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.

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

- [Image]
  - P Preparatory signal.
  - I Rule 30.1 is in effect.
  - U Rule 30.3 is in effect.
  - Black flag. Rule 30.4 is in effect.

Recall Signals

- [Image]
  - X Individual recall.
  - First Substitute General recall. The warning signal will be made 1 minute after removal.

Shortened Course

- [Image]
  - S The course has been shortened. Rule 32.2 is in effect.

Changing the Next Leg

- [Image]
  - 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

- [Image]
  - 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).
  - Orange flag. The staff displaying this flag is one end of the starting line.
  - Blue flag. The staff displaying this flag is one end of the finishing line.
THE RACING RULES OF SAILING,

WINDSURFING FLEET RACING EDITION

for 2021–2024

The differences between The Racing Rules of Sailing and The Racing Rules of Sailing, Windsurfing Fleet Racing Edition are listed on the next page.

World Sailing
The Racing Rules of Sailing, Windsurfing Fleet Racing Edition (WCR) differs from The Racing Rules of Sailing (RRS) in the following ways:

Appendix B, Windsurfing Fleet Racing Rules, in the RRS is deleted and each rule in it has been inserted in the WCR as follows:

Rules B1 – B9 are appropriately located in Definitions, Parts 1-7 and Appendices A and G. For example:

- Rule 13, which is a rule that Appendix B changes, is shown in the WCR in Part 2 with its changed wording.
- Rule 23.3, which is a rule that Appendix B adds, is shown immediately after rule 23.2.
- Rule 18.3, which is a rule that Appendix B deletes, is removed and replaced by a note: ‘Rule 18.3 is deleted.’

The word ‘boat’ in the RRS has been replaced by the word ‘board’ in the WCR. So, for example, rule 10 in the WCR is ‘When boards are on opposite tacks, a port-tack board shall keep clear of a starboard-tack board.’ However, the word ‘boat’ is retained in the WCR in a few places, such as in references to ‘official boats’ or ‘support boats’.

Appendices C, E, F and P in the RRS do not appear in the WCR.

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

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

The address is: [sailing.org/racingrules/documents](sailing.org/racingrules/documents)

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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.

<table>
<thead>
<tr>
<th>Term</th>
<th>Meaning</th>
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<tr>
<td>Board</td>
<td>A sailboard and the competitor on board.</td>
</tr>
<tr>
<td>Competitor</td>
<td>A person who races or intends to race in the event.</td>
</tr>
<tr>
<td>National authority</td>
<td>A World Sailing member national authority.</td>
</tr>
<tr>
<td>Race committee</td>
<td>The race committee appointed under rule 89.2(c) and any other person or committee performing a race committee function.</td>
</tr>
<tr>
<td>Racing rule</td>
<td>A rule in <em>The Racing Rules of Sailing</em>.</td>
</tr>
<tr>
<td>Technical committee</td>
<td>The technical committee appointed under rule 89.2(c) and any other person or committee performing a technical committee function.</td>
</tr>
<tr>
<td>Vessel</td>
<td>Any boat or ship.</td>
</tr>
</tbody>
</table>

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 boards 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 2021 except that for an event beginning in 2020 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 2017–2020 edition. No changes are contemplated before 2025, 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
- 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.
DEFINITIONS

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

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

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

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

**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.

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

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

(a) takes a penalty under rule 44.2,

(b) corrects an error in sailing the course made at the line, or

(c) continues to sail the course.

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

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

**Leeward and Windward** A board’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 boards on the same tack overlap, the one on the leeward side of the other is the leeward board. The other is the windward board.

**Mark** An object the sailing instructions require a board 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.

**Mark-Room** Mark-Room for a board is room to sail her proper course to round or pass the mark. However, mark-room for a board does not include room to tack unless she is overlapped inside and to windward of the board required to give mark-room and she would be fetching the mark after her tack.

**Obstruction** An object that a board could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an object, area or line so designated by the sailing instructions are also obstructions. However, a board racing is not an obstruction to other boards unless they are required to keep clear of her or, if rule 22 applies, avoid her. A vessel under way, including a board racing, is never a continuing obstruction.

