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**The**  
**RACING RULES**  
**of**  
**SAILING**  
**for 2001–2004**

**International Sailing Federation**

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January 2001

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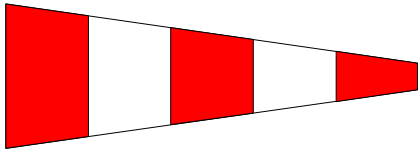
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# RACE SIGNALS

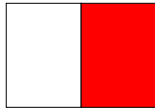
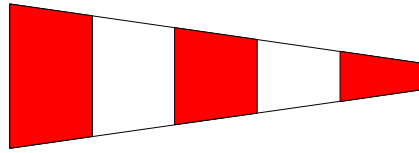
The meanings of visual and sound signals are stated below. An arrow pointing up or down ( $\uparrow$  $\downarrow$ ) means that a visual signal is displayed or removed. A dot ( $\bullet$ ) means a sound; dots with dashes ( $\bullet - - \bullet$ ) mean repetitive sounds. When a visual signal is displayed over a class flag, the signal applies only to that class.

## Postponement Signals



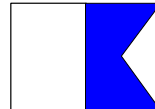
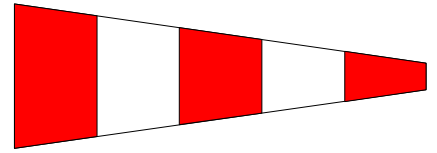
$\uparrow \bullet \bullet \downarrow \bullet$

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



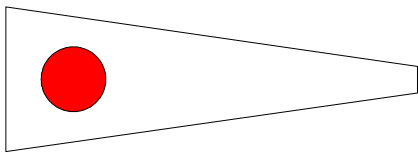
$\uparrow \bullet \bullet$

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

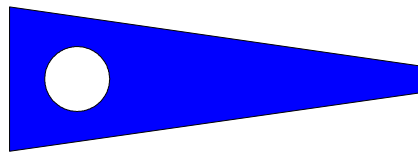


$\uparrow \bullet \bullet$

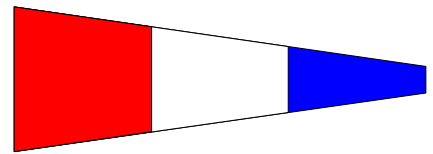
**AP over A** Races not started are *postponed*. No more racing today.



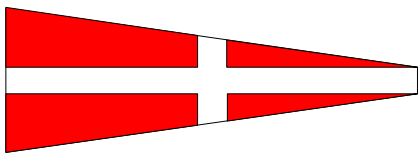
**Pennant 1**  $\uparrow \bullet \bullet \downarrow \bullet$



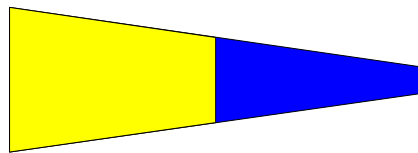
**Pennant 2**  $\uparrow \bullet \bullet \downarrow \bullet$



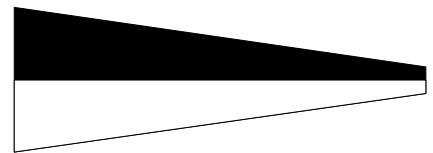
**Pennant 3**  $\uparrow \bullet \bullet \downarrow \bullet$



**Pennant 4**  $\uparrow \bullet \bullet \downarrow \bullet$



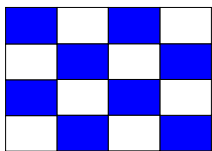
**Pennant 5**  $\uparrow \bullet \bullet \downarrow \bullet$



**Pennant 6**  $\uparrow \bullet \bullet \downarrow \bullet$

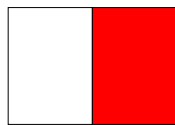
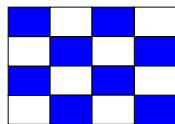
**AP over a numeral pennant 1–6** *Postponement* of 1–6 hours from the scheduled starting time.

## Abandonment Signals



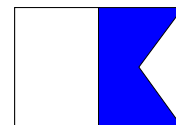
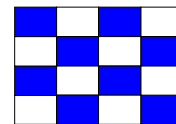
$\uparrow \bullet \bullet \bullet \downarrow \bullet$

**N** All races 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*.



$\uparrow \bullet \bullet \bullet$

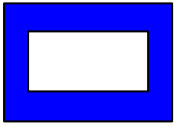
**N over H** All races are *abandoned*. Further signals ashore.



$\uparrow \bullet \bullet \bullet$

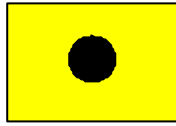
**N over A** All races are *abandoned*. No more racing today.

## Signals Before the Start



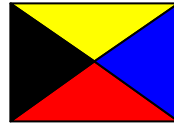
↑. ↓.

**P** Preparatory signal.



↑. ↓.

**I** Rule 30.1 is in effect.



↑. ↓.

**Z** Rule 30.2 is in effect.

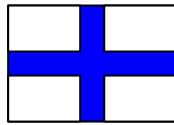


↑. ↓.

**Black** flag. Rule 30.3 is in effect.

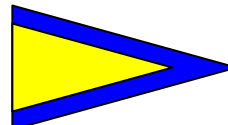
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## Recall Signals



↑.

**X** Individual recall.

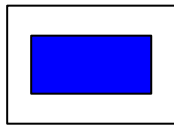


↑. . ↓.

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

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## Course Change Signals



↑. .

**S** No later than the warning signal: Sail the short course.

At a rounding or finishing *mark*:  
*Finish* between the nearby *mark* and the staff displaying this flag.

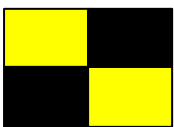


• - - - •

**C** The position of the next *mark* has been changed.

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## Other Signals



↑.

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



• - - - •

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



↑.

**Y** Wear personal buoyancy.



(no sound)

**Blue** flag or shape. This race committee boat is in position at the finishing line.

# INTRODUCTION

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

**Revision** The racing rules are revised and published every four years by the International Sailing Federation (ISAF), the international authority for the sport. This edition becomes effective on 1 April 2001. With the exception of Appendices 1, 2 and 3, changes to the racing rules are permitted under ISAF Regulations 11.2 and 11.3. No changes are contemplated before 2005, but any changes determined to be urgent before then will be announced through national authorities and posted on the ISAF website ([www.sailing.org](http://www.sailing.org)).

**ISAF Codes** New Appendices 1, 2 and 3 contain the ISAF Advertising Code, the ISAF Eligibility Code and the ISAF Anti-Doping Code, which replace former Appendices G, K and L. These codes are ISAF regulations and are also racing rules. For more information see the preamble to Appendices, Section II.

**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***). Other words and terms are used in the sense ordinarily understood in nautical or general use. ‘Race committee’ includes any person or committee performing a race committee function. ‘Class rules’ includes rules of handicapping and rating systems.

**Appendices** When the rules of an appendix apply, they take precedence over any conflicting rules in Parts 1–7. Each appendix is identified by a letter or a number. A reference to a rule in a lettered appendix will contain the letter of the appendix and the rule number (for example, ‘rule A1’). There is no Appendix I. A reference to Appendix 1, 2 or 3 will contain the number of the appendix and the regulation number; for example, ‘Appendix 1, Regulation 20.1’.

**Changes to the Rules** The prescriptions of a national authority, class rules or the sailing instructions may change a racing rule only as permitted by rule 86.

# **BASIC PRINCIPLE**

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## **SPORTSMANSHIP AND THE RULES**

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



# PART 1 – FUNDAMENTAL RULES

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## 1 SAFETY

### 1.1 Helping Those in Danger

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

### 1.2 Life-Saving Equipment and Personal Buoyancy

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

## 2 FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.

## 3 ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each competitor and boat owner agrees

- (a) to be governed by the *rules*;
- (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*; and
- (c) with respect to such determination, not to resort to any court or other tribunal not provided by the *rules*.

#### **4 DECISION TO RACE**

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

#### **5 DRUGS**

A competitor shall neither take a substance nor use a method banned by the Olympic Movement Anti-Doping Code or the World Anti-Doping Agency and shall comply with Appendix 3 (ISAF Regulation 19, ISAF Anti-Doping Code). An alleged or actual breach of this rule shall be dealt with under Regulation 19. It shall not be grounds for a *protest* and rule 63.1 does not apply.

## PART 2 – WHEN BOATS MEET

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*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 22.1. The International Regulations for Preventing Collisions at Sea or government right-of-way rules apply between a boat sailing under these rules and a vessel that is not, and they replace these rules if the sailing instructions so state.*

### Section A – Right of Way

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

#### 10 ON OPPOSITE TACKS

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

#### 11 ON THE SAME TACK, OVERLAPPED

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

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

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

#### 13 WHILE TACKING

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

## **Section B – General Limitations**

### **14 AVOIDING CONTACT**

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

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room*, and
- (b) shall not be penalized under this rule unless there is contact that causes damage.

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

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

### **16 CHANGING COURSE**

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

**16.2** In addition, when after the starting signal boats are about to cross or are crossing each other on opposite *tacks*, and the *port-tack* boat is *keeping clear* of the *starboard-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

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

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

- 17.2** Except on a beat to windward, while a boat is less than two of her hull lengths from a *leeward* boat or a boat *clear astern* steering a course to *leeward* of her, she shall not sail below her *proper course* unless she gybes.

## **Section C – At Marks and Obstructions**

*To the extent that a Section C rule conflicts with a rule in Section A or B, the Section C rule takes precedence.*

### **18 ROUNDING AND PASSING MARKS AND OBSTRUCTIONS**

*In rule 18, **room** is **room** for an inside boat to round or pass between an outside boat and a **mark** or **obstruction**, including **room** to tack or gybe when either is a normal part of the manoeuvre.*

#### **18.1 When This Rule Applies**

Rule 18 applies when boats are about to round or pass a *mark* they are required to leave on the same side, or an *obstruction* on the same side, until they have passed it. However, it does not apply

- (a) at a starting *mark* surrounded by navigable water or at its anchor line from the time the boats are approaching them to *start* until they have passed them, or
- (b) between boats on opposite *tacks*, either on a beat to windward or when the *proper course* for one or both of them to round or pass the *mark* or *obstruction* is to tack.

#### **18.2 Giving Room; Keeping Clear**

- (a) OVERLAPPED – BASIC RULE

When boats are *overlapped* the outside boat shall give the inside boat *room* to round or pass the *mark* or *obstruction*, and if the inside boat has right of way the outside boat shall also *keep clear*. Other parts of rule 18 contain exceptions to this rule.

(b) OVERLAPPED AT THE ZONE

If boats were *overlapped* before either of them reached the *two-length zone* and the *overlap* is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat *room*. If the outside boat becomes *clear astern* or *overlapped* inside the other boat, she is not entitled to *room* and shall *keep clear*.

(c) NOT OVERLAPPED AT THE ZONE

If a boat is *clear ahead* at the time she reaches the *two-length zone*, the boat *clear astern* shall thereafter *keep clear*. If the boat *clear astern* becomes *overlapped* outside the other boat she shall also give the inside boat *room*. If the boat *clear astern* becomes *overlapped* inside the other boat she is not entitled to *room*. If the boat that was *clear ahead* passes head to wind, rule 18.2(c) no longer applies.

(d) CHANGING COURSE TO ROUND OR PASS

When rule 18 applies between two boats and the right-of-way boat is changing course to round or pass a *mark*, rule 16 does not apply between her and the other boat.

(e) OVERLAP RIGHTS

If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not. If the outside boat is unable to give *room* when an *overlap* begins, rules 18.2(a) and 18.2(b) do not apply.

### 18.3 Tacking at a Mark

If two boats were approaching a *mark* on opposite *tacks* and one of them completes a tack in the *two-length zone* when the other is fetching the *mark*, rule 18.2 does not apply. The boat that tacked

- (a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the *mark*, and
- (b) shall give *room* if the other boat becomes *overlapped* inside her, in which case rule 15 does not apply.

## 18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* or *obstruction* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* or *obstruction* than needed to sail that course.

## 18.5 Passing a Continuing Obstruction

While boats are passing a continuing *obstruction*, rules 18.2(b) and 18.2(c) do not apply. A boat *clear astern* that obtains an inside *overlap* is entitled to *room* to pass between the other boat and the *obstruction* only if at the moment the *overlap* begins there is *room* to do so. If there is not, she is not entitled to *room* and shall *keep clear*.

## 19 ROOM TO TACK AT AN OBSTRUCTION

**19.1** When safety requires a close-hauled boat to make a substantial course change to avoid an *obstruction* and she intends to tack, but cannot tack and avoid another boat on the same *tack*, she shall hail for *room* to do so. Before tacking she shall give the hailed boat time to respond. The hailed boat shall either

- (a) tack as soon as possible, in which case the hailing boat shall also tack as soon as possible, or
- (b) immediately reply 'You tack', in which case the hailing boat shall tack as soon as possible and the hailed boat shall give *room*, and rules 10 and 13 do not apply.

**19.2** Rule 19.1 does not apply at a starting *mark* surrounded by navigable water or at its anchor line from the time boats are approaching them to *start* until they have passed them or at a *mark* that the hailed boat can fetch. When rule 19.1 applies, rule 18 does not.

## **Section D – Other Rules**

*When rule 20 or 21 applies between two boats, Section A rules do not.*

### **20 STARTING ERRORS; PENALTY TURNS; MOVING ASTERN**

A boat sailing towards the pre-start side of the starting line or its extensions after her starting signal to comply with rule 29.1 or 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side. A boat making a penalty turn shall *keep clear* of one that is not. A boat moving astern by backing a sail shall *keep clear* of one that is not.

### **21 CAPSIZED, ANCHORED OR AGROUND; RESCUING**

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

### **22 INTERFERING WITH ANOTHER BOAT**

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

**22.2** A boat shall not deliberately interfere with a boat making penalty turns to delay her.



## PART 3 – CONDUCT OF A RACE

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### 25 SAILING INSTRUCTIONS AND SIGNALS

Sailing instructions shall be made available to each boat before a race begins. The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the sailing instructions.

### 26 STARTING RACES

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

<i>Signal</i>	<i>Flag and sound</i>	<i>Minutes before starting signal</i>
Warning	Class flag; 1 sound	5*
Preparatory	P, I, Z, Z with I, or black flag; 1 sound	4
One-minute	Preparatory flag removed; 1 long sound	1
Starting	Class flag removed; 1 sound	0

\*or as stated in the sailing instructions

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

### 27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

**27.1** No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another, signal that a designated short course will be used (display flag S with two sounds), and signal that wearing personal buoyancy is required (display flag Y with one sound).

