

## APPENDIX B

# WINDSURFING COMPETITION RULES

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**Commented [#116]:** All rules in Appendix B have new numbers (see Sub. 164-14). NOTE: New numbers in rule titles are not shown in red font. Also, in the file showing deletions for 2017, old numbers are not shown struck through and are not highlighted in yellow.

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

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

| Discipline | Formats   |
|------------|---|
| Racing     | Course racing; Slalom; Marathon                                     |
| Expression | Wave performance; Freestyle   |
| Speed      | Standard Offshore Speed Course; Speed Crossings; Alpha Speed Course |

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

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

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

### CHANGES TO THE DEFINITIONS

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

**Mark-Room** *Mark-Room* for a board is *room* to sail her *proper course* to round or pass the *mark*. However, *mark-room* for a board

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

**Proper Course** A course a board would sail to *finish* as soon as possible in the absence of other boards referred to in the rule using the term, except that during the last 30 seconds before her starting signal, the *proper course* for a board shall be the shortest course to the first *mark*. A board has no *proper course* until 30 seconds before her starting signal.

Commented [#117]: Sub. 224-15, Proposal 2 as edited.

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

The definition *Zone* is deleted.

Add the following definitions:

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

Commented [#118]: Sub. 223-15 as edited. Note: Definition *About to Round or Pass* is deleted.

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

Commented [#119]: Sub. 165-14, Proposal 1 as edited.

## B1 CHANGES TO THE RULES OF PART 1

[No changes.]

## B2 CHANGES TO THE RULES OF PART 2

### B2.13 WHILE TACKING

Rule 13 is changed to:

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

Commented [#120]: Deleted rule 16.3. Sub. 224-15, Proposal 1.

### B2.17 ON THE SAME TACK; PROPER COURSE

Rule 17 is changed to:

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

Commented [#121]: Sub. 224-15, Proposal 2 as edited.

### B2.18 MARK-ROOM

Rule 18 is changed as follows:

The first sentence of rule 18.1 is changed to:

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

Commented [#122]: Sub. 165-14, Proposal 2, as edited.

Rule 18.2(b) is changed to:

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

Commented [#123]: Sub. 165-14, Proposal 2, as edited.

Rule 18.2(c) is changed to:

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

Commented [#124]: Deleted:  
18.3 Tacking in Zone  
Rule 18.3 is deleted.  
(Sub. 163-14, Proposal 1)

### B2.18.4 Gybing or Bearing Away

Rule 18.4 is changed to:

When an inside *overlapped* right-of-way board must gybe or bear away at a *mark* to sail her *proper course*, until she gybes or bears away she shall sail no farther from the *mark* than

needed to sail that course. Rule **B2.18.4** does not apply at a gate *mark*.

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

Rule 23 is changed to:

**B2.23.1** If possible, a board shall avoid a board that is *capsized* or has not regained control after *capsizing*, is aground, or is trying to help a person or vessel in danger.

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

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

Add new rule **B2.24.3**:

**B2.24.3** In the last minute before her starting signal, a board shall have her sail out of the water and in a normal position, except when accidentally *capsized*.

### **PART 2 RULES DELETED**

Rule 18.3 is deleted.

**Commented [#125]:** Sub. 163-14, Proposal 1, and Sub. 224-15, Proposal 2 as edited.

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

### **B3.26 STARTING RACES**

Rule 26 is changed to:

#### **B3.26.1 System 1**

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

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| <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 [#126]: 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.

**B3.26.2 System 2**

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

| <i>Minutes before starting signal</i> | <i>Visual signal</i>               | <i>Sound signal</i> | <i>Means</i>       |
|---------------------------------------|------------------------------------|---------------------|--------------------|
| 3                                     | Class flag or heat number          |                     | Attention signal   |
| 2                                     | Red flag; attention signal removed | One                 | Warning signal     |
| 1                                     | Yellow flag; red flag removed      | One                 | Preparatory signal |
| 1/2                                   | Yellow flag removed                |                     | 30 seconds         |
| 0                                     | Green flag                         | One                 | Starting signal    |

**B3.26.3 System 3 (for Beach Starts)**

- (a) When the starting line is on the beach, or so close to the beach that the competitor must stand in the water to *start*, the start is a beach start.

- (b) The starting stations shall be numbered so that station 1 is the most windward one. Unless the sailing instructions specify some other system, a board's starting station shall be determined
  - (1) for the first race or round of the event, by draw, or
  - (2) for any race or round after the first one, by her place in the previous race or heat (The first place on station 1, the second place on station 2, and so on.).
- (c) After boards have been called to take their positions, the race committee shall make the preparatory signal by displaying a red flag with one sound. The starting signal shall be made, at any time after the preparatory signal, by removing the red flag with one sound.
- (d) After the starting signal each board shall take the shortest route from her starting station to the water and then to her sailing position without interfering with other boards. Part 2 rules will apply when both of the competitor's feet are on the board.

Commented [#127]: Sub. 167-14, as edited. Also, new 26.3(a) was added (see Submission 166-14).

### **B3.31 TOUCHING A MARK**

Rule 31 is changed to:

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

Commented [#128]: Sub. 112-13.

## **B4 CHANGES TO THE RULES OF PART 4**

### **B4.42 PROPULSION**

Rule 42 is changed to:

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

### **B4.43 COMPETITOR CLOTHING AND EQUIPMENT**

Rule 43.1(a) is changed to:

- (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight. However, a competitor may wear a drinking container

that shall have a capacity of at least one litre and weigh no more than 1.5 kilograms when full.

#### **B4.44 PENALTIES AT THE TIME OF AN INCIDENT**

Rule 44 is changed to:

##### **B4.44.1 Taking a Penalty**

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

##### **B4.44.2 360°-Turn Penalty**

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

#### **PART 4 RULES DELETED**

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

### **B5 CHANGES TO THE RULES OF PART 5**

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

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

#### **B5.61 PROTEST REQUIREMENTS**

The first three sentences of rule 61.1(a) are changed to:

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

## **B5.62 REDRESS**

Rule 62.1(b) is changed to:

- (b) injury, physical damage *or capsize* because of the action of
  - (1) a board that broke a rule of Part 2 *and took the appropriate penalty or was penalized*, or
  - (2) a vessel not *racing* that was required to keep clear.

Commented [#129]: Sub. 225-15 as edited.

## **B5.64 DECISIONS**

Rule 64.3(b) is changed to:

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

## **B6 CHANGES TO THE RULES OF PART 6**

### **B6.78 COMPLIANCE WITH CLASS RULES; CERTIFICATES**

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

## **B7 CHANGES TO THE RULES OF PART 7**

### **B7.90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING**

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

## **B8 CHANGES TO APPENDIX A**

### **B8.A1 NUMBER OF RACES; OVERALL SCORES**

Rule A1 is changed to:

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the *notice of race or* sailing instructions. If an event includes more than one

discipline or format, the **notice of race or** sailing instructions shall state how the overall scores are to be calculated.

Commented [#130]: Sub. 253-15.

### **B8.A2.1 SERIES SCORES**

Rule **A2.1** is changed to:

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

Commented [#131]: Changes are for consistency with rule A2

- (a) worst score when from 5 to 11 races have been completed, or
- (b) two worst scores when 12 or more races have been completed.

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

Commented [#132]: Sub. 253-15.

### **B8.A8 SERIES TIES**

Rule **A8** is changed to:

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

**B8.A8.2** If a tie remains between two or more boards, each board's race scores, including excluded scores, shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the board(s) with the best score(s). These scores shall be used even if some of them are excluded scores.

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

## B9 CHANGES TO APPENDIX G

### B9.G1 WORLD SAILING CLASS BOARDS

Commented [#133]: Deleted rule G1.1(a). Sub. 226-15.

#### B9.G1.3 Positioning

Commented [#134]: Sub. 163-14, Proposal 2.

Rule G1.3(a) is changed to:

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

### APPENDIX G RULES DELETED

Commented [#135]: Sub. 163-14, Proposal 3.

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

## B10 CHANGES TO RULES FOR EVENTS THAT INCLUDE ELIMINATION SERIES

### B10.29 RECALLS

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

- (a) When at a board’s starting signal any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall signal a general recall.
- (b) If the race committee acts under rule B10.29(a) and the board is identified, she shall be disqualified without a hearing, even if the race is *abandoned*. The race committee shall hail or display her sail number, and she shall leave the course area immediately. If the race is restarted or resailed, she shall not sail in it.
- (c) If the race was completed but was later *abandoned* by the protest committee, and if the race is resailed, a board disqualified under rule B10.29(b) may sail in it.

Commented [#136]: Typo corrected.

Commented [#137]: Typo corrected.

### **B10.37 ELIMINATION SERIES INCLUDING HEATS**

Add new rule B10.37:

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

#### **B10.37.1 Elimination Series Procedure**

- (a) Competition shall take the form of one or more elimination series. Each of them shall consist of either rounds in a single elimination series where only a number of the best scorers advance, or rounds in a double elimination series where boards have more than one opportunity to advance.
- (b) Boards shall sail one against another in pairs, or in groups determined by the elimination ladder. The selected form of competition shall not be changed while a round remains uncompleted.

#### **B10.37.2 Seeding and Ranking Lists**

- (a) When a seeding or ranking list is used to establish the heats of the first round, places 1–8 (four heats) or 1–16 (eight heats) shall be distributed evenly among the heats.
- (b) For a subsequent elimination series, if any, boards shall be reassigned to new heats according to the ranking in the previous elimination series.
- (c) The organizing authority's seeding decisions are final and are not grounds for a request for redress.

#### **B10.37.3 Heat Schedule**

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

#### **B10.37.4 Advancement and Byes**

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

- (b) In expression competition, any first-round byes shall be assigned to the highest-seeded boards.
- (c) In wave performance competition, only the winner of each heat shall advance to the next round.
- (d) In freestyle competition, boards shall advance to the next round as follows: from an eight-board heat, the best four advance, and the winner will sail against the fourth and the second against the third; from a four-board heat, the best two advance and will sail against each other.

#### **B10.37.5 Finals**

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

#### **B10.63 HEARINGS**

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

##### **B10.63.6 Taking Evidence and Finding Facts**

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

Commented [#138]: Sub. 163-14, proposal 4.

