

Rule book : TF35



The 'High Speed Rules' – version January 2025 (referenced by the abbreviation “HS”) have been approved by World Sailing as test rules in accordance with Regulation 28.1.5(b) and may be published as a separate document attached to the NoR or included in an integrated set of event rules and renumbered accordingly.

This rule book is a composite version of the RRS including:

- the World Sailing approved 'DR21-03 Appendix HS High Speed Rules', identified in this document in **purple**.
- the optional rules, identified in this document in **orange**.
- changes to the rules as allowed under RRS 86.1.

This rule book was developed for high-speed boats that are usually umpired. Organisers wishing to use this rule book should review the changes to determine if they are suitable for the racing they are organizing.

Feedback in the form of a report to World Sailing is required and suggestions for improvement shall be sent to office@sailing.org within one month of the completion of any event adopting these rules.

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CONTENTS

Change of rule in this book	4
Race Signals	6
Introduction	8
Definitions	10
Basic Principles	14
Part 1 Fundamental Rules	14
Part 2 When Boats Meet	17
Part 3 Conduct of a race	22
Part 4 Other Requirements When Racing	27
Part 5 Protests, Redress, Hearings, Misconduct and Appeals	32
Part 6 Entry and Qualification	43
Part 7 Race Organization	45
Appendix A Scoring	48
Appendix N International Juries	51

Rules Changed in this Book

- some terminology
- definition of boundary
- definition of clear/overlap
- definition of mark-room
- definition of finish
- definition of keep clear
- definition of mark-room
- definition of OCS
- definition of obstruction
- definition of room
- definition of start
- definition of zone
- RRS 2
- RRS 7
- RRS 13
- RRS 14
- RRS 16
- RRS 17
- RRS 18
- RRS 19
- RRS 20
- RRS 21
- RRS 23.1
- RRS 23.2
- RRS 23.3
- RRS 23.4
- RRS 26
- RRS 27.4
- RRS 28.3
- RRS 29
- RRS 30
- RRS 31
- RRS 32
- RRS 33
- RRS 34
- RRS 35
- RRS 36
- RRS 40
- RRS 41
- RRS 42
- RRS 44
- RRS 49
- RRS 50
- RRS 51
- RRS 55
- RRS 60
- RRS 61
- RRS 63
- RRS 70.3
- RRS 70.5

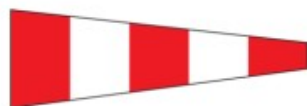
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- RRS 71
- RRS 77
- RRS 90
- RRS 91
- Appendix A
- Appendix N

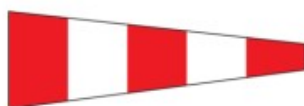
RACE SIGNALS

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

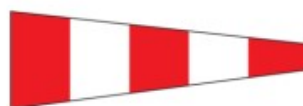
Postponement Signals



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



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



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

AP over a Numeral Pennant 1–9

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



Pennant 1 ↑•• ↓•



Pennant 2 ↑•• ↓•



Pennant 3 ↑•• ↓•



Pennant 4 ↑•• ↓•



Pennant 5 ↑•• ↓•



Pennant 6 ↑•• ↓•



Pennant 7 ↑•• ↓•



Pennant 8 ↑•• ↓•



Pennant 9 ↑•• ↓•

Abandonment Signals



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



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



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

Safety



V Monitor communication channel for safety instructions (see rule 37).

Preparatory Signals

↑ • ↓ —

P Preparatory signal.



↑ • ↓ —

I Rule 30.1 is in effect.



↑ • ↓ —

Z Rule 30.2 is in effect.



↑ • ↓ —

U Rule 30.3 is in effect.



↑ • ↓ —

Black flag. Rule 30.4 is in effect.

Recall Signals

↑ •

X Individual recall.



↑ • • ↓ •

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

Shortened Course

↑ • •

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

Changing the Next Leg

— — — —

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



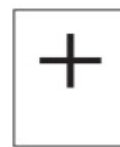
to starboard;



to port;



to decrease the length of the leg;



to increase the length of the leg.

Other Signals

↑ •

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



— — — —

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



↑ •

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



(no sound)

Orange flag. The staff displaying this flag is one end of the starting line.



(no sound)

Blue flag. The staff displaying this flag is one end of the finishing line.

INTRODUCTION

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

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

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

Term	Meaning
Boat	A sailboat and the crew on board.
Competitor	HS.1 - A person who races or intends to race in the event or the skipper, team or boat as appropriate.
National authority	A World Sailing member national authority.
Race committee	The race committee appointed under rule 89.2(c) and any other person or committee performing a race committee function.
Racing rule	A rule in <i>The Racing Rules of Sailing</i> .
Technical committee	The technical committee appointed under rule 89.2(c) and any other person or committee performing a technical committee function.
Vessel	Any boat or ship.

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

Hails A language other than English may be used for a hail required by the *rules* provided that it is reasonable for it to be understood by all boats affected. However, a hail in English is always acceptable.

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

Revision The racing rules are revised and published every four years by World Sailing, the international authority for the sport. This edition becomes effective on 1 January 2025 except that for an event beginning in 2024 the date may be postponed by the notice of race or sailing instructions. Marginal markings indicate important changes to Parts 1–7 and the Definitions in the 2021–2024 edition. No changes are contemplated before 2029, but any changes determined to be urgent before then will be announced through national authorities and posted on the World Sailing website.

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

World Sailing Regulations The Regulations are referred to in the definition Rule and in *rule* 6, but they are not included in this book because they can be changed at any time. The most recent versions of the Regulations are published on the World Sailing website; new versions will be announced through national authorities.

Interpretations World Sailing publishes the following authoritative interpretations of the racing rules:

- *The Case Book – Interpretations of the Racing Rules*,
- *The Call Books*, for various disciplines,
- Interpretations of Rule 42, Propulsion, and

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- Interpretations of the Regulations, for those Regulations that are *rules*.

These publications are available on the World Sailing website. Other interpretations of the racing rules are not authoritative unless approved by World Sailing in accordance with Regulation 28.4.

DEFINITION

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

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

Add a new rule

HS.2 Add new definition - Boundary :

Boundary The lines described in the sailing instructions as a 'boundary'.

HS.3 Definition Clear Astern and Clear Ahead; Overlap is replaced with:

Clear Astern and Clear Ahead; Overlap One boat is *clear astern* of another when:

- (a) on a monohull, her hull and bowsprit in normal position are behind a line abeam from the aftermost point of the other boat's hull; or
- (b) on a multihull, her hulls are behind a line abeam from the aftermost point of the other boat's hulls;

The other boat is *clear ahead*. However, when a boat's bow or bowsprit is between the other boat's hull(s) it is *clear astern*. They *overlap* when neither is *clear astern* or a boat between them *overlaps* both. The Notice of Race or Sailing Instructions may change this definition so that only (a) applies to all boats.

Committee The protest committee, the race committee or the technical committee.

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

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

Continuing Obstruction An *obstruction* is a *continuing obstruction* when the boat with the shortest hull referred to in the rule using the term will pass alongside it for at least three of her hull lengths. However, the following are not a *continuing obstruction*: a vessel under way, a boat *racing*, or a race committee vessel that is also a *mark*.

