

Introduction to the Study Version of the Racing Rules for 2017-2020

This document is a ‘Study Version of the Racing Rules for 2017-2020.’ This is a special document designed to provide you with the reasons for each change in the Definitions and in the rules of Parts 1 – 7 in the 2017 rulebook.

This document contains two sections. The first is the World Sailing edition of *The Racing Rules of Sailing for 2017-2020* with each new word shown in **red font**. Also, in the right margin are comments that show the basis for each rule that has different wording in the 2017-2020 RRS from its wording in the 2013-2016 RRS.

Changes in the racing rules are the result of Submissions made to World Sailing (formerly ISAF) from Member National Authorities, Class Associations and World Sailing Committee Chairmen. Each Submission to change a racing rule contains four sections: a statement of Purpose or Objective; a Proposal, showing exactly how the author would like to change a particular racing rule; the Current Position, which is the current wording of the rule; and the Reasons for proposing the change. In the Proposal, new wording is shown in bold and underlined and deleted words are shown struck through. Studying the Reasons for the Proposal in the original Submission that led to a rule change should help you understand why that rule change was made.

Please note that some new rules in the 2017 rulebook are not worded exactly as they were worded in the original Proposal. These changes in wording were made, usually by the World Sailing Racing Rules Working Party, for clarity, for ease of translation, or to make the new rule consistent with other rules in the rulebook.

This ‘Study Version of the Racing Rules for 2017-2020.’ begins with The Racing Rules of Sailing for 2017-2020, with wording that is new in 2017 shown in **red**. The last section of the document is a lengthy Addendum containing all the original submissions for changes in the Definitions or in the rules of Parts 1 – 7 that were approved by World Sailing for the 2017 rulebook.

Here are instructions to enable you to find the submission that led to a change in a particular rule or definition: The last word of each new (**red**) section of a racing rule or definition that has changed for 2017 is shown underlined and in **blue**. Each of these underlined words contains a hyperlink to the Submission that led to the particular rule change. Simply place your cursor on top of the underlined word, then press the Ctrl key and hold it down while you left click, and the original Submission for that rule change will appear on your screen. After you have clicked a hyperlink and read the Submission that led to a change, if you press the Alt key and, while holding the Alt key down, press the Left Arrow key on your keypad, your cursor will ‘jump back’ to the underlined word in the rule you were reading at the time you clicked the hyperlink.

Here’s an example of how these hyperlinks should work for you. Suppose you were reading rule 40 and wanted to know why a new sentence has been added to that rule for 2017. The new sentence is shown in **red font**, except for its last word which is shown underlined and in **blue font** (**afloat**). Place your cursor anywhere in the word ‘afloat’ and then hold down the Ctrl Key while you left click. Your cursor should jump to Submission 194-15, which is the submission in which the change in rule 40 was originally proposed. After you have studied Submission 194-15, hold down the Alt key while you press the Left Arrow key on your key pad, and your cursor will ‘jump back’ to the word ‘afloat’ in rule 40.

(Notes for Mac users: Use the Command key in place of the Alt key. If you are using the Preview reader on a Mac rather than Adobe Acrobat Reader, use the [Key in place of the Left Arrow key.)

The original submissions that led to changes in the appendices or Introduction are not included in this document. However, the comment in the right margin next to each changed rule shows you the basis for the change. In almost all cases, the basis for a change in an appendix or in the Introduction was a submission that is not included in this file. (These were omitted to keep the file short enough to send via most email programs.)

If you wish to read a submission that led to a change in a rule in an appendix or a rule in the Introduction, the next paragraph contains a procedure for finding that submission on the World Sailing website.

The comment to the right of each rule change contains the submission number that led to that change, as well as additional information about words or phrases that have been deleted and whether or not edits have been made in the proposal contained in the submission that led to the change. It is sometimes difficult to locate a particular submission on the World Sailing website. Here are step-by-step instructions that have worked for me:

- Go to this web page: <http://www.sailing.org/meetings/archive.php>
- The last two digits of the submission number specify the year in which it was submitted. For example Submission 174-14, was submitted in 2014. To find it, click on '2014 ISAF Annual Conference'.
- Click on 'Papers' and then 'Submissions'. (Exception: For 2013 submissions, you only need to click on 'Submissions'.)
- Finally, scroll down until you find the link to Submission 174-14 and click that link. Submission 174-14 should open.

I hope you find this Study Version of the Racing Rules for 2017-2020 helpful!

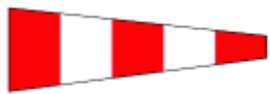
Please send any suggestions for improving this document to dickrose123@gmail.com

Dick Rose
Chairman, World Sailing Racing Rules Working Party

RACE SIGNALS

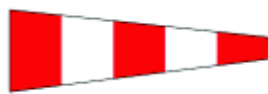
The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class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

Postponement Signals



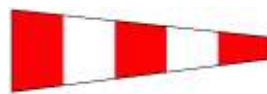
↑•••↓•

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



↑••

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



↑••

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

nt 1-9

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



Pennant 1 ↑••↓•



Pennant 2 ↑••↓•



Pennant 3 ↑••↓•



Pennant 4 ↑••↓•



Pennant 5 ↑••↓•



Pennant 6 ↑••↓•



Pennant 7 ↑••↓•



Pennant 8 ↑••↓•



Pennant 9 ↑••↓•

Abandonment Signals



↑•••↓•

N All races 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*.



