(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.~~

Reasons

1. Renumbering current 18.2(b) to 18.2(a) puts the most used part of the rule first and moves the confusing current rule 18.2(a) to the end of rule 18.2.
 2. The recommended rule 18.2(a) uses the simple symmetry of whether the boats are overlapped or not overlapped when the first of them gets to the zone; and separates them into two sub-rules, which will be clearer to the reader. Appendix C and F currently use this format.
 3. 18.2(a) makes it clear that rule 18 applies to pairs of boats (two boats at a time) and completes the picture for who gives mark-room when the first boat reaches the zone. The current rule 18.2 doesn't apply when the boat clear astern reaches the zone and the other boat is clear ahead but not in the zone. This situation is not resolved until the boat ahead turns and heads for the mark and the boats become overlapped, and it needs current rule 18.2(a) to assign the rights (which can subsequently change mid-rounding if the overlaps change – see Cases 2 and 59). The recommended rule 18.2(a) fixes that situation, and locks in the rights and obligations of the two boats when one of them reaches the zone.
 4. Removes the vague and ambiguous term “thereafter” and uses language that is clear and unambiguous.
 5. Moving the current 18.2(c)(1) to the last paragraph of 18.2(a) where it belongs will make it easier to read and to understand, and makes it so only rule 18.2(a) needs to be referenced in other parts of the rule.
 6. Current 18.2(c)(2) is deleted as it is relatively unknown, complex, not necessary, and confuses some sailors and race officials into thinking mark-room includes room for a boat to sail a proper course.
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7. A boat entitled to mark-room at a leeward mark going onto a beat to windward can change her course promptly up to a close-hauled course with the “protection” of rule 18.2. Case 118 states this. If the boat required to give her mark-room sails inside of her, and if the boat entitled to mark-room breaks rule 16.1 in the process of rounding the mark up to a close-hauled course, the boat entitled to mark-room is exonerated by rule 43.1(b). She does not need rule 18.2(c)(2) to “protect” her, so there is no game change in deleting this rule.
8. Leaving rule 18.2(c)(2) in rule 18.2 would create at least two highly undesirable game changes if the proposed definition Mark-Room is adopted (see Proposal 1).

Proposal 5

Renumber rule 18.2(e) as 18.2(b) and change it as follows:

- 18.2(~~be~~) If there is reasonable doubt that a boat obtained or broke an *overlap* **before the first of two boats referred to in rule 18.2(a) reached the zone** ~~in time~~, it shall be presumed that she did not.

Current Position

See above

Reasons

Remove the vague and ambiguous phrase “in time,” and replace it with what it means.

Proposal 6

Renumber rule 18.2(d) as 18.2(c) and change it as follows:

- 18.2(~~de~~) Rules 18.2(~~ab~~) and (~~e~~) ~~cease to apply~~ **no longer applies** if the boat entitled to *mark-room* passes head to wind or leaves the zone.

Current Position

See above

Reasons

1. This is the same “turn-off” rule as current rule 18.2(d).
 2. Current rule 18 uses three phrases to describe when rule 18 does not apply: “no longer applies,” “does not apply” and “ceases to apply.” “No longer applies” is consistent with the same phrase in proposed rule 18.1 (see Proposal 3).
-

Proposal 7

Renumber rule 18.2(a) as 18.2(d) with the following changes:

18.2(d) When **rule 18.2(a) does not apply and the** boats are *overlapped*, the outside boat shall give the inside boat *mark-room*, ~~unless rule 18.2(b) applies.~~

Current Position

See above

Reasons

1. This is a needed “catch-all rule” for the few times when boats are overlapped but current 18.2(b) does not apply.
2. In proposed rule 18.3(a) (see Proposal 9), rule 18.2 does not apply when one boat tacks inside the zone when the other boat is fetching the mark. That eliminates many of the scenarios where the current rule 18.2(a) applies, further justifying moving it to the end of proposed rule 18.2.
3. Putting it directly after recommended rule 18.2(c) makes it easier for the reader to understand its purpose.

Proposal 8

Option A

Delete rule 18.2(f)

~~18.2(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.~~

Option B

Renumber rule 18.2(f) as 18.2(e) and change it as follows:

18.2(e) 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,~~ **rule 18.2 does not apply between them.**

Current Position

See above

Reasons

Option A

1. This rule was added to the rule book when the zone was only two lengths. It is exceedingly rare for a boat to get an inside overlap on another boat that is outside the three-length zone when the outside boat is physically unable to give the inside boat mark-room, so the complexity and length of current rule 18.2(f) is not justified.
2. If changes proposed for rule 18.3 are approved (see proposal 9), many of the scenarios where the current rule 18.2(f) applies will be eliminated.
3. Current rule 18.2(f) applies a criterion about giving mark-room to boats before rule 18 applies to them. This is confusing to readers, and difficult for sailors to apply on the water.

Option B

4. The current rules create a conflict where rules 18.2(a) and (b) may require a boat to give mark-room at the same time rule 18.2(f) says she does not need to do so. Furthermore, because rule 18.2(f) does not "turn off" rules 18.2(a) or (b), a boat entitled to mark-room under those rules remains eligible for exoneration by rule 43.1(b), even if rule 18.2(f) tells the outside boat she does not need to give the inside boat mark-room. This conflict can be easily resolved by having rule 18.2(f) "turn off" rule 18.2.

Proposal 9

Change rule 18.3 as follows:

18.3 ~~Passing Head to Wind~~ Tacking in the Zone

If a boat **passes head to wind** in the ~~zone of a mark to be left to port~~ *zone* and is then **on the same tack as a boat that is 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.~~

- rule 18.2 does not apply between them; and**
- at a mark to be left to port, if the other boat has been on starboard tack since entering the zone, the boat that passed head to wind**
 - shall not cause the other boat to sail above close-hauled to avoid contact, and**
 - shall give mark-room if the other boat becomes overlapped inside her.**

Clean version**18.3 Tacking in the Zone**

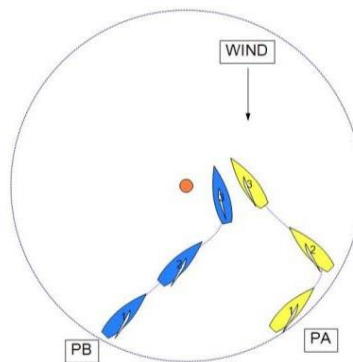
If a boat passes head to wind in the *zone* and is then on the same tack as a boat that is fetching the mark,

- (a) Rule 18.2 does not apply between them; and
- (b) at a *mark* to be left to port, if the other boat has been on *starboard tack* since entering the *zone*, the boat that passed head to wind
 - (1) shall not cause the other boat to sail above close-hauled to avoid contact, and
 - (2) shall give *mark-room* if the other boat becomes *overlapped* inside her.

Current Position

See above

Reasons



1. The title more clearly tells the reader what the rule is about, and makes the reader feel the rules are written in plain language, and in the language they use. It is parallel with the title of rule 13, While Tacking. The titles of rules are not “rules;” they are intended to tell the reader what is in the rule.
2. From the 1997-2000 RRS through the 2013-2016 RRS, rule 18.3 stated, in effect, that rule 18.2 did not apply anytime a boat tacked in the zone when a boat on the other tack was fetching the mark. It mattered not whether the other boat had been on that tack since entering the zone.

In the 2017-2020 RRS, rule 18.3 was changed in a significant way. It now only applied when the other boat had been on starboard tack since entering the zone. That change created the situation in the diagram below where, in some rules experts’ opinions, a boat could merely pass head to wind and become entitled to mark-room under rule 18.2(a), even while breaking rule 13, While Tacking; and she is therefore exonerated by rule 43.1(b) if she breaks rule 13, 15, 16 or 31. This could happen at a starboard-hand windward mark as well.

Proposed rule 18.3(a) resolves the debate among rules experts on whether PB, in the diagram above, is entitled to mark-room. Under proposed rule 18.3(a), she is not.

3. Rule 18.3, introduced in 1997, was designed to discourage boats from tacking in the zone of a windward mark. The proposed rule 18.3(a) returns rule 18.3 to its original condition of turning rule 18.2 off between a boat that tacks in the zone and one that is fetching the mark at that time at both port-hand and starboard-hand marks.
4. If two boats enter the zone on the same tack and both tack approximately at the same time, it matters not which boat passes head to wind first. In most cases, the first boat to tack will be “fetching” the mark when the other boat passes head to wind, so rule 18.2 does not apply between them.

5. Proposed rule 18.3(a) means that the rules of Part 2, Sections A and B will apply between a boat that tacks in the zone and one that is fetching the mark at that time.
6. In current rule 18.3, the fact that when rule 18.3 applies, rule 18.2 does not is almost a footnote. Moving that statement to the beginning of the rule gives it more prominence.
7. Rule 18.3 moves the “fetching” criterion back to the boat that has been on a tack since entering the zone, as in rule 18.3 before 2017. It is this boat that should not be affected by the tacking boat.
8. The formatting makes this long rule easier to read, understand and remember.
9. Rule 18.3(b) is the same as the current rule 18.3, in that the requirements that the boat that tacked cannot cause the other boat to sail above close-hauled to avoid her, etc., only applies at a port-hand mark, which has been the same in the 2017-2020 and 2021-2024 RRS.

Proposal 10

Change the title of rule 18.4 as follows:

18.4 Gybing in the Zone

Current Position

See above

Reasons

1. The title parallels the title of proposed rule 18.3 (see Proposal 9), which helps make the rules easier to read, understand and remember for the sailors and race officials.
-

Racing Rules of Sailing

Rule 20.1

A submission from the Royal Yachting Association

Purpose or Objective

To make the hail for room to tack prescribed, similar to 'Protest' and 'You tack'

Proposal

Amend rule 20.1 as follows:

20.1 Hailing

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

Current Position

See above.

Reason

1. A hail for room to tack "*must clearly convey that A requires room to tack*" (WS Case 54). The clearest way to convey that A requires room to tack is for A to hail "Room to tack".
 2. The only other two required hails in the RRS are "Protest" and "You tack" and it is not consistent or logical to require a specific hail in two cases but not the third.
 3. The current situation is that hails are often made that could be intended or interpreted as clearly conveying a requirement to tack, but could also be intended or interpreted as a "courtesy hail", or a deliberate attempt to gain an advantage.
 4. Examples which are unclear re:
 - "I will need room to tack"
 - "We're tacking"
 - "We are getting close to xxxx"
 - "Room"
-

5. These hails put the hailed boat in a difficult position. Should they:
 - (a) Respond by tacking and hope that the hailing boat acts accordingly? If the hailing boat does not then tack as soon as possible the hailed boat will need to prove in a protest that the hail clearly conveyed a need to tack.
 - (b) Respond by hailing "you tack"? If the hailing boat does not then tack as soon as possible, the hailed boat is vulnerable to a subsequent tack from the hailing boat with no warning.
 - (c) Wait for more clarification and hope that the hailing boat is not in a vulnerable situation?
 - (d) Request clarification and hope that there is time to get it?
 6. None of these options are consistent with fair and safe racing
 7. The RYA is aware there is an argument that placing a requirement for a specific hail on the hailing boat could create a dangerous situation, however it does not agree with this:
 - (a) If neither boat is familiar with rule 20, the process is very likely to be flawed at some point anyway
 - (b) Rule 14 exists to avoid such dangerous situations. It requires an incorrectly hailed boat to keep a look out and respond to attempt to avoid a collision if necessary, whatever the hail.
 - (c) 20.2(b) requires that the hailed boat responds even if the hail breaks 20.1. If 20.1 included the requirement of a specific hail, the hailed boat would be required to respond even if the hailing boat broke rule 20 by making an invalid hail.
 - (d) The only change in meaning would be that the hailing boat would have to demonstrate that they hailed "room to tack" to show they complied rather than the hailed yacht demonstrate that the hail did not convey a requirement to tack to show that they did not comply.
 8. We should not attempt to write rules in the hope that competitors who do not read them might follow them anyway. We should write rules that are clear, consistent, and as fair as possible to all.
-

Racing Rules of Sailing

Rule 44.3(c)

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To align the rounding for scoring penalty with rule A9 and the recommendations in the World Sailing Jury Policies for discretionary penalties.