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

HS.4 Definition *Finish* is replaced with :

Finish A boat *finishes* when, after her starting, any part of her hulls cross the finishing line from the course side **after completing any penalties**. However, she has not *finished* if after crossing the finishing line she

- (a) receives a penalty from an umpire,
- (b) takes a penalty under rule 44,
- (c) corrects an error in sailing the course made at the line, or
- (d) continues to sail the course.

In a Match Race, when penalties are cancelled by an umpire after one or both boats have *finished*, each shall be recorded as *finished* when she crossed the line.

HS.5 Definition *Keep Clear* is replaced with:

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

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

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

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

HS.6 Definition *Mark-room* is replaced with:

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

HS.8 Definition *Obstruction* is replaced with:

Obstruction An *obstruction* is

- (a) an object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it;
- (b) an object that can be safely passed on only one side; or
- (c) an object, area or line that is so designated in a *rule*.

However, a boat *racing* is not an *obstruction* to other boats unless they are required to:

- (1) *keep clear* of her and they are not approaching the starting line to *start* when the first leg is a reaching leg, or
- (2) *keep clear* of her and the other boats are not approaching the starting line to *start* on opposite tacks when the first leg is an upwind leg, or
- (3) if rule 22 applies, avoid her.

HS.7 Add new definition - OCS :

OCS A boat is *OCS* when at her starting signal any part of her hulls is on the course side of the starting line.

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

Party A *party* to a hearing is

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

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

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

abandoned later.

Proper Course A course a boat would choose in order to complete the leg she believes she is on as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

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

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

HS.9 Definition *Room* is replaced with:

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2, **rule 28.3**, and rule 31, while manoeuvring promptly in a seamanlike way

Rule

- (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not the Basic Principles or titles;
- (b) World Sailing Regulations that have been designated by World Sailing as having the status of a rule and are published on the World Sailing website;
- (c) the prescriptions of the national authority, unless they are changed by the notice of race or sailing instructions in compliance with the national authority's prescription, if any, to rule 88.2;
- (d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');
- (e) the notice of race;
- (f) the sailing instructions; and
- (g) any other documents that govern the event.

Sail the Course A boat *sails the course* when

- (a) she *starts*;
- (b) a string representing her track until she *finishes*, when drawn taut,
 - (1) passes each *mark* of the course for the race on the required side and in the correct order (including the starting *marks*),
 - (2) touches each *mark* designated in the sailing instructions to be a rounding *mark*, and
 - (3) passes between the *marks* of a gate from the direction of the course from the previous *mark*; and then
- (c) she *finishes*.

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

HS.10 Definition *Start* is replaced with:

Start A boat *starts* when

- (a) her hulls having been entirely on the pre-start side of the starting line at or after her starting signal, any part of her hulls cross the starting line from the pre-start side to the course side; or
- (b) having crossed the starting line in the direction of the first *mark* and been identified as OCS, she completes a penalty for OCS.

Support Person Any person who

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

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

Windward See *Leeward and Windward*.

HS.11 Definition *Zone* is replaced with:

Zone The area around *marks, obstructions or the boundary* within a distance of three hull lengths. A boat is in the *zone* when any part of her hulls is in the *zone*. The notice of race or sailing instructions may change the distance of the zone.

BASIC PRINCIPLES

SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of *rules* that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when a boat breaks a *rule* and is not exonerated she will promptly take an appropriate penalty or action, which may be to retire.

ENVIRONMENTAL RESPONSIBILITY

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

PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

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

1.2 Life-Saving Equipment and Personal Flotation Devices

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

2 FAIR SAILING - HS.12

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be a disqualification that is not excludable.

When races are umpired a boat need not take a penalty unless signalled to do so by an umpire.

3 DECISION TO RACE

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

4 ACCEPTANCE OF THE RULES

4.1

(a) By participating or intending to participate in an event conducted under the *rules*, each competitor and boat owner agrees to accept the *rules*.

(b) A *support person* by providing support, or a parent or guardian by permitting their child to enter an event, agrees to accept the *rules*.

4.2

Each competitor and boat owner agrees, on behalf of their *support persons*, that such *support persons* are bound by the *rules*.

4.3

Acceptance of the *rules* includes agreement

- (a) to be governed by the *rules*;
- (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*;
- (c) with respect to any such determination, not to resort to any court of law or tribunal not provided for in the *rules*; and
- (d) by each competitor and boat owner to ensure that their *support persons* are aware of the *rules*.

4.4

The person in charge of each boat shall ensure that all competitors in the crew and the boat's owner are aware of their responsibilities under this rule.

4.5

This rule may be changed by a prescription of the national authority of the venue.

5 RULES GOVERNING ORGANIZING AUTHORITIES AND OFFICIALS

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

6 WORLD SAILING REGULATIONS

6.1

Each competitor, boat owner and *support person* shall comply with the World Sailing Regulations that have been designated by World Sailing as having the status of a *rule*. These regulations as of 30 June 2020 are the World Sailing:

- Advertising Code
- Anti-Doping Code
- Betting and Anti-Corruption Code
- Disciplinary Code
- Eligibility Code
- Sailor Categorization Code

6.2

The rules of Part 5 do not apply unless *protests* are permitted in the Regulation alleged to have been broken.

7 LAST POINT OF CERTAINTY - HS.13

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

PART 2

WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 23.1.*

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

SECTION A

RIGHT OF WAY

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

10 ON OPPOSITE TACKS

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

11 ON THE SAME TACK, OVERLAPPED

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

12 ON THE SAME TACK, NOT OVERLAPPED

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

13 WHILE TACKING - HS.14

HS.14 Delete rule 13 and replace with: 13 Deleted

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT - HS.15

If reasonably possible a boat shall

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

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

15 ACQUIRING RIGHT OF WAY

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

16 CHANGING COURSE - HS.16

16.1

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

16.2

16.2 Deleted

17 ON THE SAME TACK; PROPER COURSE - HS.17

HS.17 Delete rule 17 and replace with: 17 Deleted

SECTION C

AT MARKS AND OBSTRUCTIONS

*Section C rules do not apply between boats when the **mark** or **obstruction** referred to in those rules is a starting **mark** surrounded by navigable water or its anchor line, from the time the boats are approaching it to **start** until they have left it astern.*

18 MARK-ROOM - HS.18

18.1 When Rule 18 Applies

- (a) Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*.
- (b) Rule 18 does not apply between boats:
 - (1) when one boat is approaching a *mark* and one is leaving it;
 - (2) when the boat entitled to *mark-room* obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*;
 - (3) when the boat entitled to *mark-room* leaves the *zone*; or
 - (4) when the boat entitled to *mark-room* is on the next leg and the *mark* is astern of her.

18.2 Giving Mark-Room

- (a) When rule 18 first applies,
 - (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 rule 18 no longer applies due to the boat entitled to *mark-room* leaving the *zone*, but is required to be applied again, the relationship of the boats considered at the time rule 18 is re- applied.

18.3 Changing Tack

- (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 if this affects the course of another boat before the right-of way boat changes *tack*. Rule 18.3(b) does not apply at a gate *mark* or a finishing *mark*.