#### **B10.70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY**

Add new rule B10.70.7:

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

Commented [#139]: Sub. 170-14. Note: Rule 70.5(a) deleted.

### **B10.A2.1 SERIES SCORES**

Rule **A2.1** is changed to:

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

- (a) worst score when 3 or 4 races are completed,
- (b) two worst scores when from 5 to 7 races are completed,
- (c) three worst scores when 8 or more races are completed.

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

Commented [#140]: Changes are for consistency with rule A2

Commented [#141]: Sub. 253-15.

### **B10.A4 LOW POINT SYSTEM**

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

Add new rule **B10.A4.3**:

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

## **B11 CHANGES TO RULES FOR EXPRESSION COMPETITION**

Add the following definitions:

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

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

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

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

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

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

**Transition** A board changing *tacks*, or taking off while *coming in*, or one that is not *surfing*, *jumping*, *capsized* or *recovering* is in *transition*.

#### **B11.PART 2 – WHEN BOARDS MEET**

The rules of Part 2 are deleted and replaced by:

(a) COMING IN AND GOING OUT

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

(b) BOARDS ON THE SAME WAVE, COMING IN

When two or more boards are on a wave *coming in*, a board that does not have *possession* shall *keep clear*.

(c) CLEAR ASTERN, CLEAR AHEAD AND OVERTAKING

A board *clear astern* and not on a wave shall *keep clear* of a board *clear ahead*. An *overtaking* board that is not on a wave shall *keep clear*.

(d) TRANSITION

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

(e) JUMPING

A board that is *jumping* shall *keep clear* of one that is not.

**B11.26 STARTING AND ENDING HEATS**

Rule 26 is changed to:

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

(a) STARTING A HEAT

Each flag shall be removed when the next flag is displayed.

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

(b) ENDING A HEAT

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

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

Add new rule **B11.38**:

- (a) Boards shall register with the race committee the colours and other particulars of their sails, or their identification according to another method stated in the sailing instructions, no later than the starting signal for the heat two heats before their own.
- (b) The course area shall be defined in the sailing instructions and posted on the official notice board no later than 10 minutes before the starting signal for the first heat. A

board shall be scored only while sailing in the course area.

- (c) Any change in heat duration shall be announced by the race committee no later than 15 minutes before the starting signal for the first heat in the next round.
- (d) Rule **B10.37.4** applies.

#### **B11.41 OUTSIDE HELP**

Change the number of rule 41 to **B11.41.1** and add new rule **B11.41.2**:

**B11.41.2** An assistant may provide replacement equipment to a board. The assistant shall not interfere with other competing boards. A board whose assistant interferes with another board may be penalized at the discretion of the protest committee.

#### **APPENDIX A – SCORING**

The rules of Appendix A are deleted and replaced by:

##### **B11.A1 EXPRESSION COMPETITON SCORING**

- (a) Expression competition shall be scored by a panel of three judges. However, the panel may have a greater odd number of members, and there may be two such panels. Each judge shall give points for each manoeuvre based on the scale stated in the **notice of race or sailing** instructions.
- (b) The criteria of scoring shall be decided by the race committee and announced on the official notice board no later than 30 minutes before the starting signal for the first heat.
- (c) A board's heat standing shall be determined by adding together the points given by each judge. The board with the highest score wins and others shall be ranked accordingly.
- (d) Both semi-final heats shall have been sailed for an elimination series to be valid.
- (e) Except for members of the race committee responsible for scoring the event, only competitors in the heat shall be allowed to see judges' score sheets for the heat. Each score sheet shall bear the full name of the judge.

Commented [#142]: Sub. 253-15.

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

#### **B11.A2 SERIES TIES**

- (a) In a heat, if there is a tie in the total points given by one or more judges, it shall be broken in favour of the board with the higher single score in the priority category. If the categories are weighted equally, in wave performance competition the tie shall be broken in favour of the board with the higher single score in wave riding, and in freestyle competition in favour of the board with the higher score for overall impression. If a tie remains, in wave performance competition it shall be broken in favour of the board with the higher single score in the category without priority, and in freestyle competition it shall stand as the final result.
- (b) If there is a tie in the series score, it shall be broken in favour of the board that scored better more times than the other board. All scores shall be used even if some of them are excluded scores.
- (c) If a tie still remains, the heat shall be resailed. If this is not possible, the tie shall stand as the final result.

### **B12 CHANGES TO RULES FOR SPEED COMPETITION**

The rules of Part 2 are deleted and replaced by:

#### **B12.PART 2 – GENERAL RULES**

- (a) WATER STARTING

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

- (b) LEAVING THE COURSE AREA

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

- (c) COURSE CONTROL

When the race committee points an orange flag at a board, she is penalized and the run shall not be counted.

- (d) RETURNING TO THE STARTING AREA  
A board returning to the starting area shall keep clear of the course.
- (e) MAXIMUM NUMBER OF RUNS FOR EACH BOARD  
The maximum number of runs that may be made by each board in a round shall be announced by the race committee no later than 15 minutes before the starting signal for the first round.
- (f) DURATION OF A ROUND  
The duration of a round shall be announced by the race committee no later than 15 minutes before the starting signal for the next round.
- (g) CONDITIONS FOR ESTABLISHING A RECORD  
The minimum distance for a world record is 500 metres. Other records may be established over shorter distances. The course shall be defined by posts and transits ashore or by buoys afloat. Transits shall not converge.
- (h) VERIFICATION RULES
  - (1) An observer appointed by the World Sailing Speed Record Council shall be present and verify run times and speeds at world record attempts. The race committee shall verify run times and speeds at other record attempts.
  - (2) A competitor shall not enter the timing control area or discuss any timing matter directly with the timing organization. Any timing question shall be directed to the race committee.

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

Rule 26 is changed to:

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

(a) STARTING A ROUND

| <i>Signal</i> | <i>Flag</i>         | <i>Means</i>                              |
|---------------|---------------------|---|
| Stand-by      | AP flag             | Course closed. Races are <i>postponed</i> |
| Course closed | Red flag            | Course closed; will open shortly          |
| Preparatory   | Red and yellow flag | Course will open in 5 minutes             |
| Starting      | Green flag          | Course is open                            |

(b) ENDING A ROUND

| <i>Signal</i> | <i>Flag</i>           | <i>Means</i>                         |
|---------------|-----------------------|--------------------------------------|
| End warning   | Green and yellow flag | Course will be closed in 5 minutes   |
| Extension     | Yellow flag           | Current round extended by 15 minutes |
| Round ended   | Red flag              | A new round will be started shortly  |

**B12.64 DECISIONS**

Rule 64.1 is deleted and replaced by:

**B12.64.1 Penalties**

- (a) If a board fails to comply with a rule, she may be warned. If a board is warned a second time during the same round, she shall be excluded by the race committee from the remainder of the round. A list of the sail numbers of boards that have received warnings or have been excluded shall be posted on a notice board near the finishing line.
- (b) A board observed in the course area after having been excluded from a round shall be excluded from the competition without a hearing, and none of her previous times or results shall be valid.
- (c) Any breach of the verification rules may result in exclusion from one **or** more rounds or from the competition.

**APPENDIX A -- SCORING**

The rules of Appendix A are deleted and replaced by:

**B12.A1 SPEED COMPETITON SCORING**

- (a) On Standard Offshore Speed Courses, the speeds of a board's fastest two runs in a round shall be averaged to determine her standing in that round. The board with the highest average wins and others shall be ranked accordingly. If boards are tied, the tie shall be broken in favour of the board with the fastest run in the round.
- (b) On Speed Crossings and Alpha Speed Courses, boards shall be ranked based on their fastest run in the round.
- (c) If there is a series-score tie between two or more boards, it shall be broken in favour of the board(s) with the fastest run during the competition. If a tie remains, it shall be broken by applying rules **B8.A8.2** and **B8.A8.3**.

## APPENDIX C

### MATCH RACING RULES

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

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

#### C1 TERMINOLOGY

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

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

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

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

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

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

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

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

**Commented [#143]:** Sub. 230-15, proposal 1 as edited. The second sentence in the proposed definition has been moved to become a new rule 18.3(a).

**C2.5** Add new rule 8 to Part 1:

**8 LAST POINT OF CERTAINTY**

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

Commented [#144]: Sub. 231-15 as edited.

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

**13 WHILE TACKING OR GYBING**

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

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

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

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

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

Commented [#145]: Sub. 232-15, Proposal 2 as edited.

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

**18 MARK-ROOM**

**18.1 When Rule 18 Applies**

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

**18.2 Giving Mark-Room**

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

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

(2) if boats are not *overlapped*, the boat that has not reached the *zone* shall thereafter give *mark-room*.

- (b) If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required based on the relationship of the boats at the time rule 18.2(a) is re-applied.
- (c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, she is not required to give it.

### 18.3 Tacking or Gybing

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

**Commented [#146]:** This sentence moved here from the proposed definition *Mark-Room* and edited.

**Commented [#147]:** Sub. 230-15, item 2 and Alternative 2 from item 3 as edited.

**C2.10** When rule 20 applies, the following arm signals by the helmsman are required in addition to the hails:

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

**C2.11** Rule 22.3 is **deleted**.

**Commented [#148]:** Sub. 172-14.

**C2.12** Rule 24.1 is changed to: ‘If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing* or an umpire boat.’

**C2.13** Add new rule 24.3: ‘When boats in different matches meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own match.’

**C2.14** Rule 31 is changed to:

### 31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat’s hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or

a finishing mark after finishing. In addition, while racing, a boat shall not touch a race committee vessel that is also a mark.

**Commented [#149]:** Sub. 233-15 as edited.

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

**Commented [#150]:** Deleted 'Add to the preamble to Part 4:' from C2.15. Sub. 140-14, Proposal 3 as edited.

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

**Commented [#151]:** New rule N1.10 moved to new rule C6.7. (See Sub. 234-15)

### C3 RACE SIGNALS AND CHANGES TO RELATED RULES

#### C3.1 Starting Signals

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

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

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

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

#### C3.2 Changes to Related Rules

(a) Rule 29.1 is changed to:

- (1) When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or

one of its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat with one sound. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

- (2) When after her starting signal a boat sails from the pre-start side to the course side of the starting line across an extension without having *started* correctly, the race committee shall promptly display a blue or yellow flag identifying the boat. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.
- (b) In the race signal AP the last sentence is changed to: ‘The attention signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.’
- (c) In the race signal N the last sentence is changed to: ‘The attention signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.’