Proposal

Change rule 44.3(c) as shown below:

44.3 Scoring Penalty

- (a)
- (b)
- (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 notice of race or sailing instructions. When the number of places is not stated, the penalty shall be 20% of the score for Did Not Finish, rounded to the nearest whole number (0.05 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.

Current Position

As above

Reasons

To calculate the scoring penalty in rule 44.3(c) in a consistent way with rule A9 (to calculate average points) and with the recommendations included in the World Sailing Jury Policies to calculate discretionary penalties.

Racing Rules of Sailing

Rule 50.1(b), 50.1(c)

A submission from the Chair of the Racing Rules Committee and
the Chair of the Classes Committee

Purpose or Objective

Delete the requirement for a trapeze harness to comply with an ISO standard for quick release. Make it clear that harnesses used by wing foils, kiteboards and windsurfers are covered by this rule.

Proposal 1

Amend 50.1(b) as follows:

50 COMPETITOR CLOTHING AND EQUIPMENT

50.1 (a) [no change]

- (b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a **crew harness (as defined in *The Equipment Rules of Sailing*)** ~~hiking or trapeze harness~~ and clothing (including footwear) worn only below the knee. Class rules or the notice of race may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A **crew harness** ~~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.

Proposal 2

Option A - Delete 50.1(c) and amend 50.2 as follows:

50 COMPETITOR CLOTHING AND EQUIPMENT

50.1 (a) [no change].

- (b) [see proposal 1].

~~(c) A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time. A class rule may change this rule to permit trapeze harnesses that are not of the quick release variety, but a class rule may not change the requirement that a quick release harness comply with ISO 10862.~~

~~Note: Rule 50.1(c) does not take effect until 1 January 2025.~~

50.2 Rules 50.1(b) and 50.1(c) ~~do~~ **does** not apply to boats required to be equipped with lifelines.

Option B - Amend 50.1(c) as follows:

50 COMPETITOR CLOTHING AND EQUIPMENT

- 50.1** (a) [no change].
- (b) [see proposal 1].
- (c) ~~A **crew harness** trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be capable of being easily disconnected from the trapeze, shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time. A class rule may change this rule to permit trapeze harnesses that are not of the quick release variety, but a class rule may not change the requirement that a quick release harness comply with ISO 10862.~~

~~===== *Note: Rule 50.1(c) does not take effect until 1 January 2025.* =====~~

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

Current Position

As above

Reasons

Proposal 1:

- Following guidance from ERSC and Classes Committee, this proposal ensures that the harnesses used by wing foils, kiteboards, and windsurfers to connect to their sail and use bodyweight to counter the force from the sail is covered in these requirements.

Proposal 2:

- Following guidance from ERSC and Classes Committee, it is recommended that this rule is deleted from the Racing Rules. Classes may choose to require a harness to comply with ISO standards and can do so by adding this to the class rules.
- Option 2 removes the requirement for an ISO standard trapeze harness but maintains a prohibition on any system that more permanently connects the sailor to the boat.

Racing Rules of Sailing

New Rule 56.3

A submission from the Chairs of the Oceanic and Offshore Committee and the Racing Rules Committee

Purpose or Objective

To add new rule 56.3 to promote safety for boats sailing near commercial vessels or in conditions of limited visibility.

Proposal

Change the title of rule 56 and add new rule 56.3 as shown below:

- 56 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES; AUTOMATIC IDENTIFICATION SYSTEM**
- 56.1** When so equipped, a boat shall sound fog signals and show lights as required by the *International Regulations for Preventing Collisions at Sea (IRPCAS)* or applicable government rules.
- 56.2** A boat shall comply with rule 10, Traffic Separation Schemes, of the *IRPCAS*.
Note: Appendix TS, Traffic Separation Schemes, is available at the World Sailing website. The notice of race may change rule 56.2 by stating that Section A, Section B or Section C of Appendix TS applies.
- 56.3** **When a rule requires a boat to be equipped with an automatic identification system transponder, or a specific tracker, this shall not be switched off or its operation intentionally worsened.**

Current Position

None. The proposed rule is new.

Reasons

1. In recent years Automatic Identification Systems (AIS) have become commonplace and have made a major contribution to boating safety when the racing area for an event is also an area in which there is commercial traffic. Many events now require (in the NoR, the SIs, the class rules or the Offshore Special Regulations, for example) that boats be equipped with AIS transponders. At night or at other times when visibility is restricted, a boat can gain a tactical advantage by switching off her AIS transponder. A boat that does this puts her crew and, possibly, the crews of other boats or vessels at risk.
 2. As new technology improves boating safety, the RRS should be changed appropriately. Proposed new rule 56.3 is a step in towards improved safety.
-

Racing Rules of Sailing

Introduction, Definition Party, Definition Protest, Part 5

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To delete Part 5 and replace it with the new version prepared by the Part 5 Working Party following consultation with the Racing Rules Committee and the International Judges Subcommittee.

Proposal

1. Amend the Introduction and Definitions in accordance with the document attached to this submission.
2. Delete Part 5 and replace it the version in the document attached to this submission.
3. The Racing Rules Committee may further amend the new draft as necessary to reflect any other decisions made at its 2023 annual meeting.

Current Position

As above

Reasons

1. Part 5 has, in the last few cycles, become more complicated as numerous changes have been made to fix different issues that have arisen. As the current wording has become more complicated, so have the number of issues that need fixing.
 2. A Working Party was established two years ago to review and prepare a completely new draft of Part 5.
 3. Last year, the Part 5 Working Party circulated its proposals to amend Part 5. Since then, further work has been undertaken and the draft has been circulated to the RRC and IJSC for further comment.
 4. The draft has been prepared, as far as possible, to have a neutral effect in terms of the actual consequences of the draft. If an issue of principle has arisen, the Working Party has put forward a separate submission for the Committee to resolve the question and this main re-draft can then be updated.
-

5. The complete re-write has the benefit that a 'clean slate' can be used to the wording of the rules, although much of the actual text will be familiar. There is the disadvantage – which the Working Party fully accepts – that there is a high amount of rule number changes. In addition, the page length is not shorter than Part 5 at present. However, the Working Party believes that the concept of keeping one idea to one rule means the wording is much easier to understand to lay readers and to non-English speakers.
 6. There are a number of minor drafting issues which the Part 5 Working Party is still reviewing with the Submissions Working Party. Any proposed amendments will be ready for the Committee to consider by its meeting.
-

Attachment

INTRODUCTION

[...]

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

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

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.

[...]

Party *A party to a hearing is*

- (a) for a protest hearing: a protestor, a protestee;
- (b) for a redress hearing: a boat requesting redress or for which redress is requested; a boat for which a hearing is called to consider redress under rule **61.1** ~~60.3(b)~~; a ~~race~~ committee acting under rule 61.1 ~~60.2(b)~~; ~~a technical committee acting under rule 60.4(b)~~;
- (c) for a redress hearing under rule **61.4(b)(1)** ~~62.1(a)~~: the body alleged to have made an improper action or omission;
- (d) a person against whom an allegation of a breach of rule 69.1(a) is made; a person presenting an allegation under rule 69.2(e)(1);
- (e) a *support person* subject to a hearing under rule **62** ~~60.3(d)~~ or 69; any boat that person supports; a person appointed to present an allegation under rule **62.2** ~~60.3(d)~~.

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

Protest *An allegation made under rule 60* ~~61.2~~ *by a boat* **or a committee**, ~~a race committee, a technical committee or a protest committee~~ *that a boat has broken a rule.*

PART 5

SECTION A

PROTESTS; REDRESS; SUPPORT PERSONS

60 PROTESTS

60.1 Right to Protest

A boat or committee may protest a boat.

60.2 Intention to Protest

- (a) If a *protest* concerns an incident in the racing area:
 - (1) At the first reasonable opportunity, a boat shall hail 'Protest' and, if her hull length is longer than 6 metres, conspicuously display a red flag until she is no longer *racing*.
 - (2) A committee shall inform a boat after the race within the protest time limit of its intention to protest.
 - (b) However, if
 - (1) the incident did not occur in the racing area,
 - (2) a protestee is not within hailing distance at the time of the incident,
 - (3) the incident was an error in *sailing the course* by a protestee, or
 - (4) a protest committee decides to protest a boat under rule 60.5(a)(2),then the protestor shall instead inform the protestee of its intention to protest at the first reasonable opportunity.
 - (c) If at the time of the incident it is obvious to a protesting boat that a member of either crew is in danger, or that injury or serious damage has resulted, rules 60.2(a) and 60.2(b) do not apply, but she shall attempt to inform the other boat within the protest time limit of her intention to protest.
 - (d) A committee may inform a boat of its intention to protest by posting a notice on the official notice board.
-

60.3 Delivering a Protest

- (a) A *protest* shall be in writing and identify the incident when it is delivered. In addition, it shall identify
- (1) the protestor and protestee,
 - (2) where and when the incident occurred,
 - (3) any *rule* the protestor believes was broken, and
 - (4) the name of the protestor's representative.

Requirement (1) may be met at any time before the hearing, and requirements (2), (3) and (4) may be met before or during the hearing.

- (b) A *protest* shall be delivered to the race office within the protest time limit unless the protest committee decides there is good reason to extend the time. The protest time limit is
- (1) for *protests* about an incident observed in the racing area, two hours after the last boat in the race *finishes*, or
 - (2) for all other *protests*, two hours after the relevant information is available to the protestor.

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

60.4 Invalid Protests

A *protest* is invalid if

- (a) it does not comply with the definition Protest or rule 60.2 or 60.3,
 - (b) it is from a boat that alleges a breach of a rule of Part 2 or rule 31 but she was not involved in and did not see the incident,
 - (c) it is from a committee and is based on information from
 - (1) a request for redress,
 - (2) an invalid *protest*, or
 - (3) a report from a person with a *conflict of interest* other than the representative of the boat herself,
-

and the exceptions in rule 60.5 do not apply, or

- (d) it alleges a breach of rule 69 or a Regulation referred to in rule 6, unless permitted by the Regulation concerned.

60.5 Committee Protests

Rule 60.4(c) does not apply to

- (a) a *protest* from the protest committee if
 - (1) it learns of an incident involving a boat that may have resulted in injury or serious damage, or
 - (2) 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) a *protest* from the technical committee if it decides that a boat or personal equipment does not comply with the class rules or with rule 50.

60.6 Protest Decisions

- (a) The protest committee shall conduct a hearing as required by rule 63 to decide a *protest*.
 - (b) A boat shall only be penalized
 - (1) at a protest hearing to which she is a *party*,
 - (2) under rules 60.7, 62.4 or 69, or
 - (3) under a *rule* which expressly states a penalty may be applied without a hearing.
 - (c) If the protest committee decides that a boat has broken a *rule* it shall disqualify her whether or not the applicable *rule* was mentioned in the *protest*. However, a boat shall not be disqualified if
 - (1) she is exonerated or some other penalty applies,
 - (2) the race is restarted or resailed, in which case rule 36 applies,
 - (3) the boat has already taken an applicable penalty, in which case she shall not be penalized further unless
-

the penalty for a *rule* she broke is a non-excludable disqualification, or

(4) she broke a class rule and rule 60.6(d) applies.