18.4 Sailing Within Mark-Room

When the boat entitled to *mark-room* has sailed farther from the mark than needed to sail its *proper course*, it is no longer sailing within the mark-room it was entitled to while rule 18 continues to apply.

19 ROOM TO PASS AN OBSTRUCTION - HS.19

19.1 When Rule 19 Applies

- (a) Rule 19 applies between boats when at least one of them is in the *zone* of an *obstruction*,
- (b) Rule 19 does not apply between boats when:
 - (1) The *obstruction* is also a *mark* the boats are required to leave on the same side;
 - (2) Rule 18 applies between the boats and the obstruction is another boat overlapped with each of them.
 - (3) The *obstruction* is the *boundary* prior to the starting signal and the boats are passing it on opposite sides; or
 - (4) Rule 20 applies.

19.2 Giving Room at an Obstruction

- (a) The course of the right-of-way boat when rule 19 first applies determines the side of the *obstruction* for rule 19 to apply.
- (b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless
 - (1) she has been unable to do so from the time the overlap began.
 - (2) she has been unable to do so because she is giving or taking *mark-room* under rule 18.2(a), or
 - (3) she is unable to do so because she is taking *room* under rule 20.2.

However, *room* in rule 19.2 does not include *room* to tack unless it is the only option to pass and clear the *obstruction*.

20 ROOM TO PASS A BOUNDARY - HS.20

20.1 When Rule 20 Applies

Rule 20 applies between boats that have *started* when at least one of them is in the *zone* of a *boundary*.

20.2 Giving Room at a Boundary

(a) When rule 20 first applies, an outside *overlapped* or *clear-astern* boat at that moment shall thereafter give an inside or *clear-ahead* boat *room* to sail her *proper course*, including *room* to tack or gybe, while the inside or *clear-ahead* boat is in the *zone*, unless the boat required to give *room* is unable to do so because she is giving or taking *mark-room* under rule 18.2(a).

(b) When boats are passing a *boundary* on opposite sides, a boat sailing on a leg to a windward *mark* or windward gate shall be considered the inside boat.

SECTION D

OTHER RULES

When rule 21 or 22 applies between two boats, Section A rules do not.

21 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL - HS.21

HS.21 Delete rule 21 and replace with: 21 Deleted

22 CAPSIZED, ANCHORED OR AGROUND; RESCUING

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

23 INTERFERING WITH ANOTHER BOAT

23.1 - HS.22

If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing* or an *umpire boat*.

23.2 - HS 23

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

23.3 - HS.24

In a match race when boats in different matches meet, any course sailed by either boat shall be consistent with complying with a *rule* or trying to win her own match.

23.4 - HS.25

After she has *started* and except when sailing her *proper course*, a boat shall not interfere with a boat taking a penalty or a boat sailing towards the pre-start side of the starting line or one of its extensions.

PART 3

CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

25.1

The notice of race shall be made available to each boat that enters an event before she enters. The sailing instructions shall be made available to each boat before a race begins.

25.2

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

25.3

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

26 STARTING RACES

26.1

Races shall be started by using the following signals. Times shall be taken from the sound signals.

Minutes before starting signal	Visual signal	Sound signal	Means
4	4 or Class flag	One	Attention signal
3	3 flag	One	Warning signal
2	2 or P	One long	Preparatory signal: match race entry*
1	1 flag	One long	One minute
0	1 or Class flag removed	One	Starting signal

**Boats failing to comply with rule 27.4 will be identified until the umpires have signalled a penalty.*

26.2

In a match race the boat assigned the windward entry shall display a blue flag on her port shroud while *racing*. The boat assigned the leeward entry shall display a yellow flag on her starboard shroud while racing. A boat that displays an incorrect identification flag or does not display the correct flag shall be warned orally and given the opportunity to correct the error before being penalized.

27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

27.1

No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another and signal that wearing personal flotation devices is required (display flag Y with one sound).

27.2

No later than the preparatory signal, the race committee may move a starting *mark*.

27.3

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

27.4 Requirements Before the Start of a Match Race

(a) The windward entry boat shall:

(1) at her preparatory signal, be to windward of the line and its extensions between the starting line flag pole on the race committee vessel and the first *mark*, and on the course side of the line between the starting line flag pole on the race committee vessel and the windward entry *mark* and within the one-minute period following her preparatory signal, cross and clear the line between the starting line flag pole on the race committee vessel and the windward entry *mark*, the first time from the course side to the pre start side.

(b) The leeward entry boat shall:

(1) at her preparatory signal, be to leeward of the line and its extensions between the starting line flag pole on the race committee vessel and the first *mark*, and on the course side of the starting line and within the one-minute period following her preparatory signal, cross and clear the starting line, the first time from the course side to the prestart side

28 SAILING THE COURSE

28.1

A boat shall *sail the course*.

28.2

A boat may correct any errors in *sailing the course*, provided she has not *finished*.

28.3

While *racing* a boat's hulls shall be wholly within the *boundary*.

29 RECALLS

29.1 Individual Recall

When a boat is OCS, the race committee shall promptly make one sound and,

- (a) in a fleet race, display flag X. The flag shall be displayed until all such boats have completed a penalty for OCS but no later than two minutes after the starting signal, or
- (b) in a match race, display a blue or yellow flag or both. The flag(s) shall be displayed until the umpires have signalled a penalty in accordance with rule 44.1(b) or until the boat(s) is on the pre-start side of the starting line.

29.2 General Recall

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

30 STARTING PENALTIES

30.1 I Flag Rule

If flag I has been displayed, and any part of a boat's hull is on the course side of the starting line or one of its extensions during the last minute before her starting signal, she shall sail across an extension so that her hull is completely on the pre-start side before she *starts*.

30.2 Z Flag Rule

Deleted

30.3 U Flag Rule

Deleted

30.4 Black Flag Rule

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

31 TOUCHING A MARK

While *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

32 SHORTENING OR ABANDONING AFTER THE START

32.1

After the starting signal, the race committee may shorten the course (display flag S with two sounds) or *abandon* the race (display flag N, N over H, or N over A, with three sounds), for any reason after consulting with the umpires when practical.

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

32.2

If the race committee signals a shortened course (displays flag S with two sounds), the finishing line shall be between the *marks* of a gate or between a rounding *mark* and a staff displaying flag S. The shortened course shall be signaled before the first boat crosses the finishing line.

33 CHANGING THE NEXT LEG OF THE COURSE

While boats are *racing*, the race committee may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (or the finishing line) and signalling all boats before they begin the leg by displaying flag C. The next *mark* need not be in position at that time. Subsequent legs may be changed without further signalling to maintain the course shape.

34 MARK MISSING

34.1

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

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

34.2

In the event that the race committee are unable to set a gate, the existing single *mark* shall be rounded to starboard.

35 RACE TIME LIMIT AND SCORES

If one *boat starts*, *sails the course* and *finishes* within the time limit, all boats that *finish* shall be scored according to their finishing places unless the race is *abandoned*.