↑•••

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



↑•••

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

Preparatory Signals

Commented [#1]: Addition of Flag U result of Sub. 135-14.



↑● ↓—

P Preparatory signal.



↑● ↓—

I Rule 30.1 is in effect.



↑● ↓—

Z Rule 30.2 is in effect.



↑● ↓—

U Rule 30.3 is in effect.



↑● ↓—

Black flag. Rule 30.4 is in effect.

Recall Signals



↑●

X Individual recall.



↑●● ↓●

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

Shortened Course



↑●●

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

Changing the Next Leg



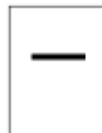
C The position of the next *mark* has been changed:



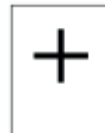
to starboard;



to port;



to decrease the length of the leg;



to increase the length of the leg.

Other Signals

Commented [#2]: Changes from 'boat' to 'vessel' are made for consistency with Terminology (see Introduction).



↑●

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



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



↑●

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



(no sound)

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

**THE
RACING RULES
OF
SAILING**

for 2017–2020

World Sailing

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

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ONLINE RULES DOCUMENTS

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

The address is: sailing.org/racingrules/documents.

Introduction	Guidelines for discretionary penalties	5
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Commented [#3]: Sub. 270-15, Proposal 3, as edited.

Commented [#4]: Sub. 017-15, Proposal 3. Effective 1/1/2016.

Commented [#5]: Deleted entry on *IRPCAS*.

INTRODUCTION

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

Terminology

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

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

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

Other words and terms are used in the sense ordinarily understood in nautical or general use.

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

Revision The racing rules are revised and published every four years by **World Sailing**, the international authority for the sport. This edition becomes effective on 1 January **2017** except that for an event beginning in **2016** the date may be postponed by the notice of race

Commented [#6]: Revised order of paragraphs in Introduction. Sub. 155-15, Proposal 1.

Commented [#7]: Sub. 156-15, Proposal 1, as edited. Entry for ‘hail’ deleted because Sub. 175-15, Proposal 3 was rejected. Entry for ‘Change to a *rule*’ deleted (Sub. 213-15). Entries for ‘Competitor’ and ‘Technical committee’ added (Submissions 158-15 and 216-15).

Commented [#8]: Sub. 270-15, Proposal 1, as edited.

and sailing instructions. Marginal markings indicate important changes to Parts 1–7 and the Definitions in the 2013–2016 edition. No changes are contemplated before 2021, but any changes determined to be urgent before then will be announced through national authorities and posted on the [World Sailing](#) website.

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

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

<i>Title</i>	<i>Racing Rule</i>	<i>Regulation</i>
Advertising Code	80	20
Anti-Doping Code	5	21
Betting and Anti-Corruption Code	6	37
Disciplinary Code	7	35
Eligibility Code	75.2	19
Sailor Classification Code	79	22

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

Cases and Calls [World Sailing](#) publishes interpretations of the racing rules in *The Case Book for 2017–2020* and recognizes them as authoritative interpretations and explanations of the rules. It also publishes *The Call Book for Match Racing for 2017–2020* and *The Call Book for Team Racing for 2017–2020*, and it recognizes them as authoritative only for unpiored match or team racing. These publications are available on the [World Sailing](#) website.

Commented [#9]: Deleted two paragraphs – ‘Changes to the Rules’ and ‘Changes to National Authority Prescriptions’. Sub. 155-15, Proposal 2, and Sub. 213-15.

DEFINITIONS

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

Commented [#10]: Sub. 156-15, Proposal 2.

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

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

Commented [#11]: Sub. 104-13 as edited.

Conflict of Interest A person has a *conflict of interest* if he

- (a) may gain or lose as a result of a decision to which he contributes,
- (b) may reasonably appear to have a personal or financial interest which could affect his ability to be impartial, or
- (c) has a close personal interest in a [decision](#).

Commented [#12]: Sub. 203-15, Proposal 1, item 1 as edited.

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

Finish A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

- (a) takes a penalty under rule 44.2,
- (b) corrects an error under rule 28.2 made at the line, or
- (c) continues to sail the course.

Commented [#13]: Deleted definition *Interested Party*. Sub. 203, Proposal 1, item 1.

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

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

DEFINITIONS

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

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

Commented [#14]: Change from 'boat' to 'vessel' is an edit made for consistency with Terminology (see Introduction).

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

- (a) *room* to sail to the *mark* when her *proper course* is to sail close to it, and
- (b) *room* to round the *mark* as necessary to sail the course.