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

**Party** A party to a hearing is

(a) for a protest hearing: a protestor, a protestee;

(b) for a redress hearing: a board requesting redress or for which redress is requested; a board for which a hearing is called to consider redress under rule 60.3(b); a race committee acting under rule 60.2(b); a technical committee acting under rule 60.4(b);

(c) for a redress hearing under rule 62.1(a): the body alleged to have made an improper action or omission;

(d) a person against whom an allegation of a breach of rule 69.1(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 board would choose in order to sail the course and finish as soon as possible in the absence of the other boards referred to in the rule using the term. A board has no proper course before her starting signal.

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

**Racing**  A board 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.

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

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

**Rule**

(a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;

(b) World Sailing 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 board 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
DEFINITIONS

(g) any other documents that govern the event.

**Sail the Course** A board *sails the course* provided that a string representing her track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes*, when drawn taut,

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

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

(c) passes between the *marks* of a gate from the direction of the course from the previous *mark*.

**Start** A board *starts* when, her hull having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side.

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

**Windward** See *Leeward and Windward*.

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

2 FAIR SAILING

A board and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A board 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.
3 DECISION TO RACE
The responsibility for a board’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 board 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 board 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 board owner to ensure that their support persons are aware of the rules.

4.4 The person in charge of each board shall ensure that all competitors in the competitor and the board’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, board 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 Rule 63.1 does not apply unless protests are permitted in the Regulation alleged to have been broken
PART 2
WHEN BOARDS MEET

The rules of Part 2 apply between boards that are sailing in or near the racing area and intend to race, are racing, or have been racing. However, a board 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 board 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 board has right of way over another board when the other board is required to keep clear of her. However, some rules in Sections B, C and D limit the actions of a right-of-way board.

10 ON OPPOSITE TACKS
When boards are on opposite tacks, a port-tack board shall keep clear of a starboard-tack board.

11 ON THE SAME TACK, OVERLAPPED
When boards are on the same tack and overlapped, a windward board shall keep clear of a leeward board.

12 ON THE SAME TACK, NOT OVERLAPPED
When boards are on the same tack and not overlapped, a board clear astern shall keep clear of a board clear ahead.

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

**SECTION B**  
**GENERAL LIMITATIONS**

14 **AVOIDING CONTACT**  
A board shall avoid contact with another board if reasonably possible. However, a right-of-way board, 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 board is not *keeping clear* or giving *room* or *mark-room*.

15 **ACQUIRING RIGHT OF WAY**  
When a board acquires right of way, she shall initially give the other board *room* to *keep clear*, unless she acquires right of way because of the other board’s actions.

16 **CHANGING COURSE**

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

16.2 In addition, on a beat to windward when a *port-tack* board is *keeping clear* by sailing to pass to leeward of a *starboard-tack* board, the *starboard-tack* board shall not bear away if as a result the *port-tack* board must change course immediately to continue *keeping clear*.

17 **ON THE SAME TACK; PROPER COURSE**  
When, at the warning signal, the course to the first mark is approximately ninety degrees from the true wind, a board overlapped to leeward of another board on the same tack during the last 30 seconds before her starting signal shall not sail above the shortest course to the first mark while they remain overlapped if as a result the other board would need to take action to avoid contact, unless in doing so she promptly sails astern of the other board.
SECTION C
AT MARKS AND OBSTRICTIONS

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

18  MARK-ROOM

18.1 When Rule 18 Applies

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

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

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

18.2 Giving Mark-Room

(a) When boards are overlapped the outside board shall give the inside board mark-room, unless rule 18.2(b) applies.

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

(c) When a board is required to give mark-room by rule 18.2(b), she shall continue to do so even if later an overlap is broken or a new overlap begins.

(d) Rules 18.2(b) and (c) cease to apply if the board entitled to mark-room passes head to wind.

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

18.3 Deleted

18.4 Gybing and Bearing Away
When an inside overlapped right-of-way board must gybe or bear away at a mark to sail her proper course, until she gybes or bears away she shall sail no farther from the mark than needed to sail that course. Rule 18.4 does not apply at a gate mark.

19 ROOM TO PASS AN OBSTRUCTION
19.1 When Rule 19 Applies
Rule 19 applies between two boards at an obstruction except
(a) when the obstruction is a mark the boards are required to leave on the same side, or
(b) when rule 18 applies between the boards and the obstruction is another board overlapped with each of them.

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

19.2 Giving Room at an Obstruction
(a) A right-of-way board may choose to pass an obstruction on either side.

(b) When boards are overlapped, the outside board shall give the inside board room between her and the obstruction, unless she has been unable to do so from the time the overlap began.