**27.2** No later than the preparatory signal, the race committee may move a starting *mark* and may apply rule 30.

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

## **28 SAILING THE COURSE**

**28.1** A boat shall *start*, leave each *mark* on the required side in the correct order, and *finish*, so that a string representing her wake after *starting* and until *finishing* would when drawn taut pass each *mark* on the required side and touch each rounding *mark*. After *finishing* she need not cross the finishing line completely. She may correct any errors to comply with this rule, provided she has not already *finished*.

**28.2** A boat may leave on either side a *mark* that does not begin, bound or end the leg she is on. However, she shall leave a starting *mark* on the required side when she is approaching the starting line from its pre-start side to *start*.

## **29 STARTING; RECALLS**

### **29.1 On the Course Side at the Start**

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line, she shall sail completely to the pre-start side of the line before *starting*.

### **29.2 Individual Recall**

When at a boat's starting signal she must comply with rule 29.1 or 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line or its extensions and have complied with rule 30.1 if it applies, but not later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier.

### **29.3 General Recall**

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

## **30 STARTING PENALTIES**

### **30.1 Round-an-End Rule**

If flag I has been displayed before, with, or as a boat's preparatory signal, and any part of her hull, crew or equipment is on the course side of the starting line or its extensions during the minute before her starting signal, she shall sail to the pre-start side of the line around either end before *starting*.

### **30.2 20% Penalty Rule**

If flag Z has been displayed before, with, or as a boat's preparatory signal, no part of her hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first *mark* during the minute before her starting signal. If a boat breaks this rule and is identified, she shall receive, without a hearing, a 20% scoring penalty calculated as stated in rule 44.3(c). She shall be penalized even if the race is restarted, resailed or rescheduled, but not if it is *postponed* or *abandoned* before the starting signal.

### **30.3 Black Flag Rule**

If a black flag has been displayed before, with, or as a boat's preparatory signal, no part of her hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first *mark* during the minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, even if the race is restarted, resailed or rescheduled, but not if it is *postponed* or *abandoned* before the starting signal. If a general recall is signalled or the race is *abandoned* after the starting signal, the race committee

shall display her sail number, and if the race is restarted or resailed she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score.

### **31 TOUCHING A MARK**

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

**31.2** A boat that has broken rule 31.1 may, after getting well clear of other boats as soon as possible, take a penalty by promptly making one complete 360° turn including one tack and one gybe. When a boat takes the penalty after touching a finishing *mark*, she shall sail completely to the course side of the line before *finishing*. However, if a boat has gained a significant advantage in the race or series by touching the *mark* she shall retire.

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

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

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

However, after one boat has sailed the course and *finished* within the time limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boats in the race or series.

**32.2** After the starting signal, the race committee may shorten the course (display flag S with two sounds) to enable further scheduled races to be sailed.

**33 CHANGING THE POSITION OF THE NEXT MARK**

At any rounding *mark* the race committee may signal a change of the direction of the next leg of the course by displaying flag C with repetitive sounds and the compass bearing of that leg before any boat begins it. The race committee may change the length of the next leg by displaying flag C with repetitive sounds and a ‘-’ if the leg will be shortened or a ‘+’ if the leg will be lengthened.

**34 MARK MISSING**

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

- (a) replace it in its correct position or
- (b) substitute one of similar appearance, or a buoy or vessel displaying flag M with repetitive sounds.

**35 TIME LIMIT AND SCORES**

If one boat sails the course as required by rule 28.1 and *finishes* within the time limit, if any, all boats that *finish* shall be scored according to their finishing places unless the race is *abandoned*. If no boat *finishes* within the time limit, the race committee shall *abandon* the race.

**36 RACES TO BE RESTARTED OR RESAILED**

If a race is restarted or resailed, a breach of a *rule*, other than rule 30.3, in the original race shall not prohibit a boat from competing or, except under rule 30.2, 30.3 or 69, cause her to be penalized.

# PART 4 – OTHER REQUIREMENTS WHEN RACING

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*Part 4 rules apply only to boats racing.*

## **40 PERSONAL BUOYANCY**

When flag Y is displayed with one sound before or with the warning signal, competitors shall wear life-jackets or other adequate personal buoyancy. Wet suits and dry suits are not adequate personal buoyancy.

## **41 OUTSIDE HELP**

A boat may receive outside help as provided for in rule 1. Otherwise, she shall not receive help except for an ill or injured crew member or, after a collision, from the crew of the other boat.

## **42 PROPULSION**

### **42.1 Basic Rule**

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

### **42.2 Prohibited Actions**

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

- (a) pumping: repeated fanning of any sail either by trimming and releasing the sail or by vertical or athwartships body movement;
- (b) rocking: repeated rolling of the boat, induced either by body movement or adjustment of the sails or centreboard, that does not facilitate steering;
- (c) ooching: sudden forward body movement, stopped abruptly;
- (d) sculling: repeated movement of the helm not necessary for steering;
- (e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

### **42.3 Exceptions**

- (a) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (b) Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind.
- (c) Any means of propulsion may be used to help a person or another vessel in danger.
- (d) To get clear after grounding or colliding with another boat or object, a boat may use force applied by the crew of either boat and any equipment other than a propulsion engine.

## **43 COMPETITOR CLOTHING AND EQUIPMENT**

- 43.1**
- (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.
  - (b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or sailing instructions may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 2 kilograms, except that class rules may specify a higher weight up to 4 kilograms. Weights shall be determined as required by Appendix H.
  - (c) When a measurer in charge of weighing clothing and equipment believes a competitor may have broken rule 43.1(a) or 43.1(b) he shall report the matter in writing to the race committee, which shall protest the boat of the competitor.

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

## **44 PENALTIES FOR BREAKING RULES OF PART 2**

### **44.1 Taking a Penalty**

A boat that may have broken a rule of Part 2 while *racing* may take a penalty at the time of the incident. Her penalty shall be a 720° Turns Penalty unless the sailing instructions specify the use of the Scoring Penalty or some other penalty. However, if she caused serious damage or gained a significant advantage in the race or series by her breach she shall retire.

### **44.2 720° Turns Penalty**

After getting well clear of other boats as soon after the incident as possible, a boat takes a 720° Turns Penalty by promptly making two complete 360° turns (720°) in the same direction, including two tacks and two gybes. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before *finishing*.

### **44.3 Scoring Penalty**

- (a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident, keeping it displayed until *finishing*, and calling the race committee's attention to it at the finishing line. At that time she shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, she shall do so at the first reasonable opportunity within the time limit for *protests*.
- (b) If a boat displays a yellow flag, she shall also comply with the other parts of rule 44.3(a).
- (c) The boat's penalty score shall be the score for the place worse than her actual finishing place by the number of places stated in the sailing instructions, except that she shall not be scored worse than Did Not Finish. When the sailing instructions do not state the number of places, the number shall be the whole number (rounding 0.5 upward) nearest to 20% of the number of boats entered. The scores of other boats shall not be changed; therefore, two boats may receive the same score.



#### **44.4 Limits on Penalties**

- (a) When a boat intends to take a penalty as provided in rule 44.1 and in the same incident has touched a *mark*, she need not take the penalty provided in rule 31.2.
- (b) A boat that takes a penalty shall not be penalized further with respect to the same incident unless she failed to retire when rule 44.1 required her to do so.

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

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

#### **46 PERSON IN CHARGE**

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

#### **47 LIMITATIONS ON EQUIPMENT AND CREW**

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

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

#### **48 FOG SIGNALS AND LIGHTS**

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

#### **49 CREW POSITION**

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

**49.2** When lifelines are required by the class rules or the sailing instructions they shall be taut, and competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task. On boats equipped with upper and lower lifelines of wire, a competitor sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline.

## **50 SETTING AND SHEETING SAILS**

### **50.1 Changing Sails**

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

### **50.2 Spinnaker Poles, Whisker Poles**

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

### **50.3 Use of Outriggers**

- (a) No sail shall be sheeted over or through an outtrigger, except as permitted in rule 50.3(b). An outtrigger is any fitting or other device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck planking. For the purpose of this rule, bulwarks, rails and rubbing strakes are not part of the hull or deck planking and the following are not outriggers: a bowsprit used to secure the tack of a working sail, a bumkin used to sheet the boom of a working sail, or a boom of a boomed headsail that requires no adjustment when tacking.
- (b)
  - (1) Any sail may be sheeted to or led above a boom that is regularly used for a working sail and is permanently attached to the mast from which the head of the working sail is set.
  - (2) A headsail may be sheeted or attached at its clew to a spinnaker pole or whisker pole, provided that a spinnaker is not set.

#### **50.4 Headsails**

The difference between a headsail and a spinnaker is that the mid-girth of a headsail, measured from the mid-points of its luff and leech, does not exceed 50% of the length of its foot, and no other intermediate girth exceeds a percentage similarly proportional to its distance from the head of the sail. A sail tacked down behind the foremost mast is not a headsail.

#### **51 MOVABLE BALLAST**

All movable ballast shall be properly stowed, and water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board.

#### **52 MANUAL POWER**

A boat's standing rigging, running rigging, spars and movable hull appendages shall be adjusted and operated only by manual power.

#### **53 SKIN FRICTION**

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

#### **54 FORESTAYS AND HEADSAIL TACKS**

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

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

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## Section A – Protests and Redress

### 60 RIGHT TO PROTEST AND REQUEST REDRESS

#### 60.1 A boat may

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

#### 60.2 A race committee may

- (a) protest a boat, but not as a result of a report by a competitor from another boat or other *interested party* or of information in an invalid *protest*;
- (b) request redress for a boat; or
- (c) report to the protest committee requesting action under rule 69.1(a).

#### 60.3 A protest committee may

- (a) protest a boat, but not as a result of a report by a competitor from another boat or other *interested party* except under rule 61.1(c), or as a result of information in an invalid *protest* except under rule 60.4;
- (b) call a hearing to consider redress; or
- (c) act under rule 69.1(a).

#### 60.4 If a protest committee receives a report of an incident that may have resulted in serious damage or serious injury, it may protest any boat involved.

## 61 PROTEST REQUIREMENTS

### 61.1 Informing the Protestee

- (a) A boat intending to protest shall always inform the other boat at the first reasonable opportunity. When her *protest* concerns an incident in the racing area that she is involved in or sees, she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. However, boats of hull length less than 6 metres need not display the flag, and if the other boat is beyond hailing distance the protesting boat need not hail but shall inform the other boat at the first reasonable opportunity. A boat required to display a flag shall do so until she is no longer *racing*.
- (b) A race committee or protest committee intending to protest a boat under rule 60.2(a) or 60.3(a) shall inform her as soon as reasonably possible, except that if the *protest* arises from an incident it observes in the racing area the committee shall inform the boat after the race within the time limit of rule 61.3.
- (c) During the hearing of a valid *protest* or request for redress, if the protest committee decides to protest a boat that was involved in the incident but is not a *party* to that hearing, it shall inform the boat as soon as reasonably possible of its intention, then protest her as required by rule 61.2 and proceed with a hearing as required by rule 63.

### 61.2 Protest Contents

A *protest* shall be in writing and identify

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

Provided the written *protest* identifies the incident, other details may be corrected before or during the hearing.

### **61.3 Protest Time Limit**

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

## **62 REDRESS**

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

- (a) an improper action or omission of the race committee or protest committee,
- (b) physical damage because of the action of a boat that was breaking a rule of Part 2 or of a vessel not *racing* that was required to keep clear,
- (c) giving help (except to herself or her crew) in compliance with rule 1.1, or
- (d) a boat against which a penalty has been imposed under rule 2 or disciplinary action has been taken under rule 69.1(b).

**62.2** The request shall be made in writing within the time limit of rule 61.3 or within two hours of the relevant incident, whichever is later. The protest committee shall extend the time if there is good reason to do so. No red flag is required.

## **Section B – Hearings and Decisions**

### **63 HEARINGS**

#### **63.1 Requirement for a Hearing**

A boat or competitor shall not be penalized without a protest hearing, except as provided in rules 30.2, 30.3, 67, 69, A5 and N2. 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 boat to withdraw her *protest* or request.

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

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

### **63.3 Right to Be Present**

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

### **63.4 Interested Party**

A member of a protest committee who is an *interested party* shall not take any further part in the hearing but may appear as a witness. A *party* to the hearing who believes a member of the protest committee is an *interested party* shall object as soon as possible.

### **63.5 Validity of the Protest or Request for Redress**

At the beginning of the hearing the protest committee shall decide whether all requirements for the *protest* or request for redress have been met, after first taking any evidence it considers necessary. If all requirements have been met, the *protest* or request is valid and the hearing shall be continued. If not, it shall be closed. If the *protest* has been made under rule 60.4, the protest committee must also determine whether or not serious damage or serious injury resulted from the incident in question. If not, the hearing shall be closed.

### **63.6 Taking Evidence and Finding Facts**

The protest committee shall take the evidence of the *parties* to the hearing and of their witnesses and other evidence it considers necessary. A member of the protest committee who saw the incident may give evidence. A *party* to the hearing may question any person who gives evidence. The committee shall then find the facts and base its decision on them.

### **63.7 Protests Between Boats in Different Races**

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

## **64 DECISIONS**

### **64.1 Penalties and Exoneration**

- (a) When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule*, it shall disqualify her unless some other penalty applies. A penalty shall be imposed whether or not the applicable *rule* was mentioned in the *protest*.
- (b) When as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, rule 64.1(a) does not apply to the other boat and she shall be exonerated.
- (c) If a boat has broken a *rule* when not *racing*, her penalty shall apply to the race sailed nearest in time to that of the incident.

### **64.2 Decisions on Redress**

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



### **64.3 Decisions on Measurement Protests**

- (a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and do not improve the performance of the boat, it shall not penalize her. However, the boat shall not *race* again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.
- (b) When the protest committee is in doubt about the meaning of a measurement rule, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.
- (c) When a boat disqualified under a measurement rule states in writing that she intends to appeal, she may compete in subsequent races without changes to the boat, but will be disqualified if she fails to appeal or the appeal is decided against her.
- (d) Measurement costs arising from a *protest* involving a measurement rule shall be paid by the unsuccessful *party* unless the protest committee decides otherwise.

## **65 INFORMING THE PARTIES AND OTHERS**

- 65.1** After making its decision, the protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any penalties imposed or redress given.
- 65.2** A *party* to the hearing is entitled to receive the above information in writing, provided she asks for it in writing from the protest committee within seven days of being informed of the decision. The committee shall then promptly provide the information, including, when relevant, a diagram of the incident prepared or endorsed by the committee.
- 65.3** When the protest committee penalizes a boat under a measurement rule, it shall send the above information to the relevant measurement authorities.