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

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

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

Party A *party* to a hearing is

- (a) for a protest hearing: a protestor, a protestee;
- (b) for a request for redress: a boat requesting redress or for which redress is requested, a race committee acting under rule 60.2(b), **a technical committee acting under rule 60.4(b)**;
- (c) for a request for redress under rule 62.1(a): the body alleged to have made an improper action or omission;
- (d) **a person against whom an allegation of a breach of rule 69 is made; a person presenting an allegation under rule 69**;
- (e) **a support person subject to a hearing under rule 60.3(d)**.

Commented [#15]: Sub. 2016-15, Proposal 3, item 2, as edited.

Commented [#16]: Sub. 201-15 as edited.

Commented [#17]: Sub. 202-15, Proposal 1, item 2 as edited.

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

DEFINITIONS

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

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

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

Commented [#18]: Sub. 216-15, Proposal 3, item 3, as edited.

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

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

Rule

- (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;
- (b) **World Sailing Advertising Code, Anti-Doping Code, Betting and Anti-Corruption Code, Disciplinary Code, Eligibility Code, Sailor Classification Code, respectively Regulations 20, 21, 37, 35, 19 and 22;**
- (c) the prescriptions of the national authority, unless they are changed by the **notice of race or** sailing instructions in compliance with the national authority's prescription, if any, to rule 88.2;
- (d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');
- (e) the notice of race;
- (f) the sailing instructions; and
- (g) any other documents that govern the event.

Commented [#19]: Sub. 127-14, Proposal 3 and Sub. 017-15, Proposal 3 as edited.

Commented [#20]: Sub. 111-13 as edited.

Start A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the first *mark*.

DEFINITIONS

Support Person Any person who

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

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

Windward See *Leeward and Windward*.

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

Commented [#21]: Sub. 202-15, Proposal 1, item 2.

BASIC PRINCIPLES

SPORTSMANSHIP AND THE RULES

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

ENVIRONMENTAL RESPONSIBILITY

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

PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

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

1.2 Life-Saving Equipment and Personal Flotation Devices

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

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. **The penalty shall be either disqualification or disqualification that is not [excludable](#).**

Commented [#22]: Sub. 204-15 as edited.

3 ACCEPTANCE OF THE RULES

- 3.1** (a) By participating or intending to participate in a race conducted under these *rules*, each competitor and boat owner agrees to accept these *rules*.
- (b) A *support person* by providing support, or a parent or guardian by permitting their child to enter a race, agrees to accept the *rules*.
- 3.2** Each competitor and boat owner agrees, on behalf of their *support persons*, that such *support persons* are bound by the *rules*.
- 3.3** Acceptance of the *rules* includes agreement
- (a) to be governed by the *rules*;
- (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*;
- (c) with respect to any such determination, not to resort to any court of law or tribunal not provided for in the *rules*; and
- (d) by each competitor and boat owner to ensure that their *support persons* are aware of the *rules*.
- 3.4** The person in charge of each boat shall ensure that all competitors in the crew and the boat's owner are aware of their responsibilities under this rule.
- 3.5** This rule may be changed by a prescription of the national authority of the [venue](#).

Commented [#23]: Sub. 202-15, Proposal 1, item 3 as edited.

4 DECISION TO RACE

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

5 ANTI-DOPING

A competitor shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and **World Sailing** Regulation 21, Anti-Doping Code. An alleged or actual breach of this rule shall be dealt with under Regulation 21. It shall not be grounds for a *protest* and rule 63.1 does not apply.

6 BETTING AND ANTI-CORRUPTION

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

Commented [#24]: Sub. 127-14 as edited, and Sub. 168-15.

7 DISCIPLINARY CODE

Each competitor, boat owner and *support person* shall comply with World Sailing Regulation 35, Disciplinary, Appeals and Review Code (referred to as 'Disciplinary Code' elsewhere). An alleged or actual breach of this rule shall be dealt with under Regulation 35. It shall not be grounds for a *protest* and rule 63.1 does not [apply](#).

Commented [#25]: Sub. 169-15.

PART 2

WHEN BOATS MEET

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

Commented [#26]: Sub. 128-14 as edited.

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

SECTION A

RIGHT OF WAY

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

10 ON OPPOSITE TACKS

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

11 ON THE SAME TACK, OVERLAPPED

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

12 ON THE SAME TACK, NOT OVERLAPPED

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

13 WHILE TACKING

*After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11*

and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

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

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*, and
- (b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.

15 ACQUIRING RIGHT OF WAY

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

16 CHANGING COURSE

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

16.2 In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *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

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

SECTION C AT MARKS AND OBSTRUCTIONS

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

18 MARK-ROOM

18.1 When Rule 18 Applies

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

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

18.2 Giving Mark-Room

- (a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.
- (b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at that moment shall thereafter give her *mark-room*.
- (c) When a boat is required to give *mark-room* by rule 18.2(b),
 - (1) she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins;
 - (2) if she becomes *overlapped* inside the boat entitled to *mark-room*, she shall also give that boat *room* to sail her *proper course* while they remain *overlapped*.
- (d) Rules 18.2(b) and (c) cease to apply when the boat entitled to *mark-room* has been given that *mark-room*, or if she passes head to wind or leaves the *zone*.