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

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

## **C4 REQUIREMENTS BEFORE THE START**

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

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

## **C5 SIGNALS BY UMPIRES**

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

- C5.2** A blue or yellow flag identifying a boat with one long sound means ‘The identified boat shall take a penalty by complying with rule C7.’
- C5.3** A red flag with or soon after a blue or yellow flag with one long sound means ‘The identified boat shall take a penalty by complying with rule C7.3(d).’
- C5.4** A black flag with a blue or yellow flag and one long sound means ‘The identified boat is disqualified, and the match is terminated and awarded to the other boat.’
- C5.5** One short sound means ‘A penalty is now completed.’
- C5.6** Repetitive short sounds mean ‘A boat is no longer taking a penalty and the penalty remains.’
- C5.7** A blue or yellow flag or shape displayed from an umpire boat means ‘The identified boat has an outstanding penalty.’

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

- C6.1** A boat may protest another boat
- (a) under a rule of Part 2, except rule 14, by clearly displaying flag Y immediately after an incident in which she was involved;
  - (b) under any rule not listed in rule C6.1(a) or C6.2 by clearly displaying a red flag as soon as possible after the incident.
- C6.2** A boat may not protest another boat under
- (a) rule 14, unless damage or injury results;
  - (b) a rule of Part 2, unless she was involved in the incident;
  - (c) rule 31 or 42; or
  - (d) rule C4 or C7.
- C6.3** A boat intending to request redress because of circumstances that arise before she *finishes* or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after *finishing* or retiring.
- C6.4**
- (a) A boat protesting under rule C6.1(a) shall remove flag Y before or as soon as possible after the umpires’ signal.
  - (b) A boat protesting under rule C6.1(b) or requesting redress under rule C6.3 shall, for her *protest* or request to be valid,

keep her red flag displayed until she has so informed the umpires after *finishing* or retiring. No written *protest* or request for redress is required.

### **C6.5 Umpire Decisions**

- (a) After flag Y is displayed, the umpires shall decide whether to penalize any boat. They shall signal their decision in compliance with rule C5.1, C5.2 or C5.3. However, when the umpires penalize a boat under rule C8.2 and in the same incident there is a flag Y from a boat, the umpires may disregard the flag Y.
- (b) The red-flag penalty in rule C5.3 shall be used when a boat has gained a controlling position as a result of breaking a *rule*, but the umpires are not certain that the conditions for an additional umpire-initiated penalty have been fulfilled.

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

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

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

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

Commented [#152]: Sub. 234-15, as edited.

## **C7 PENALTY SYSTEM**

### **C7.1 Deleted Rule**

Rule 44 is deleted.

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

- (a) A penalized boat may delay taking a penalty within the limitations of rule C7.3 and shall take it as follows:
  - (1) When on a leg of the course to a windward *mark*, she shall gybe and, as soon as reasonably possible, luff to a close-hauled course.
  - (2) When on a leg of the course to a leeward *mark* or the finishing line, she shall tack and, as soon as reasonably possible, bear away to a course that is more than ninety degrees from the true wind.
- (b) Add to rule 2: ‘When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.’
- (c) A boat completes a leg of the course when her bow crosses the extension of the line from the previous *mark* through the *mark* she is rounding, or on the last leg when she *finishes*.
- (d) A penalized boat shall not be recorded as having *finished* until she takes her penalty and sails completely to the course side of the line and then *finishes*, unless the penalty is cancelled before or after she crosses the finishing line.
- (e) If a boat has one or two outstanding penalties and the other boat in her match is penalized, one penalty for each boat shall be cancelled except that a red-flag penalty shall not cancel or be cancelled by another penalty.
- (f) If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4.

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

- (a) A boat taking a penalty that includes a tack shall have the spinnaker head below the main-boom gooseneck from the time she passes head to wind until she is on a close-hauled course.
- (b) No part of a penalty may be taken inside the *zone* of a rounding *mark* that begins, bounds or ends the leg the boat is on.
- (c) If a boat has one outstanding penalty, she may take the penalty any time after *starting* and before *finishing*. If a boat has two outstanding penalties, she shall take one of them as soon as reasonably possible, but not before *starting*.

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

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

- (a) When a boat with an outstanding penalty is on a leg to a windward *mark* and gybes, or is on a leg to a leeward *mark* or the finishing line and passes head to wind, she is taking a penalty.
- (b) When a boat taking a penalty either does not take the penalty correctly or does not complete the penalty as soon as reasonably possible, she is no longer taking a penalty. The umpires shall signal this as required by rule C5.6.
- (c) The umpire boat for each match shall display blue or yellow flags or shapes, each flag or shape indicating one outstanding penalty. When a boat has taken a penalty, or a penalty has been cancelled, one flag or shape shall be removed, with the appropriate sound signal. Failure of the umpires to signal correctly shall not change the number of penalties outstanding.

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

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

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

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

- C8.3** When the umpires decide that a boat has
- (a) gained an advantage by breaking a *rule* after allowing for a penalty,
  - (b) deliberately broken a *rule*, or
  - (c) committed a breach of sportsmanship,
- she shall be penalized under rule C5.2, C5.3 or C5.4.
- C8.4** If the umpires or protest committee members decide that a boat may have broken a *rule* other than those listed in rules C6.1(a) and C6.2, they shall so inform the protest committee for its action under rule 60.3 and rule C6.6 when appropriate.
- C8.5** When, after one boat has *started*, the umpires are satisfied that the other boat will not *start*, they may signal under rule C5.4 that the boat that did not *start* is disqualified and the match is terminated.
- C8.6** When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points-penalty without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under rule C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide that a penalty greater than one point is appropriate, they shall act under rule C8.4.
- C9 REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS**
- C9.1** There shall be no request for redress or an appeal from a decision made under rule C5, C6, C7 or C8. In rule 66 the third sentence is changed to: ‘A *party* to the hearing may not ask for a reopening.’
- C9.2** A competitor may not base a request for redress on a claim that an action by an official boat was improper. The protest committee may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.
- C9.3** No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as permitted in rule C9.2.

**C10 SCORING**

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

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

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

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

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

**C10.5** In a round-robin series,

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

**C10.6** In a knockout series the sailing instructions shall state the minimum number of points required to win a series between two competitors.

When a knockout series is terminated it shall be decided in favour of the competitor with the higher score.

## **C11 TIES**

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

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

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

- (a) placed in order, has the highest score in the matches between the tied competitors;
- (b) when the tie is between two competitors in a multiple round robin, has won the last match between the two competitors;
- (c) has the most points against the competitor placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used in the rule C11.1(c) procedure:
  - (1) the higher-place tie shall be resolved before the lower-place tie, and
  - (2) all the competitors in the lower-place tie shall be treated as a single competitor for the purposes of rule C11.1(c);
- (d) after applying rule C10.5(c), has the highest place in the different groups, irrespective of the number of competitors in each group;
- (e) has the highest place in the most recent stage of the event (fleet race, round robin, etc.).

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

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

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

### **C11.3 Remaining Ties**

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

- (a) if the tie needs to be resolved for a later stage of the event (or another event for which the event is a direct qualifier), the tie shall be broken by a sail-off when practicable. When the race committee decides that a sail-off is not practicable, the tie shall be decided in favour of the competitor who has the highest score in the round-robin series after eliminating the score for the first race for each tied competitor or, should this fail to break the tie, the second race for each tied competitor and so on until the tie is broken. When a tie is partially resolved, the remaining tie shall be broken by reapplying rule C11.1 or C11.2.
- (b) to decide the winner of an event that is not a direct qualifier for another event, or the overall position between competitors eliminated in one round of a knockout series, a sail-off may be used (but not a draw).
- (c) when a tie is not broken any monetary prizes or ranking points for tied places shall be added together and divided equally among the tied competitors.

# APPENDIX D

## TEAM RACING RULES

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

### D1 CHANGES TO THE RACING RULES

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

- (a) In the definition *Zone* the distance is changed to two hull lengths.
- (b) Rule 18.2(b) is changed to:

If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, or she later becomes *clear ahead* when another boat passes head to wind, the boat *clear astern* at that moment shall thereafter give her *mark-room*.
- (c) Rule 18.4 is deleted.
- (d) When rule 20 applies the following arm signals by the helmsman are required in addition to the hails:
  - (1) for ‘Room to tack’, repeatedly and clearly pointing to windward; and
  - (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

Sailing instructions may delete this requirement.

- (e) **Rule 24.1 is changed to: ‘If reasonably possible, a boat not racing shall not interfere with a boat that is racing, and a boat that has finished shall not act to interfere with a boat that has not finished.’**
- (f) Add new rule 24.3: ‘When boats in different races meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own race.’
- (g) Add to rule 41:
  - (e) help from another boat on her team provided electronic communication is not used.

Commented [#153]: Sub. 235-15

Commented [#154]: Sub. 235-15

- (h) Rule 45 is deleted.

### **D1.2 Protests and Requests for Redress**

- (a) Rule 60.1 is changed to:
  - A boat may
    - (a) protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in the incident or the incident involved contact between members of the other team; or
    - (b) request redress.
- (b) Rule 61.1(a) is changed so that a boat may remove her red flag after it has been conspicuously displayed.
- (c) A boat intending to request redress for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire.
- (d) The race committee or protest committee shall not protest a boat for breaking a rule of Part 2 or rule 31 or 42 except
  - (1) based on evidence in a report from an umpire after a black and white flag has been displayed; or
  - (2) under rule 14 upon receipt of a report from any source alleging damage or injury.
- (e) *Protests* and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (f) A boat is not entitled to redress based on damage or injury caused by another boat on her team.
- (g) When a supplied boat suffers a breakdown, rule D5 applies.

### **D1.3 Penalties**

- (a) Rule 44.1 is changed to:
  - A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, or rule 31 or 42, in an incident while *racing*. However, when she may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31.

- (b) A boat may take a penalty by retiring, in which case she shall notify the race committee as soon as possible and 6 points shall be added to her score.
- (c) There shall be no penalty for breaking a rule of Part 2 when the incident is between boats on the same team and there is no contact.

## **D2 UMPIRED RACES**

### **D2.1 When Rule D2 Applies**

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

Commented [#155]: Sub. 135-14.