## **66 REOPENING A HEARING**

The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule F5. A *party* to the hearing may ask for a reopening no later than 24 hours after being informed of the decision. When a hearing is reopened, a majority of the members of the protest committee shall, if possible, be members of the original protest committee.

## **67 RULE 42 AND HEARING REQUIREMENT**

When so stated in the sailing instructions, the protest committee may penalize without a hearing a boat that has broken rule 42, provided that a member of the committee or its designated observer has seen the incident, and a disqualification under this rule shall not be excluded from the boat's series score. A boat so penalized shall be informed by notification in the race results.

## **68 DAMAGES**

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

## **Section C – Gross Misconduct**

### **69 ALLEGATIONS OF GROSS MISCONDUCT**

#### **69.1 Action by a Protest Committee**

- (a) When a protest committee, from its own observation or a report received, believes that a competitor may have committed a gross breach of a *rule* or of good manners or sportsmanship, or may have brought the sport into disrepute, it may call a hearing. The protest committee shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing.
- (b) A protest committee of at least three members shall conduct the hearing, following rules 63.2, 63.3, 63.4 and 63.6. If it decides that the competitor committed the alleged misconduct it shall either
  - (1) warn the competitor or

- (2) impose a penalty by excluding the competitor, and a boat when appropriate, from a race, or the remaining races of a series or the entire series, or by taking other action within its jurisdiction.
- (c) The protest committee shall promptly report a penalty, but not a warning, to the national authorities of the venue, of the competitor and of the boat owner.
- (d) If the competitor has left the venue and cannot be notified or fails to attend the hearing, the protest committee shall collect all available evidence and, when the allegation seems justified, make a report to the relevant national authorities.
- (e) When the protest committee has left the event and a report alleging misconduct is received, the race committee or organizing authority may appoint a new protest committee to proceed under this rule.

## **69.2 Action by a National Authority**

- (a) When a national authority receives a report required by rule 69.1(c) or 69.1(d), or a report alleging a gross breach of a *rule* or of good manners or sportsmanship or conduct that brought the sport into disrepute, it may conduct an investigation and, when appropriate, shall conduct a hearing. It may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor or boat, or other person involved, including suspending eligibility, permanently or for a specified period of time, to compete in any event held within its jurisdiction, and suspending ISAF eligibility under Appendix 2, Regulation 21.3.1(a).
- (b) The national authority of a competitor shall also suspend the ISAF eligibility of the competitor as required in Appendix 2, Regulation 21.3.1(a).
- (c) The national authority shall promptly report a suspension of eligibility under rule 69.2(a) to the ISAF, and to the national authorities of the person or the owner of the boat suspended if they are not members of the suspending national authority.

### **69.3 Action by the ISAF**

Upon receipt of a report required by rules 69.2(c) and Appendix 2, Regulation 21.4.1, the ISAF shall inform all national authorities, which may also suspend eligibility for events held within their jurisdiction. The ISAF Executive Committee shall suspend the competitor's ISAF eligibility as required in Appendix 2, Regulation 21.3.1(a) if the competitor's national authority does not do so.

## **Section D – Appeals**

### **70 RIGHT OF APPEAL AND REQUESTS FOR INTERPRETATION**

**70.1** Provided that the right of appeal has not been denied under rule 70.4, a protest committee's interpretation of a *rule* or its procedures, but not the facts in its decision, may be appealed to the national authority of the venue by

- (a) a boat or competitor that is a *party* to a hearing, or
- (b) a race committee that is a *party* to a hearing, provided the protest committee is a jury.

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

**70.3** A club or other organization affiliated to a national authority may request an interpretation of the *rules*, provided that no *protest* or request for redress that may be appealed is involved.

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

- (a) it is essential to determine promptly the result of a race that will qualify a boat to compete in a later stage of an event or a subsequent event (a national authority may prescribe that its approval is required for such a procedure),
- (b) a national authority so approves for a particular event open only to entrants under its own jurisdiction, or

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

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

## **71 APPEAL DECISIONS**

- 71.1** No *interested party* or member of the protest committee shall take any part in the discussion or decision on an appeal or a request for confirmation or correction.
- 71.2** The national authority may uphold, change or reverse the protest committee's decision, declare the *protest* or request for redress invalid, or return the *protest* or request for a new hearing and decision by the same or a different protest committee.
- 71.3** When from the facts found by the protest committee the national authority decides that a boat that was a *party* to a protest hearing broke a *rule*, it shall penalize her, whether or not that boat or that *rule* was mentioned in the protest committee's decision.
- 71.4** The decision of the national authority shall be final. The national authority shall send its decision in writing to all *parties* to the hearing and the protest committee, who shall be bound by the decision.

## **PART 6 – ENTRY AND QUALIFICATION**

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### **75 ENTERING A RACE**

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

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

**75.2** Competitors shall comply with Appendix 2.

### **76 EXCLUSION OF BOATS OR COMPETITORS**

**76.1** The organizing authority or the race committee may reject or cancel the entry of a boat or exclude a competitor, subject to rule 76.2, provided it does so before the start of the first race and states the reason for doing so. However, the organizing authority or the race committee shall not reject or cancel the entry of a boat or exclude a competitor because of advertising, provided the boat or competitor complies with Appendix 1.

**76.2** At world and continental championships no entry within stated quotas shall be rejected or cancelled without first obtaining the approval of the relevant international class association (or the Offshore Racing Council) or the ISAF.

### **77 IDENTIFICATION ON SAILS**

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

### **78 COMPLIANCE WITH CLASS RULES; CERTIFICATES**

**78.1** A boat's 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.

**78.2** When a *rule* requires a certificate to be produced before a boat *races*, and it is not produced, the boat may *race* provided that the race committee receives a statement signed by the person in charge that a valid certificate exists and that it will be given to the race committee before the end of the event. If the certificate is not received in time, the boat's scores shall be removed from the event results.

**78.3** When a measurer for an event concludes that a boat or personal equipment does not comply with the class rules, he shall report the matter in writing to the race committee, which shall protest the boat.

## **79 ADVERTISING**

A boat and her crew shall comply with Appendix 1.

## **80 RESCHEDULED RACES**

When a race has been rescheduled, rule 36 applies and all boats entered in the original race shall be notified and, unless disqualified under rule 30.3, be entitled to sail the rescheduled race. New entries that meet the entry requirements of the original race may be accepted at the discretion of the race committee.

## **PART 7 – RACE ORGANIZATION**

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### **85 GOVERNING RULES**

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

### **86 RULE CHANGES**

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

- (a) Prescriptions of a national authority may change a racing rule, but not the Definitions; a rule in the Introduction; Sportsmanship and the Rules; Part 1, 2 or 7; rule 43.1, 43.2, 69, 70, 71, 75, 76.2 or 79; a rule of an appendix that changes one of these rules; or Appendix H, M, 1, 2 or 3.
- (b) Sailing instructions may change a racing rule by referring specifically to it and stating the change, but not rule 76.1, Appendix F, or a rule listed in rule 86.1(a).
- (c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

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

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

#### **87.1 Organizing Authority**

Races shall be organized by an organizing authority, which shall be

- (a) the ISAF;
- (b) a member national authority of the ISAF;
- (c) a club or other organization affiliated to a national authority;
- (d) a class association, either with the approval of a national authority or in conjunction with an affiliated club; or



- (e) an unaffiliated body in conjunction with an affiliated club, except that in a major event designated by the ISAF, the unaffiliated body shall be owned and controlled by an affiliated club which shall have the approval of the relevant national authority.

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

The organizing authority shall publish a notice of race that conforms to rule J1, appoint a race committee and, when appropriate, appoint a jury. However, the race committee, an international jury and umpires may be appointed by the ISAF as provided by the ISAF regulations.

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

### **88.1 Race Committee**

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

### **88.2 Sailing Instructions**

- (a) The race committee shall publish written sailing instructions that conform to rule J2.
- (b) The sailing instructions for an international event shall include, in English, the applicable prescriptions of the national authority.
- (c) Changes to the sailing instructions shall be in writing and posted within the required time on the official notice board or, on the water, communicated to each boat before her warning signal. Oral changes may be given only on the water, and only if the procedure is stated in the sailing instructions.

### **88.3 Scoring**

- (a) The race committee shall score a race or series as provided in Appendix A using either the Low Point or Bonus Point system, or as otherwise specified in the sailing instructions.

- (b) When a scoring system provides for excluding one or more race scores from a boat's series score, the score for a breach of rule 2, rule 30.3's next-to-last sentence, or rule 42 if rule 67, N2.2 or N2.3 applies, shall not be excluded. The next-worse score shall be excluded instead.

## **89 PROTEST COMMITTEE**

A protest committee shall be

- (a) a committee appointed by the race committee;
- (b) a jury appointed by the organizing authority, which is separate from and independent of the race committee; or
- (c) an international jury appointed by the organizing authority or as prescribed in the ISAF regulations and meeting the requirements of Appendix M. A national authority may prescribe that its approval is required for the appointment of international juries for races within its jurisdiction, except ISAF events or when international juries are appointed by the ISAF under rule 87.2.

# APPENDICES, SECTION I

## APPENDIX A – SCORING

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*See rule 88.3.*

### **A1 NUMBER OF RACES**

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

### **A2 SERIES SCORES**

Each boat's series score shall be the total of her race scores excluding her worst score. (The sailing instructions may make a different arrangement by providing, for example, that no score will be excluded, that two or more scores will be excluded, or that a specified number of scores will be excluded if a specified number of races are completed.) If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The boat with the lowest series score wins and others shall be ranked accordingly.

### **A3 STARTING TIMES AND FINISHING PLACES**

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

### **A4 LOW POINT AND BONUS POINT SYSTEMS**

*Most series are scored using either the Low Point System or the Bonus Point System. The Low Point System uses a boat's finishing place as her race score. The Bonus Point System benefits the first six finishers because of the greater difficulty in advancing from fourth place to third, for example, than from fourteenth place to thirteenth. The system chosen may be made to*

*apply by stating in the sailing instructions that, for example, ‘The series will be scored as provided in Appendix A of the racing rules using the [Low] [Bonus] Point System.’*

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

<i>Finishing place</i>	<i>Low Point System</i>	<i>Bonus Point System</i>
First	1	0
Second	2	3
Third	3	5.7
Fourth	4	8
Fifth	5	10
Sixth	6	11.7
Seventh	7	13
Each place thereafter	Add 1 point	Add 1 point

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

## **A5 SCORES DETERMINED BY THE RACE COMMITTEE**

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

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

- (a) If a boat is disqualified from a race or retires after *finishing*, each boat that *finished* after her shall be moved up one place.

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

## **A7 RACE TIES**

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

## **A8 SERIES TIES**

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

**A8.2** If a tie remains between two boats, it shall be broken in favour of the boat that scored better than the other boat in more races. If more than two boats are tied, they shall be ranked in order of the number of times each boat scored better than another of the tied boats. No race for which a tied boat's score has been excluded shall be used.

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

## **A9 RACE SCORES IN A SERIES LONGER THAN A REGATTA**

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

## A10 GUIDANCE ON REDRESS

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

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

## A11 SCORING ABBREVIATIONS

These abbreviations are recommended for recording the circumstances described:

DNC	Did not <i>start</i> ; did not come to the starting area
DNS	Did not <i>start</i> (other than DNC and OCS)
OCS	Did not <i>start</i> ; on the course side of the starting line and broke rule 29.1 or 30.1
ZFP	20% penalty under rule 30.2
BFD	Disqualification under rule 30.3
SCP	Took a scoring penalty under rule 44.3
DNF	Did not <i>finish</i>
RAF	Retired after <i>finishing</i>
DSQ	Disqualification
DNE	Disqualification not excludable under rule 88.3(b)
RDG	Redress given

## APPENDIX B – SAILBOARD RACING RULES

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

### **B1 DEFINITIONS**

Add the following definitions:

***Capsized*** A sailboard is *capsized* when her sail or the competitor's body is in the water.

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

### **B2 PART 2 – WHEN BOATS MEET**

**B2.1** The last sentence of rule 20 is changed to: 'A sailboard moving astern shall *keep clear* of other sailboards and boats.'

**B2.2** Add to Section D:

#### **23 SAIL OUT OF THE WATER WHEN STARTING**

When approaching the starting line to *start*, a sailboard shall have her sail out of the water and in a normal position, except when accidentally *capsized*.

#### **24 RECOVERING**

A sailboard *recovering* shall avoid a sailboard or boat under way.

### **B3 PART 3 – CONDUCT OF A RACE**

Rule 31 is changed to: 'A competitor shall not hold on to a starting *mark*.'

### **B4 PART 4 – OTHER REQUIREMENTS WHEN RACING**

**B4.1** Rule 42 is changed to: 'A sailboard shall be propelled only by the action of the wind on the sail, by the action of the water on the hull and by the unassisted actions of the competitor.'

**B4.2** Rule 43.1(a) is modified to permit a competitor to wear a container for holding beverages. The container shall have a capacity of at least one litre and weigh no more than 1.5 kilograms when full.

**B4.3** In rule 44.2, delete ‘including two tacks and two gybes’.

**B5 PART 6 – ENTRY AND QUALIFICATION**

Add to rule 78.1: ‘When so prescribed by the national authority, a numbered and dated device on a sailboard and her daggerboard and sail shall serve as her measurement certificate.’

**B6 PART 7 – RACE ORGANIZATION**

In rule 88.2(c), the last sentence is changed to: ‘Changes to the sailing instructions may be communicated orally, but only if the procedure is stated in the sailing instructions.’

**B7 APPENDIX G – IDENTIFICATION ON SAILS**

**B7.1** Add to rule G1.1(a): ‘The insignia shall not refer to anything other than the manufacturer or class and shall not consist of more than two letters and three numbers or an abstract design.’

**B7.2** Rules G1.3(a), G1.3(c), G1.3(d) and G1.3(e) are changed to: ‘The class insignia shall be displayed once on each side of the sail in the area above a line projected at right angles from a point on the luff of the sail one third of the distance from the head to the wishbone. The national letters and sail numbers shall be in the central third of the sail above the wishbone and clearly separated from any advertising and shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.’



## APPENDIX C – MATCH RACING RULES

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*Match races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Matches shall be umpired unless the notice of race and sailing instructions state otherwise.*

### **C1 TERMINOLOGY**

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

### **C2 CHANGES TO THE DEFINITIONS AND THE RULES OF PART 2**

**C2.1** The definition *Finish* is changed to: ‘A boat *finishes* when any part of her hull, crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark* after completing any penalties. However, when penalties are cancelled under rule C7.2(d) after one or both boats have *finished* each shall be recorded as *finished* when she crossed the line.’