Commented [#27]: Sub. 172-15 as edited.

- (e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.
- (f) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, she is not required to give it.

18.3 Tacking in the Zone

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

Commented [#28]: Sub. 173-15 as edited.

18.4 Gybing

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

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between **two** boats at an *obstruction* except

- (a) when the *obstruction* is a *mark* the boats are required to leave on the same side, or
- (b) when rule 18 applies between the boats and the *obstruction* is another boat *overlapped* with each of [them](#).

Commented [#29]: Sub. 174-15 as edited.

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

19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on either side.
- (b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.

- (c) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them, she is not entitled to *room* under rule 19.2(b). While the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing

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

- (a) she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and
- (b) she is sailing close-hauled or above.

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

Commented [#30]: Sub. 131-14 as edited; then changed again as a result of Sub. 175-15, Proposal 1.

20.2 Responding

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

20.3 Passing On a Hail to an Additional Boat

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

Commented [#31]: All the changes of ‘the’ to ‘a’ in rules 20.2 and 20.3 are from Sub. 175-15, Proposal 2.

SECTION D OTHER RULES

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

21 EXONERATION

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

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

Commented [#32]: Moved rule 21 from Section C to Section D. Sub. 132-14, Proposal 2.

Commented [#33]: Deleted 'under a rule of Section C'. Sub. 132-14, Proposal 1.

22 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

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

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

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

Commented [#34]: Sub. 177-15 as edited.

23 CAPSIZED, ANCHORED OR AGROUND; RESCUING

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

24 INTERFERING WITH ANOTHER BOAT

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

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

Commented [#35]: Sub. 178-15, as edited, and Sub. 179-15.

PART 3

CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

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

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

Commented [#36]: Sub. 111-13; as edited.

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

Commented [#37]: Sub. 182-15.

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

Commented [#38]: Sub. 135-14.

*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 and signal that wearing personal flotation devices is required (display flag Y with one sound).
- 27.2** No later than the preparatory signal, the race committee may move a starting *mark*.
- 27.3** Before the starting signal, the race committee may for any reason *postpone* (display flag AP, AP over H, or AP over A, with two sounds) or *abandon* the race (display flag N over H, or N over A, with three sounds).

28 SAILING THE COURSE

- 28.1** A boat shall *start*, sail the course described in the sailing instructions and *finish*. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.
- 28.2** A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,
- (a) pass each *mark* on the required side and in the correct order,
 - (b) touch each rounding *mark*, and
 - (c) pass between the *marks* of a gate from the direction of the previous *mark*.

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

29 RECALLS

29.1 Individual Recall

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line or one of its extensions and have complied with rule 30.1 if it

applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 30.3 or 30.4 applies this rule does not.

Commented [#39]: Sub. 135-14.

29.2 General Recall

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

30 STARTING PENALTIES

30.1 I Flag Rule

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

Commented [#40]: Deleted 'thereafter' and 'from the course side'. Sub. 185-15.

30.2 Z Flag Rule

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

30.3 U Flag Rule

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

Commented [#41]: Sub. 135-14

30.4 Black Flag Rule

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

31 TOUCHING A MARK

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

32 SHORTENING OR ABANDONING AFTER THE START

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

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

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

Commented [#42]: The words 'as appropriate' deleted. Also, rule 32.1(a) deleted and following rules relettered. Sub. 192-15.

Commented [#43]: Sub. 192-15.

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

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

Commented [#44]: Sub. 137-14 as edited.

The shortened course shall be signalled before the first boat crosses the finishing line.

33 CHANGING THE NEXT LEG OF THE COURSE

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

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

Commented [#45]: Sub. 138-14 as edited.

Commented [#46]: The word ‘or’ at the end of this line of text was deleted.

34 MARK MISSING

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

- (a) replace it in its correct position or substitute a new one of similar appearance, or
- (b) substitute an object displaying flag M and make repetitive sound signals.

35 TIME LIMIT AND SCORES

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

36 RACES RESTARTED OR RESAILED

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

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

Commented [#47]: Sub. 139-14 as edited. Also Sub. 135-14.

PART 4

OTHER REQUIREMENTS WHEN RACING

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

Commented [#48]: Sub. 140-14, Proposal 1.

40 PERSONAL FLOTATION DEVICES

When flag Y is displayed with one sound before or with the warning signal, competitors shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment.

When flag Y is displayed ashore, this rule applies at all times while afloat. Wet suits and dry suits are not personal flotation devices.

Commented [#49]: Sub. 194-15.