### **D2.2 Protests by Boats**

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

- (a) She shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each.
- (b) The boats shall be given time to respond. A boat involved in the incident may respond by promptly taking an appropriate penalty or clearly indicating that she will do so as soon as possible.
- (c) If no boat takes a penalty, an umpire shall decide whether to penalize any boat.
- (d) If more than one boat broke a rule and was not exonerated, an umpire may penalize any boat that broke a rule and did not take an appropriate penalty.
- (e) An umpire shall signal a decision in compliance with rule D2.4.
- (f) A boat penalized by an umpire shall take a Two-Turns Penalty.

### **D2.3 Penalties Initiated by an Umpire**

An umpire may penalize a boat without a *protest* by another boat, or report the incident to the protest committee, or both, when the boat

- (a) breaks rule 31 or 42 and does not take a penalty;
- (b) breaks a rule of Part 2 and makes contact with another boat on her team or with a boat in another race, and no boat takes a penalty;

- (c) breaks a *rule* and her team gains an advantage despite her, or another boat on her team, taking a penalty;
- (d) breaks rule 14 and there is damage or injury;
- (e) clearly indicates that she will take a One-Turn Penalty, and then fails to do so;
- (f) fails to take a penalty signalled by an umpire;
- (g) commits a breach of sportsmanship.

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

#### **D2.4 Signals by an Umpire**

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

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

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

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

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

- (a) She shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each.
- (b) The boats shall be given time to respond. A boat involved in the incident may respond by promptly taking an appropriate penalty or clearly indicating that she will do so as soon as possible.
- (c) If the protested boat fails to respond, the protesting boat may request a decision by conspicuously displaying a yellow flag and hailing 'Umpire'.

- (d) An umpire shall then decide whether to penalize any boat.
- (e) An umpire shall signal a decision in compliance with rule D2.4.
- (f) If a boat hails for an umpire decision without complying with the protest procedure, an umpire shall signal No Penalty.
- (g) A boat penalized by an umpire shall take a Two-Turns Penalty.

### **D2.6 Limited Umpiring**

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

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

### **D2.7 Limitations on Other Proceedings**

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

- (a) grounds for redress,
- (b) subject to an appeal under rule 70, or
- (c) grounds for *abandoning* a race after it has started.

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

## **D3 SCORING A RACE**

- D3.1**
- (a) Each boat *finishing* a race shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to *race*.
  - (b) When a boat is scored OCS, 10 points shall be added to her score unless she retired as soon as possible after the starting signal.
  - (c) When a boat fails to take a penalty imposed by an umpire at or near the finishing line, she shall be scored points for last place and other scores shall be adjusted accordingly.
  - (d) When a protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated,

- (1) if the boat has not taken a penalty, 6 points shall be added to her score;
- (2) if the boat's team has gained an advantage despite any penalty taken or imposed, the boat's score may be increased;
- (3) when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a *rule* when not *racing*, half or more race wins may be deducted from her team, or no penalty may be imposed. Race wins deducted shall not be awarded to any other team.

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

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

## **D4 SCORING A STAGE**

### **D4.1 Terminology**

- (a) The racing format at an event will consist of one or more stages.
- (b) In a round-robin *stage* teams are assigned to one or more groups and scheduled to sail one or more round-robins. A round robin is a schedule of races in which each team sails once against each other team in the same group.
- (c) In a knock-out *stage* teams are scheduled to sail in matches. A match is one or more races between two teams.
- (d) The notice of race or sailing instructions may specify other formats and scoring methods.

**Commented [#156]:** All changes in rule D4 from Submission 236-15 as edited, except the changes in rule D4.7(b) (see Sub. 237-15) and the change made rule D4.1(d) (see Sub. 253-15, as edited).

### **D4.2 Terminating a Stage**

- (a) The race committee may terminate a *stage* at any reasonable time taking into account the entries, weather, time constraints and other relevant factors.
- (b) When a round-robin *stage* is terminated, any round-robin in the *stage* in which 80% or more of the full schedule of races has been completed shall be scored as complete; if fewer races

**Commented [#157]:** Sub. 253-15

have been completed, the round-robin shall **not be scored**, but may be used to break ties.

#### **D4.3 Scoring a Round-Robin Stage**

- (a) In a round-robin **stage** the teams shall be ranked in order of number of race wins, highest number first. If the teams have not completed an equal number of races, they shall be ranked in order of the percentage of races won, highest number first.
- (b) **If a round-robin in the stage is not completed, teams shall be ranked according to the results from all completed round-robins in the stage.**

#### **D4.4 Ties in a Completed Round-Robin Stage**

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

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

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

#### **D4.5 Ties in an Incomplete Round-Robin Stage**

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

#### **D4.6 Scoring a Knock-Out Stage**

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

#### **D4.7 Incomplete Knock-Out Stage**

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

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

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

Commented [#158]: Sub. 237-15.

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

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

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

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

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

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

## APPENDIX E

# RADIO SAILING RACING RULES

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

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

#### E1.1 Definitions

Add to the definition *Conflict of Interest*:

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

Commented [#159]: Sub. 203-15, Proposal 1, item 3 as edited.

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

Add new definition:

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

#### E1.2 Terminology

The Terminology paragraph of the Introduction is changed so that:

- (a) 'Boat' means a sailboat controlled by radio signals and having no crew. However, in the rules of Part 1 and Part 5, rule E6 and the definitions *Party* and *Protest*, 'boat' includes the competitor controlling her.
- (b) 'Competitor' means the person **designated to control** a boat using radio signals.
- (c) In the racing rules, but not in its appendices, replace the noun 'race' with 'heat'. In Appendix E a race consists of one or more heats and is completed when the last heat in the race is completed.

Commented [#160]: Sub. 238-15.

#### E1.3 Rules of Parts 1, 2 and 7

- (a) Rule 1.2 is deleted.
- (b) In rule 20, hails and replies shall be made by the competitor controlling the boat.

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

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

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

## **E2 ADDITIONAL RULES WHEN RACING**

*Rule E2 applies only while boats are racing.*

### **E2.1 Hailing Requirements**

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

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

### **E2.2 Giving Advice**

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

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

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

### **E2.4 Transmitter Aerials**

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

### **E2.5 Radio Interference**

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

## **E3 CONDUCT OF A RACE**

### **E3.1 Control Area**

The sailing instructions may specify a control area; if not specified, it shall be unrestricted. Competitors shall be in this area when

controlling boats that are *racing*, except briefly to handle and then release or relaunch the boat.

### E3.2 Launching Area

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

### E3.3 Course Board

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

### E3.4 Starting and Finishing

(a) Rule 26 is changed to:

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

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

### E3.5 Individual Recall

Rule 29.1 is changed to:

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

Commented [#161]: Comma after 'starting line' deleted. Sub. 239-15.

Commented [#162]: Sub. 135-14.

### E3.6 General Recall

Rule 29.2 is changed to:

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

Commented [#163]: Sub. 240-15.

### **E3.7 U Flag and Black Flag Rules**

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

Commented [#164]: Sub. 135-14.

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

- (a) Rules 30.2 and 33 are deleted.
- (b) All race committee signals shall be made orally or by other sounds. No visual signals are required unless specified in the sailing instructions.
- (c) Courses shall not be shortened.
- (d) Rule 32.1(b) is changed to: ‘because of foul weather or thunderstorms,’.

### **E3.9 Disabled Competitors**

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

Commented [#165]: Sub. 241-15.

## **E4 RULES OF PART 4**

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

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

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

Rule 41 is changed to:

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

- (a) help needed as a direct result of a competitor becoming ill, injured or in danger;
- (b) when the boat is entangled with another boat, help from the other competitor;
- (c) when the boat is entangled, or she is aground or in danger, help from a race committee vessel;
- (d) help in the form of information freely available to all competitors;
- (e) unsolicited information from a disinterested source. A competitor is not a disinterested source unless acting as an observer.

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

**Commented [#166]:** All changes in rule E4.2 are the result of Sub. 242-15, as edited.

### **E4.3 Taking a Penalty**

Rule 44.1 is changed to:

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

- (a) when she may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;
- (b) if the boat gained a significant advantage in the heat or race by her breach despite taking a penalty, her penalty shall be an additional One-Turn Penalty;
- (c) if the boat caused serious damage, or as a result of breaking a rule of Part 2 she caused another boat to become *disabled* and retire, her penalty shall be to retire.

### **E4.4 Person in Charge**

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

## **E5 RACING WITH OBSERVERS AND UMPIRES**

### **E5.1 Observers**

- (a) The race committee may appoint observers, who may be competitors.
- (b) Observers shall hail the sail numbers of boats that make contact with a *mark* or another boat and shall repeat the hail as appropriate.
- (c) At the end of a heat, observers shall report to the race committee all unresolved incidents, and any failure to sail the course as required by rule 28.

### **E5.2 Umpired Races**

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

*Note: The addendum is available at the website: [radiosailing.org](http://radiosailing.org).*

### **E5.3 Rules for Observers and Umpires**

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

## **E6 PROTESTS AND REQUESTS FOR REDRESS**

### **E6.1 Right to Protest**

Rule 60.1 is changed to:

A boat may

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

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

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

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

### **E6.3 Informing the Protestee**

Rule 61.1(a) is changed to:

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

### **E6.4 Informing the Race Committee**

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

### E6.5 Time Limits

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

### E6.6 Redress

Add to rule 62.1:

- (e) external radio interference acknowledged by the race committee, or
- (f) becoming *disabled* because of the action of a boat that was breaking a rule of Part 2 or of a vessel not *racing* that was required to keep clear.

Commented [#167]: Deleted words 'and as a result retiring'; Sub 243-15..

### E6.7 Right to Be Present

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

Commented [#168]: Sub. 238-15.

### E6.8 Taking Evidence and Finding Facts

Add to rule 63.6:

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

### E6.9 Decisions on Redress

Add to rule 64.2:

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

## E7 PENALTIES

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

- (a) disqualify her or add any number of points (including zero and fractions of points) to her score. The penalty shall be applied, if possible, to the heat or race in which the *rule* was broken; otherwise it shall be applied to the next heat or race for that boat. When points are added, the scores of other boats shall not be changed; or
- (b) require her to take one or more One-Turn Penalties that shall be taken as soon as possible after the starting signal of her next heat that is started and not subsequently recalled or *abandoned*.