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

(d) If the protest committee decides that a boat has broken a class rule:

(1) the boat shall not be penalized if any deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and they did not improve the performance of the boat,

(2) the boat shall not *race* again until any deviations have been corrected unless the protest committee decides there is, or has been, no reasonable opportunity to do so,

(3) any breach of the same rule in earlier races in the same event may have the same penalty imposed for all such races without further *protest*, and

(4) the boat may compete in subsequent races without changes to the boat, but only if she states in writing she intends to appeal. If she fails to appeal, or the appeal is not successful, she shall be disqualified without a hearing from all subsequent races in which she competed.

60.7 Discretionary Penalties

When a boat reports within the protest time limit that she has broken a *rule* which is subject to a discretionary penalty, the protest committee shall decide the appropriate penalty having first considered the evidence that it considers appropriate. There is no requirement to hold a hearing.

61 REDRESS

61.1 Requesting or Considering Redress

The protest committee may call a hearing to consider redress and a boat or committee, other than the protest committee, may request redress.

61.2 Requesting Redress

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

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

61.3 Invalid Requests

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

61.4 Redress Decisions

- (a) The protest committee shall conduct a hearing as required by rule 63 to consider whether to grant redress.
 - (b) A boat is entitled to redress if her score or place in a race or series has been made, or may be made, significantly worse through no fault of her own caused by
 - (1) an improper action or improper omission of a committee or the organizing authority, but not by a protest committee decision when the boat was a *party* to the hearing,
-

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

62 SUPPORT PERSONS

- 62.1** Upon receipt of a report from a boat or a committee, or based on its own observation or information from any source, the protest committee may call a hearing to consider whether a *support person* has broken a rule.
- 62.2** If the protest committee decides to call a hearing, it shall conduct a hearing as required by rule 63 and may appoint a person to present the allegations.
- 62.3** If the protest committee decides that a *support person* who is a *party* to the hearing has broken a *rule*, it may
- (a) issue a warning,
-

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

62.4 In addition, if the protest committee decides that

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

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

SECTION B

HEARINGS AND MAKING DECISIONS

63 CONDUCT OF ALL HEARINGS

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

63.1 Rights of Parties

- (a) All *parties* to a hearing shall be
 - (1) informed of the time and place of the hearing,
 - (2) given access to the *protest*, request for redress, or report to be considered at the hearing,
 - (3) allowed reasonable time to prepare for the hearing, and
 - (4) allowed to have a representative present throughout the hearing but, in a *protest* involving a breach of a rule of Part 2, 3 or 4, the representative shall have been on board at the time of the incident unless the protest committee decides otherwise.

- (b) If a *party* does not attend a hearing, the protest committee may proceed with the hearing in their absence.

63.2 Hearings

- (a) The protest committee shall hear all protests and requests delivered unless it allows them to be withdrawn.
- (b) The protest committee may combine hearings which arise from the same or very closely connected incidents into one hearing, but not a rule 69 hearing.
- (c) The protest committee may change the type of case if it is appropriate to do having considered the information in the case, including any evidence given during a hearing.
- (d) If the protest committee decides to protest a boat under rule 60.5(a)(2), it shall close the current hearing, deliver a *protest* in accordance with the *rules*, and then hear the original and new *protests* together.
- (e) A hearing involving *parties* in different events conducted by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

63.3 Conflict of Interest

- (a) A possible *conflict of interest* of a protest committee member shall be declared by that member, or be notified by a *party* who is aware of it, as soon as possible.
- (b) A protest committee member with a *conflict of interest* shall not be a member of the protest committee hearing the case, unless:
 - (1) all *parties* consent, or
 - (2) the protest committee decides that the *conflict of interest* is not significant.

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

- (c) When deciding whether a *conflict of interest* is significant, the protest committee shall consider
-

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

63.4 Hearing Procedure

- (a) The protest committee shall first consider validity. The hearing shall be closed if
- (1) a *protest* or request is invalid, or
 - (2) a *protest* was made under rule 60.5(a)(1) and there is no injury or serious damage.
- (b) The protest committee shall take the evidence of the *parties* present at the hearing, their witnesses, and any other evidence it considers necessary. Hearsay evidence is admissible.
- (c) A *party* present at the hearing may question any person who gives evidence.
- (d) A member of the protest committee who is a witness shall inform the parties of this fact as soon as reasonably possible after the start of the hearing.
- (e) A witness shall be excluded from the hearing when not giving evidence, except for a witness who:
- (1) is also a *party*, or
 - (2) is a member of the protest committee..
- (f) The protest committee may exclude evidence which is irrelevant or unduly repetitive.

63.5 Decisions

- (a) The protest committee shall consider the evidence and decide what weight to give it. It shall then find the facts
-

based on the balance of probabilities (unless a *rule* requires otherwise), and then apply the *rules* to those facts to make its conclusions and a decision.

- (b) Decisions shall be made by simple majority vote. When there is an equal division of votes, the chair of the hearing may cast an additional vote.
- (c) If there is a conflict between
 - (1) two or more *rules* that must be resolved before a decision can be made,
 - (2) those *rules* are valid *rules*, and
 - (3) those *rules* are in the notice of race, the sailing instructions, or any of the other documents that govern the event under item (g) of the definition Rule,then the protest committee shall apply the *rule* that it believes will provide the fairest result for all boats affected.
- (d) If there is doubt about the meaning of a class rule, the protest committee shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee is bound by the authority's reply.

63.6 Informing the Parties and Others

- (a) The protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any penalties imposed or redress given.
 - (b) If requested within seven days of being informed of the decision, the above information shall be provided promptly in writing to all the *parties* and the protest committee may, if relevant, prepare or endorse a diagram.
 - (c) The protest committee may publish the above information after any hearing, including a hearing under rule 69, unless it decides there is good reason not to do so.
 - (d) The protest committee may direct that the above information is to be confidential to the *parties*.
-

- (e) If the protest committee penalizes a boat under a class rule, it shall send the above information to the relevant class rule authorities.

63.7 Reopening a Hearing

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

However, a protest committee shall reopen a hearing when required to do so by the national authority under rules 71.2 or R5.

- (b) A *party* to the hearing may request a reopening by delivering a written request to the race office no later than 24 hours after being informed of the decision. However, on the last scheduled day of racing the request shall be delivered
 - (1) within the protest time limit if the requesting *party* was informed of the decision on the previous day;
 - (2) no later than 30 minutes after the *party* was informed of the decision on that day.

A request delivered outside these times is invalid.

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

64 DAMAGES AND COSTS

- 64.1** Any question of damages arising from a breach of a *rule* shall be governed by prescriptions, if any, of the national authority.
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- 64.2** Any measurement costs in a *protest* involving a class rule shall be paid by the unsuccessful *party* unless the protest committee decides otherwise.

Note: There are no rules 65 to 68.

SECTION C

MISCONDUCT

69 MISCONDUCT

69.1 Obligation not to Commit Misconduct; Resolution

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

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 rule 63, except that:
 - (1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.
 - (2) a person against whom an allegation has been made under this rule shall be entitled to have an advisor and a representative with him who may act on his behalf.
 - (f) If the person
 - (1) provides good reason why he is unable to come to the hearing at the scheduled time, the protest committee shall reschedule it; or
 - (2) does not provide good reason and does not come to the hearing, the protest committee may conduct it without the person present.
 - (g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct. However, if the standard of proof in this rule conflicts with the laws of a country, the national authority may, with the approval of World Sailing, change it with a prescription to this rule.
 - (h) When the protest committee decides that a competitor or boat owner has broken rule 69.1(a), it may take one or more of the following actions
 - (1) issue a warning;
 - (2) change their boat's score in one or more races, including disqualification(s) that may or may not be excluded from her series score;
-

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

69.3 Action by a National Authority and World Sailing

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

SECTION D

APPEALS

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

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

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

70.3 There is no right of appeal for decisions:

- (a) of an international jury properly constituted under Appendix N,
- (b) which are essential to promptly determine the result of a race that will qualify a boat to compete in a later stage of an event or subsequent event (and the national authority may prescribe that its approval is required for such decisions),
- (c) made at an event open only to boats entered by
 - (1) an organization affiliated to the national authority, or a member of that organization, or
 - (2) a personal member of the national authority,and the national authority has granted its approval to the use of this rule, or
- (d) made at an event by a protest committee constituted as required by Appendix N except that only two members of the protest committee need be International Judges, and the national authority has granted its approval to the use of this rule after consultation with World Sailing,

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

70.4 The national authority means the one to which the organizing authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while

racing, an appeal or request shall be sent to the national authority where the finishing line is located, unless the sailing instructions identify another national authority.

70.5 Appeals and requests shall conform to Appendix R.

71 NATIONAL AUTHORITY DECISIONS

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

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

71.3 The national authority may:

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

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

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

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

72 INTERPRETATIONS

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

Racing Rules of Sailing

Rule 60.4(a)

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To removing conflicting and ambiguous sections of RRS 60.4(a)

Proposal

Option 1

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~~ **may** protest a boat if, **as a result of its own inspection,** it decides that a boat or personal equipment does not comply with the class rules or with rule 50 **even if that arises from a report from a person with a conflict of interest;**

Option 2

Delete 60.4(a) and replace with:

(a) protest a boat, however it shall not protest based on information arising from:

(1) a request for redress,

(2) an invalid *protest*, or

(3) a report from a person with a *conflict of interest* (other than the representative of the boat herself),

unless it has first conducted an inspection and decided a boat or personal equipment does not comply with the class rules or rule 50.

Current Position

As above

Reasons

1. The first sentence of this rule is consistent with RRS 60.2(a) and 60.3(a). These sentences are to avoid a committee taking over a protest that could have been made by a boat. Not only does this keep the responsibility for protests with boats, but it also avoids a potentially invalid protest becoming valid.
 2. The second sentence currently requires the technical committee to protest when it decides a boat does not comply with a class rule or rule 50. This requirement to protest is inconsistent with other race officials and has been removed.
 3. Sometimes a person with a conflict of interest may suspect a non-compliance but cannot obtain evidence without trespassing on another's property. In this case, the proposed rule permits them to report their suspicions to the technical committee who may decide to inspect the boat and base a protest on that inspection.
 4. The word 'inspection' is used rather than 'observation' to avoid a technical committee protesting based on a photograph (for example) submitted by a person with a conflict of interest. The person with a conflict of interest should protest themselves when they have the evidence to justify that protest.
 5. Two options are put forward as suggested different ways of dealing with the issue.
-

Racing Rules

Rule A2

A submission from US Sailing

Purpose or Objective

Change the default to be no scores excluded from a boat's series score.

Proposal

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~~. However, the notice of race ~~or sailing instructions~~ may ~~make a different arrangement~~ **specify, subject to rule 90.3(b), that some race scores are to be excluded from each boat's series score** by providing, for example, that ~~no score will be excluded, that two~~ **one** 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.

A2.2 The boat with the lowest series score wins and others shall be ranked accordingly.

A2.3~~2~~ If a boat has entered any race in a series, she shall be scored for the whole series.

Current Position

As above.

Reasons

1. Counting all race scores in the series score is easy to implement and is consistent with the practice in most other sports. It is good for our sport because it encourages consistent sailing and discourages boats from breaking rules. If there is a discard, a boat vying for first place can sometimes force her principal competitor back into the fleet in order to win the event, a tactic that some regard as poor sportsmanship, or at least suspect. If there are no discards, there is no incentive to employ that tactic. Several large classes, including a number of World Sailing Classes, do not normally discard scores in their events.
 2. Most events that exclude one or more race scores already specify the number of discards and the number of races that must be completed in order to have those discards, so those events will be unaffected by this change. On the other hand, events
-

that do not exclude scores must currently write a special rule for that, and the proposed rule will allow such events to omit any reference to the topic.