41 OUTSIDE HELP

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

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

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

42 PROPULSION

42.1 Basic Rule

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

42.2 Prohibited Actions

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

- (a) pumping: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartship body movement;
- (b) rocking: repeated rolling of the boat, induced by
 - (1) body movement,
 - (2) repeated adjustment of the sails or centreboard, or
 - (3) steering;
- (c) ooching: sudden forward body movement, stopped abruptly;
- (d) sculling: repeated movement of the helm that is either forceful or that propels the boat forward or prevents her from moving astern;
- (e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

42.3 Exceptions

- (a) A boat may be rolled to facilitate steering.
- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (c) Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull in any sail in order to initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind.
- (d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.
- (e) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat.
- (f) A boat may reduce speed by repeatedly moving her helm.

- (g) Any means of propulsion may be used to help a person or another vessel in danger.
- (h) To get clear after grounding or colliding with a vessel or object, a boat may use force applied by her crew or the crew of the other vessel and any equipment other than a propulsion engine. However, the use of an engine may be permitted by rule 42.3(i).
- (i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.

Note: Interpretations of rule 42 are available at the [World Sailing website](#) or by mail upon request.

43 COMPETITOR CLOTHING AND EQUIPMENT

- 43.1** (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.
- (b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or sailing instructions may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 2 kilograms, except that class rules may specify a higher weight up to 4 kilograms. Weights shall be determined as required by Appendix H.
- 43.2** Rule 43.1(b) does not apply to boats required to be equipped with lifelines.

Commented [#50]: Rule 43.1(c) deleted. Sub. 216-15, Proposal 3, item 4

44 PENALTIES AT THE TIME OF AN INCIDENT

44.1 Taking a Penalty

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. She may take a One-Turn Penalty when she may have broken rule 31. Alternatively, sailing instructions may specify the use of the Scoring

Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty. However,

- (a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;
- (b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

44.2 One-Turn and Two-Turns Penalties

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

44.3 Scoring Penalty

- (a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident.
- (b) When a boat has taken a Scoring Penalty, she shall keep the yellow flag displayed until *finishing* and call the race committee's attention to it at the finishing line. At that time she shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, she shall do so at the first reasonable opportunity and within the **protest** time limit.
- (c) The race score for a boat that takes a Scoring Penalty shall be the score she would have received without that penalty, made worse by the number of places stated in the sailing instructions. When the sailing instructions do not state the number of places, **the penalty shall be 20% of the score for Did Not Finish, rounded to the nearest whole number (0.5 rounded upward).** The scores of other boats shall not be changed; therefore, two boats may receive the same score. **However, the penalty shall not cause the boat's score to be worse than the score for Did Not Finish.**

Commented [#51]: Sub. 196-15.

Commented [#52]: Sub. 197-15 as edited.

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; TRAFFIC SEPARATION SCHEMES

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

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

49 CREW POSITION; LIFELINES

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

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

other rule specifies a maximum deflection, lifelines shall be taut. If the class rules do not specify the material or minimum diameter of lifelines, they shall comply with the corresponding specifications in the *World Sailing Offshore Special Regulations*.

Note: Those regulations are available at the World Sailing website.

Commented [#53]: Sub. 141-14 as edited.

50 SETTING AND SHEETING SAILS

50.1 Changing Sails

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

50.2 Spinnaker Poles; Whisker Poles

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

50.3 Use of Outriggers

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

50.4 Headsails

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

51 MOVABLE BALLAST

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

52 MANUAL POWER

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

53 SKIN FRICTION

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

54 FORESTAYS AND HEADSAIL TACKS

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

55 TRASH DISPOSAL

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

Commented [#54]: Sub. 140-14, Proposal 2, and Sub. 142-14 as edited.

Note: There are [two](#) hyperlinks here. The word 'than' links to Submission 142-14, and the word 'disqualification' links to Submission 140-14.

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

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

60.1 A boat may

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

60.2 A race committee may

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

Commented [#55]: Sub. 203-15, Proposal 1, item 3.

Commented [#56]: Last two lines of rule 60.2 deleted. Sub. 216-15, Proposal 3, item 5.

60.3 A protest committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from a **person with a conflict of interest** other than the representative of the boat herself. However, it may protest a boat|
 - (1) if it learns of an incident involving her that may have resulted in injury or serious damage, or
 - (2) if during the hearing of a valid *protest* it learns that the boat, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*;
- (b) call a hearing to consider redress;|

Commented [#57]: Sub. 203-15, Proposal 1, item 3.

Commented [#58]: Deleted 'or'.

- (c) act under rule 69.2(b); or
- (d) call a hearing to consider whether a *support person* has broken a *rule*, based on its own observation or information received from any source, including evidence taken during a [hearing](#).

Commented [#59]: Proposal 202-15, item 4 as edited.

60.4 A technical committee may

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

Commented [#60]: Sub. 216-15, Proposal 3, item 1, as edited.

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

Commented [#61]: Sub. 206-15, Proposal 3, as edited.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

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

shall inform the other boat **either** before or at the first reasonable opportunity after **the other boat finishes**;

Commented [#62]: Sub. 107-13 as edited.

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

Commented [#63]: Sub. 144-14.