However,

- (a) in a fleet race, a boat that does not *finish* within 10 minutes of the first boat shall be scored DNF, or
- (b) in a match race, a boat that does not *finish* within 5 minutes of the first boat shall be scored DNF.

If no boat *finishes* within the race time limit, the race committee shall *abandon* the race.

36 RACES RESTARTED OR RESAILED

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

- (a) prohibit a boat from competing unless she has broken rule 30.4 or been disqualified under rule 44.1; or
- (b) cause a boat to be penalized except under rule 2, 30.2, 30.4 or 69 or under rule 14 when she has caused injury or serious damage.

37 SEARCH AND RESCUE INSTRUCTIONS

When the race committee displays flag V with one sound, all boats and official and support vessels shall, if possible, monitor the race committee communication channel for search and rescue instructions.

PART 4

OTHER REQUIREMENTS WHEN RACING

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

SECTION A

GENERAL REQUIREMENTS

40 PERSONAL EQUIPMENT - SEE CLASS RULES OR RULES FOR HANDLING BOATS

41 OUTSIDE HELP

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

- (a) help for a crew member who is ill, injured or in danger or to recover them from the water and return on board, provided the return on board is at the approximate location of the recovery;
- (b) after a collision, help from the crew of the other vessel to get clear;
- (c) help in the form of information freely available to all boats;
- (d) unsolicited information from a disinterested source, which may be another boat in the same race;
- (e) communication via race committee approved communications equipment with the race committee and umpires and another boat in the same race.

42 PROPULSION - HS.26

Delete rule 42 and replace with:

A boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails, rudders, daggerboards and hulls, and perform other acts of seamanship.

43 EXONERATION

43.1

- (a) When as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat is exonerated for her breach
- (b) When a boat is sailing within the *room* or *mark-room* to which she is entitled and, as a consequence of an incident with a boat required to give her that *room* or *mark-room*, she breaks a rule of Section A of Part 2, rule 15, 16, or 31, she is exonerated for her breach.
- (c) A right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, is exonerated for breaking rule 14 if the contact does not cause damage or injury.

43.2

A boat exonerated for breaking a *rule* need not take a penalty and shall not be penalized for breaking that *rule*.

44 PENALTIES AT THE TIME OF AN INCIDENT

44.1 Signals by Umpires

When races are umpired, an umpire will signal a decision as follows:

- (a) A green and white flag with one long sound signal means 'No penalty.'
- (b) A red flag (fleet), blue or yellow flag (match) with one long sound means 'A penalty is imposed or remains outstanding. The identified boat shall take a penalty by complying with rule 44.2 or for an OCS penalty rule 44.3.'
- (c) A black flag and one long sound means 'The identified boat is disqualified, and the boat shall promptly leave the course area.'
- (d) If an umpire signals that a boat no longer has a penalty, then the penalty is completed.
- (e) One short sound means 'A penalty is now completed'.
- (f) Repetitive short sounds mean 'A boat is no longer taking a penalty and the penalty remains'.

44.2 Penalties

As soon as possible, after the incident, or after being signalled by an umpire, a boat takes a penalty, within the limitations of rule 44.4, by completing one of the following:

- (a) In a match race when the first leg is identified by the race committee as a reaching leg and prior to completing it a penalized boat shall, within the limitations of rule 44.4, act immediately to reduce her VMG / VMC until she is 2 hull-lengths behind the most forward part of the other boat's hulls based on the axis of the leg the penalized boat is on. If a boat is unable to complete the penalty prior to completing the first leg, she shall take a penalty in accordance with rule 44.2(b) or (c).
- (b) Two consecutive gybes with the gennaker completely furled at some point between the two gybes.
- (c) Two consecutive tacks.

44.3 OCS Penalties

The sailing instructions will identify the OCS Penalty system in use:

- (a) System 1 - Upwind Start A boat identified as OCS shall return entirely to the pre-start side of the starting line and cross the starting line in the direction of the first *mark*.
- (b) System 2 - Upwind Start A boat identified as OCS shall complete a penalty by complying with rule 44.2(c).
- (c) System 3 - Reaching Start A boat identified as OCS shall act so that she is *clear astern* of all boats that have started correctly when they complete the first leg of the course, excluding those identified as delayed starters by the race committee.
- (d) System 4 - Reaching Start A boat identified as OCS shall act immediately to reduce her VMG / VMC until she is clear astern of all boats that have started correctly, excluding those identified as delayed starters by the race committee.

44.4 Penalty Limitations

- (a) If a boat has multiple penalties, then the penalties shall be taken consecutively.
- (b) When OCS Penalty System 3 or 4 (rule 44.3(c) or 44.3(d)) is in use, a boat may not take a penalty after she has started while she is on the first leg other than a penalty for OCS or under rule 44.2(a).
- (c) A boat completes the first leg when any part of her hulls cross the extension of the line from the centre of the leeward gate through the first mark.
- (d) When OCS Penalty System 3 or 4 (rule 44.3(c) or 44.3(d)) is in use, a boat taking a penalty for OCS or under rule 44.2(a) shall not sail a course other than a proper course of a boat without a penalty if as a result a keep clear boat sailing a proper course must change

course to keep clear.

(e) In a match race a boat shall not take a penalty before her starting signal.

44.5 Taking and Completing Penalties

(a) A boat may take a Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*, broken rule 28.3, 31, 44.4(d), been identified as OCS, or broken a Sailing Instruction that is subject to action by an umpire. However,

(1) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;

(2) unless races are umpired, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire;

(b) In a match race

(1) 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. This does not apply to penalties for OCS. When a boat has one or more outstanding penalties and the other boat is OCS the penalties shall be cancelled and the OCS boat shall act immediately to reduce her VMG / VMC until she is *clear astern* of the other boat.

(2) If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule 44.1(c).

(c) When it is clear to the umpires that a penalized boat is attempting to take her penalty but the loss of distance is not being incurred as intended, or the situation is not covered under rule 44.2 or 44.3 the umpires may make their best efforts to calculate what the loss of distance should be. When they are satisfied with the loss of distance, the umpires shall signal that the penalty is completed.

45 HAULING OUT; MAKING FAST; ANCHORING

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

46 PERSON IN CHARGE

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

47 TRASH DISPOSAL

Competitors and support persons shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.

SECTION B

EQUIPMENT-RELATED REQUIREMENTS

48 LIMITATIONS ON EQUIPMENT AND CREW

48.1

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

48.2

No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A person leaving the boat by accident or to swim shall be back in contact with the boat before the crew resumes sailing the boat to the next *mark*.

49 CREW POSITION

Competitors shall use no device designed to position their bodies outboard, other than hiking straps and stiffeners worn under the thighs and sail control lines extending from the hull or cross structure.

50 COMPETITOR CLOTHING AND EQUIPMENT - HS.27

50.1

Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.

50.2

The weight of clothing or equipment carried (including food, drink and mandated personal safety equipment) shall be no more than 8.0 kg per crewmember. The clothing and equipment shall be weighed dry.

50.3

Crew clothing and equipment shall not retain water for the purpose of increasing weight.

51 MOVABLE BALLAST

All movable ballast, including sails that are not set, shall be properly stowed. Water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. However, bilge water may be bailed out.