3. The proposed rule still allows for excluding one or more race scores. The sentences in the current rule that deal with excluded scores are reworded slightly in this proposal allowing race organizers to easily provide for excluding scores.
4. Scoring is important to boats in deciding whether to enter an event, so reference to the Sailing Instructions is dropped (this is consistent with current rules J1.3(5) and J2.2).
5. The statement about the boat with the lowest score winning the series has been separated out so that it applies regardless of whether scores are excluded.

Clean Copy of Rule A2 if the Proposal is Approved

A2 SERIES SCORES

- A2.1** Each boat's series score shall be the total of her race scores. However, the notice of race may specify, subject to rule 90.3(b), that some race scores are to be excluded from each boat's series score by providing, for example, that one 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.
- A2.2** The boat with the lowest series score wins and others shall be ranked accordingly.
- A2.3** If a boat has entered any race in a series, she shall be scored for the whole series.
-

Racing Rules of Sailing

Rule 61.1(a)

A submission from US Sailing

Purpose or Objective

To solve a problem introduced by a change in rule 61.1(a) made in 2021.

Proposal

Change rule 61.1(a) as indicated:

- (a) The protesting boat shall inform the other boat at the first reasonable opportunity. When her *protest* will concern an incident **that she became aware of** in the racing area, 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, [no further change]

Current Position

As above.

Reasons

1. Before 2021, this rule read:

- (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,

The expression in bold above was removed for the 2021-2024 RRS because of the following problem: Suppose boat A breaks a class rule – say, she uses a spinnaker pole that is longer than her class rules allow. Boat B observes her racing but is unaware that the spinnaker pole violates class rules. After the boats come ashore, B has an opportunity to examine A's spinnaker pole more carefully, and she determines the pole violates class rules. So she tells A immediately that she is going to protest her. Under the pre-2021 rule, that protest could be found to be invalid because she observed the violation during the race but didn't hail and display a red flag at that time.

Unfortunately, removing 'that she was involved in or saw' causes a new, unforeseen problem. Without those words, all protests by boats, including protests after racing is over, require a hail and a red flag. Suppose, to use the example above, A admits at the yacht club bar that she was sailing with an over-long spinnaker pole and B hears this admission and decides to protest. For the protest to be valid, she must hail 'Protest' and display a red flag – in the bar! The proposed words correct that absurdity without reinstating the original problem.

Racing Rules of Sailing

Hearing Start – Rules 61.2 and 63.5

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To either insert a definition of when a hearing starts or change the mandatory requirements of a protest

Proposal

The following options are exclusive – only one should be selected:

Option 1

63.5 Validity of the Protest or Request for Redress

The hearing starts when the chairman asks the parties present to identify themselves.

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.

Option 2

61.2 Protest Contents

A *protest* shall be in writing and identify **the protestor, the protestee, and the incident.**

~~(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 (e) may also be met before or during the hearing, provided the protestee is allowed reasonable time to prepare for the hearing.~~

Current Position

As above

Reasons

1. The current rules do not specify when a hearing starts. As a consequence, it is reported to be difficult to determine when the current requirements in rule 61.2 can be amended because it refers to "*before the hearing*".
 2. Last year, the Racing Rules Committee accepted the issue needed to be resolved in principle but disagreed with the specific proposal put forward at that time. Since then a second option has been discussed within the Committee.
 3. The Part 5 Working Party has considered the issue and puts forward two options. Only one should be chosen.
 4. Option 1 inserts the definition of when a hearing starts at the most logical place in the RRS. The Working Party considers that a hearing starts when the chairman opens proceedings by asking the parties to identify themselves.
 5. Option 2 would avoid needing to define the hearing start time and also simplify the requirements for a protest. The Working Party considers that the reality of most protests in the modern world with electronic communications is that all that is needed is the identity of the parties and a description of the incident. The rules cited and the name of the protestor's representative are not necessary to enable the protest to be scheduled.
 6. The Working Party has considered the argument that, in multi-boat incidents such as mark roundings, the protestor may not know the names of all the parties involved. However, there are two other options open: (1) a new protest can be delivered with the protestees on it and (2) the protest committee has the power to protest under 60.3(a)(2).
 7. In summary, the Working Party considers Option 2 is preferable and the benefits of simplifying the rule outweigh the disadvantages.
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Racing Rules of Sailing

Rule 62.2, 63.2 and the definition Party

A submission from US Sailing

Proposals 1 and 2 are independent of one another.

Purpose or Objective for Proposal 1

To improve the fairness of hearings on redress, and to reformat rule 63.2 into three logical sub-parts, (a), (b) and (c).

Proposal 1

Change rule 63.2 as follows:

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

- (a)** All *parties* to the hearing shall be notified of the time and place of the hearing, the *protest* or redress information or the allegations shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing. ~~When two or more hearings arise from the same incident, or from very closely connected incidents, they may be heard together in one hearing. However, a hearing conducted under rule 69 shall not be combined with any other type of hearing.~~
- (b)** When the hearing is a redress hearing, the protest committee shall make a reasonable attempt to notify all boats of the time and place of the hearing and the reason for the request or for considering redress, and boats shall be allowed reasonable time to prepare for the hearing. Any boat may come to the hearing, and any boat that does so becomes a *party* to the hearing.
- (c)** When two or more hearings arise from the same incident, or from very closely connected incidents, they may be heard together in one hearing. However, a hearing conducted under rule 69 shall not be combined with any other type of hearing.

Change the definition Party as follows:

Party A *party* to a hearing is

- (a) *[no change]*
- (b) for a redress hearing: a boat requesting redress or for which redress is requested; a boat for which a hearing is called to consider redress under rule 60.3(b); any boat that comes to the hearing under rule 63.2(b); a race committee acting under rule 60.2(b); a technical committee acting under rule 60.4(b);

[no further changes]

Consequential Changes

In rule 63.9 and in rule 69.2(e), change '63.2' to '63.2(a), 63.2(c)'.

Current Position

As above.

Reasons for Proposal 1

Rule 63.2(b): Proposed rule 63.2(b) is the substance of a US prescription that has been in existence since 2010. After the prescription was first introduced, many organizers deleted it in their notice of race on the grounds that the requirement to notify all other boats of the grounds for the redress request was too onerous. However, with the advent of electronic communications, notification of competitors has become quite easy, and this prescription has gained wide acceptance in the US.

While it is theoretically possible that proposed rule 63.2(b) might lead to a hearing with a multitude of parties presenting an unmanageable number of arguments, in practice this does not occur. In more than a decade, we have not heard of a single instance of such a hearing except when finishing places were in question, when it was valuable to have all the boats represented in the hearing.

The nature of protest hearings is adversarial: The protest committee depends on the parties to present arguments and evidence in favour or against the protest. Redress hearings are conducted in the same manner, but frequently with only one party present. As a result, the protest committee only hears one side of the story and generally only sees evidence in favour of redress. Proposed rule 63.2(b) provides a mechanism for boats who are opposed to granting redress to present their case. It may be that they know of factors that the protest committee does not know and that the requester does not present, or they may simply have good arguments why redress should not be given. In either case, they should be allowed to present their case. It is not at all clear that they are entitled to do so under the current rule, and without proper notification they cannot present arguments against redress even if the current rule is interpreted as allowing them to do so.

It is true that under the current rules, boats opposed to the granting of redress could request redress for that decision after it is granted, on the grounds that granting redress was an improper action of the protest committee, but that can lead to a cascade of such requests, which is undesirable. Also, rule 62.1 raises considerable bars to such requests: the requester must demonstrate that her own score was made significantly worse by the granting of redress and that the protest committee decision was improper, not merely wrong. This means that the protest committee may never hear good arguments against redress that a boat might have presented had she been at the original hearing.

Definition *Party*: This change enables proposed new rule 63.2(b).

Reformatting rule 63.2 to include a separate rule 63.2(c): The last two sentences in current rule 63.2, about combining hearings, raise an entirely separate issue from the rest of rule 63.2, and deserve to be a separate sub-rule. (Note that the two sentences deleted from rule 63.2(a) are identical to the two sentences in new rule 63.2(c).)

Purpose or Objective for Proposal 2

For clarity and ease of reading.

Proposal 2

Change rule 62 as follows:

62 REDRESS

62.1 *[no change]*

62.2 A request **for redress** shall be in writing and identify the reason for making it. If the request is.....*[no further change]*.

Current Position

As above.

Reason for Proposal 2

For clarity. Where possible, one part of a rule should be easily readable by itself without need to refer to an earlier part of the rule.

Racing Rules of Sailing

Rule 63.3(b)

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

A housekeeping change following the agreed change in 019-22 for consistency between the rules in the RRS that deal with reopening a hearing.

Proposal 1

Change rule 63.3(b) as shown:

63.3 Right to Be Present

- (a) A representative of each *party* to the hearing has the right to be present throughout the hearing of all the evidence. When a *protest* claims a breach of a rule of Part 2, 3 or 4, the representatives of boats shall have been on board at the time of the incident, unless there is good reason for the protest committee to rule otherwise. Any witness, other than a member of the protest committee, shall be excluded except when giving evidence.
- (b) If a *party* to a hearing does not come to the hearing, the protest committee may nevertheless proceed with the hearing. ~~If the party was unavoidably absent, the committee may reopen the hearing.~~

Current Position

See above.

Reasons

1. The approved Submission 019-22 adds the above deleted sentence to rule 66.1, thus making it unnecessary to mention in rule 63.3(b).
-

Racing Rules of Sailing

Rule 67

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To clarify the meaning of the first words in rule 67.

Proposal

Change rule 67 as shown below:

67 LIABILITY AND MONETARY DAMAGES

Questions ~~The question~~ of **liability or claims for monetary** damages arising from a breach of any *rule* shall be governed by the prescriptions, if any, of the national authority.

Current Position

None. The proposed sentence is new.

Reasons

1. The word 'damage' appears 32 times in the 2021-2024 RRS. The word 'damages' appears only in rule 67 and its title. In everyday English, 'damage' is often used and widely understood, but 'damages' is rarely used in everyday English. It is a term used primarily in legal settings and has a meaning quite different from the everyday meaning of 'damage'.
 2. Case 19 clarifies the meaning of 'damage', but no rule, definition or case helps a reader understand the meaning of 'damages'. The proposed new words in rule 67 are intended to clarify the meaning of 'damages'.
 - 'Liability....arising from a breach of rule' is legal responsibility for any physical damage to a boat or injury to a person arising from that breach.
 - The addition of 'monetary' helps to differentiate 'damages' from 'damage'.
-

Racing Rules of Sailing

Rule 76

A submission from the Royal Yachting Association

Purpose or Objective

To clarify and improve rule 76

Proposal

Delete rule 76 and replace as follows:

76 EXCLUSION OF BOATS OR COMPETITORS

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

(a) it does so before the start of the first race after receipt of the entry for the boat or competitor, and

(b) states a proper reason for doing so.

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

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

(a) because of advertising if the boat or competitor complies with the World Sailing Advertising Code, or

(b) at world and continental championships if the entry is within the stated quotas and the approval of the relevant World Sailing Class Association (or the Offshore Racing Council) or World Sailing has not first been obtained.

76.3 A boat or competitor may request redress under rule 62 if they consider the reason given for rejection or exclusion is improper or if it breaks rule 76.2.

Current Position

See above.