- (b) If the race committee, **technical committee** or protest committee intends to protest a boat concerning an incident the committee observed in the racing area, it shall inform her after the race within the time limit of rule 61.3. In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible.
- (c) If the protest committee decides to protest a boat under rule 60.3(a)(2), it shall inform her as soon as reasonably possible, close the current hearing, proceed as required by rules 61.2 and 63, and hear the original and the new *protests* together.

Commented [#64]: Sub. 216-15, Proposal 3, item 6, as edited.

61.2 Protest Contents

A *protest* shall be in writing and identify

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

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

Commented [#65]: Sub. 199-15, Proposal 1.

61.3 Protest Time Limit

A *protest* by a boat, or by the race committee, **technical committee** or protest committee about an incident the committee observed in the racing area, shall be delivered to the race office within the **protest** time limit stated in the sailing instructions. If none is stated, the time limit is two hours after the last boat in the race *finishes*. Other race committee, **technical committee** or protest committee *protests* shall

be delivered to the race office no later than two hours after the committee receives the relevant information. The protest committee shall extend the time if there is good reason to do so.

Commented [#66]: Submission 196-15, and Submission 216-15, Proposal 3, item 7, as edited.

62 REDRESS

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

Commented [#67]: Sub. 148-14.

- (a) an improper action or omission of the race committee, protest committee, organizing authority **or technical** committee for the event, but not by a protest committee decision when the boat was a *party* to the hearing;
- (b) injury or physical damage because of the action of a boat that was breaking a rule of Part 2 or of a vessel not *racing* that was required to keep clear;
- (c) giving help (except to herself or her crew) in compliance with rule 1.1; or
- (d) an action of a boat, or a member of her crew, that resulted in a penalty under rule 2 or a penalty or warning under rule **69.2(h)**.

Commented [#68]: Sub. 216-15, as edited.

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

SECTION B HEARINGS AND DECISIONS

63 HEARINGS

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, **30.4**, **64.3(d)**, 69, **78.2**, **A5** and P2. A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that

Commented [#69]: Sub. 135-14; Sub. 152-14, as edited; Sub. 156-14, Proposal 2 as edited.

have been delivered to the race office unless it allows a *protest* or request to be withdrawn.

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

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

63.3 Right to Be Present

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

Commented [#70]: Sub. 149-14.

63.4 Conflict of Interest

- (a) A protest committee member shall declare any possible *conflict of interest* as soon as he is aware of it. A *party* to the hearing who believes a member of the protest committee has a *conflict of interest* shall object as soon as possible. A *conflict of interest* declared by a protest committee member shall be included in the written information provided under rule 65.2.
- (b) A member of a protest committee with a *conflict of interest* shall not be a member of the committee for the hearing, unless
 - (1) all *parties* consent, or
 - (2) the protest committee decides that the *conflict of interest* is not significant.
- (c) When deciding whether a *conflict of interest* is significant, the protest committee shall consider the views of the *parties*, the level of the conflict, the level of the event, the importance to each *party*, and the overall perception of fairness.

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

Commented [#71]: Sub. 203-15, Proposal 1, item 2 as edited.

63.5 Validity of the Protest or Request for Redress

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

63.6 Taking Evidence and Finding Facts

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

63.7 Conflict Between Rules

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

Commented [#72]: Sub. 151-14, Proposal 1.

Commented [#73]: Sub. 151-14, Proposal 1.

63.8 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

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

- (a) when as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat shall be exonerated.
- (b) if a boat has taken an applicable penalty, she shall not be further penalized under this rule unless the penalty for a *rule* she broke is a disqualification that is not excludable from her series score.
- (c) if the race is restarted or resailed, rule 36 applies.

Commented [#74]: No change has been made in rule 64.1. When Sub. 270-15, Proposal 2, was edited, it was decided not to change rule 64.1 and, instead, to add the paragraph 'Notation' to the Introduction.

64.2 Decisions on Redress

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

64.3 Decisions on Protests Concerning Class Rules

- (a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and do not improve the performance of the boat, it shall not 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 class rule, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.
- (c) When a boat is penalized under a class rule and the protest committee decides that the boat also broke the same rule in earlier races in the same event, the penalty may be imposed for all such races. No further *protest* is [necessary](#).
- (d) When a boat **penalized** under a class rule states in writing that she intends to appeal, she may compete in subsequent races without changes to the boat. **However**, if she fails to appeal or the appeal is decided against her, **she shall be disqualified without a further hearing from all subsequent races in which she [competed](#)**.
- (e) Measurement costs arising from a *protest* involving a class rule shall be paid by the unsuccessful *party* unless the protest committee decides otherwise.

Commented [#75]: Sub. 200-15 as edited.

Commented [#76]: Sub. 152-14.

64.4 Decisions Concerning Support Persons

- (a) When the protest committee decides that a *support person* who is a *party* to a hearing has broken a *rule*, it may
 - (1) issue a warning,
 - (2) exclude the person from the event or venue or remove any privileges or benefits, or
 - (3) take other action within its jurisdiction as provided by the *rules*.
- (b) The protest committee may also penalize a competitor for the breach of a *rule* by a *support person* by changing the boat's score in a single race, up to and including DSQ, when the protest committee decides that
 - (1) the competitor may have gained a competitive advantage as the result of the breach by the *support person*, or
 - (2) the *support person* commits a further breach after the competitor has been warned by the protest committee that a penalty may be [imposed](#).