(c) While boards are passing a continuing obstruction, if a board that was clear astern and required to keep clear becomes overlapped between the other board and the obstruction and, at the moment the overlap begins, there is not room for her to pass between them,

(1) she is not entitled to room under rule 19.2(b), and

(2) while the boards remain overlapped, she shall keep clear and rules 10 and 11 do not apply.
20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing

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

(a) she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and

(b) she is sailing close-hauled or above.

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

20.2 Responding

(a) After a board hails, she shall give a hailed board time to respond.

(b) A hailed board shall respond even if the hail breaks rule 20.1.

(c) A hailed board shall respond either by tacking as soon as possible, or by immediately replying ‘You tack’ and then giving the hailing board *room* to tack and avoid her.

(d) When a hailed board responds, the hailing board shall tack as soon as possible.

(e) From the time a board hails until she has tacked and avoided a hailed board, rule 18.2 does not apply between them.

20.3 Passing On a Hail to an Additional Board

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

20.4 Additional Requirements for Hails

(a) When conditions are such that a hail may not be heard, the board shall also make a signal that clearly indicates her need for *room* to tack or her response.

(b) The notice of race may specify an alternative communication for a board to indicate her need for *room* to tack or her response, and require boards to use it.
SECTION D
OTHER RULES

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

21 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

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

21.2 A board taking a penalty shall keep clear of one that is not.

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

22 CAPSIZED, ANCHORED OR AGROUND; RESCUING

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

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

23 INTERFERING WITH ANOTHER BOARD

23.1 If reasonably possible, a board not racing shall not interfere with a board that is racing.

23.2 If reasonably possible, a board shall not interfere with a board that is taking a penalty, sailing on another leg or subject to rule 21.1. However, after the starting signal this rule does not apply when the board is sailing her proper course.

23.3 In the last minute before her starting signal, a board shall have her sail out of the water and in a normal position, except when accidentally capsized.
PART 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 board that enters an event before she enters. The sailing instructions shall be made available to each board 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 System 1 (for Upwind Starts)
Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<table>
<thead>
<tr>
<th>Minutes before starting signal</th>
<th>Visual signal</th>
<th>Sound signal</th>
<th>Means</th>
</tr>
</thead>
<tbody>
<tr>
<td>5*</td>
<td>Class flag</td>
<td>One</td>
<td>Warning signal</td>
</tr>
<tr>
<td>4</td>
<td>P, I, U, or black flag</td>
<td>One</td>
<td>Preparatory signal</td>
</tr>
<tr>
<td>1</td>
<td>Preparatory flag removed</td>
<td>One long</td>
<td>One minute</td>
</tr>
<tr>
<td>0</td>
<td>Class flag removed</td>
<td>One</td>
<td>Starting signal</td>
</tr>
</tbody>
</table>

*or as stated in the notice of race or sailing instructions

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.
26.2 System 2 (for Reaching Starts)

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

<table>
<thead>
<tr>
<th>Minutes before starting signal</th>
<th>Visual signal</th>
<th>Sound signal</th>
<th>Means</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Class flag</td>
<td></td>
<td>Attention signal</td>
</tr>
<tr>
<td>2</td>
<td>Red flag; attention signal removed</td>
<td>One</td>
<td>Warning signal</td>
</tr>
<tr>
<td>1</td>
<td>Yellow flag; red flag removed</td>
<td>One</td>
<td>Preparatory signal</td>
</tr>
<tr>
<td>½</td>
<td>Yellow flag removed</td>
<td></td>
<td>30 seconds</td>
</tr>
<tr>
<td>0</td>
<td>Green flag</td>
<td>One</td>
<td>Starting signal</td>
</tr>
</tbody>
</table>

26.3 System 3 (for Beach Starts)

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

(b) The starting stations shall be numbered so that station 1 is the most windward one. Unless the sailing instructions specify some other system, a board’s starting station shall be determined

(1) by ranking (the highest ranking board on station 1, the next highest on station 2, and so on), or

(2) by draw.

(c) After boards have been called to take their positions, the race committee shall make the preparatory signal by displaying a red flag with one sound. The starting signal shall be made, at any time after the preparatory signal, by removing the red flag with one sound.

(d) After the starting signal each board shall take the shortest route from her starting station to the water and then to her sailing
position without interfering with other boards. Part 2 rules will apply when both of the competitor’s feet are on the board.