Reason

1. Rule 76 has been amended over the years and has become unclear. The RYA has had a number of appeals regarding the use of the rule.
-

2. The words “before the start of the first race after receipt of the entry for the boat or competitor” have been added. This is to address the situation where a boat or competitor enters a series after the first race has occurred. In that case, the organizing authority or race committee should still have the ability to reject the entry before the boat or competitor competes.
 3. The requirement to give a ‘proper reason’ is considered necessary in the circumstances of the rule. This can still be prescribed to by MNAs.
 4. New rule 76.3 makes clearer that if redress is requested, it is considered under rule 62 (including the time limits that come with that rule).
-

Racing Rules of Sailing

Rule 78.1

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Quite often, the Notice of Race or Sailing Instructions for an event provide that class rules are subject to discretionary penalties. However, not complying with class rules implies breaking rule 78.1 as well. Yet, breaking rule 78 is seldom marked as [DP] or [SP].

Proposal 1

Please note that proposal 1 and proposal 2 are mutually exclusive

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. **When a rule provides that the penalty for a breach of a class rule may be less than disqualification, the same penalty will apply to a breach of this rule.**

Current Position

See above.

Reasons

If the Notice of Race or the Sailing Instructions provide for penalties lower than disqualification for breaches of class rules, the same level of penalty should be applied to breaches of rule 78.1—which will almost always happen when there is a breach of a class rule. By adding the new text to the rule, the penalty for rule 78.1 will be automatically adjusted to the level of penalty set up by the class rules or notice of race or sailing instructions without the need to add this provision in the notice of race or the sailing instructions.

Proposal 2

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. **The penalty for a breach of this rule may be less than disqualification.**

Current Position

See above.

Reasons

As in proposal 1. But rather than tying the penalty to the level set by the class rule/notice of race/sailing instructions, with this proposed wording the rule itself will grant the opportunity to give a penalty which is less than disqualification.

Racing Rules of Sailing

Rule 78.2

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Bring rule in line with practice. Often it is the technical committee that manages class certificates.

Proposal 1

Amend 78.2 as follows:

- 78.2 When a *rule* requires a valid certificate to be produced or its existence verified before a boat ~~race~~ races, and this cannot be done, the boat may *race* provided that the ~~race~~ **appropriate** 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~~ **appropriate** committee before the start of the last day of the event, or of the first series, whichever is earlier. The penalty for breaking this rule is disqualification without a hearing from all races of the event.

Current Position

The rule above includes changes agreed in 037-21.

Reasons

1. Events are structured where different committees are to receive the statement and verify the existence of the certificate. This could be the Organising Authority, the Race Committee or the Technical Committee. This language covers the different options.

Racing Rules of Sailing

Rule: 86.1(c)

A submission from the Chair of the Racing Rules Committee, the Chair of
the Classes Committee and 420 Class

Purpose or Objective

To allow a class to change a rule regarding class certificates.

Proposal 1

Amend 86.1(c) as follows:

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 2 or 7; rule 1, 2, 3, 5, 6, 42, 43, 47, 50, 63.4, 69, 70, 71, 75, 76.3 or 79; a rule of an appendix that changes one of these rules; Appendix H or N; or a rule in a World Sailing Code listed in rule 6.1.
- (b) The notice of race or sailing instructions may change a racing rule, but not rule 4, 76.1 or 76.2, Appendix R, or a rule listed in rule 86.1(a).
- (c) Class rules may change only racing rules 42, 49, 51, 52, 53, 54, ~~and 55~~, **and 78.2**.

Current Position

The rule above includes changes agreed in 037-21.

Reasons

1. This allows a class to manage how it wants to manage class requirements rather than rely on the organising authority adding any rule into the notice of race.
-

Racing Rules of Sailing

Rule 86.2, E8.G1.2, G1.1(b)

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Housekeeping changes: Proposal 1: To remove an inconsistency between two rules. Proposals 2 and 3: To soften an unnecessarily strong requirement.

Proposal 1

Change rule 86.2 as shown:

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

Proposal 2

In Appendix G, change rule G1.1(b) as shown:

- (b) at all international events, except when the boats are provided to all competitors, national letters denoting her national authority from the table below. For the purposes of this rule, international events are World Sailing events, world and continental championships, and events described as international events in their notices of race **or** ~~and~~ sailing instructions; and

Proposal 3

In rule E8 in Appendix E, change the last paragraph of rule G1.2 as shown:

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

Current Position

As above.

Reasons

1. Reason for Proposal 1: To make rule 86.2 consistent with rule J1.2(2).
 2. Reason for Proposals 2 and 3: To soften the requirement for an event to be an 'international event'. It is quite possible that, in the discussion of the entry requirements for an event, the notice of race will state that the event is open to boats from several nations, but the sailing instructions may not make any reference to the international status of the event.
-

Racing Rules of Sailing

Rules A1 and A2.1

A submission from US Sailing

Purpose or Objective

To change 'completed' to 'scored' in rules A1 and A2.1 and related rules.

Proposal

Change rules A1 and A2.1 as shown below:

A1 NUMBER OF RACES

The number of races scheduled and the number required to be **scored** ~~completed~~ to constitute a series shall be stated in the notice of race or sailing instructions; **see rule 90.3(a)**.

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. However, the notice of race or sailing instructions may make a different arrangement by providing, for example, that no score will be excluded, that two or more scores will be excluded, or that a specified number of scores will be excluded if a specified number of races are **scored** ~~completed~~. ~~A race is completed if scored~~; see rule 90.3(a). *[no further changes]*

Consequential Changes

1. In Appendix B, rule B8, and in Appendix F, rule F8, make the same changes in the first sentence of rule A1 as were made in rule A1 in Appendix A.
2. In Appendix B, rule B8, change rule A2 as follows:

A2 SERIES SCORES

Rule A2.1 is changed to:

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

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

However, the notice of race or sailing instructions may make a different arrangement. ~~A race is completed if scored; see rule 90.3(a)~~. *[no further changes]*

3. In Appendix E, change rule E1.2(c) as follows:
-

- (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 **scored** ~~completed~~ when the last heat in the race is **scored** ~~completed~~.
4. In Appendix J, change rule J1.3(5) as follows:
- (5) the scoring system, if different from the system in Appendix A, included by reference to class rules or other *rules* governing the event, or stated in full. State the number of races scheduled and the minimum number that must be **scored** ~~completed~~ to constitute a series (**see rule 90.3(a)**). *[no further changes]*
5. On December 31, 2024, in Appendix KG, in NoR 15.2, 15.3(a), 15.3(b), and 15.3(c), change 'completed' to 'scored'.
6. On December 31, 2024, in Appendix LG, in SI 18.2, 18.5(a), 18.5(b), and 18.5(c), change 'completed' to 'scored'.

Current Position

As above.

Reasons

Here is the text of rule 90.3(a). It includes a definition of the word 'scored'.

90.3 Scoring

- (a) The race committee shall score a race or series as provided in Appendix A unless the notice of race or sailing instructions specify some other system. A race shall be scored if it is not *abandoned* and if one boat *starts, sails the course* and *finishes* within the race time limit, if any, even if she retires after *finishing* or is disqualified.

The current version rule A2.1 includes the statement 'A race is completed if scored.' Here are two examples of races that are currently called 'completed':

- Fifty one-design boats are entered in a race. The race has not been abandoned and one of the fifty boats has started, sailed the course and finished within the race time limit. The 'finishing window' has just been opened. Even though this race is, today, called 'completed', it is still very much in progress. Forty-nine boats are still racing (see that term's definition).
- Two hundred boats have started an ocean race with a course length of 4000 km. The overall leader has finished (after having started and sailed the course). Again, this is, today, called 'completed', but for most of the boats it will continue for many hours or even days.

The Oxford Dictionary defines 'to complete' as 'to conclude' or 'to bring to an end'. To call these two examples 'completed races' seems inappropriate.

Is 'scored' the best word we could use in place of 'completed'? Perhaps it is, but there may be a better alternative. Because this is the last year for proposed changes that will be included in the 2025-2028 RRS, US Sailing suggests that we approve the proposal to replace 'completed' with 'scored' and then address this issue again in 2025.

Racing Rules

Rule B2.16.1

A submission from the Chairman of Racing Rules Committee

Purpose or Objective

In Appendix B, amend the rule 16.1 by adding the responsibility to the right of way boat to give a room to keep clear when she is changing the position of her equipment.

Proposal

Add a new rule B2.16.1

16 CHANGING COURSE OR POSITION OF EQUIPMENT

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

Current Position

Rule 16 in Part 2 is not changed by Appendix B.

Reasons

1. It is a very common situation at the starting line of windsurfing events. When the leeward board, without changing her course, leans to windward and capsizes over the windward board causing her to capsize. With the current rules, no one broke a rule and therefore the windward board is not entitled to redress, even though she was caused to capsize by another board.
 2. The proposed amendment to the RRS 16.1 will solve this unfortunate situation by putting a responsibility to the boat which is, unexpectedly, changing the position of her equipment.
 3. Kiteboarding Racing Rules in RRS Appendix F already changed this rule and have used it very successfully in the situation described above.
-

Racing Rules of Sailing

Rule Appendix B17

A submission from the Royal Yachting Association

Purpose or Objective

To clarify the meaning of the rule

Proposal

Amend rule B17 as follows:

17 ON THE SAME TACK BEFORE A REACHING START

Rule 17 is changed to:

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

Current Position

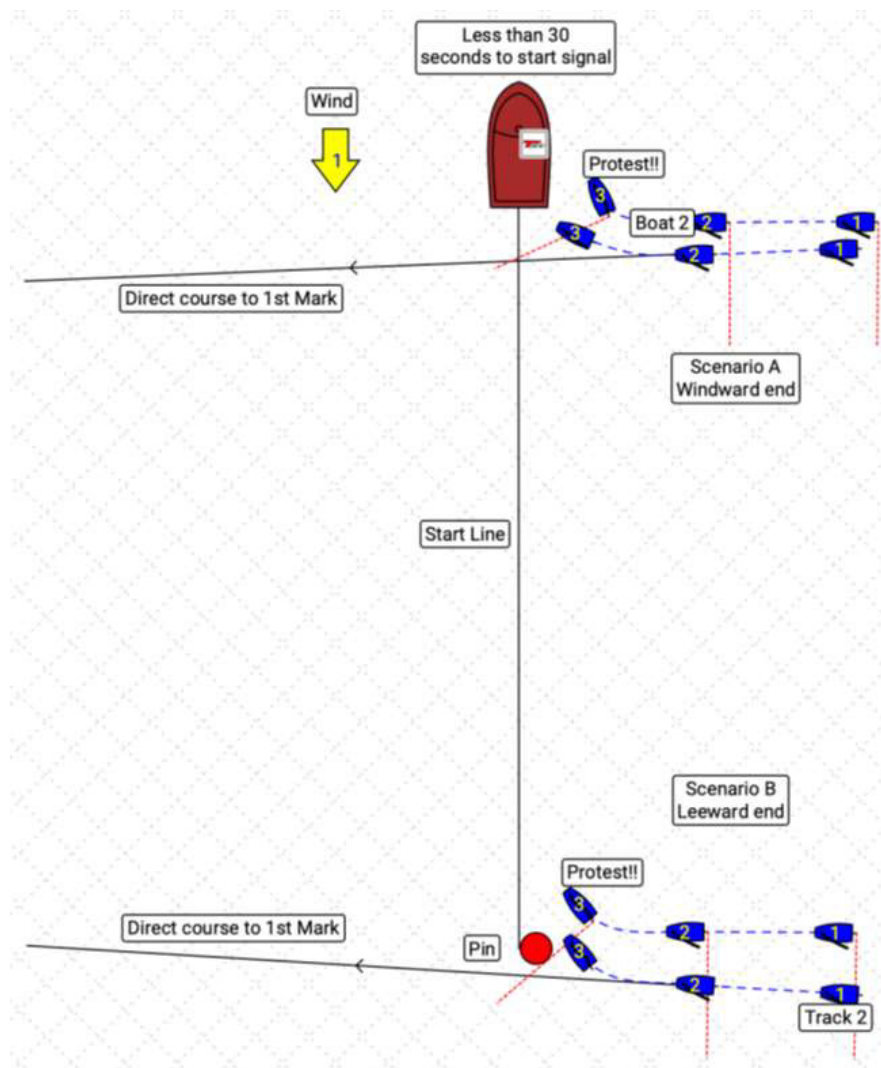
See above.