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

## **E8 CHANGES TO APPENDIX G, IDENTIFICATION ON SAILS**

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

### **G1 WORLD SAILING AND IRSA CLASS BOATS**

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

#### **G1.1 Identification**

- (a) A boat of a World Sailing or IRSA Class shall display her class insignia, national letters and sail number as specified in rule G1, unless her class rules state otherwise.
- (b) At world and continental championships, sails shall comply with these rules. At other events they shall comply with these rules or the rules applicable at the time of their initial certification.

#### **G1.2 National Letters**

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

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

**Commented [#169]:** All changes in rule E8 are the result of Sub. 244-15, as edited.

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

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

### **G1.3 Sail numbers**

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

### **G1.4 Specifications**

- (a) National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. Commercially available typefaces giving the same or better legibility than Helvetica are acceptable.
- (b) The height and spacing of letters and numbers shall be as follows:

| <i>Dimension</i>                     | <i>Minimum</i> | <i>Maximum</i> |
|--------------------------------------|----------------|----------------|
| Height of sail numbers               | 100 mm         | 110 mm         |
| Spacing of adjacent sail numbers     | 20 mm          | 30 mm          |
| Height of national letters           | 60 mm          | 70 mm          |
| Spacing of adjacent national letters | 13 mm          | 23 mm          |

### **G1.5 Positioning**

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

- (5) with no less than 20 mm vertical spacing between class insignia on opposite sides of the sail.

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

- (b) On a mainsail, sail numbers shall be positioned
  - (1) below class insignia;
  - (2) above the line perpendicular to the luff through the quarter leech point;
  - (3) above national letters;
  - (4) with sufficient space in front of the sail number for a prefix '1'.

### **G1.6 Exceptions**

- (a) Where the size of the sail prevents compliance with rule G1.2, National Letters, then exceptions to rules G1.2, G1.4, and G1.5 shall be made in the following order of precedence. National letters shall
  - (1) be spaced vertically below sail numbers by less than 30 mm, but no less than 20 mm;
  - (2) be spaced on opposite sides of the sail by less than 30 mm, but no less than 20 mm;
  - (3) be reduced in height to less than 45 mm, but no less than 40 mm;
  - (4) be omitted.
- (b) Where the size of the sail prevents compliance with rule G1.3, Sail Numbers, then exceptions to rules G1.4 and G1.5 shall be made in the following order of precedence. Sail numbers shall
  - (1) extend below the specified line;
  - (2) be spaced on opposite sides of the sail by less than 30 mm, but no less than 20 mm apart;
  - (3) be reduced in height to less than 90 mm, but no less than 80 mm;
  - (4) be omitted on all except the largest sail;
  - (5) be reduced in height until they do fit on the largest sail.

## APPENDIX F

# KITEBOARD RACING RULES

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

*Note: Rules for other kiteboard racing formats (such as **Short Track**, **Kitecross**, **Slalom**, **Boarder X**) or other kiteboard competitions (such as **Freestyle**, **Wave**, **Big Air**, **Speed**) are not included in this appendix. Links to current versions of these rules can be found on the **World Sailing** website.*

Commented [#170]: Sub. 245-15.

### CHANGES TO THE DEFINITIONS

The definitions **Clear Astern and Clear Ahead; Overlap**, **Finish**, **Keep Clear**, **Leeward** and **Windward**, **Mark-Room**, **Obstruction**, **Start**, **Tack**, **Starboard** or **Port** and **Zone** are changed to:

**Clear Astern and Clear Ahead; Overlap** One kiteboard is *clear astern* of another when her hull is behind a line abeam from the aftermost point of the other kiteboard's hull. The other kiteboard is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a kiteboard between them *overlaps* both. These terms always apply to kiteboards on the same *tack*. They do not apply to kiteboards on opposite *tacks* unless both kiteboards are sailing more than ninety degrees from the true wind.

Commented [#171]: Sub. 175-14. Also, as the result of new rule 18.1(b) for kiteboards: the words 'rule 18 applies or' were deleted from the last sentence. of the proposal.

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

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

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

- (a) if the right-of-way kiteboard can sail her course with no need to take avoiding action and,

- (b) when the kiteboards are *overlapped*, if the right-of-way kiteboard can also, without immediately making contact, change course in both directions or move her kite in any direction.

***Leeward and Windward*** A kiteboard'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 kite lies. The other side is her *windward* side. When two kiteboards on the same *tack overlap*, the one whose hull is on the *leeward* side of the other's hull is the *leeward* kiteboard. The other is the *windward* kiteboard.

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

Commented [#172]: Sub. 247b-15, Proposal 1 as edited.

***Obstruction*** An object that a kiteboard could not pass without changing course substantially, if she were sailing directly towards it and 10 metres 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 kiteboard *racing* is not an *obstruction* to other kiteboards unless they are required to *keep clear* of her or, if rule 23 applies, avoid her. A vessel under way, including a kiteboard *racing*, is never a continuing *obstruction*.

***Start*** A kiteboard *starts* when, her hull and the competitor 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, or the competitor crosses the starting line in the direction of the first *mark*.

***Tack, Starboard or Port*** A kiteboard is on the *tack, starboard* or *port*, corresponding to the competitor's hand that would be forward if the competitor were in normal riding position (riding heel side with both hands on the control bar and arms not crossed). A kiteboard is on *starboard tack* when the competitor's right hand would be forward and is on the *port tack* when the competitor's left hand would be forward.

***Zone*** The area around a *mark* within a distance of 30 metres. A kiteboard is in the *zone* when any part of her hull is in the *zone*.

Commented [#173]: Sub. 177-14, Proposal 8.

Add the following definitions:

**Commented [#174]:** Deleted definition *About to Round or Pass*. Sub. 177-14, Proposal 7.

**Capsized** A kiteboard is *capsized* if

- (a) her kite is in the water,
- (b) her lines are tangled with another kiteboard's lines, or
- (c) the competitor has, clearly by accident and for a significant period of time,
  - (1) fallen into the water or
  - (2) become disconnected from the hull.

**Jumping** A kiteboard is *jumping* when her hull, its appendages and the competitor are clear of the water.

**Commented [#175]:** Deleted definition *Looping*. Sub. 176-14, Proposal 1.

**Recovering** A kiteboard is *recovering* from the time her kite is out of the water until she has steerage way.

**Commented [#176]:** Sub. 178-14, Proposal 1.

## F1 CHANGES TO THE RULES OF PART 1

[No changes.]

## F2 CHANGES TO THE RULES OF PART 2

### PART 2 - PREAMBLE

In the second sentence of the preamble, 'injury or serious damage' is changed to 'injury, serious damage or a tangle'.

**Commented [#177]:** Consequential change as a result of Sub. 128-14.

### 13 WHILE TACKING

Rule 13 is deleted.

**Commented [#178]:** Sub. 246-15.

### 14 AVOIDING CONTACT

Rule 14(b) is changed to:

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

**Commented [#179]:** Sub. 145-14, Proposal 3.

### 16 CHANGING COURSE OR KITE POSITION

Rule 16 is changed to:

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

- 16.2** In addition, when after the starting signal a *port-tack* kiteboard is *keeping clear* by sailing to pass astern of a *starboard-tack* kiteboard, the *starboard-tack* kiteboard shall not change course or the position of her kite if as a result the *port-tack* kiteboard would immediately need to change course or the position of her kite to continue *keeping clear*.

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

Rule 17 is deleted.

**18 MARK-ROOM**

Rule 18 is changed to:

**18.1 When Rule 18 Applies**

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

- (a) between a kiteboard approaching a *mark* and one leaving it, or
- (b) between kiteboards on opposite *tacks*.

**18.2 Giving Mark-Room**

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

### 18.3 Tacking and Gybing

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

Commented [#180]: All changes in rule 18 are the result of Sub. 247b-15 as edited.

### 20 ROOM TO TACK AT AN OBSTRUCTION

Add new rule 20.4:

#### 20.4 Arm Signals

The following arm signals are required in addition to the hails

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

Commented [#181]: Sub. 248-15.

### 22 STARTING ERRORS; TAKING PENALTIES; JUMPING

Rule 22.3 is changed and new rule 22.4 is added:

22.3 During the last minute before her starting signal, a kiteboard that stops, slows down significantly, or one that is not making significant forward progress shall *keep clear* of all others unless she is accidentally *capsized*.

22.4 A kiteboard that is *jumping* shall *keep clear* of one that is not.

Commented [#182]: Deleted rule 22.5. Sub. 176-14, Proposal 2.

### 23 CAPSIZED; RECOVERING; AGROUND; RESCUING

Rule 23 is changed to:

23.1 If possible, a kiteboard shall avoid a kiteboard that is *capsized* or has not regained control after *capsizing*, is *aground*, or is trying to help a person or vessel in danger.

Commented [#183]: Sub. 249-15, as edited.

23.2 A kiteboard that is *recovering* shall *keep clear* of a kiteboard that is not.

Commented [#184]: Sub. 178-14, Proposal 2 as edited.

**F3 CHANGES TO THE RULES OF PART 3**

**29 RECALLS**

In rule 29.1 ‘crew or equipment’ is changed to ‘competitor’.

Commented [#185]: Sub. 181-14, as edited.

**30 STARTING PENALTIES**

In rules 30.1, 30.2, 30.3 and 30.4, ‘crew or equipment’ is changed to ‘or competitor’.

Commented [#186]: Sub. 181-14, as edited.

In rule 30.4, ‘sail number’ is changed to ‘competitor number’.

**31 TOUCHING A MARK**

Rule 31 is changed to:

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

Commented [#187]: Sub. 180-14 as edited.

**36 RACES RESTARTED OR RESAILED**

Rule 36(b) is changed to:

- (b) cause a kiteboard to be penalized except under rule 30.2, 30.4 or 69 or under rule 14 when she has caused injury, serious damage or a tangle.

Commented [#188]: Consequential change resulting from the change in rule 36.

**F4 CHANGES TO THE RULES OF PART 4**

**41 OUTSIDE HELP**

Add new rules 41(e) and 41(f):

- (e) help from another competitor in the same race to assist a relaunch;
- (f) help to change equipment, but only in the launching area.