**C2.2** Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

**C2.3** Change the last sentence of the definition *Clear Ahead* and *Clear Astern; Overlap* to: ‘These terms do not apply to boats on opposite tacks unless either rule 18 applies or both boats are subject to rule 13.2.’

**C2.4** Rule 13 becomes rule 13.1.

Add new rule 13.2: ‘After the foot of the mainsail of a boat sailing downwind crosses the centreline she shall *keep clear* until her mainsail has filled on the other *tack*.’

**C2.5** Rules 16.2 and 17.2 are deleted.

**C2.6** Rule 18.3 is changed to: ‘If two boats were on opposite *tacks* and one of them completes a tack within the *two-length zone* to pass a *mark* or *obstruction*, and if thereafter the other boat cannot by luffing avoid becoming *overlapped* inside her, the boat that tacked shall *keep clear* and rules 15 and 18.2 do not apply.’

If the other boat can by luffing avoid becoming *overlapped* inside her then rule 18.2(c) shall apply as if the boats were *clear ahead* and *clear astern* at the *two-length zone*.’

**C2.7** When rule 19.1 applies, the following arm signals by the helmsman are required in addition to the hails:

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

**C2.8** In rule 20 the second sentence is changed to: ‘A boat taking a penalty shall *keep clear* of one that is not.’

**C2.9** Rule 22.1 is changed to: ‘If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing* or an umpire boat.’

**C2.10** Rule 22.2 is changed to: ‘Except when sailing a *proper course*, a boat shall not interfere with a boat taking a penalty or sailing on another leg.’

**C2.11** Add new rule 22.3: ‘When boats in different matches meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own match.’

### **C3 RACE SIGNALS AND CHANGES TO RELATED RULES**

#### **C3.1 Starting Signals**

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

<i>Time in minutes</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>
10	Flag F displayed	One	Attention
6	Flag F removed	None	
5	Numeral pennant displayed*	One	Warning signal
4	Flag P displayed	One	Preparatory signal
2	Blue or yellow flag or both displayed**	One**	End of pre-start entry time
0	Warning and preparatory signals removed	One	Starting signal

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

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

### **C3.2 Changes to Related Rules**

- (a) Rule 29.1 is changed to: ‘When at a boat’s starting signal any part of her hull, crew or equipment is on the course side of the starting line or its extensions, she shall sail completely on the pre-start side of the line before *starting*.’
- (b) Rule 29.2 is changed to: ‘When at her starting signal a boat becomes subject to rule C3.2(a), the race committee shall promptly display a blue or yellow flag or both with one sound signal. Each flag shall be displayed until such boats are completely on the pre-start side of the starting line or its extensions or until two minutes after her starting signal, whichever is earlier.’
- (c) When, after her starting signal, a boat sails on the course side of the starting line or its extensions, without having started correctly, the race committee shall promptly display a blue or yellow flag or both. Each

flag shall be displayed until such boats are completely on the pre-start side of the starting line or its extensions or until two minutes after her starting signal, whichever is earlier.

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

### **C3.3 Finishing Line Signals**

The race signal ‘Blue flag or shape’ shall not be used.

## **C4 REQUIREMENTS BEFORE THE START**

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

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

## **C5 SIGNALS BY UMPIRES**

- (a) A green and white flag with one long sound signal means: ‘No penalty.’
- (b) A coloured flag identifying a boat with one long sound signal means: ‘The identified boat shall take a penalty by complying with rule C7.’
- (c) A red flag with or soon after a coloured flag with one long sound signal means: ‘The identified boat shall take a penalty by complying with rule C7.3(d).’

- (d) A black flag with a coloured flag and one long sound signal means: ‘The identified boat is disqualified, and the match is terminated and awarded to the other boat.’
- (e) One short sound signal means: ‘A penalty is now completed.’
- (f) Repetitive short sound signals mean: ‘A boat is no longer taking a penalty and the penalty remains.’
- (g) A coloured shape displayed from an umpire boat means: ‘The identified boat has an outstanding penalty.’

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

### **C6.1** A boat may protest another boat

- (a) under a rule of Part 2, except rule 14, by clearly displaying flag Y immediately after an incident in which she was involved.
- (b) under any rule not listed in rule C6.1(a) or C6.2 by clearly displaying a red flag as soon as possible after the incident.

### **C6.2** A boat may not protest another boat under

- (a) rule 14, unless damage results;
- (b) a rule of Part 2, unless she was involved in the incident;
- (c) rule 31 or 42; or
- (d) rule C4 or C7.

### **C6.3** A boat intending to request redress because of circumstances that arise before she *finishes* or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but not later than two minutes after *finishing* or retiring.

- ### **C6.4**
- (a) A boat protesting under rule C6.1(a) shall remove flag Y before or as soon as possible after the umpires’ signal.
  - (b) A boat protesting under rule C6.1(b) or requesting redress under rule C6.3 shall, for her *protest* to be valid, keep her red flag displayed until she has so informed the umpires after *finishing* or retiring.

### **C 6.5 Umpire Decisions**

After flag Y is displayed, the umpires shall decide whether to penalize any boat. They shall signal their decision in compliance with rule C5(a), (b) or (c).

### **C6.6 Protest Committee Decisions**

- (a) The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (b) If the protest committee decides that a breach of a *rule* has had no significant effect on the outcome of the match, it may
  - (1) impose a penalty of one point or part of one point,
  - (2) order a resail, or
  - (3) make another arrangement it decides is equitable, which may be to impose no penalty.
- (c) The penalty for breaking rule 14 when damage results will be at the discretion of the protest committee, and may include exclusion from further races in the event.

## **C7 PENALTY SYSTEM**

### **C7.1 Rule Changes**

Rules 31.2 and 44 are deleted.

### **C7.2 All Penalties**

- (a) A penalized boat may delay taking a penalty within the limitations of rule C7.3 and shall take it as follows:
  - (1) When on a leg of the course to a windward *mark*, she shall gybe and, as soon as reasonably possible, luff to a close-hauled course.
  - (2) When on a leg of the course to a leeward *mark* or the finishing line, she shall tack and, as soon as reasonably possible, bear away to a downwind course.

- (b) Add to rule 2: ‘When *racing*, a boat may wait for an umpire’s decision before taking a penalty.’
- (c) A boat completes a leg of the course when her bow crosses the extension of the line from the previous *mark* through the *mark* she is rounding, or on the last leg when she *finishes*.
- (d) A penalized boat shall not be recorded as having *finished* until she takes her penalty and sails completely to the course side of the line and then *finishes*, unless the penalty is cancelled before or after she crosses the finishing line.
- (e) If a boat has one or two outstanding penalties and the other boat in her match is penalized, one penalty for each boat shall be cancelled except that a ‘red flag’ penalty shall not cancel an outstanding penalty.
- (f) If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule C5(d).

### **C7.3 Penalty Limitations**

- (a) A boat taking a penalty that includes a tack shall have the spinnaker head below the main boom gooseneck from the time she passes head to wind until she is on a close-hauled course.
- (b) No part of a penalty may be taken within two of a boat’s hull lengths of a rounding *mark*.
- (c) If a boat has one outstanding penalty, she may take the penalty any time after *starting* and before *finishing*. If a boat has two outstanding penalties, she shall take one of them as soon as reasonably possible, but not before *starting*.
- (d) When the umpires display a red flag with or soon after a penalty flag, the penalized boat shall take a penalty as soon as reasonably possible, but not before *starting*. A ‘red flag’ penalty shall not cancel an outstanding penalty.

#### **C7.4 Taking and Completing Penalties**

- (a) When a boat with an outstanding penalty is on a leg to a windward *mark* and gybes, or is on a leg to a leeward *mark* or the finishing line and passes head to wind, she is taking a penalty.
- (b) When a boat taking a penalty either does not take the penalty correctly or does not complete the penalty as soon as reasonably possible, she is no longer taking a penalty. The umpires shall signal this as required by rule C5(f).
- (c) The umpire boat for each match shall display coloured shapes, each shape indicating one outstanding penalty. When a boat has taken a penalty, or a penalty has been cancelled, one shape shall be removed. Failure of the umpires to display or remove shapes shall not change the number of penalties outstanding.

### **C8 PENALTIES INITIATED BY UMPIRES**

#### **C8.1 Rule Changes**

- (a) Rules 60.2(a) and 60.3(a) do not apply to *rules* for which penalties may be imposed by umpires.
- (b) Rule 64.1(b) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this appendix.

**C8.2** When the umpires decide that a boat has broken rule 31, 42, C4 or C7.3(c) she shall be penalized by signalling her under rule C5(b).

**C8.3** When the umpires decide that a boat has

- (a) gained an advantage by breaking a *rule* after allowing for a penalty,
  - (b) deliberately broken a *rule*, or
  - (c) committed a breach of sportsmanship,
- she shall be penalized under rule C5(b) or C5(d).



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

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

## **C9 REQUESTS FOR REDRESS OR REOPENINGS, APPEALS, OTHER PROCEEDINGS**

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

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

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

## **C10 SCORING**

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

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

**C10.3** When a multiple round robin is terminated with an incomplete round robin, only one point shall be available for all the matches sailed between any two competitors, as follows:

<i>Number of matches completed between any two competitors</i>	<i>Points for each win</i>
1	One point
2	One-half point
3	One-third point
(etc.)	

**C10.4** In a round-robin series,

- (a) competitors shall be placed in order of their total scores, highest score first;
- (b) a competitor who has won a match but is disqualified for breaking a *rule* against a competitor in another match shall lose the point for that match (but the losing competitor shall not be awarded the point); and
- (c) the overall position between competitors who have sailed in different groups shall be decided by the highest score.

**C10.5** In a knockout series the sailing instructions shall prescribe the minimum number of points required to win a series between two competitors. When a knockout series is terminated it shall be decided in favour of the competitor with the higher score.

**C11 TIES****C11.1 Round-Robin Series**

A round-robin series means a grouping of competitors who all sail against each other one or more times. Each separate stage identified in the event format shall be a separate round-robin series irrespective of the number of times each competitor sails against each other competitor in that stage.

Ties between two or more competitors in a round-robin series shall be broken by the following methods, in order, until the tie is broken. When the tie is only partially broken, paragraphs (a) to (e) shall be reapplied to the remaining ties. The tie shall be decided in favour of the competitor(s) who

- (a) placed in order, has the highest score in the matches between the tied competitors.
- (b) when the tie is between two competitors in a multiple round robin, has won the last match between the two competitors.
- (c) has the most points against the competitor placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken.

When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used in the C11.1(c) procedure:

- (1) the higher place tie shall be resolved before the lower place tie, and
  - (2) all the competitors in the lower place tie shall be treated as a single competitor for the purposes of rule C11.1(c).
- (d) after applying rule C10.4(c), has the highest place in the different groups, irrespective of the number of competitors in each group.
  - (e) has the highest place in the most recent stage of the event (fleet race, round robin, etc.).

### **C11.2 Knockout Series**

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

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

### **C11.3** When rule C11.1 or C11.2 does not resolve the tie:

- (a) If the tie needs to be resolved for a later stage of the event (or another event for which the event is a direct qualifier), the tie shall be broken by a sail-off when practicable. When the race committee decides a sail-off is not practicable the tie shall be broken by a draw.

- (b) To decide the winner of an event, or the overall position between competitors eliminated in one round of a knockout series, a sail-off may be used (but not a draw).
- (c) When a tie is not broken any monetary prizes or ranking points for tied places shall be added together and divided equally among the tied competitors.

*Note: A Standard Notice of Race and Standard Sailing Instructions for match racing are available from the ISAF.*

## APPENDIX D – TEAM RACING RULES

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*Team races shall be sailed under The Racing Rules of Sailing as changed by this appendix. If umpires or observers will be used the sailing instructions shall so state.*

### D1 CHANGES TO THE RACING RULES

**D1.1** The following rules are changed, added or deleted:

- (a) Rule 17.2 is changed to: ‘Except on a beat to windward, while a boat is less than two of her hull lengths from a *leeward* boat, she shall not sail below her *proper course* unless she gybes.’
- (b) Rule 18.4 is deleted.
- (c) Add to rule 22.2: ‘Except when sailing a *proper course*, a boat shall not interfere with a boat on another leg or lap of the course. For the purpose of this rule, a boat that has *finished* is on a different leg from one that has not.’
- (d) Add new rule 22.3: ‘When boats in different races meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own race.’
- (e) Add to rule 41: ‘A boat that receives help from a team-mate does not break this rule.’

**D1.2** The following additional rules apply:

- (a) There shall be no penalty for breaking a rule of Part 2 when the incident is between boats in the same team and there is no contact.
- (b) A boat damaged by a team-mate boat is not eligible for redress based on that damage.

## **D2 INTENTION TO PROTEST; ACKNOWLEDGEMENT OF BREACHES OF RULES**

### **D2.1 General**

- (a) A boat intending to protest shall hail the other boat immediately and promptly display a red flag.
- (b) A boat that, while *racing*, may have broken a rule of Part 2, except rule 14 when the boat has caused damage, or rule D1 may take a penalty as provided by rules 44.1 and 44.2, except that only one turn is required. When an incident occurs at the finishing line or when an umpire's penalty is signalled at or beyond the finishing line, a boat shall not be recorded as having *finished* until she has completed her penalty and sailed completely to the course side of the line before *finishing*.
- (c) When after displaying a red flag a boat is satisfied that the other boat has taken a penalty in compliance with rule D2.1(b) she shall remove her red flag.
- (d) A boat that has displayed a red flag and then decides reasonably promptly that she, and not the other boat, was at fault shall immediately remove her flag, take a penalty in compliance with rule D2.1(b), and hail the other boat accordingly.
- (e) The sailing instructions may state that rule D2.2(g) applies to all *protests*.

### **D2.2 Umpired Races**

Races to be umpired shall be identified either in the sailing instructions or by the display of flag U no later than the warning signal.

- (a) When a boat protests under a rule of Part 2, except rule 14, or under rule D1, 31.1, 42 or 44, she is not entitled to a hearing. Instead, when the protested boat fails either to acknowledge breaking a *rule* or to take a penalty in compliance with rule D2.1(b), the protesting boat may display a yellow flag and request a decision by hailing 'Umpire'.
- (b) An umpire shall signal a decision as follows:
  - (1) A green flag or a green and white flag means 'No penalty imposed; incident closed'.