Commented [#77]: Sub. 205-15 as edited.

65 INFORMING THE PARTIES AND OTHERS

- 65.1** After making its decision, the protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any penalties imposed or redress given.
- 65.2** A *party* to the hearing is entitled to receive the above information in writing, provided she asks for it in writing from the protest committee no later than seven days after being informed of the decision. The committee shall then promptly provide the information, including, when relevant, a diagram of the incident prepared or endorsed by the committee.
- 65.3** When the protest committee penalizes a boat under a **class** rule, it shall send the above information to the relevant **class rule** authorities.

Commented [#78]: Sub. 216-15, as edited.

66 REOPENING A HEARING

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

- (a) **within the protest time limit if the requesting *party* was informed of the decision on the previous day;**
- (b) **no later than 30 minutes after the *party* was informed of the decision on that day.**

Commented [#79]: Sub. 153-14, Proposal 1.

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

67 DAMAGES

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

Note: There is no rule 68.

SECTION C MISCONDUCT

69 MISCONDUCT

69.1 Obligation not to Commit Misconduct; Resolution

- (a) A competitor, boat owner or *support person* shall not commit an act of misconduct.
- (b) Misconduct is:
 - (1) conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour; or
 - (2) conduct that may bring the sport into disrepute.
- (c) An allegation of a breach of rule 69.1(a) shall be resolved in accordance with the provisions of rule 69. It shall not be grounds for a *protest* and rule 63.1 does not apply.

69.2 Action by a Protest Committee

- (a) A protest committee acting under this rule shall have at least three members.
- (b) When a protest committee, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall decide whether or not to call a hearing.
- (c) When the protest committee needs more information to make the decision to call a hearing, it shall consider appointing a person or persons to conduct an investigation. These investigators shall not be members of the protest committee that will decide the matter.
- (d) When an investigator is appointed, all relevant information he gathers, favourable or unfavourable, shall be disclosed to the protest committee, and if the protest committee decides to call a hearing, to the *parties*.

- (e) If the protest committee decides to call a hearing, it shall promptly inform the person in writing of the alleged breach and of the time and place of the hearing and follow the procedures in rules 63.2, 63.3(a), 63.4 and 63.6 except that:
 - (1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.
 - (2) a person against whom an allegation has been made under this rule shall be entitled to have an advisor and a representative with him who may act on his behalf.
- (f) If the person is unable to attend the hearing and
 - (1) provides good reason, the protest committee shall reschedule it; or
 - (2) does not provide good reason and does not come to it, the protest committee may conduct it without the person present.
- (g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct. However, if the standard of proof in this rule conflicts with the laws of a country, the national authority may, with the approval of World Sailing, change it with a prescription to this rule.
- (h) When the protest committee decides that a competitor or boat owner has broken rule 69.1(a), it may take one or more of the following actions
 - (1) issue a warning;
 - (2) change their boat's score in one or more races, including disqualification(s) that may or may not be excluded from her series score;
 - (3) exclude the person from the event or venue or remove any privileges or benefits; and
 - (4) take any other action within its jurisdiction as provided by the *rules*.
- (i) When the protest committee decides that a *support person* has broken rule 69.1(a), rule 64.4 applies.

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

Commented [#80]: Rule 69 title and rules 69.1 and 69.2 - Sub. 201-15, Proposal 1, as edited.

69.3 Action by a National Authority and World Sailing

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

Commented [#81]: Sub. 207-15 as edited. Rules 69.3 and 69.4 deleted and replaced with new rule 69.3.

SECTION D APPEALS

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

- 70.1 (a) Provided that the right of appeal has not been denied under rule 70.5, a *party* to a hearing may appeal a protest committee's decision or its procedures, but not the facts found.
- (b) A boat may appeal when she is denied a hearing required by rule 63.1.

- 70.2** A protest committee may request confirmation or correction of its decision.
- 70.3** An appeal under rule 70.1 or a request by a protest committee under rule 70.2 shall be sent to the national authority with which the organizing authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while *racing*, the sailing instructions shall identify the national authority to which appeals or requests are required to be sent.
- 70.4** A club or other 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. The interpretation shall not be used for changing a previous protest committee decision.
- 70.5** There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix N. Furthermore, if the notice of race and the sailing instructions so state, the right of appeal may be denied provided that
- (a) it is essential to determine promptly the result of a race that will qualify a boat to compete in a later stage of an event or a subsequent event (a national authority may prescribe that its approval is required for such a procedure);
 - (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 **World Sailing** so approves for a particular event, provided the protest committee is constituted as required by Appendix N, except that only two members of the protest committee need be International Judges.
- 70.6** Appeals and requests shall conform to Appendix R.

71 NATIONAL AUTHORITY DECISIONS

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

Commented [#82]: Sub. 203-15, Proposal 1, item 3 as edited.