**42 PROPULSION**

Rule 42 is changed to:

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

### 43 COMPETITOR CLOTHING AND EQUIPMENT

Rule 43.1(a) is changed to:

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

### 44 PENALTIES AT THE TIME OF AN INCIDENT

Rules 44.1 and 44.2 are changed to:

#### 44.1 Taking a Penalty

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

- (a) when a kiteboard 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; and
- (b) if the kiteboard caused injury, damage or a tangle 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 Penalty

After getting well clear of other kiteboards as soon after the incident as possible, a kiteboard takes a One-Turn Penalty by promptly making one turn with her hull in the water. The turn shall include one completed tack and one completed gybe. Forward motion shall be established between the tack and the gybe (or vice versa) with the competitor on the correct side of the hull in normal sailing position. When a kiteboard takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before *finishing*.

### PART 4 RULES DELETED

Rules 43.2, 45, 47, 48.1, 49, 50, 51, 52 and 54 are deleted.

Commented [#189]: Sub. 253-15.

Commented [#190]: Sub. 182-14, Proposal 1 as edited

Commented [#191]: Sub. 182-14, Proposal 2 as edited

Commented [#192]: Deleted '44.3,' from this list (see Sub. 182-14).

**F5 CHANGES TO THE RULES OF PART 5**

**61 PROTEST REQUIREMENTS**

Rule 61.1(a) is changed to:

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

**Commented [#193]:** Sub. 145-14, Proposal 1 as edited. Also, Sub. 183-14.

**62 REDRESS**

Rule 62.1(b) is changed to:

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

**Commented [#194]:** Sub. 145-14, Proposal 2 as edited. Also, deleted rule 62.1(e) (see Sub. 185-14).

### 63 HEARINGS

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

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

### 64 DECISIONS

Add new rule 64.1(d):

- (d) when a kiteboard has broken a rule of Part 2 and, as a result, caused a tangle for which redress was given, she shall be scored RCT if she retired or DCT if she was disqualified. When she does this a second or subsequent time in the series, her penalty shall be DNE.

Commented [#195]: Sub. 145-14, Proposal 4 as edited.

Rules 64.3(a) and 64.3(b) are changed to:

- (a) When the protest committee finds that deviations in excess of acceptable manufacturing tolerances were caused by damage or normal wear and do not improve the performance of the kiteboard, it shall not penalize her. However, the kiteboard 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 any matter concerning the measurement of a kiteboard, the interpretation of a class rule, or a matter involving damage to a kiteboard, 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.

Commented [DR196]: Sub. 184-14 as edited.

**70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY**

Add new rule 70.7:

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

**Commented [#197]:** Deleted rule 70.5(a). Added new rule 70.7. Sub. 186-14.

**F6 CHANGES TO THE RULES OF PART 6**

[No changes.]

**F7 CHANGES TO THE RULES OF PART 7**

**90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING**

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

**F8 CHANGES TO APPENDIX A**

**A1 NUMBER OF RACES; OVERALL SCORES**

Rule A1 is changed to:

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

**Commented [#198]:** Sub. 253-15.

**Commented [#199]:** Sub. 253-15.

**A4 LOW POINT SYSTEM**

Rule A4.2 is changed to:

**A4.2** A kiteboard that did not *start*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of kiteboards entered in the series or, in a race of an elimination series, the number of kiteboards in that heat. A kiteboard that is penalized under rule 30.2 shall be scored points as provided in rule 44.3(c).

**Commented [#200]:** Sub. 187-14 as edited. Also, deleted rule A8 (See Sub. 188-14).

**A11 SCORING ABBREVIATIONS**

Add to Rule A11:

DCT Disqualified after causing a tangle in an incident  
RCT Retired after causing a tangle

**Commented [#201]:** Consequential changes as a result of Sub. 145-14.

**F9 CHANGES TO APPENDIX G**

Appendix G is changed to:

**Appendix G – Identification on Competitors**

**G1** Every kiteboard shall be identified as follows:

- (a) Each competitor shall be provided with and wear a shirt with a personal competition number of no more than three digits.
- (b) The numbers shall be displayed on the front and back of the shirts and be at least 15 cm high.
- (c) The numbers shall be Arabic numerals, all of the same solid colour, clearly legible and in a commercially available typeface giving the same or better legibility as Helvetica. The colour of the numbers shall contrast with the colour of the shirt.

## APPENDIX G

### IDENTIFICATION ON SAILS

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*See rule 77.*

#### **G1 WORLD SAILING CLASS BOATS**

##### **G1.1 Identification**

Every boat of a **World Sailing** Class shall carry on her mainsail and, as provided in rules G1.3(d) and G1.3(e) for letters and numbers only, on her spinnaker and headsail

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

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

*Note: An up-to-date version of the table below is available on the **World Sailing** website.*

Appendix G IDENTIFICATION ON SAILS

**NATIONAL SAIL LETTERS**

| <i>National authority</i> | <i>Letters</i> | <i>National authority</i> | <i>Letters</i> |
|---------------------------|----------------|---------------------------|----------------|
| Algeria                   | ALG            | Egypt                     | EGY            |
| American Samoa            | ASA            | El Salvador               | ESA            |
| Andorra                   | AND            | Estonia                   | EST            |
| Angola                    | ANG            | Fiji                      | FIJ            |
| Antigua                   | ANT            | Finland                   | FIN            |
| Argentina                 | ARG            | France                    | FRA            |
| Armenia                   | ARM            | Georgia                   | GEO            |
| Aruba                     | ARU            | Germany                   | GER            |
| Australia                 | AUS            | Great Britain             | GBR            |
| Austria                   | AUT            | Greece                    | GRE            |
| Azerbaijan                | AZE            | Grenada                   | GRN            |
| Bahamas                   | BAH            | Guam                      | GUM            |
| Bahrain                   | BRN            | Guatemala                 | GUA            |
| Barbados                  | BAR            | Hong Kong                 | HKG            |
| Belarus                   | BLR            | Hungary                   | HUN            |
| Belgium                   | BEL            | Iceland                   | ISL            |
| Belize                    | BIZ            | India                     | IND            |
| Bermuda                   | BER            | Indonesia                 | INA            |
| Brazil                    | BRA            | <b>Iraq</b>               | <b>IRQ</b>     |
| British Virgin Islands    | IVB            | Ireland                   | IRL            |
| Bulgaria                  | BUL            | Israel                    | ISR            |
| Canada                    | CAN            | Italy                     | ITA            |
| Cayman Islands            | CAY            | Jamaica                   | JAM            |
| Chile                     | CHI            | Japan                     | JPN            |
| China, PR                 | CHN            | Kazakhstan                | KAZ            |
| Chinese Taipei            | TPE            | Kenya                     | KEN            |
| Colombia                  | COL            | Korea, DPR                | PRK            |
| Cook Islands              | COK            | Korea, Republic of        | KOR            |
| Croatia                   | CRO            | Kosovo                    | KOS            |
| Cuba                      | CUB            | Kuwait                    | KUW            |
| Cyprus                    | CYP            | Kyrgyzstan                | KGZ            |
| Czech Republic            | CZE            | Latvia                    | LAT            |
| Denmark                   | DEN            | Lebanon                   | LIB            |
| Djibouti                  | DJI            | Libya                     | LBA            |
| Dominican Republic        | DOM            | Liechtenstein             | LIE            |
| Ecuador                   | ECU            | Lithuania                 | LTU            |

**Commented [#202]:** Four changes from the 2013-2016 rulebook are shown in red.

Appendix G IDENTIFICATION ON SAILS

| <i>National authority</i> | <i>Letters</i> | <i>National authority</i>          | <i>Letters</i> |
|---------------------------|----------------|------------------------------------|----------------|
| Luxembourg                | LUX            | Samoa                              | SAM            |
| Macedonia (FYRO)          | MKD            | San Marino                         | SMR            |
| Madagascar                | MAD            | Saudi Arabia                       | KSA            |
| Malaysia                  | MAS            | Senegal                            | SEN            |
| Malta                     | MLT            | Serbia                             | SRB            |
| Mauritius                 | MRI            | Seychelles                         | SEY            |
| Mexico                    | MEX            | Singapore                          | SIN            |
| Moldova                   | MDA            | Slovak Republic                    | SVK            |
| Monaco                    | MON            | Slovenia                           | SLO            |
| Montenegro                | MNE            | South Africa                       | RSA            |
| Morocco                   | MAR            | Spain                              | ESP            |
| Mozambique                | MOZ            | Sri Lanka                          | SRI            |
| Myanmar                   | MYA            | St Lucia                           | LCA            |
| Namibia                   | NAM            | <b>St Vincent &amp; Grenadines</b> | <b>VIN</b>     |
| Netherlands               | NED            | Sudan                              | SUD            |
| Netherlands Antilles      | AHO            | Sweden                             | SWE            |
| New Zealand               | NZL            | Switzerland                        | SUI            |
| <b>Nicaragua</b>          | <b>NCA</b>     | Tahiti                             | TAH            |
| Nigeria                   | NGR            | Tanzania                           | TAN            |
| Norway                    | NOR            | Thailand                           | THA            |
| Oman                      | OMA            | Trinidad & Tobago                  | <b>TTO</b>     |
| Pakistan                  | PAK            | Tunisia                            | TUN            |
| Palestine                 | PLE            | Turkey                             | TUR            |
| Panama                    | PAN            | Uganda                             | UGA            |
| Papua New Guinea          | PNG            | Ukraine                            | UKR            |
| Paraguay                  | PAR            | United Arab Emirates               | UAE            |
| Peru                      | PER            | United States of America           | USA            |
| Philippines               | PHI            | Uruguay                            | URU            |
| Poland                    | POL            | US Virgin Islands                  | ISV            |
| Portugal                  | POR            | Vanuatu                            | VAN            |
| Puerto Rico               | PUR            | Venezuela                          | VEN            |
| Qatar                     | QAT            | Vietnam                            | VIE            |
| Romania                   | ROU            | Zimbabwe                           | ZIM            |
| Russia                    | RUS            |                                    |                |

**G1.2 Specifications**

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

| <i>Overall length</i> | <i>Minimum height</i> | <i>Minimum space<br/>between characters<br/>and from edge of sail</i> |
|-----------------------|-----------------------|---|
| Under 3.5 m           | 230 mm                | 45 mm   |
| 3.5 m – 8.5 m         | 300 mm                | 60 mm   |
| 8.5 m – 11 m          | 375 mm                | 75 mm   |
| Over 11 m             | 450 mm                | 90 mm   |

**G1.3 Positioning**

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

- (a) Except as provided in rules G1.3(d) and G1.3(e), class insignia, national letters and sail numbers shall, if possible, be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length. They shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.
- (b) The class insignia shall be placed above the national letters. If the class insignia is of such a design that two of them coincide when placed back to back on both sides of the sail, they may be so placed.
- (c) National letters shall be placed above the sail number.
- (d) The national letters and sail number shall be displayed on the front side of a spinnaker but may be placed on both sides. They shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is 60% of the foot median.