- (2) A red flag means ‘One or more boats are penalized.’ The umpire shall hail or signal to identify each boat to be penalized.

The protesting boat shall then remove her flag.

- (c) A boat penalized by an umpire’s decision shall make two 360° turns (720°) in compliance with rule 44.2.
- (d) When a boat commits a breach of sportsmanship or fails to take a penalty when required by an umpire, or when a boat or her team gains an advantage despite taking a penalty, an umpire may impose one or more 360° turn penalties by displaying a red flag and hailing her accordingly, or report the incident as provided in rule D2.2(e).
- (e) When an incident involves reckless sailing, rule 14 when damage may have been caused, rule 28.1 or failure to comply with an umpire’s decision, the umpire may report the incident to a protest committee which may further penalize the boat concerned. The umpire shall signal this intention by displaying a black flag and hailing appropriately.
- (f) Rules 60.2 and 60.3 do not apply. The protest committee may call a hearing only on receipt of a report from an umpire as provided in rule D2.2(e) or under rule 69.
- (g) *Protests* need not be in writing, and the protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (h) There shall be no requests for redress or to reopen a hearing or appeals by a boat arising from decisions or actions or non-actions by the umpires. The protest committee may decide to consider giving redress when it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

### **D2.3 Races with Observers**

Observers may be appointed by the race committee to observe the racing and give opinions on incidents when requested. If so, rule D2.2 applies except that

- (a) a boat need not request an opinion or accept one, in which case any *protest* shall comply with and be decided under the rules of Part 5 as changed by this appendix;

- (b) an observer may display a yellow flag to signal that he has no opinion. If a boat then intends to protest she may do so by complying with the rules of Part 5 as changed by this appendix.

**D3 SCORING A RACE**

**D3.1** (a) Each boat *finishing* a race, whether or not rules 28.1 and 29.1 have been complied with, shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to *race*.

- (b) In addition, a boat’s score shall be increased as follows:

<i>Rule broken</i>	<i>Penalty points</i>
(1) rule 14 when the boat has caused damage, or rule 29.1	10
(2) any other <i>rule</i> for which a penalty has not been taken	6

However, a boat that breaks rule 28.1 and does not *finish* shall not have the penalty points in (2) above added to her score for this breach when it gained neither her nor her team any advantage. The protest committee may further increase a boat’s score when she has broken a *rule* and as a result her team has gained an advantage.

- (c) The team with the lowest total points wins. If there is a tie on points, the team having the combination of race scores that does not include a first place wins.

**D3.2** When all boats of one team have *finished* or retired, the race committee may stop the race. The other team’s boats shall be scored the points they would have received had they *finished*.

**D3.3** When all the boats of a team fail to *start* in a race, each shall be scored points equal to the number of boats entitled to *race*, and the boats of the other team shall be scored as if they had *finished* in the best positions.



#### **D4 SCORING A SERIES**

**D4.1** A team racing series shall consist of races or matches. A match shall consist of two races between the same two teams. The team with the lower total points for the race or the match wins.

**D4.2** When two or more teams are competing in a series consisting of races or matches, the series winner shall be the team winning the greatest number of races or matches. The other teams shall be ranked in order of number of wins. Tied matches shall count as half a win to each team.

**D4.3** When necessary, ties in a completed series shall be broken using, in order of precedence,

- (a) the number of races or matches won when the tied teams met;
- (b) the points scored when the tied teams met;
- (c) if two teams remain tied, the last race between them;
- (d) total points scored in all races against common opponents;
- (e) a game of chance.

If a multiple tie is only partially resolved by one of these, then the remaining tie shall be broken by starting again at rule D4.3(a).

**D4.4** If a series is not completed, teams shall be ranked according to the results from completed rounds, and ties shall be broken initially using the results from races or matches between the tied teams in the incomplete round. If no round has been completed, teams shall be ranked in order of their race (or match) win-loss ratios. Thereafter, rule D4.3(a) to D4.3(e) shall be used to break ties.

#### **D5 BREAKDOWNS WHEN BOATS ARE SUPPLIED BY THE ORGANIZING AUTHORITY**

**D5.1** A supplied boat suffering a breakdown shall display a red flag as soon as practicable and, if possible, continue *racing*.

**D5.2** When the race committee decides that the boat's finishing position was made significantly worse, that the breakdown was not the 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, which may be to order the race to be resailed or, when the boat's finishing position was predictable, award her points for that position. In case of doubt about her position when she broke down, the doubt shall be resolved against her.

**D5.3** A breakdown caused by defective supplied equipment or a breach of a *rule* by an opponent shall not normally be determined to be the fault of the crew, but one caused by careless handling, capsizing or a breach by a boat of the same team shall be. Any doubt about the fault of the crew shall be resolved in the boat's favour.

# APPENDIX E – RADIO-CONTROLLED BOAT RACING RULES

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*Races for radio-controlled boats shall be sailed under The Racing Rules of Sailing as changed by this appendix.*

## **E1 TERMINOLOGY, RACE SIGNALS, DEFINITIONS AND FUNDAMENTAL RULES**

### **E1.1 Terminology**

‘Boat’ means a boat that is radio-controlled by a competitor who is not on board. For ‘race’ used as a noun outside this appendix and Appendix A read ‘heat’. Within this appendix, a race consists of one or more heats, and is completed when the last heat in the race is finished. An ‘event’ consists of one or more races. A ‘series’ consists of a specified number of races or events.

### **E1.2 Race Signals**

Race Signals do not apply. All signals shall be given orally or by other sounds described in this appendix.

### **E1.3 Definitions**

- (a) Add to the definition *Interested Party* ‘but not a competitor when acting as an observer’.
- (b) In the definition *Two-Length Zone* change ‘Two’ to ‘Four’.

### **E1.4 Personal Buoyancy**

Rule 1.2 is replaced with ‘When on board a rescue vessel, each competitor shall be responsible for wearing personal buoyancy adequate for the conditions.’

### **E1.5 Aerials**

Transmitter aerial extremities shall be adequately protected. When a protest committee finds that a competitor has broken this rule it shall either warn him and give him time to comply or penalize him.

## **E2 PART 2 – WHEN BOATS MEET**

Rule 21 is replaced with:

### **Capsized or Entangled**

If possible, a boat shall avoid a boat that is capsized or entangled, or has not regained control after capsizing or entanglement. A boat is capsized when her masthead is in the water. Two or more boats are entangled when lying together for a period of time so that no boat is capable of manoeuvring to break free of the other(s).

## **E3 PART 3 – CONDUCT OF A RACE**

### **E3.1 Races with Observers**

The race committee may appoint race observers, who may be competitors. They shall remain in the control area, while boats are *racing* and they shall hail and repeat the identity of boats that contact a *mark* or another boat. Such hails shall be made from the control area. Observers shall report all unresolved incidents to the race committee at the end of the heat.

### **E3.2 Course Board**

Rule J2.1(3) does not apply. A course board showing the course and the limits of the control area and launching area(s) shall be located next to or within the control area with information clearly visible to competitors while *racing*.

### **E3.3 Control and Launching Areas**

The control and launching area(s) shall be defined by the sailing instructions. Competitors *racing* shall remain in the control area while a heat is in progress, except that competitors may briefly go to and return from the launching area to perform functions permitted in rule E4.5. Competitors not *racing* shall remain outside the control and launching areas except when offering assistance under rule E4.2 or when acting as race observers.

### **E3.4 Non-applicable Rules**

The second sentence of rule 25 and all of rule 33 do not apply.

### **E3.5 Starting Races**

Rule 26 is replaced with:

‘Audible signals for starting a heat shall be at one-minute intervals and shall be a warning signal, a preparatory signal and a starting signal. During the minute before the starting signal, verbal signals shall be made at ten-second intervals, and during the final ten seconds at one-second intervals. The start shall be at the beginning of the starting signal.’

### **E3.6 Starting Penalties**

In rules 29.1 and 30 delete the word ‘crew’. Throughout rule 30 oral announcements shall replace the display of flag signals.

### **E3.7 Starting and Finishing Lines**

The starting and finishing lines shall be tangential to, and on the course side of, the starting and finishing *marks*.

### **E3.8 Individual Recall**

Rule 29.2 is changed. Delete all after ‘the race committee shall promptly’ and replace with ‘twice hail “Recall (sail numbers)”’.

### **E3.9 General Recall**

Rule 29.3 is changed. Delete all after ‘the race committee may’ and replace with ‘twice hail “General recall” with two sound signals’. After the recalled start, the warning signal for a new start shall be made.

### **E3.10 Shortening or Abandoning after the Start**

In rule 32.1(b) delete ‘foul weather’ and replace with ‘thunderstorms’. Rules 32.1(c) and 32.2 do not apply.

## **E4 PART 4 – OTHER REQUIREMENTS WHEN RACING**

### **E4.1 Non-applicable rules**

Rules 42.2(b), 42.2(c), 42.3(a), 42.3(c), 43, 47, 48, 49, 50, 52 and 54 do not apply.

### **E4.2 Outside Help**

Rule 41 is replaced with:

- (a) A competitor shall not give tactical or strategic advice to a competitor who is *racing*.
- (b) A competitor who is *racing* shall not receive outside help except:
  - (1) A boat that has gone ashore or aground outside the launching area, or become entangled with another boat or *mark*, may be freed and relaunched only with outside help from a rescue vessel crew.
  - (2) Competitors who are not *racing* and others may give outside help in the launching area as permitted by rule E4.5.

### **E4.3 Propulsion and Prohibited Actions**

- (a) In rule 42.1 delete all after ‘sails and hull’.
- (b) In rule 42.2(a) delete all after ‘releasing the sail’.

### **E4.4 Penalties for Breaking a Rule of Part 2**

Throughout rule 44 the penalty shall be one 360° turn, including one tack and one gybe.

### **E4.5 Launching and Relaunching**

Rule 45 is replaced with:

- (a) Except between the preparatory and starting signals, boats scheduled to *race* in a heat may be launched, taken ashore or relaunched at any time during the heat.
- (b) Boats shall be launched or recovered only from within a launching area, except as provided by rule E4.2(b)(1).

- (c) While ashore or within a launching area, boats may be adjusted, drained of water, or repaired; have their sails changed or reefed; have entangled objects removed; or have radio equipment repaired or changed.

#### **E4.6 Person in Charge**

Rule 46 is changed. Delete 'have on board' and replace with 'be radio-controlled by'.

#### **E4.7 Moving Ballast**

Rule 51 is replaced with:

During an event and unless class rules specify otherwise,

- (a) ballast shall not be shifted, shipped or unshipped;
- (b) except for replacements of similar weight and position, no control equipment shall be shifted, shipped or unshipped;
- (c) the position of rig counterbalance weights may be adjusted; and
- (d) bilge water shall not be used to trim the boat, but may be removed at any time.

#### **E4.8 Radio**

- (a) A competitor shall not transmit radio signals that cause interference with the radio reception of other boats.
- (b) A competitor found to have broken rule E4.8(a) shall not *race* until he has proven compliance with rule E4.8(a).

#### **E4.9 Boat Out of Radio Control**

A competitor who loses radio control of his boat shall promptly hail and repeat 'Out of control (the boat's sail number)'. Such a boat shall be deemed to have retired and shall be considered an *obstruction*.

## **E5 PART 5 – PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS**

### **E5.1 Right to Protest and Request Redress**

Add to rule 60.1(a): ‘A *protest* alleging a breach of a rule of Part 2, 3 or 4 shall be made only by a competitor within the control or launching area and by a boat scheduled to *race* in the heat in which the incident occurred.’ After the words ‘report by a competitor from another boat’ in rules 60.2(a) and 60.3(a) add ‘except when acting as an observer’.

### **E5.2 Informing the Protestee**

In rule 61.1(a) delete all after the first sentence and replace with ‘When her *protest* concerns an incident in the racing area that she is involved in or sees, she shall twice hail ‘(Her own sail number) “protest” (the sail number of the other boat).’

### **E5.3 Protest Time Limit**

In rule 61.3 delete ‘two hours’ and replace with ‘15 minutes’. Add ‘A protestor intending to submit a *protest* shall inform the race committee within five minutes of the end of the relevant heat.’

### **E5.4 Accepting Responsibility**

A boat that acknowledges breaking a rule of Part 2, 3 or 4 before the *protest* is found to be valid may retire from the relevant heat without further penalty.

### **E5.5 Redress**

- (a) Add to rule 62.1:
  - (e) radio interference, or
  - (f) an entanglement or grounding because of the action of a boat that was breaking a rule of Part 2 or of a vessel not *racing* that was required to *keep clear*.
- (b) The first sentence of rule 62.2 is changed to ‘The request shall be made in writing within the time limit of rule E5.3.’



### **E5.6 Right to Be Present**

In rule 63.3(a) delete ‘shall have been on board’ and replace with ‘shall have been radio-controlling them’.

### **E5.7 Taking Evidence and Finding Facts**

Add to rule 63.6: ‘Evidence about an alleged breach of a rule of Part 2, 3 or 4 given by competitors shall be accepted only from a competitor who was within the control or launching area and whose boat was scheduled to *race* in the heat in which the incident occurred.’

### **E5.8 Penalties and Exoneration**

Instead of disqualification as provided by rule 64.1(a), the penalty for breaking rule E3.3, E4.2(a) or E4.5 may be determined by the protest committee to be

- (a) exclusion from the next race,
- (b) disqualification from the next race, or
- (c) one or more penalty turns that must be taken immediately after the boat has started her next race.

In these cases rule 64.1(c) does not apply.

### **E5.9 Decision on Redress**

Add to rule 64.2: ‘If a boat given redress was damaged, she shall be given reasonable time, but not more than 30 minutes, to effect repairs before her next heat.’

### **E5.10 Reopening a Hearing**

In rule 66 ‘24 hours’ is changed to ‘ten minutes’.

## **E6 APPENDIX G – IDENTIFICATION ON SAILS**

Appendix G is changed as follows:

- (a) In rule G1 add ‘RSD’ after ‘ISAF’.

- (b) Rule G1.1(c) is replaced by: ‘a sail number, which shall be the last two digits of the boat registration number, allotted by the relevant issuing authority.’ Where this is a single-digit number, a ‘0’ shall be placed in front. Alternatively an owner may be allotted a personal sail number by the relevant issuing authority, the last two digits of which may be used on all his boats. Where this is a single-digit number, a ‘0’ shall be placed in front.
- (c) In rule G1.2(b) delete ‘and opposite’ and add to the table:

	<i>Minimum height</i>	<i>Minimum space between letters and numerals or edge of sail</i>
numbers on RC boats	100 mm	13 mm
letters on RC boats	60 mm	13 mm

Maximum dimensions shall be the minimum plus 10 mm. The space between marks on opposite sides of the sail shall be 60–100 mm. If a sail is too small to use the specified dimensions, smaller letters and numbers may be used, with 13 mm as the absolute minimum spacing.