71.2 The national authority may uphold, change or reverse a protest committee's decision including a decision on validity or a decision under rule 69. Alternatively, the national authority may order that a hearing be reopened, or that a new hearing be held by the same or a different protest committee. When the national authority decides that there shall be a new hearing, it may appoint the protest committee.

Commented [#83]: Sub. 210-15 as edited.

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

Commented [#84]: Edited for consistency with rule 64.1.

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

PART 6

ENTRY AND QUALIFICATION

75 ENTERING A RACE

- 75.1** To enter a race, a boat shall comply with the requirements of the organizing authority of the race. She shall be entered by
- (a) a member of a club or other organization affiliated to a **World Sailing** member national authority,
 - (b) such a club or organization, or
 - (c) a member of a **World Sailing** member national authority.
- 75.2** Competitors shall comply with **World Sailing** Regulation 19, Eligibility Code.

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 76.3, provided it does so before the start of the first race and states the reason for doing so. On request the boat shall promptly be given the reason in writing. The boat may request redress if she considers that the rejection or exclusion is improper.
- 76.2** The 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 **World Sailing** Regulation 20, Advertising Code.
- 76.3** At world and continental championships no entry within stated quotas shall be rejected or cancelled without first obtaining the approval of the relevant **World Sailing** Class Association (or the Offshore Racing Council) or **World Sailing**.

77 IDENTIFICATION ON SAILS

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

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

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

Commented [#85]: Sub. 211-15, Proposal 1, as edited.

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

Commented [#86]: Sub. 212-15.

Commented [#87]: Sub. 156-14, Proposal 1. Also, rule 78.3 has been deleted (Sub. 216-15, Proposal 3, item 8.)

79 CLASSIFICATION

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

80 ADVERTISING

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

81 RESCHEDULED EVENT

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

PART 7

RACE ORGANIZATION

84 GOVERNING RULES

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

Commented [#88]: Submission 216-15, Proposal 2, item 1, as edited.

85 CHANGES TO RULES

Commented [#89]: New rule 85 is the result of Sub. 213-15.

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

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

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

86 CHANGES TO THE RACING RULES

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

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

Commented [#90]: Sub. 158-14.

Commented [#91]: Sub. 203-15, Proposal 2 as edited.

Commented [#92]: Sub. 127-14, Proposal 4 as edited..

- (b) The notice of race or sailing instructions may change a racing rule, but not rule 76.1 or 76.2, Appendix R, or a rule listed in rule 86.1(a).
- (c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

Commented [#93]: Sub. 111-13; as edited, and Sub. 213-15.

Commented [#94]: Second sentence deleted. Sub. 213-15.

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

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

87 CHANGES TO CLASS RULES

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

Commented [#95]: Sub. 111-13 as edited.

88 NATIONAL PRESCRIPTIONS

88.1 Prescriptions that Apply

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

Commented [#96]: Sub. 213-15

Commented [#97]: Sub. 111-13 as edited.

88.2 Changes to Prescriptions

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

Commented [#98]: Sub. 213-15.

Commented [#99]: Sub. 111-13 as edited.

Commented [#100]: Deleted 'by the sailing instructions'. Sub. 111-13 as edited.

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

89.1 Organizing Authority

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

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

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

89.2 Notice of Race; Appointment of Race Officials

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

Commented [#101]: Sub. 216-15, Proposal 2, item 2, as edited.

90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

90.1 Race Committee

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

90.2 Sailing Instructions

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

Commented [#102]: Sub. 213-15..

90.3 Scoring

- (a) The race committee shall score a race or series as provided in Appendix A using the Low Point System, unless the **notice of race or** sailing instructions specify some other system. **A race** shall be scored if it is not *abandoned* and if one boat sails the course in compliance with rule 28 and *finishes* within the time limit, if any, even if she retires after *finishing* or is disqualified.
- (b) When a scoring system provides for excluding one or more race scores, **any score that is a Disqualification Not Excludable (DNE) shall be included in a boat's series score.**
- (c) When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.

Commented [#103]: Sub. 253-15, as edited.

Commented [#104]: Consequential edit, as a result of new rule 69 and related changes.

91 PROTEST COMMITTEE

A protest committee shall be

- (a) a committee appointed by the organizing authority or race committee;
- (b) an international jury appointed by the organizing authority or as prescribed in the **World Sailing** Regulations. It shall be composed as required by rule N1 and have the authority and responsibilities stated in rule N2. A national authority may prescribe that its approval is required for the appointment of international juries for races within its jurisdiction, except **World Sailing** events or when international juries are appointed by **World Sailing** under rule 89.2(c); or
- (c) a committee appointed by the national authority under [rule 71.2](#).

Commented [#105]: Sub. 162-14.

92 TECHNICAL COMMITTEE

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

92.2 The technical committee shall conduct equipment inspection and event measurement as directed by the organizing authority and as required by the [rules](#).

Commented [#106]: Sub. 216-15, Proposal 1, as edited.