- (e) The national letters and sail number shall be displayed on both sides of a headsail whose clew can extend behind the mast 30% or more of the mainsail foot length. They shall be displayed wholly below an arc whose centre is the head point and whose radius is half the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.

**G2 OTHER BOATS**

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

**G3 CHARTERED OR LOANED BOATS**

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

**G4 WARNINGS AND PENALTIES**

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

**G5 CHANGES BY CLASS RULES**

**World Sailing** Classes may change the rules of this appendix provided the changes have first been approved by **World Sailing**.

## APPENDIX H

# WEIGHING CLOTHING AND EQUIPMENT

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

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

Commented [#203]: Sub. 216-15, Proposal 2, item 3, as edited.

## APPENDIX J

# NOTICE OF RACE AND SAILING INSTRUCTIONS

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See rules 89.2 and 90.2. *In this appendix, the term ‘race’ includes a regatta or other series of races.*

Commented [#204]: Sub. 165-15 as edited.

*Care should be taken to ensure that there is no conflict between a rule in the notice of race and a rule in the sailing instructions.*

Commented [#205]: Sub. 160-14 as edited.

### J1 NOTICE OF RACE CONTENTS

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

- (1) the title, place and dates of the race and name of the organizing authority;
- (2) that the race will be governed by the *rules* as defined in *The Racing Rules of Sailing*;
- (3) a list of any other documents that will govern the event (for example, *The Equipment Rules of Sailing*, to the extent that they apply), stating where or how each document or a copy of it may be seen;
- (4) the classes to race, any handicap or rating system that will be used and the classes to which it will apply, conditions of entry and any restrictions on entries;
- (5) the times of registration and warning signals for the practice race, if one is scheduled, and the first race, and succeeding races if known.

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

- (1) *changes to the racing rules permitted by rule 86, referring specifically to each rule and stating the change* (also, if rule 86.2 applies, include the statement from *World Sailing* authorizing the change);
- (2) that boats will be required to display advertising chosen and supplied by the organizing authority (see rule 80 and *World*

Commented [#206]: Sub. 111-13, item 2.

- Sailing** Regulation 20, Advertising Code) and other information related to Regulation 20;
- (3) any classification requirements that some or all competitors must satisfy (see rule 79 and **World Sailing** Regulation 22, Sailor Classification Code);
  - (4) for an event where entries from other countries are expected, any national prescriptions that may require advance preparation (see rule 88);
  - (5) the procedures for registration or entry, including fees and any closing dates;
  - (6) an entry form, to be signed by the boat's owner or owner's representative, containing words such as 'I agree to be bound by *The Racing Rules of Sailing* and by all other *rules* that govern this event.';
  - (7) **times or procedures for equipment inspection or event measurement**, or requirements for measurement or rating certificates;|
  - (8) the time and place at which the sailing instructions will be available;
  - (9) changes to class rules, as permitted under rule 87, referring specifically to each rule and stating the change;
  - (10) the courses to be sailed;
  - (11) **the time after which no warning signal will be made on the last scheduled day of racing;**|
  - (12) the penalty for breaking a rule of Part 2, other than the Two-Turns Penalty;
  - (13) denial of the right of appeal, subject to rule 70.5;
  - (14) the scoring system, if different from the Low Point System in Appendix A, **included by reference to class rules or other rules governing the event. State** the number of races scheduled and the minimum number that must be completed to constitute a series;|
  - (15) for chartered or loaned boats, whether rule G3 applies;
  - (16) prizes.

**Commented [#207]:** Consequential edit as a result of the set of changes made by Sub. 216-15.

**Commented [#208]:** Sub. 252-15, Proposal 1.

**Commented [#209]:** Sub. 253-15 as edited.

## **J2 SAILING INSTRUCTION CONTENTS**

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

- (1) that the race will be governed by the *rules* as defined in *The Racing Rules of Sailing*;
- (2) a list of any other documents that will govern the event (for example, *The Equipment Rules of Sailing*, to the extent that they apply);
- (3) the schedule of races, the classes to race and times of warning signals for each class;
- (4) the course(s) to be sailed, or a list of *marks* from which the course will be selected and, if relevant, how courses will be signalled;
- (5) descriptions of *marks*, including starting and finishing *marks*, stating the order in which *marks* are to be passed and the side on which each is to be left and identifying all rounding *marks* (see rule 28.2);
- (6) descriptions of the starting and finishing lines, class flags and any special signals to be used;
- (7) the time limit, if any, for *finishing*;
- (8) the handicap or rating system to be used, if any, and the classes to which it will apply;
- (9) **unless stated in the notice of race,** the scoring system, if different from the Low Point System in Appendix A, included by reference to class rules or other *rules* governing the event, or stated in full. State the number of races scheduled and the minimum number that must be completed to constitute a series;
- (10) **unless stated in the notice of race, location(s) of official notice board(s) or address of online notice board.**

Commented [#210]: Sub. 253-15 as edited.

Commented [#211]: Sub. 180-15 as edited.

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

- (1) that boats will be required to display advertising chosen and supplied by the organizing authority (see rule 80 and **World Sailing** Regulation 20, Advertising Code) and other information related to Regulation 20;
- (2) replacement of the rules of Part 2 with the right-of-way rules of the *International Regulations for Preventing Collisions at Sea* or other government right-of-way rules, the time(s) or place(s)

- they will apply, and any night signals to be used by the race committee;
- (3) changes to the racing rules permitted by rule 86, referring specifically to each rule and stating the change (also, if rule 86.2 applies, include the statement from **World Sailing** authorizing the change);
  - (4) changes to the national prescriptions (see rule 88.2);
  - (5) prescriptions that will apply if boats will pass through the waters of more than one national authority while *racing*, and when they will apply (see rule 88.1);
  - (6) when appropriate, at an event where entries from other countries are expected, a copy in English of the national prescriptions that will apply;
  - (7) changes to class rules, as permitted under rule 87, referring specifically to each rule and stating the change;
  - (8) restrictions controlling changes to boats when supplied by the organizing authority;
  - (9) **unless included in the notice of race, times or** procedures for equipment inspection or **event** measurement;|
  - (10) procedure for changing the sailing instructions;
  - (11) procedure for giving oral changes to the sailing instructions on the water (see rule 90.2(c));
  - (12) safety requirements, such as requirements and signals for personal flotation devices, check-in at the starting area, and check-out and check-in ashore;
  - (13) declaration requirements;
  - (14) signals to be made ashore and location of signal station(s);
  - (15) the racing area (a chart is recommended);
  - (16) approximate course length and approximate length of windward legs;
  - (17) description of any area designated by the race committee to be an *obstruction* (see the definition *Obstruction*);
  - (18) **the time after which no warning signal will be made on the last scheduled day of racing;**|
  - (19) the time limit, if any, for the first boat to *finish* and the time limit, if any, for boats other than the first boat to *finish*;

**Commented [#212]:** Sub. 216-15, Proposal 2, item 4, as edited. Also, deleted J2.2(10) (Sub. 180-15 as edited).

**Commented [#213]:** Sub. 252-15, Proposal 2.

- (20) time allowances;
- (21) location of the starting area and any restrictions on entering it;
- (22) any special procedures or signals for individual or general recall;
- (23) boats identifying *mark* locations;
- (24) any special procedures or signals for changing a leg of the course (see rule 33);
- (25) any special procedures for shortening the course or for *finishing* a shortened course;
- (26) restrictions on use of support boats, plastic pools, radios, etc.; on trash disposal; on hauling out; and on outside assistance provided to a boat that is not *racing*;
- (27) the penalty for breaking a rule of Part 2, other than the Two-Turns Penalty;
- (28) whether Appendix P will apply;
- (29) when and under what circumstances propulsion is permitted under rule 42.3(i);
- (30) time limits, place of hearings, and special procedures for *protests*, requests for redress or requests for reopening;
- (31) if rule N1.4(b) will apply, the time limit for requesting a hearing under that rule;
- (32) denial of the right of appeal, subject to rule 70.5;
- (33) when required by rule 70.3, the national authority to which appeals and requests may be sent;
- (34) the national authority's approval of the appointment of an international jury, when required under rule 91(b);
- (35) substitution of competitors;
- (36) the minimum number of boats appearing in the starting area required for a race to be started;
- (37) when and where races *postponed* or *abandoned* for the day will be sailed;
- (38) tides and currents;
- (39) prizes;
- (40) other commitments of the race committee and obligations of boats.

## APPENDIX K

### NOTICE OF RACE GUIDE

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*This guide provides a notice of race designed primarily for major championship regattas for one or more classes. It therefore will be particularly useful for world, continental and national championships and other events of similar importance. It can be downloaded from the [World Sailing](#) website as a basic text for producing a notice of race for any particular event.*

*The guide can also be useful for other events. However, for such events some of the paragraphs will be unnecessary or undesirable. Organizing authorities should therefore be careful in making their choices.*

*This guide relates closely to Appendix L, Sailing Instructions Guide, and its expanded version Appendix LE on the [World Sailing](#) website, the introduction to which contains principles that also apply to a notice of race.*

*Rule references within the notice of race use RRS, NoR and SI to denote the source of the rule. 'RRS x' is a rule in The Racing Rules of Sailing, 'NoR x' is a rule in the notice of race, and 'SI x' is a rule in the sailing instructions.*

*To use this guide, first review rule J1 and decide which paragraphs will be needed. Paragraphs that are required by rule J1.1 are marked with an asterisk (\*). Delete all inapplicable or unnecessary paragraphs. Select the version preferred where there is a choice. Follow the directions in the left margin to fill in the spaces where a solid line ( \_\_\_\_\_ ) appears and select the preferred wording if a choice or option is shown in brackets ([ . . . ]).*

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

*Care should be taken to ensure that there is no conflict between a rule in the notice of race and a rule in the sailing instructions.*

*If the notice of race is made available electronically, printed copies should be provided on request.*

**Commented [#214]:** Within the numbered paragraphs of this appendix, the new acronyms RRS, SI and NoR have been used. See Sub. 193-14, Proposal 1.