27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

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

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

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

28 SAILING THE RACE

28.1 A board shall start, sail the course and then finish. While doing so, she may leave on either side a mark that does not begin, bound or end the leg she is sailing. After finishing she need not cross the finishing line completely.

28.2 A board may correct any errors in sailing the course, provided she has not crossed the finishing line to finish.

29 RECALLS

29.1 Individual Recall

When at a board’s starting signal any part of her hull is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until the hull of each such board has been completely on the pre-start side of the starting line or one of its extensions, and until all such boards have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 29.2, 30.3 or 30.4 applies this rule does not.
29.2 **General Recall**

When at the starting signal the race committee is unable to identify boards 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 board’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 **Deleted**

30.3 **U Flag Rule**

If flag U has been displayed, no part of a board’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 board breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or resailed.

30.4 **Black Flag Rule**

If a black flag has been displayed, no part of a board’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 board 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
A board may touch a mark but shall not hold on to it.

32 SHORTENING OR ABANDONING AFTER THE START
32.1 After the starting signal, the race committee may shorten the course (display flag S with two sounds) or abandon the race (display flag N, N over H, or N over A, with three sounds),
(a) because of foul weather,
(b) because of insufficient wind making it unlikely that any board will finish within the race time limit,
(c) because a mark is missing or out of position, or
(d) for any other reason directly affecting the safety or fairness of the competition.

In addition, the race committee may shorten the course so that other scheduled races can be sailed, or abandon the race because of an error in the starting procedure. However, after one board 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 boards 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,
(a) at a rounding mark, between the mark and a staff displaying flag S;
(b) a line the course requires boards to cross; or
(c) at a gate, between the gate marks.

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

33 CHANGING THE NEXT LEG OF THE COURSE
While boards 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 boards before they begin the leg. The next mark need not be in position at that time.

(a) If the direction of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and one or both of
(1) the new compass bearing,
(2) a green triangle for a change to starboard or a red rectangle for a change to port.

(b) If the length of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and a ‘–’ if the length will be decreased or a ‘+’ if it will be increased.

(c) Subsequent legs may be changed without further signalling to maintain the course shape.

34 MARK MISSING
If a mark is missing or out of position while boards 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.

35 RACE TIME LIMIT AND SCORES
If one board starts, sails the course and finishes within the time limit for that race, if any, all boards that finish shall be scored according to their finishing places unless the race is abandoned. If no board 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 board from competing unless she has broken rule 30.4; or
(b) cause a board to be penalized except under rule 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 boards 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 boards racing unless the rule states otherwise.

SECTION A
GENERAL REQUIREMENTS

40 PERSONAL FLOTATION DEVICES

40.1 Basic Rule
When rule 40.1 is made applicable by rule 40.2, each competitor shall wear a personal flotation device except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

40.2 When Rule 40.1 Applies
Rule 40.1 applies
(a) if flag Y was displayed afloat with one sound before or with the warning signal, while racing in that race; or
(b) if flag Y was displayed ashore with one sound, at all times while afloat that day.
However, rule 40.1 applies when so stated in the notice of race or sailing instructions.

41 OUTSIDE HELP
A board shall not receive help from any outside source, except
(a) help for a competitor who is ill, injured or in danger;
(b) after a collision, help from the crew of the other vessel to get clear;
(c) help in the form of information freely available to all boards;
(d) unsolicited information from a disinterested source, which may be another board in the same race.
42 PROPULSION
A board shall be propelled only by the action of the wind on the sail and by the action of the water on the hull. However, pumping and fanning the sail is permitted. The board shall not be propelled by paddling, swimming or walking.

43 EXONERATION
43.1 (a) When as a consequence of breaking a rule a board has compelled another board to break a rule, the other board is exonerated for her breach.
(b) When a board is sailing within the room or mark-room to which she is entitled and, as a consequence of an incident with a board 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 board, 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 board 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 Taking a Penalty
A board may take a 360°-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing. The sailing instructions may specify the use of some other penalty. However, if the board caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach, her penalty shall be to retire.

44.2 360°-Turn Penalty
After getting well clear of other boards as soon after the incident as possible, a board takes a 360°-Turn Penalty by promptly making a 360° turn with no requirement for a tack or a gybe. When a board takes the penalty at or near the finishing line, her hull shall be completely on the course side of the line before she finishes.