Reason

1. The existing wording 'above the shortest course to the first mark' is ambiguous. Sailors, coaches and judges disagree about the correct interpretation, leading to confusion and inconsistent protest decisions.
2. The proposed wording makes the meaning of the rule clear and implements the intention of the rule.
3. In the diagram it is clear that in scenario A at the windward end of a reaching start line the leeward overlapped board breaks rule B17 when she luffs between positions 2 and 3. However, in scenario B at the leeward end of the starting line the rule becomes ambiguous. Some judges believe that the words 'the shortest course to the first mark' is the direct course from the leeward board's position to the first mark, which in scenario B passes to leeward of the pin end mark. If this is correct the leeward board breaks rule B17 if she luffs to pass through the starting line to start, this is not the intention of the rule. Other judges believe that the leeward board's 'shortest course to the first mark' is her course through the starting line and then to the first mark.

Submission 224-15 addressed scenario A which is considered to be a dangerous manoeuvre for boards approaching a reaching start at high speed. The submission introduced a 'proper course' for boards before the start and introduced rule 817 requiring boards not to sail above that 'proper course' in the last thirty seconds before the starting signal. These changes were introduced in the first published version of the RRS 2017-2020.

4. However, Correction #3 published in October 2016 deleted the changed definition of 'proper course' for boards and amended the wording of Appendix B17 to the current wording as shown above. The same ambiguity existed in both the original and the corrected wording in the 2017-2020 rules and was carried forward into the current rules.



Racing Rules

Rules B4.44.1

A submission from the Chair of Racing Rules Committee

Purpose or Objective

Housekeeping. Correct rule B4.44.1 to align it with the main rules.

Proposal

Change rule B4.44.1 as follows.

44 PENALTIES AT THE TIME OF AN INCIDENT

Rule 44 is changed to:

44.1 Taking a Penalty

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

Current Rule

See above.

Reasons

To add to rule B4.44.1 the changes made to the current text of rule 44.

Racing Rules

Rules B5.62

A submission from the Chair of Racing Rules Committee

Purpose or Objective

Housekeeping. Correct rule B5.62 to align it with the main rules.

Proposal

Change rule B5.62. as follows.

62 REDRESS

Rule 62.1(b) is changed to:

- (b) injury, physical damage or capsizes because of the action of
 - (1) a board that broke a rule of Part 2 and took an appropriate penalty or was penalized, or
 - (2) a vessel not racing that was required to keep clear **or is determined to be at fault under the IRPCAS or a government right-of-way rule.**

Current Rule

See above.

Reasons

To add to rule B5.62. the changes made to the current text of rule 62.1.

Racing Rules of Sailing

C2.7, MR Call D6

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Make the principles interpreted in MR Call D6 as a rule.

Proposal

- (a) Change rule C2.7:

~~Rule 16.2 is deleted.~~ **Rule 16.2 is changed to:**

16.2 In addition, when boats on opposite *tacks* are sailing to a *mark* that is to windward of them, the *starboard-tack* boat shall not bear away to a course that is more than ninety degrees from the true wind and that is below her *proper course*, if as a result the *port-tack* boat must change course immediately to continue keeping clear.

- (b) Delete MR Call D6

Current Position

As above

Reasons

1. The Match racing Rules Working Party have considered this call and propose this submission.
 2. MR Call D6 could be argued to be making a rule by way of interpretation. It is best to have rules included in the RRS, not implemented by way of binding interpretation.
-

Racing Rules of Sailing

C2.9 (18.2(c))

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Clarify a potential conflict in the existing rule.

Proposal

Change rule C2.9 regarding rule 18.2(c) to:

- 18.2(c) 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~~ **rule 18.2(a) does not apply**.

Current Position

As above

Reasons

1. The Match racing Rules Working Party have considered this call and propose this submission.
 2. In the current language the rule still gives an inside boat the entitlement to mark-room while then providing the outside boat the ability to not give that mark-room. This may result in rule 43.1(b) applying in a way not intended.
 3. This wording makes it clear that in the instance of a last minute overlap, the inside boat is not entitled to mark-room.
-

Racing Rules of Sailing

C6.1 and C6.2

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Make the rule clearer to understand.

Proposal

Change rule C6.1 and C6.2 to:

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~~ **protestable** 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~~ **if no** 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.

Current Position

As above

Reasons

1. The Match racing Rules Working Party have considered this issue and propose this submission.
 2. Assists sailors understanding of what can be protested and how this is protested.
-

Racing Rules of Sailing

C8.5, New C6.5 (c) and (d), C5.4

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To have a rule that allows the race to be terminated in a match race when one boat retires after starting.

Proposal

- (a) Move rule C8.5 to new rule C6.5(c) and re-number C8.6 accordingly.
- (b) Add new rule C6.5(d):
When one boat retires after both boats in a match start, the umpires may signal under C5.4, identifying the retired boat. The match is then terminated and awarded to the boat that did not retire.
- (c) Change rule C5.4:
A black flag with a blue or yellow flag and one long sound means 'The identified *boat* is disqualified **or has retired**, and the match is *terminated* and awarded to the other *boat*.'

Current Position

C8 is titled: Penalties initiated by umpires

The text of C8.5 is:

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.

There is no C6.5(c) or (d).

Reasons

The Match Racing Rules Working Party have considered this issue and propose this submission.

It is accepted and is currently a rule to allow a race to be terminated when one boat will not start. This saves time in a busy regatta schedule and minimises possibility of damage to organising authority supplied boats. There are times when after starting, one boat retires from the race, but the other boat must sail the course in order to be awarded the win. The new rule will allow the same logic that applies to a boat not starting to apply to a boat that retires.

The working party has specified that one boat must retire, rather than rely on the satisfaction of the umpire. The requirement for a boat to retire protects a boat that may be damaged but is choosing to continue to race.

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.
-

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.
-

Racing Rules of Sailing

Rule D5.4

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Improve consistency by using the same words throughout the rulebook.

Proposal 1

Change rule D5.4 as shown:

D5.4 When the race committee decides that the ~~team's~~ **boat's** finishing ~~position~~ **place** 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~~ **place** was predictable, award her points for that ~~position~~ **place**. Any doubt about a boat's position when she broke down shall be resolved against her.

Current Position

See above.

Reasons

1. The words 'finishing position' are only used in rule D5.4, while the words 'finishing place' is used 12 times in other rules.
 2. A boat has a finishing place in a race; in a three-boat-per-team team race, each team has three finishing places and, based on those places, it either wins or loses the race.
-

Racing Rules Committee

RRS E6.6

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Simplifying the rule to keep all changes to rule 62.1 in one place.

Proposal

Delete rule E6.6 (f) approved in October 2022 and change E6.6 as follows:

E6.6 Redress

Rule 62.1(b) is changed to:

(b) injury, physical damage or becoming *disabled* because of the action of

- (1) a boat that was breaking 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* or is determined to be at fault under the *IRPCAS* or a government right-of-way rule;**

~~E6.6 (f) becoming *disabled* because of the action of~~

~~**(1) a boat that was breaking a rule of Part 2 and took an appropriate penalty or was penalized, or of**~~

~~**(2) a vessel not *racing* that was required to keep clear.**~~

Current Position

As above.

Note that (f) above was approved in October 2022 (See submission 030-22)

Reasons

Simplifying the rule to keep all changes to rule 62.1 in one place.

Appendix F

Preamble

A submission from the International Formula Kite Class Association

Purpose or Objective

Clarify the use of terms.

Proposal

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

Current Position

As above.

Reasons

The term 'boat' would mean 'kiteboard' or 'boat' in all rules, as these are defined in The Racing Rules of Sailing, for example in the notice of race of a multi-class event. The term 'rules' shall be used in the defined sense.

Appendix F

Definition Keep Clear

A submission from the International Formula Kite Class Association

Purpose or Objective

To resolve a situation where a right-of-way kiteboard can be locked by the keep-clear kiteboard

Proposal

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

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

Current Position

As above.

Reasons

1. Currently the definition keep-clear (b) only applies when the hulls of the kiteboards are overlapped. With the length of the board being up to 1,5 meters and the total length of the kite being approximately 15 meters, often the kite of a clear astern kiteboard is very close to the hull of a clear ahead kiteboard. It is critical that the definition keep-clear (b) also applies when kiteboards have this relationship.
 2. With the proposed change, definition keep-clear (b) would also apply between kiteboards on opposite tacks. This implication does not have an undesired consequence.
 3. As per Appendix HS
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Appendix F

Definition Mark-Room

A submission from the International Formula Kite Class Association

Purpose or Objective

To define mark-room in conjunction with proposed new F2 18

Proposal

Mark-room Room for a kiteboard to sail **no farther from the mark than needed to sail** her *proper course* to round or pass the *mark* on the required side, **and room to pass a finishing mark after finishing.**

Current Position

As above.

Reasons

1. Includes the obligation to not sail farther from the mark than needed to sail her proper course, currently in rule F2.18.3
 2. Adds room to pass the finishing mark after finishing.
 3. As per Appendix HS
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Appendix F

Rule F2 18.1(b)

A submission from the International Formula Kite Class Association

Purpose or Objective

Clarify the application of rule 18 between kiteboards on opposite tacks.

Proposal

18.1 When Rule 18 Applies

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

- (a) between a kiteboard approaching a mark and one leaving it, or
- (b) between kiteboards **that are** on opposite tacks **when the first kiteboard reaches the zone.**

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

Current Position

As above.

Reasons

The intention of the rule has always been that rule 18 does not apply between kiteboards on opposite tack when the first kiteboard reaches the zone. With the existing rule, if a kiteboard changes tack in the zone, and the kiteboards are then sailing on the same tack, rule 18 would apply and this is not the desired outcome. The change corrects this.

Appendix F

Rule F2 18.2(c)

A submission from the International Formula Kite Class Association

Purpose or Objective

Delete rule F2 18.2(c), a consequential change to proposed F2 18.1

Proposal

F2 18.2 Giving Mark-Room

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

Current Position

As above.

Reasons

The rights and obligations of kiteboards 'freeze' the moment the first kiteboard reaches the zone. The exception in rule 18.2(c) is an impossible situation.

Racing Rules

Rule F2.18.3 and Part 4 Rules Deleted

A submission from the Chair of Racing Rules Committee

Purpose or Objective

Housekeeping.

Proposal 1

Change the title to rule F2.18.3 as follows:

18.3 Tacking ~~and~~ or Gybing

When an inside *overlapped* right-of-way kiteboard 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 does not apply at a gate *mark* or a finishing *mark* and a kiteboard shall not be penalized for breaking this rule unless the course of another kiteboard was affected by the breach of this rule.

Current Rule

See above.

Reasons

Make it clear that this rule applies when a kite is either taking or gybing.

Proposal 2

PART 4 RULES DELETED

Rules 45, 48, 2, 49, 50.2, 51, 52, 54, 55 and 56.1 are deleted.

Current Rule

See above.

Reasons

To maintain the principle in rule 48.1

Appendix F

Rule F2 18.3

A submission from the International Formula Kite Class Association

Purpose or Objective

Remove the implication of exoneration from rule F2 18.3

Proposal

F2 18.3 ~~Tacking and Gybing~~ **Changing tack**

When an inside *overlapped* right-of-way kiteboard 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 **if by doing so she affects the course of another kiteboard**. Rule 18.3 does not apply at a gate *mark* or a finishing *mark* ~~and a kiteboard shall not be penalized for breaking this rule unless the course of another kiteboard was affected by the breach of this rule.~~

Current Position

As above

Reasons

1. The proposed title is consistent with the wording within the rule.
2. The intention of the rule is that a kiteboard is not breaking the rule if she does not affect the course of another kiteboard. The current wording implies that the rule is broken but the kiteboard is not penalized/is exonerated. The proposed wording removes this implication and makes the wording consistent with the wording of rule 18.4.