**Commented [#215]:** Sub. 193-14, as edited.

**Commented [#216]:** Sub. 160-14 as edited.

**Commented [#217]:** Sub. 181-15 as edited.

*The items listed below, when applicable, should be distributed with the notice of race, but should not be included as numbered paragraphs in the notice.*

- 1 *An entry form, to be signed by the boat's owner or owner's representative, containing words such as 'I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event.'*
- 2 *For an event where entries from other countries are expected, the applicable national prescriptions in English.*
- 3 *List of sponsors, if appropriate.*
- 4 *Lodging and camping information.*
- 5 *Description of meal facilities.*
- 6 *Race committee and protest committee members.*
- 7 *Special mooring or storage requirements.*
- 8 *Sail and boat repair facilities and ship's chandlers.*
- 9 *Availability of chartered or loaned boats and whether rule G3 will apply.*

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

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## NOTICE OF RACE

*The notation '[DP]' in a rule in the NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.*

### 1 RULES

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

Commented [#218]: Sub. 216-15, Proposal 2, item 5, as edited.

Commented [#219]: Sub. 270-15, Proposal 3, as edited.

*Use the first sentence if appropriate. Insert the name. List by number and title the prescriptions that will not apply (see RRS 88). Use the second sentence if it applies and if entries from other countries are expected, and state the relevant prescriptions in full.*

**1.2** [The following prescriptions of the \_\_\_\_\_ national authority will not apply: \_\_\_\_\_.]  
[The prescriptions that may require advance preparation are stated in full below.]

**(OR)**

*Use if appropriate, but only if the national authority for the venue of the event has not adopted a prescription to RRS 88.*

**1.2** No national prescriptions will apply.

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

**1.3\*** \_\_\_\_\_ will apply.

*See RRS 86. Insert the rule number(s) and summarize the changes.*

**1.4** Racing rule(s) \_\_\_\_\_ will be changed as follows: \_\_\_\_\_. The changes will appear in full in the sailing instructions. The sailing instructions may also change other racing rules.

**(OR)**

*See RRS 86. Either insert here the rule number(s) and state the changes, or, if not using this NoR, do the same in each NoR that changes a racing rule.*

**1.4** Racing rule(s) \_\_\_\_\_ will be changed as follows: \_\_\_\_\_.

**Commented [#220]:** Consequential change as a result of Sub. 111-13, item 2.

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

**1.5** Under RRS 87, rule(s) \_\_\_\_\_ of the \_\_\_\_\_ class rules [will not apply] [is (are) changed as follows: \_\_\_\_\_].

**1.6** If there is a conflict between languages the English text will take precedence.

*Use only if RRS Appendix S, Standard Sailing Instructions, will be used.*

**1.7** The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions, and supplementary sailing instructions that will be on the official notice board located at \_\_\_\_.

*Insert the location.*

Commented [#221]: Sub. 259-15, as edited.

**2 ADVERTISING**

*See World Sailing Regulation 20, Advertising Code. Include other applicable information related to Regulation 20.*

**2.1** Competitor advertising will be restricted as follows: \_\_\_\_.

*See World Sailing Regulation 20.4.*

**2.2** Boats [shall] [may be required to] display advertising chosen and supplied by the organizing authority. **If this rule is broken, World Sailing Regulation 20.9.2 applies. [DP]**||

Commented [#222]: Sub. 259-15, as edited.

**3\* ELIGIBILITY AND ENTRY**

*Insert the class(es).*

**3.1** The regatta is open to all boats of the \_\_\_\_ class(es).

**(OR)**

*Insert the class(es) and eligibility requirements.*

**3.1** The regatta is open to boats of the \_\_\_\_ class(es) that \_\_\_\_.

*Insert the postal, fax and email addresses and entry closing date.*

**3.2** Eligible boats may enter by completing the attached form and sending it, together with the required fee, to \_\_\_\_ by \_\_\_\_.

*Insert any conditions.*

**3.3** Late entries will be accepted under the following conditions: \_\_\_\_.

*Insert any restrictions.*

**3.4** The following restrictions on the number of boats apply: \_\_\_\_.

**4 CLASSIFICATION**

*Insert any requirements.*

The following classification requirements will apply (see **RRS 79**): \_\_\_\_\_.

**5 FEES**

*Insert all required fees for racing.*

**5.1** Required fees are as follows:

| <i>Class</i> | <i>Fee</i> |
|--------------|------------|
| _____        | _____      |
| _____        | _____      |
| _____        | _____      |

*Insert optional fees (for example, for social events).*

**5.2** Other fees:

\_\_\_\_\_  
\_\_\_\_\_

**6 QUALIFYING SERIES AND FINAL SERIES**

*Use only when a class is divided into fleets racing a qualifying series and a final series.*

The regatta will consist of a qualifying series and a final series.

**7 SCHEDULE**

**7.1\*** Registration:

*Insert the day, date and times.*

Day and date \_\_\_\_\_  
From \_\_\_\_\_ To \_\_\_\_\_

**7.2** **Equipment inspection and event measurement:** \_\_\_\_\_

*Insert the day, date and times.*

Day and date \_\_\_\_\_  
From \_\_\_\_\_ To \_\_\_\_\_

**Commented [#223]:** Sub. 216-15, Proposal 2, item 6, as edited.

*Revise as desired and insert the dates and classes. Include a practice race if any. When the series consists of qualifying races and final races, specify them. The schedule can also be given in an attachment.*

**7.3\*** Dates of racing:

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

*Insert the classes and numbers.*

**7.4** Number of races:

| <i>Class</i> | <i>Number</i> | <i>Races per day</i> |
|--------------|---------------|----------------------|
| _____        | _____         | _____                |
| _____        | _____         | _____                |

*Insert the time.*

**7.5\*** The scheduled time of the warning signal for the [practice race] [first race] [each day] is \_\_\_\_\_.

*Use when it would be helpful to competitors to know this time before the event. Insert the time.*

**7.6** On the last scheduled day of racing no warning signal will be made after \_\_\_\_\_.

Commented [#224]: Sub. 252-15, Proposal 3.

**8 MEASUREMENT**

**8.1** Each boat shall produce a valid [measurement] [rating] certificate.

**(OR)**

**8.1** Each boat shall produce a valid [measurement] [rating] certificate. In addition the following **equipment** [may] [will] be **inspected or measured**: \_\_\_\_\_.

*List the **equipment** with appropriate references to the class rules.*

Commented [#225]: Consequential edit as a result of the changes made by Sub. 216-15.

*Insert the time(s).*

**8.2** A boat shall comply with RRS 78.1 at \_\_\_\_\_.

Commented [#226]: Sub. 211-15, Proposal 2.

**9 SAILING INSTRUCTIONS**

*Insert the time, date and location.*

The sailing instructions will be available after \_\_\_\_\_ on \_\_\_\_\_ at \_\_\_\_\_.

**10 VENUE**

*Insert a number or letter.  
Provide a marked map  
with driving instructions.*

**10.1** Attachment \_\_\_\_\_ shows the location of the regatta harbour.

*Insert a number or letter.  
Provide a marked map or  
chart.*

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

**11 THE COURSES**

*Include the description.*

The courses to be sailed will be as follows:  
\_\_\_\_\_.

**(OR)**

*Insert a number or letter.  
A method of illustrating  
various courses is shown  
in Addendum A of  
Appendix L or LE. Insert  
the course length if  
applicable.*

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

**12 PENALTY SYSTEM**

*Include paragraph 12.1  
only when the Two-Turns  
Penalty will not be used.  
Insert the number of  
places or describe the  
penalties.*

**12.1** The Scoring Penalty, **RRS** 44.3, will apply. The penalty will be \_\_\_\_\_ places.

**(OR)**

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

*Insert the class(es).*

**12.2** For the \_\_\_\_\_ class(es) **RRS** 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

*Include only if the protest  
committee is an  
international jury or  
another provision of **RRS**  
70.5 applies.*

**12.3** Decisions of the [protest committee] [international jury] will be final as provided in **RRS** 70.5.

**13 SCORING**

*Include only if the Low Point System of Appendix A will not be used. Describe the system.*

**13.1** The scoring system is as follows: \_\_\_\_\_.

*Insert the number.*

**13.2** \_\_\_\_\_ races are required to be completed to constitute a series.

*Insert the numbers throughout.*

- 13.3**
- (a) When fewer than \_\_\_\_\_ races have been completed, a boat's series score will be the total of her race scores.
  - (b) When from \_\_\_\_\_ to \_\_\_\_\_ races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
  - (c) When \_\_\_\_\_ or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

**14 SUPPORT BOATS**

*Insert the identification markings. National letters are suggested for international events.*

Support boats shall be marked with \_\_\_\_\_.  
[DP]||

Commented [#227]: Sub. 270-15, Proposal 3 as edited.

**15 BERTHING**

Boats shall be kept in their assigned places while they are in the [boat park] [harbour].  
[DP]||

Commented [#228]: Sub. 270-15, Proposal 3 as edited.

**16 HAUL-OUT RESTRICTIONS**

Keelboats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee. [DP]||

Commented [#229]: Sub. 270-15, Proposal 3 as edited.

**17 DIVING EQUIPMENT AND PLASTIC POOLS**

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the regatta. [DP]

Commented [#230]: Sub. 270-15, Proposal 3 as edited.

**18 RADIO COMMUNICATION**

*Insert any alternative text that applies. Describe any radio communication bands or frequencies that will be used or allowed.*

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP]

Commented [#231]: Sub. 192-14 as edited. Sub. 270-15, Proposal 3 as edited.

**19 PRIZES**

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

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

**20 DISCLAIMER OF LIABILITY**

*The laws applicable to the venue in which the event is held may limit disclaimers. Any disclaimer should be drafted to comply with those laws.*

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

**21 INSURANCE**

*Insert the currency and amount.*

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

**22 FURTHER INFORMATION**

*Insert necessary contact information.*

For further information please contact \_\_\_\_\_.