- (d) Rule G1.3(c) is replaced by: ‘Sail numbers shall be placed above the national letters. There shall be space in front of the sail number for the prefix ‘1’, which may be prescribed by the race committee in the event of a conflict between numbers.’
- (e) Rule G1.3(e) is replaced by: ‘The sail number shall be displayed on both sides of the headsail.’

## APPENDIX F – APPEALS PROCEDURES

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

### **F1 NATIONAL AUTHORITY**

Appeals, requests by protest committees for confirmation or correction of decisions, and requests for the interpretation of *rules* shall be made to the national authority.

### **F2 APPELLANT'S RESPONSIBILITIES**

**F2.1** Within 15 days of receiving the protest committee's written decision or its decision not to reopen a hearing, the appellant shall send a dated appeal to the national authority with a copy of the protest committee's decision. The appeal shall state why the appellant believes the protest committee's interpretation of a *rule* or its procedures were incorrect.

**F2.2** The appellant shall also send, with the appeal or as soon as possible thereafter, any of the following documents that are available to her:

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

**F2.3** A request from a protest committee for confirmation or correction of its decision shall include the decision and all relevant documents. A request for a *rule* interpretation shall include assumed facts.

**F3 NOTIFICATION AND RESPONSE OF THE PROTEST COMMITTEE**

Upon receipt of an appeal, the national authority shall send a copy of the appeal to the protest committee, asking the protest committee for the documents listed in rule F2.2 not supplied by the appellant, and the protest committee shall send the documents to the national authority.

**F4 NATIONAL AUTHORITY'S RESPONSIBILITIES**

The national authority shall send copies of the appeal and the protest committee's decision to the other *parties* to the hearing. It shall send to the appellant copies of documents not sent by the appellant. It shall send to any *party* to the hearing upon request any of the documents listed in rule F2.2.

**F5 ADDITIONAL INFORMATION**

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

**F6 COMMENTS**

*Parties* to the hearing and the protest committee may send comments on the appeal to the national authority, provided they do so within 15 days of receiving the appeal. The national authority shall send such comments to all *parties* to the hearing and to the protest committee.

**F7 WITHDRAWING AN APPEAL**

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

# APPENDIX G – IDENTIFICATION ON SAILS

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*See rule 77.*

## **G1 ISAF INTERNATIONAL CLASS BOATS**

### **G1.1 Identification**

Every boat of an ISAF International Class or Recognized Class shall carry on her mainsail and, as provided in rules G1.3(d) and G1.3(e) for letters and numbers only, on her spinnaker and headsail

- (a) the insignia denoting her class;
- (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 ISAF events, world and continental championships, and events described as international events in their notices of race and sailing instructions; and
- (c) a sail number of no more than four digits allotted by her national authority or, when so required by the class rules, by the international class association. The four-digit limitation does not apply to classes whose ISAF membership or recognition took effect before 1 April 1997. Alternatively, if permitted in the class rules, an owner may be allotted a personal sail number by the relevant issuing authority, which may be used on all his boats in that class.

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

<i>Letters</i>	<i>National authority</i>	<i>Letters</i>	<i>National authority</i>
ALG	Algeria	AUS	Australia
ASA	American Samoa	AUT	Austria
AND	Andorra	BAH	Bahamas
ANG	Angola	BRN	Bahrain
ANT	Antigua	BAR	Barbados
ARG	Argentina	BLR	Belarus
ARM	Armenia	BEL	Belgium

Appendix G IDENTIFICATION ON SAILS

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<u>Letters</u>	<u>National authority</u>	<u>Letters</u>	<u>National authority</u>
BER	Bermuda	HUN	Hungary
BRA	Brazil	ISL	Iceland
IVB	British Virgin Islands	IND	India
BRU	Brunei Darussalam	INA	Indonesia
BUL	Bulgaria	IRL	Ireland
CAN	Canada	ISR	Israel
CHI	Chile	ITA	Italy
CHN	China	JAM	Jamaica
TPE	Chinese Taipei	JPN	Japan
COL	Columbia	KAZ	Kazakhstan
COK	Cook Islands	KEN	Kenya
CRO	Croatia	KOR	Korea
CUB	Cuba	KUW	Kuwait
CYP	Cyprus	KGZ	Kyrghyzstan
CZE	Czech Republic	LAT	Latvia
DEN	Denmark	LIB	Lebanon
DOM	Dominican Republic	LBA	Libya
ECU	Ecuador	LIE	Liechtenstein
EGY	Egypt	LTU	Lithuania
ESA	El Salvador	LUX	Luxembourg
EST	Estonia	MAS	Malaysia
FIJ	Fiji	MLT	Malta
FIN	Finland	MRI	Mauritius
FRA	France	MEX	Mexico
GAB	Gabon	FSM	Micronesia
GEO	Georgia	MDA	Moldova
GER	Germany	MON	Monaco
CAY	Grand Cayman	MAR	Morocco
GBR	Great Britain	MYA	Myanmar
GRE	Greece	NAM	Namibia
GRN	Grenada	NED	The Netherlands
GUM	Guam	AHO	Netherlands Antilles
GUA	Guatemala	NZL	New Zealand
HKG	Hong Kong	NGR	Nigeria
		NOR	Norway

<u>Letters</u>	<u>National authority</u>	<u>Letters</u>	<u>National authority</u>
PAK	Pakistan	SUD	Sudan
PNG	Papua New Guinea	SWE	Sweden
PAR	Paraguay	SUI	Switzerland
PER	Peru	TAH	Tahiti
PHI	Philippines	THA	Thailand
POL	Poland	TRI	Trinidad & Tobago
POR	Portugal	TUN	Tunisia
PUR	Puerto Rico	TUR	Turkey
QAT	Qatar	UKR	Ukraine
ROM	Romania	UAE	United Arab Emirates
RUS	Russia	USA	United States of America
SMR	San Marino	URU	Uruguay
SEY	Seychelles	ISV	US Virgin Islands
SIN	Singapore	UZB	Uzbekistan
SVK	Slovak Republic	VEN	Venezuela
SLO	Slovenia	YUG	Yugoslavia
RSA	South Africa	ZIM	Zimbabwe
ESP	Spain		
SRI	Sri Lanka		
LCA	St. Lucia		

## G1.2 Specifications

- (a) National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. Commercially available typefaces giving the same or better legibility than Helvetica are acceptable.
- (b) The sizes of characters and minimum space between adjoining characters on the same and opposite sides of the sail shall be related to the boat's overall length as follows:

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

### **G1.3 Positioning**

Class insignia, national letters and sail numbers shall be positioned as follows:

- (a) Except as provided in (d) and (e) below, class insignia, national letters and sail numbers shall when possible be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length. They shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.
- (b) The class insignia shall be placed above the national letters. If the class insignia is of such a design that two of them coincide when placed back to back on both sides of the sail, they may be so placed.
- (c) National letters shall be placed above the sail number.
- (d) The national letters and sail number shall be displayed on the front side of a spinnaker but may be placed on both sides. They shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, when possible, wholly above an arc whose radius is 60% of the foot median.
- (e) The national letters and sail number shall be displayed on both sides of a headsail whose clew can extend behind the mast 30% or more of the mainsail foot length. They shall be displayed wholly below an arc whose centre is the head point and whose radius is half the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.



**G2 OTHER BOATS**

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

**G3 CHARTERED OR LOANED BOATS**

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

**G4 WARNINGS AND PENALTIES**

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

**G5 CHANGES BY CLASS RULES**

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

# APPENDIX H – WEIGHING CLOTHING AND EQUIPMENT

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*See Rule 43. This appendix shall not be changed by sailing instructions or prescriptions of national authorities.*

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

# APPENDIX J – NOTICE OF RACE AND SAILING INSTRUCTIONS

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*See rules 87.2 and 88.2(a). The term ‘race’ includes a regatta or other series of races.*

## **J1 NOTICE OF RACE CONTENTS**

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

- (1) the title, place and dates of the race and name of the organizing authority;
- (2) that the race will be governed by the *rules* as defined in *The Racing Rules of Sailing*;
- (3) a list of any other documents that will govern the event (for example, the *Equipment Rules of Sailing*, to the extent that they apply);
- (4) the classes to race, conditions of entry and any restrictions on entries;
- (5) the times of registration and warning signals for the practice race or first race, and succeeding races if known.

**J1.2** The notice of race shall include any of the following that would help competitors decide whether to attend the event or that conveys other information they will need before the sailing instructions become available:

- (1) that advertising will be restricted to Category A (see Appendix 1) and other information related to Appendix 1;
- (2) that the ISAF Competitor Classification System (or some other competitor classification system) will apply;
- (3) the procedure for advance registration or entry, including fees and any closing dates;
- (4) an entry form, to be signed by the boat’s owner or owner’s representative, containing words such as ‘I agree to be bound by *The Racing Rules of Sailing* and by all other *rules* that govern this event’;
- (5) measurement procedures or requirements for measurement or rating certificates;

- (6) the time and place at which the sailing instructions will be available;
- (7) any changes to the racing rules (see rule 86);
- (8) any changes to class rules, referring specifically to each rule and stating the change;
- (9) the courses to be sailed;
- (10) the penalty for breaking a rule of Part 2, other than the 720° Turns Penalty;
- (11) denial of the right of appeal, subject to rule 70.4;
- (12) the scoring system, including the number of races scheduled and the minimum number that must be completed to constitute a series;
- (13) prizes.

## **J2 SAILING INSTRUCTION CONTENTS**

**J2.1** The sailing instructions shall include the following information:

- (1) that the race will be governed by the *rules* as defined in *The Racing Rules of Sailing*;
- (2) a list of any other documents that will govern the event (for example, the *Equipment Rules of Sailing*, to the extent that they apply);
- (3) the schedule of races, the classes to race and times of warning signals for each class;
- (4) the course(s) to be sailed, or a list of *marks* from which the course will be selected and, if relevant, how courses will be signalled;
- (5) descriptions of *marks*, including starting and finishing *marks*, stating the order and side on which each is to be left and identifying all rounding *marks* (see rule 28.1);
- (6) descriptions of the starting and finishing lines, class flags and any special signals to be used;
- (7) the time limit, if any, for *finishing*;

- (8) the scoring system, included by reference to Appendix A, 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 completed to constitute a series.

**J2.2** The sailing instructions shall include those of the following that will apply:

- (1) that advertising will be restricted to Category A (see Appendix 1) and other information related to Appendix 1;
- (2) that the ISAF Competitor Classification System (or some other competitor classification system) will apply;
- (3) replacement of the relevant rules of Part 2 with the *International Regulations for Preventing Collisions at Sea* or other government right-of-way rules, the time(s) or place(s) they will apply, and any night signals to be used by the race committee;
- (4) changes to the racing rules permitted by rule 86, referring specifically to each rule and stating the change;
- (5) that the prescriptions of the national authority will not apply;
- (6) if the prescriptions of the national authority will apply at an international event, a copy in English of the prescriptions;
- (7) changes to class rules, referring specifically to each rule and stating the change;
- (8) restrictions controlling changes to boats when supplied by the organizing authority;
- (9) the registration procedure;
- (10) measurement or inspection procedure;
- (11) location(s) of official notice board(s);
- (12) procedure for changing the sailing instructions;
- (13) safety requirements, such as requirements and signals for personal buoyancy, check-in at the starting area, and check-out and check-in ashore;
- (14) declaration requirements;

- (15) signals to be made ashore and location of signal station(s);
- (16) the racing area (a chart is recommended);
- (17) approximate course length and approximate length of windward legs;
- (18) the time limit, if any, for boats other than the first boat to *finish*;
- (19) time allowances;
- (20) the location of the starting area and any applicable restrictions;
- (21) any special procedures or signals for individual or general recalls;
- (22) boats identifying *mark* locations;
- (23) procedure for changes of course after the start and any special signals;
- (24) any special procedure for shortening the course or for *finishing* a shortened course;
- (25) restrictions on use of support boats, plastic pools, radios, etc.; on hauling out; and on outside assistance provided to a boat that is not *racing*;
- (26) the penalty for breaking a rule of Part 2, other than the 720° Turns Penalty;
- (27) penalization without a hearing under rule 67 for breaking rule 42;
- (28) whether Appendix N will apply;
- (29) protest procedure and times and place of hearings;
- (30) if rule M1.4(b) will apply, the time limit for requesting a hearing under that rule;
- (31) denial of the right of appeal, subject to rule 70.4;
- (32) the national authority's approval of the appointment of an international jury under rule 89(c);
- (33) substitution of competitors;
- (34) the minimum number of boats appearing in the starting area required for a race to be started;
- (35) when and where races *postponed* or *abandoned* for the day will be resailed;
- (36) tides and currents;

(37) prizes;

(38) other commitments of the race committee and obligations of boats.

## APPENDIX K – SAILING INSTRUCTIONS GUIDE

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*This guide provides a set of tested sailing instructions designed primarily for major championship regattas for one or more classes. It therefore will be particularly useful for world, continental and national championships and other events of similar importance. The guide can also be useful for other events; however, for such events some of these instructions will be unnecessary or undesirable. Race officers should therefore be careful in making their choices.*

*An expanded version of the guide will be available on the ISAF website ([www.sailing.org](http://www.sailing.org)) and will contain provisions applicable to the largest and most complicated multi-class events, as well as variations on several of the sailing instructions recommended in this appendix. It will be revised from time to time, to reflect advances in race management techniques as they develop, and can be downloaded as a basic text for producing the sailing instructions for any particular event.*

*The principles on which all sailing instructions should be based are as follows:*

- 1 They should include only two types of statement: the intentions of the race committee and the obligations of competitors.*
- 2 They should be concerned only with racing. Information about social events, assignment of moorings, etc. should be provided separately.*
- 3 They should not change the racing rules except when clearly desirable.*
- 4 They should not repeat or restate any of the racing rules.*
- 5 They should not repeat themselves.*
- 6 They should be in chronological order; that is, the order in which the competitor will use them.*
- 7 They should, when possible, use words or phrases from the racing rules.*



*To use this guide, first review rule J2 and decide which instructions will be needed. Instructions that are required by rule J2.1 are marked with an asterisk (\*). Delete all inapplicable or unnecessary instructions. Select the version preferred where there is a choice. Follow the directions in the left margin to fill in the spaces where a solid line ( \_\_\_\_\_ ) appears and select the preferred wording if a choice or option is shown in brackets ([ . . . ]).*

*After deleting unused instructions, renumber all instructions in sequential order. Be sure that instruction numbers are correct where one instruction refers to another.*

*On separate lines, insert the full name of the regatta, the inclusive dates from measurement or the practice race until the final race or closing ceremony, the name of the organizing authority, and the city and country.*

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## **SAILING INSTRUCTIONS**

### **1 RULES**

**1.1\*** The regatta will be governed by the ‘rules’ as defined in the Racing Rules of Sailing.

*List by name any other documents that govern the event; for example, the Equipment Rules of Sailing, to the extent that they apply.*

**1.2\*** \_\_\_\_\_ will apply.

*Include only if the prescriptions will not apply. Insert the name.*

**1.3** The prescriptions of the \_\_\_\_\_ national authority will not apply.

*Insert the rule number(s) and class name. Make a separate statement for the rules of each class.*

**1.4** Rule(s) \_\_\_\_\_ of the \_\_\_\_\_ class rules [will not apply] [is (are) changed as follows: \_\_\_\_\_ ].

**1.5** If there is a conflict between languages the English text will prevail.

## **2 NOTICES TO COMPETITORS**

*Insert the location(s).*

Notices to competitors will be posted on the official notice board(s) located at \_\_\_\_\_.