45 Deleted
46 PERSON IN CHARGE
A board shall have on board a person in charge designated by the
member or organization that entered the board. 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 COMPETITOR
48.1 A board shall use only the equipment on board at her preparatory
signal.
48.2 Deleted

49 Deleted

50 COMPETITOR CLOTHING AND EQUIPMENT
50.1 (a) Competitors shall not wear or carry clothing or equipment for
the purpose of increasing their weight. However, a competitor
may wear a drinking container that shall have a capacity of no
more than 1.5 litres.

(b) Furthermore, a competitor’s clothing and equipment shall not
weigh more than 8 kilograms, excluding a hiking or trapeze
harness and clothing (including footwear) worn only below the
knee. Class rules or the notice of race may specify a lower
weight or a higher weight up to 10 kilograms. Class rules may
include footwear and other clothing worn below the knee within
that weight. A hiking or trapeze harness shall have positive
buoyancy and shall not weigh more than 2 kilograms, except that
class rules may specify a higher weight up to 4 kilograms.
Weights shall be determined as required by Appendix H.

(c) Deleted
53 SKIN FRICTION
A board 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.

56 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES
56.1 Deleted

56.2 A board 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.
PART 5
PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

The protest form that was included in previous editions of this book has been replaced by two forms, a hearing request form and a hearing decision form. The new forms, in various formats, are available at the World Sailing website at sailing.org/racingrules/documents. They may be downloaded and printed.

Note that The Racing Rules of Sailing does not require a particular form to be used.

Suggestions for improving these forms are welcome and should be sent to rules@sailing.org.

SECTION A
PROTESTS; REDRESS; RULE 69 ACTION

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

60.1  A board may
(a) protest another board, but not for an alleged breach of a rule of Part 2 or rule 31 unless she was involved in the incident;
(b) request redress; or
(c) report to the protest committee requesting action under rule 60.3(d) or 69.2(b).

60.2  A race committee may
(a) protest a board, but not as a result of information arising from a request for redress or an invalid protest, or from a report from a person with a conflict of interest other than the representative of the board herself;
(b) request redress for a board; or
(c) report to the protest committee requesting action under rule 60.3(d) or 69.2(b).
60.3 A protest committee may
(a) protest a board, but not as a result of information arising from a request for redress or an invalid protest, or from a report from a person with a conflict of interest other than the representative of the board herself. However, it may protest a board
(1) if it learns of an incident involving her that may have resulted in injury or serious damage, or
(2) if during the hearing of a valid protest it learns that the board, although not a party to the hearing, was involved in the incident and may have broken a rule;
(b) call a hearing to consider redress;
(c) act under rule 69.2(b); or
(d) call a hearing to consider whether a support person has broken a rule, based on its own observation or information received from any source, including evidence taken during a hearing.

60.4 A technical committee may
(a) protest a board, but not as a result of information arising from a request for redress or an invalid protest, or from a report from a person with a conflict of interest other than the representative of the board herself. However, it shall protest a board if it decides that a board or personal equipment does not comply with the class rules or with rule 50;
(b) request redress for a board; or
(c) report to the protest committee requesting action under rule 60.3(d) or 69.2(b).

60.5 However, neither a board nor a committee may protest for an alleged breach of rule 69 or a Regulation referred to in rule 6, unless permitted by the Regulation concerned.

61 PROTEST REQUIREMENTS
61.1 Informing the Protestee
(a) The protesting board shall inform the other board at the first reasonable opportunity. When her protest will concern an incident in the racing area, she shall hail ‘Protest’ at the first reasonable opportunity. She shall also inform the race
committee of her intention to protest as soon as practicable after she finishes or retires. However,

(1) if the other board is beyond hailing distance, the protesting board need not hail but she shall inform the other board at the first reasonable opportunity;

(2) no red flag need be displayed;

(3) if the incident was an error by the other board in *sailing the course*, she need not hail but she shall inform the other board either before or at the first reasonable opportunity after the other board finishes;

(4) if at the time of the incident it is obvious to the protesting board that a of either competitor is in danger, or that injury or serious damage resulted, the requirements of this rule do not apply to her, but she shall attempt to inform the other board within the time limit of rule 61.3.

(b) If the race committee, technical committee or protest committee intends to protest a board concerning an incident the committee observed in the racing area, it shall inform her after the race within the time limit of rule 61.3. In other cases, the committee shall inform the board of its intention to protest as soon as reasonably possible. A notice posted on the official notice board within the appropriate time limit satisfies this requirement.