52 MANUAL POWER

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

53 SKIN FRICTION

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

54 FORESTAYS AND HEADSAIL TACKS

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

55 SETTING AND SHEETING SAILS - SEE CLASS RULES OR RULES FOR HANDLING BOATS

56 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES

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

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

Note: Appendix TS, Traffic Separation Schemes, is available at the World Sailing website. The notice of race may change rule 56.2 by stating that Section A, Section B or Section C of Appendix TS applies.

56.3 When a *rule* requires a boat to be equipped with an Automatic Identification System transponder or any other tracking device, it shall not be turned off or its effectiveness intentionally reduced.

PART 5

PROTESTS, REDRESS, HEARINGS AND MISCONDUCT

A hearing request form and a hearing decision form are available on the World Sailing website at: www.sailing.org/racingrules

The Racing Rules of Sailing does not require a particular hearing request form to be used.

SECTION A

PROTESTS; REDRESS; SUPPORT PERSONS

60 PROTESTS

60.1 Right to Protest

- (a) A boat may protest a boat.
 - (1) under rule 44.4(d) or a rule of Part 2, except rule 14, or
 - (2) under a rule not listed in rule 60.1(a)(1).
- (b) A committee may protest a boat.

60.2 Intention to Protest

- (a) If a protest concerns an incident observed by the protestor in the racing area:
 - (1) If the protestor is a boat and the protest is under rule 60.1(a)(1) she shall signal immediately after an incident in which she was involved by clearly displaying flag Y; otherwise she shall inform the boat within the protest time limit.
 - (2) If the protestor is a committee, it shall inform the boat after the race within the protest time limit of its intention to protest her.
- (b) However, if
 - (1) deleted
 - (2) deleted
 - (3) the incident was not observed by the protestor in the racing area, or
 - (4) a protest committee decides to protest a boat under rule 60.4(c),
 then the only requirement for the protestor is to inform the protestee of its intention to protest at the first reasonable opportunity.
- (c) If injury or serious damage has resulted from an incident then 60.2(a) and 60.2(b) do not apply to a protesting boat, but she shall attempt to inform the other boat at the first reasonable opportunity.
- (d) A committee may inform a boat of its intention to protest verbally, by posting a notice on the official notice board, or via the designated race management instant messaging application channel.

60.3 Delivering a Protest

- (a) A protest under rule 60.1(a)(2) or 60.1(b) need not be in writing unless required by the protest committee.
- (b) A protest under rule 60.1(a)(2) or 60.1(b) shall be communicated to the protest committee within the protest time limit unless the protest committee decides there is good reason to extend the time. The protest time limit is
 - (1) for protests about an incident observed in the racing area, within 2 minutes of the finish of the last boat in the race
 - (2) for other protests, as soon as reasonably possible after the relevant information is available to the protestor.

(c) A *protest* under 60.1(a)(1) shall be delivered by clearly displaying flag Y.

60.4 Protest Validity

(a) A *protest* is invalid

- (1) if it does not comply with the definition *Protest* or rule 60.2 or 60.3,
- (2) if it is from a boat that alleges a breach of a rule of Part 2 or rule 31, but she was not involved in it or did not see the incident, or
- (3) as far as it alleges a breach of rule 69 or a Regulation referred to in rule 6, unless permitted by the Regulation concerned.
- (4) if it is from a boat that alleges a breach of rule 27.4, 28.1, 28.3, 42, 44.2, 44.3, 47, 48.2, 49 or 14 unless serious damage or injury results, or
- (5) if it is from a *committee* that alleges a breach of a rule listed in rule 60.1(a)(1) or 60.6(a)

(b) A *protest* is invalid also if it is from a *committee* and is based on information from

- (1) a request for redress,
- (2) an invalid *protest*, or
- (3) a report from a person with a *conflict of interest* (other than a representative of the boat herself).

(c) However, rule 60.4(b) does not apply to a *protest* from

- (1) the protest committee if it learns of an incident involving a boat that may have resulted in injury or serious damage,
- (2) the protest committee if it learns during the hearing of a valid *protest* that the boat, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*, or
- (3) the technical committee if it has first conducted an inspection and decided a boat or personal equipment does not comply with the class rules or rule 50.

60.5 Protest Decisions

(a) The protest committee shall conduct a hearing as required by rule 63 to decide a *protest* under rule 60.1(a)(2).

(b) A boat shall only be penalized

- (1) at a protest hearing to which she is a *party*,
- (2) under rule 60.5(d), 60.5(e), 60.6, 62.4, 63.1(c), 64 or 69, or
- (3) under a *rule* which expressly states that a penalty may be applied without a hearing.

(c) If the protest committee decides that a boat has broken a *rule* it shall disqualify her whether or not the applicable *rule* was mentioned in the *protest*. However, the boat shall not be disqualified if

- (1) she is exonerated or some other penalty applies,
- (2) the boat has already taken an applicable penalty, in which case she shall not be penalized further unless the penalty for a *rule* she broke is disqualification that is not excludable,
- (3) the race is restarted or resailed, in which case rule 36 applies, or
- (4) she broke a class rule and rule 60.5(d) applies, or
- (5) it decides that a breach of a rule has had no significant effect on the outcome of the race when it may make another arrangement it decides is equitable, which may be to impose no penalty, or
- (6) the umpires have exonerated a boat without a hearing, which takes precedence over any conflicting rule

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

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

- (1) the boat shall not be penalized if any deviations in excess of tolerances specified in

the class rules were caused by serious damage or normal wear and they did not improve the performance of the boat,

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

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

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

(e) If the protest committee decide that a boat has broken rule 14, it may impose discretionary points penalties

60.6 When the umpires decide that a boat has:

(a) broken rule 26.2, 27.4, 28.3, 31, 42, 44, 49;

(b) gained an advantage by breaking a *rule* after allowing for a penalty;

(c) committed a breach of sportsmanship;

(d) been identified as OCS; or

(e) broken a Sailing Instruction that is subject to action by an umpire,

She shall be penalized under rule 44.1(b) or (c);

(f) broken rule 31 and damage has resulted, or rule 14, they may impose a 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 60.3. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide that a penalty is greater than the guidance on contact and serious damage penalties in the sailing instructions, they shall act under rule 60.8.

60.7

After one boat has *started* a match race, if the umpires are satisfied that the other boat will not *finish*, they may signal under rule 44.1(c) that the boat that will not *finish* is disqualified and the match is terminated.

60.8

When the umpires decide that a boat may have broken a *rule* other than those listed in rules 60.1(a)(1) or 60.6(a) they shall so inform the protest committee for its action under rule 60.1(b).

60.9

No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

61 REDRESS

61.1 Requesting or Considering Redress

(a) A boat may request redress.

(b) The race committee or the technical committee may request redress for a boat.

(c) The protest committee may call a hearing to consider redress for a boat.

61.2 Requests for Redress

(a) A request for redress shall be in writing and identify the reason for making it.