Note: this submission is to be considered only if the option 1 submission regarding rule F2 18.3, proposing the deletion of the rule, is rejected.

Appendix F

Rule F2 20.4

A submission from the International Formula Kite Class Association

Purpose or Objective

Consistency between rules

Proposal

F2 20 ROOM TO TACK AT AN OBSTRUCTION

Rule 20.1(a) is changed to:

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

~~Add new rule 20.5:~~

~~20.5 Arm Signals~~

Rule 20.4 is changed to:

20.4 Additional Requirements for Hails

The following arm signals are required in addition to the hails

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

Current Position

As above

Reasons

Before the introduction of rule 20.4, rule F2 20.5 (F2 20.4), fulfilled the same purpose: describing additional requirements to hails at an obstruction, adjusted to the characteristics of kiteboards. It is redundant to have both rules, and it is consistent to have the same rule number and title where possible.

Appendix F

Rule F3 31

A submission from the International Formula Kite Class Association

Purpose or Objective

Remove rule 31 from appendix F and revert to the standard rule 31

Proposal

~~31 – TOUCHING A MARK~~

~~Rule 31 is changed to:~~

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

Current Position

As above.

Reasons

1. Kiteboards are moving through the water in great speed. Any contact may cause injury or damage, both to the kiteboard and to the mark.
 2. With the increasing use of robotic marks, protecting the marks becomes more and more important.
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Appendix F

Rule F4 44.2

A submission from the International Formula Kite Class Association

Purpose or Objective

Adjust the description of the One-Turn Penalty

Proposal

44.2 One-Turn Penalty

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

Current Position

As above.

Reasons

1. The One-Turn Penalty is the appropriate penalty for minor breaches of rules. The One-Turn Penalty as described in the current rule, takes a significant amount of time and space to execute, making the penalty disproportionate to the breach. Removing the requirement of a tack and a gybe practically means that the turn is only made by the board. This is faster and is considered a punishment that is better 'fit to the crime'.
 2. Additionally, a turn only by the board requires less space for the kite, consequently making the maneuver safer for the other kiteboards.
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Appendix F

Rule F5 61.1(a)

A submission from the International Formula Kite Class Association

Purpose or Objective

Remove a redundant statement.

Proposal

Rule 61.1(a) is changed to:

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

Current Position

As above.

Reasons

Rule F5 61.1(a) is replacing Rule 61.1(a). Stating what is not required/does not apply is redundant.

Appendix F

Rule F5 63

A submission from the International Formula Kite Class Association

Purpose or Objective

Rewrite rule F5 63

Proposal

F5 63 HEARINGS

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

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

Rule 63.1 is changed to:

63.1 Requirement for a Hearing

A kiteboard or competitor shall not be penalized without a protest hearing, except as provided in rules 30.3, 30.4, 64.4(d), 64.5(b), 64.6, 64.7, 69, 78.2, A5.1. 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.

Add new rule 63.10:

63.10 For a race of an elimination series that will qualify a kiteboard to compete in a later stage of an event, rules 61.2, 62.2 and 65.2 are deleted and rule 63.6 is changed to:

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

Current Position

As above.

Reasons

1. The current rule F5 63 only caters for changes in rule 63.6 in case of an elimination series that will qualify a kiteboard to compete in a later stage of an event and is written in a way
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that is inconsistent with the rest of appendix F. The change in the structure makes the rule consistent with the rest of the appendix.

2. New rule F5 63.10 clearly differentiates the conditional requirements for hearings at an elimination series that will qualify a kiteboard to compete in a later stage, from the requirements for ordinary hearings. The addition of rule 62.2 in the list of rules referenced in rule F5 63.10, removes the requirement for a written request for redress during an elimination series.

Note: The addition of rule 64.7 in rule F5 63.1 is a consequential change of the new rule F5 64.7 introduction.

Racing Rules of Sailing

Appendix H1

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Clarification how to weight clothing and equipment.

Proposal 1

Amend Appendix H1 as follows:

- H1** Items of clothing and equipment to be weighed shall be arranged on a rack/ hook/ hanger system. After being saturated in fresh water the items shall be allowed to drain freely for one minute before being weighed. The ~~rack~~ arrangement must allow the water to drain freely from the items, i.e. to hang the items ~~to hang~~ as they would hang from clothes hangers, ~~so as to allow the water to drain freely~~. Pockets that have drain-holes that cannot be closed shall be empty, but pockets or items that can hold water shall be full.

Current Position

As above.

Reasons

1. This submission specifies further on how to weight competitor's clothing and equipment in order to provide more consistency and guidance to event organizers and equipment inspectors.

Racing Rules of Sailing

New Rule J2.1(6)

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To draw rule 90.3(e) to the attention of writers of notices of race.

Proposal 1

Add new rule J1.2(6) as follows:

- (6) [a statement] that rule 90.3(e) will apply, and any change in the ‘24 hours’ time limit in that rule;**

Renumber current rules J2.1(6) – (12) appropriately.

Proposal 2

Add a new option to the Notice of Race Guide

- 1.13 Rule 90.3 (e) applies. ‘24 hours’ is changed to [<number> [hours]][days].**
J1.2(6)

Current Position

None. The proposed rule is new.

Reasons

Rule 90.3(e) applies only if the notice of race states that it will apply, and the notice of race is permitted to change the time limit in that rule. The new rule will call the attention of writers of notices of race to rule 90.3(e).

The new insertion to the Notice of Race Guide will provide a standard wording to call rule 90.3(e) and will remind the writers of the Notice of Race that they can change the 24 deadline if it is appropriate for the event.

Note that the expression ‘Notice of Race Guide’ is used to replace ‘Appendix KG’ in accordance with the decision made on Submission 001-22.

Racing Rules of Sailing

RRS M1, M2, M3, M4, M6 and M7

A submission from the Croatian Sailing Federation

Purpose or Objective

Change Appendix M format as below by replacing bullets with letters.

Proposal

M1 PRELIMINARIES (may be performed by race office staff)

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

M2 BEFORE THE HEARING

M2.1 Make sure that

- each party has a copy of or the opportunity to read the protest, request for redress or allegation and has had reasonable time to prepare for the hearing.
- only one person from each boat (or party) is present unless an interpreter is needed.
- all boats and people involved are represented. If they are not, however, the committee may proceed under rule 63.3(b).
- boats' representatives were on board when required (rule 63.3(a)). When the parties were in different events, both organizing authorities must accept the composition of the protest committee (rule 63.8). In a protest concerning class rules, obtain the current class rules and identify the authority responsible for interpreting them (rule 64.4(b)).

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

M2.3 Assess conflicts of interest.

- Ensure that all protest committee members declare any possible conflicts of interest. At major events this will often be a formal written declaration made before the event starts that will be kept with the protest committee records.
 - At the start of any hearing, ensure that the parties are aware of any conflicts of interest of protest committee members. Ask the parties if they consent to the members. If a party
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does not object as soon as possible after a conflict of interest has been declared, the protest committee may take this as consent to proceed and should record it.

- If a party objects to a member, the remainder of the protest committee members need to assess whether the conflict of interest is significant. The assessment will consider the level of the event, the level of the conflict and the perception of fairness. It may be acceptable to balance conflicts between protest committee members. Guidance may be found on the World Sailing website. Record the decision and the grounds for that decision.
- In cases of doubt it may be preferable to proceed with a smaller protest committee. Except for hearings under rule 69, there is no minimum number of protest committee members required.
- When a request for redress is made under rule 62.1(a) and is based on an improper action or omission of a body other than the protest committee, a member of that body should not be a member of the protest committee.

M3 THE HEARING

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

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

M3.2 Take the evidence (rule 63.6).

- Ask the protestor and then the protestee to tell their stories. Then allow them to question one another. In a redress matter, ask the party to state the request.
 - Make sure you know what facts each party is alleging before calling any witnesses. Their stories may be different.
 - Allow anyone, including a boat's crew, to give evidence. It is the party who normally decides which witnesses to call, although the protest committee may also call witnesses (rule 63.6(a)). The question asked by a party 'Would you like to hear N?' is best answered by 'It is your choice.'
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- Call each party's witnesses (and the protest committee's if any) one by one. Limit parties to questioning the witness(es). (They may wander into general statements.)
- Invite the protestee to question the protestor's witness first (and vice versa). This prevents the protestor from leading his witness from the beginning.
- Allow members of the protest committee who saw the incident to give evidence (rule 63.6(b)), but only while the parties are present. Members who give evidence may be questioned, should take care to relate all they know about the incident that could affect the decision, and may remain on the protest committee (rule 63.3(a)).
- Try to prevent leading questions, but if that is impossible discount the evidence so obtained.
- The protest committee chairman should advise a party or a witness giving hearsay, repetitive or irrelevant evidence that the protest committee must give such evidence appropriate weight, which may be little or no weight at all.
- Accept written evidence from a witness who is not available to be questioned only if all parties agree. In doing so they forego their rights to question that witness (rule 63.6(c)).
- Ask one member of the committee to note down evidence, particularly times, distances, speeds, etc.
- Invite questions from protest committee members.
- Invite first the protestor and then the protestee to make a final statement of her case, particularly on any application or interpretation of the rules.

M3.3 Find the facts (rule 63.6(d)).

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

M3.4 Decide the case (rule 64).

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

M3.5 Inform the parties (rule 65).

- Recall the parties and read them the facts found, conclusions and rules that apply, and the decision. When time presses it is permissible to read the decision and give the details later.
 - Give any party a copy of the decision on request. File the
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protest or request for redress with the committee records. M4 REOPENING A HEARING (rule 66)

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

M4.2 Evidence is 'new'

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

M5 MISCONDUCT (rule 69)

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

M5.2 A competitor or a boat cannot protest under rule 69, but the hearing request form of a competitor who tries to do so may be accepted as a report to the protest committee, which can then decide whether or not to call a hearing.

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

M5.4 When it is desirable to call a hearing under rule 69 as a result of a Part 2 incident, it is important to hear any boat-vs.-boat protest in the normal way, deciding which boat, if any, broke which rule, before proceeding against the competitor under rule 69.

M5.5 Although action under rule 69 is taken against a competitor, boat owner or support person, and not a boat, a boat may also be penalized (rules 69.2(h)(2) and 64.5).

M5.6 When a protest committee upholds a rule 69 allegation it will need to consider if it is appropriate to report to either a national authority or World Sailing. Guidance on when to report may be found in the World Sailing Case Book. When the protest committee does make a report it may recommend whether or not further action should be taken.

M5.7 Unless the right of appeal is denied in accordance with rule 70.5, a party to a rule 69 hearing may appeal the decision of the protest committee.

M5.8 Further guidance for protest committees about misconduct may be found on the World Sailing website.

M6 APPEALS (rule 70 and Appendix R)

When decisions can be appealed,

- • retain the papers relevant to the hearing so that the information can easily be used for an appeal. Is there a diagram endorsed or prepared by the protest committee? Are the facts found sufficient? (Example: Was there an overlap? Yes or No. 'Perhaps' is not a fact found.) Are the names of the protest committee members and other important information on the form?
- • comments by the protest committee on any appeal should enable the appeals committee to picture the whole incident clearly; the appeals committee knows nothing about the situation.

M7 PHOTOGRAPHIC EVIDENCE

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

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

Current Position

The lists in Appendix M are displayed with bullets.