## **3 CHANGES TO SAILING INSTRUCTIONS**

*Change the times if different.*

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

## **4 SIGNALS MADE ASHORE**

*Insert the location.*

**4.1** Signals made ashore will be displayed at \_\_\_\_\_.

*Insert the number of minutes.*

**4.2** When flag AP is displayed ashore, '1 minute' is replaced with 'not less than \_\_\_\_\_ minutes' in race signal AP.

**(OR)**

**4.2** Flag D with a sound signal means 'The warning signal will be made not less than \_\_\_\_\_ minutes after flag D is displayed. [Boats are requested not to leave the harbour until this signal is made.]'

*Delete if a class rule applies.*

**4.3** When flag Y is displayed ashore, rule 40 applies at all times while afloat. This changes the Part 4 preamble.

**5 SCHEDULE OF RACES**

*Revise as desired and insert the dates.*

**5.1\*** Racing is scheduled as follows:

<i>Date</i>	<i>Class</i> _____	<i>Class</i> _____
_____	racing	racing
_____	racing	reserve day
_____	reserve day	racing
_____	racing	racing
_____	racing	racing

*Insert the classes and numbers.*

**5.2\*** The numbers of races scheduled is as follows:

<i>Class</i>	<i>Number of races</i>	<i>Races per day</i>
_____	_____	_____
_____	_____	_____

(a) Reserve days may be used if races are not completed as scheduled or if the race committee considers it unlikely that races will be completed as scheduled.

(b) One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule.

*Insert the time.*

**5.3\*** The scheduled time of the warning signal for the first race each day is \_\_\_\_\_.

**5.4** When more than one race (or sequence of races, for two or more classes) will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable. To alert boats that another race or sequence of races will begin soon, the postponement signal will be displayed for at least four minutes before a warning signal is displayed.

*Insert the time.*

**5.5** On the last day of the regatta no warning signal will be made after \_\_\_\_\_.

**6 CLASS FLAGS**

*Insert the classes and names or descriptions of the flags.*

Class flags will be:

<i>Class</i>	<i>Flag</i>
_____	_____
_____	_____
_____	_____

**7 RACING AREAS**

*Insert a number or letter.*

Attachment \_\_\_\_\_ shows the location of racing areas.

**8 THE COURSES**

*Insert a number or letter. A method of illustrating various courses is shown in Addendum A.*

**8.1\*** The diagrams in Attachment \_\_\_\_\_ show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. [The approximate course length will be \_\_\_\_\_].

- Insert either ‘Mark \_\_\_\_\_’ with the number of the leeward mark or ‘the midpoint of the starting line’.*
- 8.2** No later than the warning signal, the race committee signal boat will display the approximate compass bearing from \_\_\_\_\_ to Mark 1.
- 8.3** When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.
- 8.4** Courses will not be shortened. This changes rule 32.
- 9 MARKS**
- Change the mark numbers as needed and insert the descriptions of the marks. Use the second alternative when Marks 4S and 4P form a gate, with Mark 4S to be left to starboard and Mark 4P to port.*
- 9.1\*** Marks 1, 2, 3 and 4 will be \_\_\_\_\_.
- (OR)**
- 9.1\*** Marks 1, 2, 3, 4S and 4P will be \_\_\_\_\_.
- Insert the descriptions of the marks.*
- 9.2** New marks, as provided in instruction 11.1, will be \_\_\_\_\_.
- Describe the starting and finishing marks: for example, the race committee signal boat at the starboard end and a buoy at the port end. Instruction 10.2 will describe the starting line and instruction 12.1 the finishing line.*
- 9.3\*** The starting and finishing marks will be \_\_\_\_\_.
- 9.4** A race committee boat signalling a change of course is a mark as provided in instruction 11.3.

**10 THE START**

*Include only if the asterisked option in rule 26 will be used. Insert the number of minutes.*

**10.1** Races will be started by using rule 26 with the warning signal given \_\_\_\_\_ minutes before the starting signal.

**(OR)**

*Describe any starting system other than that stated in rule 26.*

**10.1** Races will be started as follows: \_\_\_\_\_.

**10.2\*** The starting line will be between staffs displaying orange flags on the starting marks.

**(OR)**

**10.2\*** The starting line will be between a staff displaying an orange flag on the starting mark at the starboard end and the port-end starting mark.

**(OR)**

*Insert the description.*

**10.2\*** The starting line will be \_\_\_\_\_.

**10.3** Boats whose warning signal has not been made shall avoid the starting area.

*Insert the number of minutes.*

**10.4** A boat starting later than \_\_\_\_\_ minutes after her starting signal will be scored Did Not Start. This changes rule A4.1.

**11 CHANGE OF THE POSITION OF THE NEXT MARK**

**11.1** To change the position of the next mark, the race committee will move the original mark (or the finishing line) to a new position. The change will be signalled before the leading boat has begun the leg, although the mark may not yet be in the new position. Any mark to be rounded

after rounding the moved mark may be relocated without further signalling to maintain the course configuration.

**(OR)**

**11.1** To change the position of the next mark, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signalled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated without further signalling to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

*Insert the class(es).*

**11.2** For the \_\_\_\_\_ class(es), rule 33 is changed so that, instead of displaying a compass bearing, the race committee will display a green [triangular] [board] [flag] if the direction is changed to starboard or a red [rectangular] [board] [flag] if the direction is changed to port.

*Reverse 'port' and 'starboard' when the mark is to be left to starboard.*

**11.3** Except at a gate, boats shall pass between the race committee boat signalling the change of course and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.1.

## **12 THE FINISH**

**12.1\*** The finishing line will be between staffs displaying orange flags on the finishing marks.

**(OR)**

**12.1\*** The finishing line will be between a staff displaying an orange flag on the finishing mark at the starboard end and the port-end finishing mark.

**(OR)**

*Insert the description.*

**12.1\*** The finishing line will be \_\_\_\_\_.

**12.2** When the course is shortened at a gate, a race committee boat near the gate will display flag S and boats shall finish by sailing through the gate from the direction of the previous mark. The finishing line will be between the gate marks. This changes race signal S.

### **13 PENALTY SYSTEM**

*Include instruction 13.1 only when the 720° Turns*

*Penalty will not be used.*

*Insert the number of places or describe the penalties.*

*Insert the class(es).*

**13.1** The Scoring Penalty, rule 44.3, will apply. The penalty will be \_\_\_\_\_ places.

**(OR)**

**13.1** The penalties are as follows: \_\_\_\_\_.

**13.2** For the \_\_\_\_\_ class(es) rule 44.2 is changed so that the 720° turn is replaced by a 360° turn.

**13.3** A boat that has taken a penalty or retired under rule 31.2 or 44.1 shall complete an acknowledgement form at the race office within the protest time limit.

**13.4** As provided in rule 67, the [protest committee] [jury] may, without a hearing, penalize a boat that has broken rule 42.

**(OR)**



**13.4** Appendix N will apply [as changed by instruction 13.2].

**14 TIME LIMITS**

*Insert the classes and times. Omit the Mark 1 time limit if inapplicable.*

**14.1\*** Time limits are as follows:

<i>Class</i>	<i>Time limit</i>	<i>Mark 1 time limit</i>
_____	_____	_____
_____	_____	_____
_____	_____	_____

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned.

*Insert the time (or different times for different classes).*

**14.2** Boats failing to finish within \_\_\_\_\_ after the first boat sails the course and finishes will be scored Did Not Finish. This changes rules 35 and A4.1.

**15 PROTESTS AND REQUESTS FOR REDRESS**

**15.1** Protest forms are available at the race office. Protests shall be delivered there within the protest time limit.

*Change the time if different.*

**15.2** For each class, the protest time limit is 90 minutes after the last boat has finished the last race of the day. [The same protest time limit applies to all protests by the race committee and [protest committee] [jury] and to requests for redress. This changes rules 61.3 and 62.2.]

*Change the time if different.*

*Insert the location and time.*

**15.3** Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the [jury office] beginning at \_\_\_\_\_.

**15.4** Notices of protests by the race committee or [protest committee] [jury] will be posted to inform boats under rule 61.1(b).

**15.5** A list of boats that, under instruction 13.4, have acknowledged breaking rule 42 or have been disqualified by the [protest committee] [jury] will be posted before the protest time limit.

**15.6** For the purpose of rule 64.3(b) the ‘authority responsible’ is the measurer appointed by the organizing authority.

**15.7** Breaches of instructions 10.3, 13.3, 17, 18.2, 21, 22 and 23 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the [protest committee] [jury] so decides.

**15.8** On the last day of the regatta a request for reopening a hearing shall be delivered

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

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

This changes rule 66.

*Change the time if different.*

*Include if the protest committee is an international jury or another provision of rule 70.4 applies.*      **15.9**      Decisions of the jury will be final as provided in rule 70.4.

**16      SCORING**

**16.1\***      The [Low Point] [Bonus Point] scoring system of Appendix A will apply.

**(OR)**

*Describe the system.*      **16.1\***      The scoring system is as follows: \_\_\_\_\_.

*Insert the number.*      **16.2\***      \_\_\_\_\_ races are required to be completed to constitute a series.

*Insert the numbers throughout.*      **16.3**      (a) When fewer than \_\_\_\_\_ races have been completed, a boat's series score will be the total of her race scores.  
(b) When from \_\_\_\_\_ to \_\_\_\_\_ races have been completed, a boat's series score will be the total of her race scores excluding her worst score.  
(c) When \_\_\_\_\_ or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

**17      SAFETY REGULATIONS**

*Insert the procedure for check-in and check-out.*      **17.1**      Check-in and check-out: \_\_\_\_\_.

**17.2**      A boat that retires from a race shall notify the race committee as soon as possible.

**18 REPLACEMENT OF CREW OR EQUIPMENT**

**18.1** Substitution of competitors will not be allowed without prior written approval of the [race committee] [protest committee] [jury].

**18.2** Substitution of damaged or lost equipment will not be allowed unless approved by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

**19 EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection.

**20 OFFICIAL BOATS**

Official boats will be marked as follows: \_\_\_\_\_.

*Insert the descriptions. If appropriate, use different identification markings for boats performing different duties.*

**21 SUPPORT BOATS**

**21.1** Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or the race committee signals a postponement, general recall or abandonment.

*Insert the identification markings. National flags are suitable at international events.*

**21.2** Support boats shall be marked with \_\_\_\_\_.

**22 HAUL-OUT RESTRICTIONS**

Keel boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

**23 DIVING EQUIPMENT AND PLASTIC POOLS**

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keel boats between the starting signal of the first race and the end of the regatta.

**24 RADIO COMMUNICATION**

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

**25 PRIZES**

*When perpetual trophies will be awarded state their complete names.*

Prizes will be given as follows: \_\_\_\_\_.

**26 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

**27 INSURANCE**

*Insert the currency and amount.*

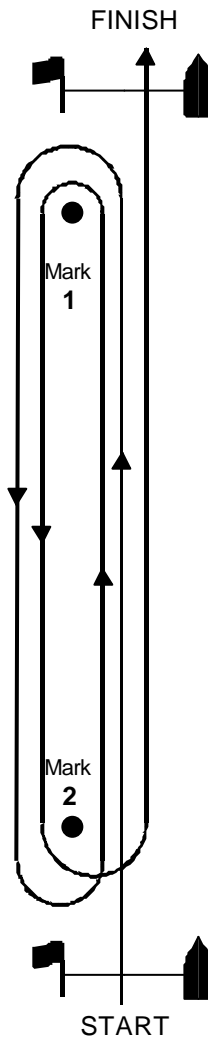
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \_\_\_\_\_ per event or the equivalent.