(b) A request shall be delivered to the race office (or by such other method as stated in the sailing instructions):

- (1) if it is based on an incident in the racing area, within the protest time limit or two hours after the incident (whichever is later),
- (2) if it is based on a protest committee decision on the last scheduled day of racing, no later than 30 minutes after the decision was posted, or
- (3) for all other requests, as soon as reasonably possible after the relevant information is available.

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

61.3 Invalid Requests

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

61.4 Redress Decisions

(a) The protest committee shall conduct a hearing as required by rule 63 to decide whether to grant redress.

(b) A boat is entitled to redress if her score or place in a race or series has been made, or may be made, significantly worse through no fault of her own by

(1) ~~deleted~~

(2) injury or physical serious damage because of the action of a boat that was breaking a rule of Part 2 and took an appropriate penalty or was penalized,

(3) injury or physical damage because of the action of a vessel not *racing* that was required to keep clear or is determined to be at fault under the *IRPCAS* or a government right-of-way rule,

(4) giving help (except to herself or her crew) in compliance with rule 1.1, or

(5) an action of another boat, or a crew member or *support person* of that boat, that resulted in a penalty under rule 2 or a penalty or warning under rule 69

(c) If a boat is entitled to redress, the protest committee shall make as fair an arrangement as possible for all boats affected, whether or not they asked for redress. This may be to adjust the scoring (see rule A9 for examples) or finishing times of boats, to *abandon* the race, to let the results stand or to make some other arrangement.

(d) If there is doubt about the facts or probable results of any arrangement for the race or series, especially before *abandoning* the race, the protest committee shall take evidence from appropriate sources.

62 SUPPORT PERSONS

62.1

Upon receipt of a report from a boat or a *committee*, or based on its own observation or information from any source, including evidence taken during a hearing, the protest committee may call a hearing to consider whether a *support person* has broken a *rule*.

62.2

If the protest committee decides to call a hearing, it shall conduct a hearing as required by rule 63 and may appoint a person to present the allegations.

62.3

If the protest committee decides that a *support person* who is a *party* to the hearing has broken a *rule*, it may

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

62.4

In addition, if the protest committee decides that

(a) a boat may have gained a competitive advantage as the result of the breach by the *support person*, or

(b) the *support person* committed a further breach after the protest committee warned a boat in writing, following a previous hearing, that a penalty may be imposed,

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

SECTION B

HEARINGS AND MAKING DECISIONS

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

63 CONDUCT OF HEARINGS

63.1 Rights of Parties

- (a) All *parties* to a hearing shall be
 - (1) informed of the time and place of the hearing,
 - (2) given access to the *protest*, request for redress, or report to be considered at the hearing,
 - (3) allowed reasonable time to prepare for the hearing, and
 - (4) allowed to have a representative present throughout the hearing of the evidence but, in a *protest* involving a breach of a rule of Part 2, 3 or 4, the representative shall have been on board at the time of the incident unless there is good reason for the protest committee to decide otherwise.
- (b) If a *party* does not come to a hearing, the protest committee may proceed with the hearing in their absence.
- (c) A boat that protests, or is protested, under rule 60.1(a)(1) is not entitled to a hearing. Instead, the umpires shall decide whether to penalize any boat and signal the decision as provided in rule 44.1.

63.2 Hearings

- (a) The protest committee shall hear each *protest* or request delivered unless it allows it to be withdrawn.
- (b) The protest committee may combine hearings which arise from the same or very closely connected incidents into one hearing. However, a hearing under rule 69 shall not be combined with any other type of hearing.
- (c) If the validity requirements are met, the protest committee may change the type of case if it is appropriate to do so having considered the information in the case, including any evidence given during a hearing.
- (d) If the protest committee decides to protest a boat under rule 60.4(c)(2), it shall close the current hearing, deliver a *protest* in accordance with the *rules*, and then hear the original and new *protests* together.
- (e) A hearing involving *parties* in different events conducted by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

63.3 Conflict of Interest

- (a) A protest committee member shall declare any possible *conflict of interest* as soon as possible after becoming aware of it.
- (b) A *party* to the hearing who believes a protest committee member has a *conflict of interest* shall object as soon as possible.
- (c) A protest committee member with a *conflict of interest* shall not be a member of the protest committee for the hearing, unless:
 - (1) all parties consent, or
 - (2) the protest committee decides that the *conflict of interest* is not significant.

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

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

- (1) the views of the *parties*,
- (2) the level of the conflict,
- (3) the level of the event,
- (4) the importance to each *party* of the case, and
- (5) the overall perception of fairness.

(e) Any written information provided under rule 63.6(b) shall include any *conflict of interest* declared by a protest committee, and any decision by the protest committee under rule 63.3(c)(2).

63.4 Hearing Procedure

(a) The protest committee shall first consider validity. The hearing shall be closed if

- (1) a *protest* or request is invalid, or
- (2) a *protest* was made under rule 60.4(c)(1) and there was no injury or damage.

(b) The protest committee shall take the evidence of the *parties* present at the hearing, their witnesses, and any other evidence it considers necessary. Hearsay evidence is admissible. However, the protest committee may exclude evidence which is irrelevant or unduly repetitive.

(c) A *party* present at the hearing may question any person who gives evidence.

(d) A member of the protest committee who saw the incident shall, as soon as reasonably possible, declare this fact to the *parties* attending the hearing.

(e) A witness shall be excluded from the hearing when not giving evidence, except for a witness who:

- (1) is also a *party*, or
- (2) is a member of the protest committee.

63.5 Decisions

(a) The protest committee shall consider the evidence and decide what weight to give it. It shall then find the facts based on the balance of probabilities (unless an applicable *rule* requires otherwise), and then apply the *rules* to those facts to make its conclusions and a decision.

(b) Decisions shall be made by simple majority vote. When there is an equal division of votes, the chair of the hearing may cast an additional vote.

(c) If there is a conflict between

- (1) two or more *rules* that must be resolved before a decision can be made, and
- (2) those *rules* are in the notice of race, the sailing instructions, or any of the other documents that govern the event under item (g) of the definition *Rule*,

then the protest committee shall apply the *rule* that it believes will provide the fairest result for all boats affected.

(d) If the protest committee is in doubt about the meaning of a class rule, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the protest committee is bound by the authority's reply.

63.6 Informing the Parties and Others

(a) The protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, any penalties imposed, and any redress given.

(b) If requested by a *party* in writing within seven days of being informed of the decision, the above information shall be provided promptly in writing and the protest committee may, if it considers it relevant to do so, prepare or endorse a diagram.

(c) The protest committee may publish the above information after any hearing, including a

hearing under rule 69, unless it decides there is good reason not to do so.

(d) The protest committee may direct that the above information is to be confidential to the *parties*.

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

63.7 Reopening a Hearing

(a) The protest committee may reopen a hearing if it decides

- (1) a *party* was unavoidably absent from the hearing,
- (2) it may have made a significant error, or
- (3) significant new evidence has become available within a reasonable time.

However, a protest committee shall reopen a hearing when required to do so by the national authority under rule 71.3 or R5.

(b) A *party* to the hearing may request a reopening by delivering a written request to the race office (or by such other method as stated in the sailing instructions) no later than 24 hours after being informed of the decision. The request shall identify the reason for making it. However, on the last scheduled day of racing the request shall be delivered

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

A request that does not comply with this rule is invalid.