Example:

M3 THE HEARING

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

- Are the contents adequate (rule 61.2 or 62)?
 - Was it delivered in time? If not, is there good reason to extend the time limit (rule 61.3 or 62.2)?
 - When required, was the protestor involved in or a witness to the
-

incident (rule 60.1(a))?

- When necessary, was 'Protest' hailed and, if required, a red flag displayed correctly (rule 61.1(a))?
- When the flag or hail was not necessary, was the protestee informed?
- Decide whether the protest or request for redress is valid (rule 63.5).
- Once the validity of the protest or request has been determined, do not let the subject be introduced again unless truly new evidence is available.

M3.2 Take the evidence (rule 63.6).

- Ask the protestor and then the protestee to tell their stories. Then allow them to question one another. In a redress matter, ask the party to state the request.

Reasons

1. When teaching judges the rules, it is awkward for the student and teacher to refer to an item in Appendix M as "M3.1 fifth bullet" instead of "M3.1(e)."
 2. For an example of the reason for the submission, see the Judges Manual, page F14: "It is the responsibility of the party to provide the equipment to display tracking data (see RRS M7, first point)."
-

Racing Rules of Sailing

Appendix P, rule P1.2

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

Improving a long time wording to cover situations that are usual on the water.

Proposal

P1.2 ~~If An~~ observer appointed under rule P1.1 ~~who sees~~ **decides that** a boat ~~breaking~~ **has broken** rule 42, ~~the boat~~ may **be** penalized ~~her~~ by, as soon as reasonably possible, **displaying a yellow flag**, making ~~a~~ **one long** sound signal, ~~pointing a yellow flag at her~~ and **clearly identifying her by hailing her sail number**, even if she is no longer racing. A boat so penalized shall not be penalized a second time under rule 42 for the same incident.

Current Position

As above

Reasons

1. The addition of the words 'decides that a boat has broken rule 42' disconnects the decision to penalize from the signalling action. This allows for a penalty to be relayed to another observer if needed and for two observers to share the signalling actions within a jury boat.
2. At many events, boats do not have sail numbers but are identified by other identifiers such as bow numbers, competition numbers or country codes. This proposal reduces the need to change this rule in sailing instructions when such identifiers are used.

Racing Rules of Sailing

Appendix T, Preamble

A submission from US Sailing

Purpose or Objective

To make it clear that an event may use rule T1 without using rules T2 – T4.

Proposal

Change the first sentence of the preamble to Appendix T as follows:

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

Current Position

As above.

Reasons

1. Events sometimes wish to offer the Post-Race Penalty without offering arbitration procedures. While this is technically possible under the current wording, that option is not clear to many writers of event rules. The proposed language makes the option clearer.
 2. The proposed wording matches the wording of the preamble to Appendix P.
-

Racing Rules of Sailing

Appendix TS, Traffic Separation Schemes

A submission from the Chair of the Racing Rules Committee

Purpose or Objective

To remove the designation 'Test Rules' from Appendix TS, Traffic Separation Schemes.

Proposal

On the World Sailing website, change the heading for Appendix TS under 'Test Rules and Additions to the Racing Rules' as shown below:

Appendix TS – Traffic Separation Schemes ~~—Test Rules~~

Current Position

As above.

Reasons

The rules in Appendix TS have proven themselves during their years as 'Test Rules'. Appendix TS is widely referred to by event organizers around the world, who chose from its various options to handle Traffic Separation Schemes in their region. No criticism of the appendix or suggestions to change it have been received. For these reasons, Appendix TS should become a permanent online appendix to the RRS. That will be the outcome if the proposal is approved.

Racing Rules of Sailing

Rule 40

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

Amendment of rule 40 to the effect that class rules may prescribe that personal flotation devices shall be worn.

Option 1

40.1 Basic Rule

When rule 40.1 is made applicable by rule 40.2, each competitor shall wear a personal flotation device except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. **Class rules may prescribe that rule 40.1 applies at all times while afloat.**

Option 2

40.2 When Rule 40.1 Applies

Rule 40.1 applies

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

However, rule 40.1 applies when so stated in the notice of race or sailing instructions. **Class rules may prescribe that rule 40.1 applies at all times while afloat.**

Option 3

40.2 When Rule 40.1 Applies

Rule 40.1 applies

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

However, rule 40.1 applies when so stated in the **class rules,** notice of race or sailing instructions.

Current Position

as above

Reasons

1. More and more dinghy and multihull classes (e.g., Cadet, Contender, Europe, Formula 18, Nacra 15, Nacra 17, O'pen Skiff, OK Dinghy, Optimist) specify in their class rules that personal flotation devices shall be worn. However, based on rule 86.1(c) class rules cannot change rule 40 and any changes are not valid (see Case 85) Therefore the application of rule 40 has to be re-stated in the notice of race or sailing instructions to take effect. This is not practicable and may cause confusion.
 2. Especially for youth classes wearing a personal flotation device at all times while afloat is an important part of the safety concept and has become the class standard in many classes.
 3. Adding the class rules in either way of Options 1 to 3 to rule 40 would allow to apply the class rules and by this create consistency as it is no longer the decision of the organising authority to apply the class standard and the intended rule.
 4. The change would only allow to opt-in (make rule 40.1 applicable) and to opt-out (a class would not be able to create a class rule prescribing that no personal flotation devices are needed/to be worn which would be the case if rule 40 was added to the list of rules that may be changed by the class rules in rule 86.2(c)).
-

Racing Rules of Sailing

Rule 89.2(a)

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

Adding a missing word for consistency with Rule 90.2(a).

Proposal

89.2 Notice of Race; Appointment of Race Officials

- (a) The organizing authority shall publish a **written** notice of race that conforms to rule J1.

Current Position

as above

Reasons

Rule 90.2(a) states that 'written sailing instructions' shall be published. It therefore seems inconsistent that the notice of race does not have to be published in writing.

Racing Rules of Sailing

Rule 91(a)

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

Change of rule 91(a) to clarify that national authorities may prescribe the composition of a protest committee.

Proposal

91 PROTEST COMMITTEE

A protest committee shall be

- (a) a committee appointed by the organizing authority or race committee. **A national authority may prescribe a minimum number of committee members and their qualifications for races within its jurisdiction;**

Current Position

as above

Reasons

1. Rule 91(a) does not include any specific requirements for the composition of a protest committee (other than rules 91(b) and N1 for international juries). Other than rule 91(b) and other rules of Part 7, rule 91(a) does neither include a specific permission for national authorities to prescribe the composition of protest committees.
 2. It is often argued that any prescriptions on the composition of the protest committee would be an addition to rule 91(a) and therefore a 'change' in the sense of rule 85.1 which is not permitted under rule 86.1(a).
 3. The proposed wording removes this ambiguity.
-

Appendix B

Preamble

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

Clarification and consistency in the use of terms.

Proposal

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

Current Position

As above.

Reasons

The term 'boat' would mean 'board' or 'boat' in all rules, as these are defined in The Racing Rules of Sailing, for example in the notice of race and sailing instructions of a multi-class event.

Racing Rules of Sailing

Rule D1.2(a)

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

Allowing reports requesting action under rule 60.3(d) or 69.2(b) in Team Racing.

Proposal

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;
- (c) **report to the protest committee requesting action under rule 60.3(d) or 69.2(b).**

Current Position

as above

Reasons

It is not understandable why boats in Team Racing events should not be able to make a report about a support person's breach of a rule or about misconduct as provided for in rule 60.1(c).

Racing Rules of Sailing

Rule D1.2(c)

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

Removing a loophole in the requirement of displaying a red flag when requesting redress

Proposal

D1.2 Protests and Requests for Redress

- (c) **When rule D2 applies or the hull length of the boat requesting redress is 6 metres or more:**

The boat requesting redress for an incident in the racing area shall **conspicuously** 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.

Current Position

as above

Reasons

1. There is a loophole in the current rules for the situation that races are not umpired in accordance with rule D2 and if the hull length of the boat requesting redress is less than 6 metres.
 2. If the race is not umpired so that rule D2.2(a) does not apply and the hull length of the protesting boat is less than 6 metres, she does not need to display a red flag to protest. (Rule D1.2(b) does not change the obligation to display it or not but only the time frame for the display). However, if the same boat requests redress, rule D1.2(c) requires her to display a red flag – even if she is not obliged to do so when protesting.
 3. The proposed change limits the application of rule D1.2(c) to umpired races or boats with a hull length of 6 metres or more.
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Racing Rules of Sailing

Rules D4.2(a) and D4.5(b)

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

To allow describing the event format and the scoring of a knockout stage in the notice of race.

Proposal 1:

D4.2 Event Format

- (a) The **notice of race or** sailing instructions shall state the format and stages of the event, and any special scoring rules.

Proposal 2:

D4.5 Scoring a Knockout Stage

- (b) The winner of a match shall be the first team to score the number of race wins stated in the **notice of race or** sailing instructions. If a match is terminated, the winner shall be the team with the higher number of race wins in that match, or if this is a tie, the team that won the last race of the match.

Current Position

as above

Reasons

1. Adding the words 'notice of race or' follows the principle of the Racing Rules of Sailing (compare also rule D2.1).
 2. Both criteria above can already be stated/described in the notice of race if desirable (especially the format is often desirable to be included in the notice of race already since based on this information competitors may decide whether to attend the event).
-

Racing Rules of Sailing

Rule N1.4(b)

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

To define the point in time for the time limit for requesting a hearing by a 'full panel'.

Proposal:

N1.4 (b) The chairman of a jury may appoint panels of at least three members each, of which the majority shall be International Judges. Members of each panel shall be from at least three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities. If dissatisfied with a panel's decision, a *party* is entitled to a hearing by a panel composed in compliance with rules N1.1, N1.2 and N1.3, except concerning facts found, if requested within 30 minutes or the time limit specified in the sailing instructions **after being informed of the decision.**

Current Position

as above

Reasons

1. To clarify the starting point of the time limit; see rule 66.2 for comparison.
 2. To make it clear that the time limit starts from the moment the party is informed of the decision and not to use other times [e.g., the time the decision is posted, see rule 62.2(a)].
-

Racing Rules of Sailing

Rule R2.1(c)

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

To correct/specify the rules applicable due to adding rules 65.3 and 65.4.

Proposal:

R2.1 To make an appeal,

...

- (c) when the protest committee fails to comply with ~~rule 65~~ **rules 65.1 and 65.2**, the appellant shall, within a reasonable time after the hearing, send an appeal with a copy of the *protest* or request and any relevant correspondence.

Current Position

as above

Reasons

1. Rules 65.3 was added for the 2021-2024 rules but does not have any relevance for rule R2.1 because it does not affect the rights of the parties to the hearing (other than rules 65.1 and 65.2).
 2. Failure of the protest committee to comply with rule 65.4 does not limit the procedural rights of the parties to the hearing. Therefore, this should not have any relevance for their right to appeal and should not be included in rule R2.1.
-

Racing Rules of Sailing

Rule D1.1(e)

A submission from the German Sailing Federation (Deutscher Segler-Verband)

Purpose or Objective

Housekeeping change in rule D1.1(e).

Proposal

D1.1 Definitions and Rules of Part 2 and 4

- (e) When stated in the **notice of race or** sailing instructions, ~~rule 20~~ **rule 20.4** is changed so that the following arm signals are required in addition to the hails:
 - (1) for *room* to tack, repeatedly and clearly pointing to windward; and
 - (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

Current Position

as above

Reasons

1. Adding the words ‘notice of race or’ follows the principle of the Racing Rules of Sailing and is consistent with rule D2.1.
 2. The explicit reference to rule 20.4 is more precise, especially because the rest of rule 20 is not changed in Appendix D.
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