## Addendum A – Illustrating the Course

*Shown here are examples of course illustrations. Any course can be similarly shown. When there is more than one course, prepare a separate diagram for each course and state how each will be signalled.*

### A Windward-Leeward Course

**Start – 1 – 2 – 1 – 2 – Finish**

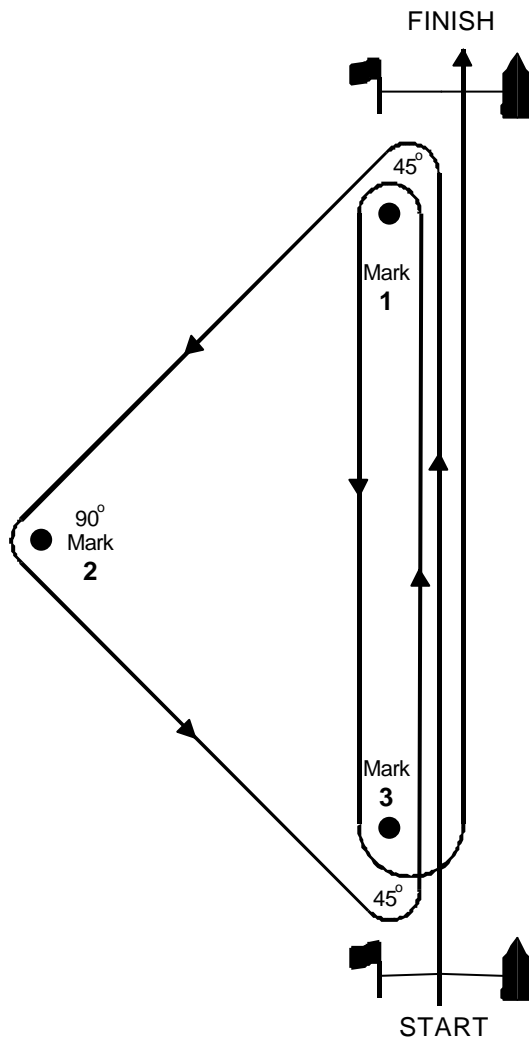


*Options for use with this course include*

- (1) increasing or decreasing the number of laps,*
- (2) deleting the final windward leg,*
- (3) using a gate instead of a leeward **mark**,*
- (4) using an offset **mark** at the windward **mark**, and*
- (5) using the leeward and windward **marks** as starting and finishing **marks**.*

### A Windward-Leeward-Triangle Course

**Start – 1 – 2 – 3 – 1 – 3 – Finish**





Options for use with this course include

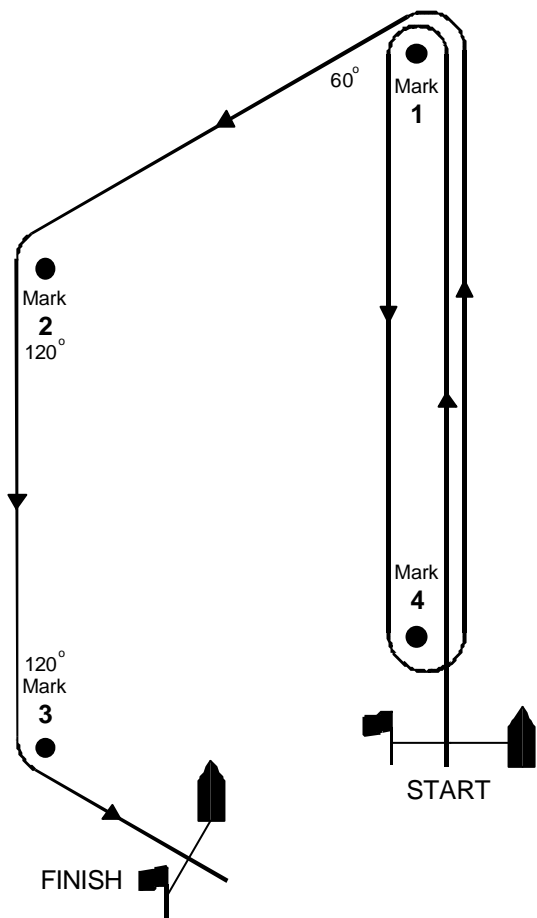
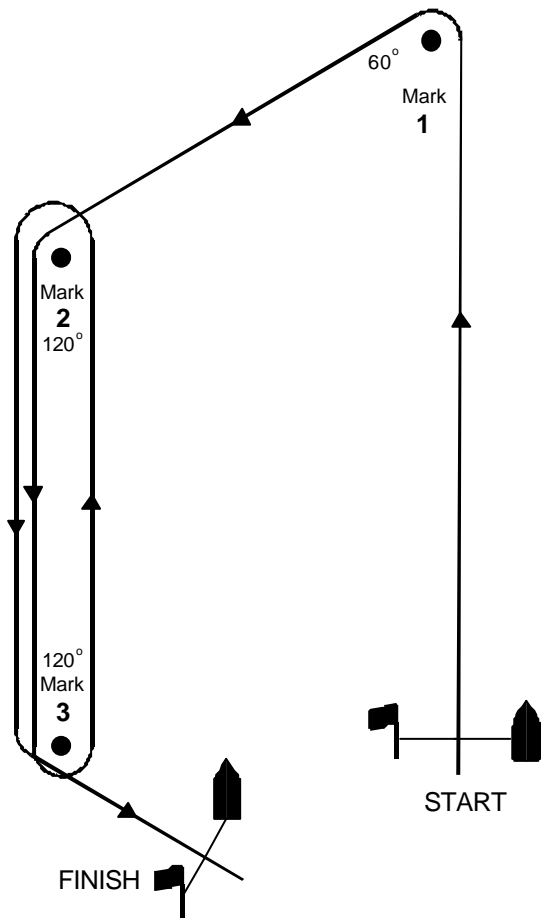
- (1) varying the interior angles of the triangle ( $45^{\circ}$ – $90^{\circ}$ – $45^{\circ}$  and  $60^{\circ}$ – $60^{\circ}$ – $60^{\circ}$  are common),
- (2) deleting the last windward leg,
- (3) using a gate instead of a leeward **mark** for downwind legs (but not reaches),
- (4) using an offset **mark** at the beginning of downwind legs (but not reaches), and
- (5) using the leeward and windward **marks** as starting and finishing **marks**.

Be sure to specify the interior angle at each **mark**.

### Trapezoid Courses

**Start – 1 – 2 – 3 – 2 – 3 – Finish**

**Start – 1 – 4 – 1 – 2 – 3 – Finish**



*Options for use with this course include*

- (1) adding additional legs,*
- (2) using gates instead of leeward **marks** for downwind legs (but not reaches),*
- (3) varying the interior angles of the reaching legs,*
- (4) using an offset **mark** at the beginning of downwind legs (but not reaches),*  
*and*
- (5) finishing boats upwind rather than on a reach.*

*Be sure to specify the interior angle of each reaching leg. It is recommended that Mark 4 be different from the starting **mark**.*

## **Addendum B – Boats Provided by the Organizing Authority**

*The following sailing instruction is recommended when all boats will be provided by the organizing authority. It can be changed to suit the circumstances. When used, it should be inserted after instruction 3.*

### **4 BOATS**

- 4.1** Boats will be provided for all competitors, who shall not modify them or cause them to be modified in any way except that
- (a) a compass may be tied or taped to the hull or spars;
  - (b) wind indicators, including yarn or thread, may be tied or taped anywhere on the boat;
  - (c) hulls, centreboards and rudders may be cleaned, but only with water;
  - (d) adhesive tape may be used anywhere above the water line; and
  - (e) all fittings or equipment designed to be adjusted may be adjusted, provided that the class rules are complied with.
- 4.2** All equipment provided with the boat for sailing purposes shall be in the boat while afloat.
- 4.3** The penalty for not complying with one of the above instructions will be disqualification from all races sailed in which the instruction was broken.
- 4.4** Competitors shall report any damage or loss of equipment, however slight, to the organizing authority's representative immediately after securing the boat ashore. The penalty for breaking this instruction, unless the [jury] [protest committee] is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.
- 4.5** Class rules requiring competitors to be members of the class association will not apply.

# APPENDIX L – RECOMMENDATIONS FOR PROTEST COMMITTEES

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

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

## **L1 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.

## **L2 BEFORE THE HEARING**

Make sure that

- each *party* has a copy of the *protest* or request for redress. When copies are unavailable let the protestee read the *protest* or redress before beginning.
- no member of the protest committee is an *interested party*. Ask the *parties* whether they object to any member. When redress is requested under rule 62.1(a), a member of the race committee should not be a member of the protest committee.

- only one person from each boat (or *party*) is present unless an interpreter is needed.
- all boats and people involved are present. If they are not, however, the committee may proceed under rule 63.3(b).
- boat representatives were on board when required (rule 63.3(a)). When the *parties* were in different races, both organizing authorities must accept the composition of the protest committee (rule 63.7). In a measurement *protest* obtain the current class rules and identify the authority responsible for interpreting them (rule 64.3(b)).

### **L3 THE HEARING**

#### **L3.1** Check the validity of the *protest* or request for redress.

- Were the contents adequate (rule 61.2 or 62.1)?
- 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 a red flag flown correctly (rule 61.1(a))?
- When the flag and hail were 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.

#### **L3.2** Take the evidence (rule 63.6).

- Ask the protestor and then the protestee to tell their stories. Then allow them to question one another. In a redress matter, ask the *party* to state the request.
- Invite questions from protest committee members.
- Make sure you know what facts each *party* is alleging before calling any witnesses. Their stories may be different.

- Allow anyone, including a boat's crew, to give evidence. It is the *party* who must decide which witnesses to call. The question 'Would you like to hear N?' is best answered by 'It is your choice.'
- Call each *party's* witnesses (and the protest committee's if any) one by one. Limit *parties* to questioning the witness(es) (they may wander into general statements).
- Invite the protestee to question the protestor's witness first (and vice versa). This prevents the protestor from leading his witness from the beginning.
- Allow a member of the protest committee who saw the incident to give evidence (rule 63.6) but only in the presence of the *parties*. The member may be questioned and may remain in the room (rule 63.3(a)).
- Try to prevent leading questions or hearsay evidence, but if that is impossible discount the evidence so obtained.
- Accept written evidence from a witness who is not available to be questioned only if all *parties* agree.
- Ask one member of the committee to note down evidence, particularly times, distances, speeds, etc.
- Invite first the protestor and then the protestee to make a final statement of her case, particularly on any application or interpretation of the *rules*.

**L3.3** Find the facts (rule 63.6).

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

**L3.4** Decide the *protest* or request for redress (rule 64).

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

**L3.5** Inform the *parties* (rule 65).

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

**L4 REOPENING A HEARING (rule 66)**

When a timely request is made for a hearing to be reopened, hear the *party* making the request, look at any video, etc., and decide whether there is any material new evidence which 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.

**L5 GROSS MISCONDUCT (rule 69)**

- L5.1** 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 the same rules as other hearings but the protest committee must have at least three members (rule 69.1(b)). Use the greatest care to protect the competitor's rights.
- L5.2** A competitor or a boat cannot protest under rule 69, but the protest form of a competitor who tries to do so may be accepted as a report to the protest committee which can then decide whether or not to call a hearing.
- L5.3** 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 this rule.
- L5.4** Although action under rule 69 is taken against a competitor, not a boat, a boat may also be penalized.
- L5.5** The protest committee may warn the competitor when it believes this to be sufficient penalty, in which case no report need be made to the national

authority. When the penalty is more severe and a report is made to the national authority, it is helpful to recommend to the national authority whether or not further action should be taken.

## **L6 APPEALS (rule 70 and Appendix F)**

When decisions can be appealed,

- leave the papers so that the information can easily be used for an appeal. Is there an adequate diagram? 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 on the form, etc.?
- comments on any appeal should enable the appeals committee to picture the whole incident clearly; the appeals committee knows nothing about the situation.

## **L7 PHOTOGRAPHIC EVIDENCE**

Photographs and videotapes 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 tape 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?



## APPENDIX M – INTERNATIONAL JURIES

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*See rules 70.4 and 89(c). This appendix shall not be changed by sailing instructions or prescriptions of national authorities.*

### **M1 COMPOSITION, APPOINTMENT AND ORGANIZATION**

- M1.1** An international jury shall be composed of experienced sailors with excellent knowledge of the racing rules and extensive protest committee experience. It shall be independent of and have no members from the race committee, and be appointed by the organizing authority, subject to approval by the national authority if required (see rule 89(c)), or by the ISAF under rule 87.2.
- M1.2** The jury shall consist of a chairman, a vice chairman if desired, and other members for a total of at least five. A majority shall be International Judges. The jury may appoint a secretary, who shall not be a member of the jury.
- M1.3** No more than two members (three, in Groups M, N and Q) shall be from the same national authority.
- M1.4** (a) A jury of ten or more members may divide itself into two or more panels of at least five members each, of which the majority shall be International Judges. If this is done, the requirements for membership of a full jury shall apply to each panel but not to the jury as a whole.
- (b) A jury of fewer than ten members may divide itself into two or more 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 jury composed in compliance with rules M1.1, M1.2 and M1.3, except concerning the facts found, if requested within the time limit specified in the sailing instructions.

**M1.5** When a full jury has fewer than five members, because of illness or emergency, and no qualified replacements are available, it remains properly constituted if it consists of at least three members. When there are three or four members they shall be from at least three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities.

**M1.6** When the national authority's approval is required for the appointment of an international jury (see rule 89(c)), notice of its approval shall be included in the sailing instructions or be posted on the official notice board.

**M1.7** If the jury acts while not properly constituted, the jury's decisions may be appealed.

## **M2 RESPONSIBILITIES**

**M2.1** An international jury is responsible for hearing and deciding all *protests*, requests for redress and other matters arising under the rules of Part 5. When asked by the organizing authority or the race committee, it shall advise and assist them on any matter directly affecting the fairness of the competition.

**M2.2** Unless the organizing authority directs otherwise, the jury shall

- (a) decide questions of eligibility, measurement or boat certificates; and
- (b) authorize the substitution of competitors, boats, sails or equipment.

**M2.3** If so directed by the organizing authority, the jury shall

- (a) make or approve changes to the sailing instructions,
- (b) supervise or direct the race committee in the conduct of the races, and
- (c) decide on other matters referred to it by the organizing authority.

## **M3 PROCEDURES**

**M3.1** Decisions of the jury shall be made by a simple majority vote of all members. When there is an equal division of votes cast, the chairman of the meeting may cast an additional vote.

**M3.2** When it is considered desirable that some members not participate in discussing and deciding a *protest* or request for redress, the jury remains properly constituted if at least three members remain.

**M3.3** Members shall not be regarded as *interested parties* (see rule 63.4) by reason of their nationality.

**M3.4** If a panel fails to agree on a decision it may adjourn and refer the matter to the full jury.

# APPENDIX N – IMMEDIATE PENALTIES FOR BREAKING RULE 42

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*This appendix applies only if the sailing instructions so state.*

## **N1 PROTESTS**

A member of the protest committee or its designated observer who sees a boat breaking rule 42 may protest her by, as soon as reasonably possible, making a sound signal, pointing a yellow flag at her and hailing her sail number, even if she is no longer *racing*. A boat so protested is not subject to another *protest* under rule 42 for the same incident.

## **N2 PENALTIES**

### **N2.1 First Protest**

When a boat is first protested under rule N1 she may acknowledge her breach by taking a 720° Turns Penalty under rule 44.2. If she fails to do so she shall be disqualified without a hearing.

### **N2.2 Second Protest**

When a boat is protested a second time during the series she may acknowledge her breach by immediately retiring from the race. If she fails to do so she shall be disqualified without a hearing and her score shall not be excluded.

### **N2.3 Third Protest**

When a boat is protested a third time during the series she may acknowledge her breach by immediately retiring from the race and from all other races in the series. If she fails to do so she shall be disqualified without a hearing from all races in the series, with no score excluded, and the protest committee shall consider calling a hearing under rule 69.1(a).

**N3 POSTPONEMENT, GENERAL RECALL OR ABANDONMENT**

If a boat has been protested under rule N1 and the race committee signals a *postponement*, general recall or *abandonment*, the penalty from her first or second *protest* is cancelled, but the *protest* is counted to determine the number of times she has been protested during the series.