(c) The protest committee shall consider all requests to reopen a hearing. When a request to reopen is being considered, or when the hearing is reopened,

- (1) if based only on new evidence, a majority of the members of the protest committee shall, if practicable, be members of the original committee;
- (2) if based on a significant error, the protest committee shall, if practicable, have at least one new member.

64 DISCRETIONARY PENALTIES

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

65 LEGAL LIABILITY AND COSTS

65.1

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

65.2

Any measurement costs arising from a *protest* involving a class rule shall be paid by the unsuccessful *party* unless the protest committee decides otherwise.

Note: There are no rules 66 to 68.

SECTION C

MISCONDUCT

69 MISCONDUCT

69.1 Obligation not to Commit Misconduct; Resolution

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

69.2 Action by a Protest Committee

- (a) A protest committee acting under this rule shall have at least three members.
- (b) When a protest committee, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall decide whether or not to call a hearing.
- (c) When the protest committee needs more information to make the decision to call a hearing, it shall consider appointing a person or persons to conduct an investigation. These investigators shall not be members of the protest committee that will decide the matter.
- (d) When an investigator is appointed, all relevant information gathered by the investigator, favourable or unfavourable, shall be disclosed to the protest committee, and if the protest committee decides to call a hearing, to the *parties*.
- (e) If the protest committee decides to call a hearing, it shall promptly inform the person in writing of the alleged breach and of the time and place of the hearing and follow the procedures in rule 63, except that:
 - (1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.
 - (2) a person against whom an allegation has been made under this rule shall be entitled to attend the hearing with an advisor and a representative who may act on the person's behalf.
- (f) If a *party*
 - (1) provides good reason for being unable to come to the hearing at the scheduled time, the protest committee shall reschedule it; or
 - (2) does not provide good reason and does not come to the hearing, the protest committee may conduct it without that *party* present.
- (g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct. However, if the standard of proof in this rule conflicts with the laws of a country, the national authority may, with the approval of World Sailing, change it with a prescription to this rule.
- (h) When the protest committee decides that a competitor or boat owner has broken rule 69.1(a), it may take one or more of the following actions
 - (1) issue a warning;
 - (2) change their boat's score in one or more races, including disqualification(s) that may or may not be excluded from her series score;
 - (3) exclude the person from the event or venue or remove any privileges or benefits; and
 - (4) take any other action within its jurisdiction as provided by the *rules*.

(i) When the protest committee decides that a *support person* has broken rule 69.1(a), rules 62.3 and 62.4 apply.

(j) If the protest committee

- (1) imposes a penalty greater than one DNE;
- (2) excludes the person from the event or venue; or
- (3) in any other case if it considers it appropriate,

it shall report its findings, including the facts found, its conclusions and decision to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing. If the protest committee has acted under rule 69.2(f)(2), the report shall also include that fact and the reasons for it.

(k) If the protest committee decides not to conduct the hearing without a *party* present, or if the protest committee has left the event and a report alleging a breach of rule 69.1(a) is received, the race committee or organizing authority may appoint the same or a new protest committee to proceed under this rule. If the protest committee decides it is impractical to conduct a hearing, it shall collect all available information and, if the allegation seems justified, make a report to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing.

69.3 Action by a National Authority and World Sailing

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

SECTION D

APPEALS

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

70.1

(a) Unless rule 70.3 applies, a *party* to a hearing has the right to appeal the protest committee's decision or its procedures, but not the facts found, to the national authority. In addition, a *party* may appeal when the protest committee has failed to hold a hearing or to make a decision.

70.2

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

70.3 - HS.28

There shall be no appeal for an alleged improper action, omission or decision of the umpires or from a decision of a protest committee.

70.4

In rules 70 to 72, the national authority means the one to which the organizing authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while *racing*, an appeal or request shall be sent to the national authority where the finishing line is located, unless the sailing instructions identify another national authority.

70.5 - HS.28

Deleted

71 NATIONAL AUTHORITY DECISIONS - HS.30

HS.30 Delete rule 71 and replace with: 71 Deleted

72 INTERPRETATIONS

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

PART 6

ENTRY AND QUALIFICATION

75 ENTERING AN EVENT

To enter an event, a boat shall comply with the requirements of the organizing authority of the event. She shall be entered by

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

76 EXCLUSION OF BOATS OR COMPETITORS

76.1

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

- (a) it does so before the start of the first race after receipt of the entry for the boat or the competitor, and
- (b) it states a proper reason for doing so.

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

76.2

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

- (a) because of advertising if the boat or competitor complies with the World Sailing Advertising Code, or
- (b) at world and continental championships if the entry is within stated quotas and the approval of the relevant World Sailing Class Association (or the Offshore Racing Congress) or World Sailing has not been obtained.

76.3

Redress may be requested by a boat or competitor that considers that the rejection or exclusion is improper or that it broke rule 76.2.

77 IDENTIFICATION ON SAILS - HS.30

A boat shall be identified to the satisfaction of the organizing authority.

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

78.1

While a boat is *racing*, her owner and any other person in charge shall ensure that the boat is maintained to comply with her class rules and that her measurement or rating certificate, if any, remains valid. In addition, the boat shall also comply at other times specified in the class rules, the notice of race or the sailing instructions. When a *rule* provides that the penalty for a breach of a class rule may be less than disqualification, the same penalty will apply to a breach of this rule.

78.2

When a *rule* requires a valid certificate to be produced or its existence verified before a boat *rac*es, and this cannot be done, the boat may *rac*e provided that the appropriate *committee* receives a statement signed by the person in charge that a valid certificate exists. The boat shall produce the certificate or arrange for its existence to be verified by the appropriate *committee* before the start of the last day of the event, or of the first series, whichever is earlier. The penalty for breaking this rule is disqualification without a hearing from all races of the event.

79 CATEGORIZATION

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

80 RESCHEDULED EVENT

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

PART 7

EVENT ORGANIZATION

85 CHANGES TO RULES

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

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

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

86 CHANGES TO THE RACING RULES

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

(a) Prescriptions of a national authority may change a racing rule, but not the Definitions; a rule in the Introduction; Part 2 or 7; rule 1, 2, 3, 5, 6, 42, 43, 47, 50, 63.3, 69, 70, 71, 72, 75, 76.2(b) or 79; a rule of an appendix that changes one of these rules; Appendix H or N; or a rule in a World Sailing Code listed in rule 6.1.

(b) The notice of race or sailing instructions may change a racing rule, but not rule 4, 76.1 or 76.2(a), Appendix R, or a rule listed in rule 86.1(a).

(c) Class rules may change only racing rules 42, 49, 51, 52, 53, 54, 55, and 78.2.

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

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

87 CHANGES TO CLASS RULES

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

88 NATIONAL PRESCRIPTIONS

88.1 Prescriptions that Apply

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

88.2 Changes to Prescriptions

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

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

89.1 Organizing Authority

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

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

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

89.2 Notice of Race; Appointment of Race Officials

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

90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

90.1 Race Committee

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

90.2 Sailing Instructions

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

communicated orally to each boat before her warning signal.

90.3 Scoring

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

(b) When a scoring system provides for excluding one or more race scores, any score that is a Disqualification Not Excludable (DNE) shall be included in a boat's series score.

(c) When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.

(d) The race committee shall implement scoring changes directed by the protest committee or national authority as a result of decisions made in accordance with the *rules*.

(e) When so stated in the notice of race, notwithstanding the provisions of rules 90.3(a), (b), (c) and (d), there shall be no changes to race or series scores resulting from action, including the correction of errors, initiated more than 24 hours after

- (1) the protest time limit for the last race of the series (including a single-race series);
- (2) being informed of a protest committee decision after the last race of the series (including a single-race series); or
- (3) the results are published.

However, in exception, changes to scores shall be made resulting from a decision under rules 6, 69 or 70. The notice of race may change '24 hours' to a different time.

91 PROTEST COMMITTEE

A protest committee shall be

(a) a committee appointed by the organizing authority or race committee;

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

(c) Deleted

92 TECHNICAL COMMITTEE

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

92.2 The technical committee shall conduct equipment inspection and event measurement as directed by the organizing authority and as required by the *rules*.

APPENDIX A

SCORING

See rule 90.3.

A1 NUMBER OF RACES

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

A2 SERIES SCORES

A2.1

Each boat's series score shall, subject to rule 90.3(b), be the total of her race scores. (A race is completed if scored; see rule 90.3(a)). If a series is raced in groups or heats a boat's series score shall be divided by the number of races for which she was scored. The boat with the lowest series score wins and others shall be ranked accordingly.

A2.2

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

A3 STARTING TIMES AND FINISHING PLACES

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

A4 SCORING SYSTEM

This Low Point System will apply unless the notice of race or sailing instructions specify another system; see rule 90.3(a).

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

Finishing place	Points
First	1
Second	2
Third	3
Fourth	4
Fifth	5
Sixth	6
Seventh	7
Each place thereafter	Add 1 point

A5 SCORES DETERMINED BY THE RACE COMMITTEE

A5.1

When a race committee determines that a boat:

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

it shall score the boat accordingly without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score.

A5.2

A boat that did not *start*, did not *sail the course*, did not *finish* or retired shall be scored points for the finishing place equal to the number of boats entered in the series. A boat that is disqualified shall be scored for the finishing place one more than the number of boats entered in the series.

A5.3

Delted

A6 CHANGES IN PLACES AND SCORES OF OTHER BOATS

A6.1

If a boat is disqualified from a race, or retires after *finishing*, or is scored Did *not sail the course*, each boat with a worse finishing place shall be moved up one place.

A6.2

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

A7 RACE TIES

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

A8 SERIES TIES

If there is a series-score tie between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken.

A9 GUIDANCE ON REDRESS

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

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

A10 SCORING ABBREVIATIONS

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

DNC	Did not start; did not come to the starting area
DNS	Did not start (other than DNC and OCS)
OCS	Did not start; on the course side of the starting line at her starting signal and failed to start, or broke rule 30.1
ZFP	20% penalty under rule 30.2
UFD	Disqualification under rule 30.3
BFD	Disqualification under rule 30.4
SCP	Scoring Penalty applied
NSC	Did not sail the course (other than DNC, DNS, OCS and DNF)
DNF	Did not finish
RET	Retired
DSQ	Disqualification
DNE	Disqualification that is not excludable
RDG	Redress given
DPI	Discretionary penalty imposed

APPENDIX N

INTERNATIONAL JURIES

See rules 70.3(a) and 91(b). This appendix shall not be changed by the notice of race, sailing instructions or national prescriptions.

N1 COMPOSITION, APPOINTMENT AND ORGANIZATION - HS.29 Add rule Appendix N1.10

N1.1

An international jury shall be composed of experienced sailors with excellent knowledge of the racing rules and extensive protest committee experience. It shall be independent of and have no members from the race committee or the technical committee, and it shall be appointed by the organizing authority, subject to approval by the national authority if required (see rule 91(b)), or by World Sailing under rule 89.2(c).

N1.2

The jury shall consist of a chairman, a vice chairman if desired, and other members for a total of at least five. A majority shall be International Judges.

N1.3

No more than two members (three, in Groups M, N and Q) shall be from the same national authority.

N1.4

(a) The chairman of a jury may appoint one or more panels composed in compliance with rules N1.1, N1.2 and N1.3. This can be done even if the full jury is not composed in compliance with these rules.

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

N1.5

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

N1.6

When it is considered desirable that some members not participate in discussing and deciding a *protest* or request for redress, and no qualified replacements are available, the jury or panel remains properly constituted if at least three members remain and at least two of them are International Judges.

N1.7

In exception to rules N1.1 and N1.2, World Sailing may in limited circumstances (see World Sailing Regulation 25.8.13) authorize an international jury consisting of a total of only three members. All members shall be International Judges. The members shall be from three different national authorities (two, in Groups M, N and Q). The authorization shall be stated in a letter of approval to the organizing authority and in the notice of race or sailing instructions, and the letter shall be posted on the official notice board.

N1.8

When the national authority's approval is required for the appointment of an international jury (see rule 91(b)), notice of its approval shall be included in the sailing instructions or be posted on the official notice board.

N1.9

If the jury or a panel acts while not properly constituted, its decisions may be appealed.

N1.10

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.

N2 RESPONSIBILITIES**N2.1**

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

N2.2

Unless the organizing authority directs otherwise, the jury shall decide

- (a) questions of eligibility, measurement or rating certificates; and
- (b) whether to authorize the substitution of competitors, boats or equipment when a rule requires such a decision.

N2.3

The jury shall also decide matters referred to it by the organizing authority, the race committee or the technical committee.

N3 PROCEDURES**N3.1**

Members shall not be regarded as having a significant *conflict of interest* (see rule 63.3) by reason of their nationality, club membership or similar. When otherwise considering a significant *conflict of interest* as required by rule 63.3, considerable weight must be given to the fact that decisions of an international jury cannot be appealed and this may affect the perception of fairness and lower the level of conflict that is significant. In case of doubt, the hearing should proceed as permitted by rule N1.6.

N3.2

If a panel fails to agree on a decision it may adjourn, in which case the chair shall refer the matter to a properly constituted panel with as many members as possible, which may be the full jury.

N4 MISCONDUCT (Rule 69)

N4.1

The World Sailing Code of Ethics contains procedures that apply to specific international events with regard to the appointment of a person to conduct any investigation. These procedures override any conflicting provision of this appendix.

N4.2

A person shall be responsible for presenting to the hearing panel any allegations of misconduct under rule 69. This person shall not be a member of the hearing panel but may be a member of the jury. Such a person shall be required to make full disclosure of all material gathered in the course of the investigation to the person subject to allegations of a breach of rule 69.

N4.3

Prior to a hearing, the hearing panel, to the extent practically possible, shall not act as an investigator of any allegations made under rule 69. However, during the hearing the panel shall be entitled to ask any investigative questions it may see fit.

N4.4

If the panel decides to call a hearing, all material disclosed to the panel in order for them to make that decision must be disclosed to the person subject to the allegations before the hearing begins.