(c) If the protest committee decides to protest a board under rule 60.3(a)(2), it shall inform her as soon as reasonably possible, close the current hearing, proceed as required by rules 61.2 and 63, and hear the original and the new protests together.

**61.2 Protest Contents**

A *protest* shall be in writing and identify

(a) the protestor and protestee;

(b) the incident;

(c) where and when the incident occurred;

(d) any *rule* the protestor believes was broken; and

(e) the name of the protestor’s representative.

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

This rule does not apply to a race in an elimination series that will qualify a board to compete in a later stage of an event.

61.3 Protest Time Limit

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

62 REDRESS

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

(a) an improper action or omission of the race committee, protest committee, organizing authority or technical committee for the event, but not by a protest committee decision when the board was a party to the hearing;

(b) injury, physical damage or capsize because of the action of

(1) a board that broke a rule of Part 2 and took an appropriate penalty or was penalized, or

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

(c) giving help (except to herself or her crew) in compliance with rule 1.1; or

(d) an action of another board, or a competitor or support person of that board, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.

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

(a) However, on the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted.

SECTION B
HEARINGS AND DECISIONS

63 HEARINGS
63.1 Requirement for a Hearing
A board or competitor shall not be penalized without a protest hearing, except as provided in rules 30.3, 30.4, 64.4(d), 64.5(b), 64.6, 69, 78.2, and A5.1. A decision on redress shall not be made without a hearing. The protest committee shall hear all protests and requests for redress that have been delivered to the race office unless it allows a protest or request to be withdrawn.

63.2 Time and Place of the Hearing; Time for Parties to Prepare
All parties to the hearing shall be notified of the time and place of the hearing, the protest or redress information or the allegations shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing. When two or more hearings arise from the same incident, or from very closely connected incidents, they may be heard together in one hearing. However, a hearing conducted under rule 69 shall not be combined with any other type of hearing.

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

63.4 Conflict of Interest

(a) A protest committee member shall declare any possible conflict of interest as soon as he is aware of it. A party to the hearing who believes a member of the protest committee has a conflict of interest shall object as soon as possible. A conflict of interest declared by a protest committee member shall be included in the written information provided under rule 65.2.

(b) A member of a protest committee with a conflict of interest shall not be a member of the committee for the hearing, unless

(1) all parties consent, or

(2) the protest committee decides that the conflict of interest is not significant.

(c) When deciding whether a conflict of interest is significant, the protest committee shall consider the views of the parties, the level of the conflict, the level of the event, the importance to each party, and the overall perception of fairness.

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

63.5 Validity of the Protest or Request for Redress

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

(a) The protest committee shall take the evidence, including hearsay evidence, of the *parties* present at the hearing and of their witnesses and other evidence it considers necessary. However, the committee may exclude evidence which it considers to be irrelevant or unduly repetitive.

(b) A member of the protest committee who saw the incident shall, while the *parties* are present, state that fact and may give evidence.

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

(d) The committee shall then give the weight it considers appropriate to the evidence presented, find the facts and base its decision on them.

However, for an elimination series race that will qualify a board to compete in a later stage of an event, protests and requests for redress need not be in writing; they shall be made orally to a member of the protest committee as soon as reasonably possible following the race. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

63.7 **Conflict Between Rules**

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

63.8 **Hearings Involving Parties in Different Events**

A hearing involving *parties* in different events conducted by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

63.9 **Hearings under Rule 60.3(d) — Support Persons**

If the protest committee decides to call a hearing under rule 60.3(d), it shall promptly follow the procedures in rules 63.2, 63.3, 63.4 and 63.6, except that the information given to the *parties* shall be details of the
alleged breach and a person may be appointed by the protest committee to present the allegation.

64 DECISIONS

64.1 Standard of Proof, Majority Decisions and Reclassifying Requests

(a) A protest committee shall make its decision based on a balance of probabilities, unless provided for otherwise in the rule alleged to have been broken.

(b) Decisions of the protest committee shall be by simple majority vote of all members. When there is equal division of votes cast, the chairman may cast an additional vote.

(c) The protest committee shall proceed with each case, as a protest, request for redress or other type of request, based on the information in the written request or allegation and testimony during the hearing. This permits the type of case to be changed if appropriate.

64.2 Penalties

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

(a) if a board has taken an applicable penalty, she shall not be further penalized under this rule unless the penalty for a rule she broke is a disqualification that is not excludable from her series score;

(b) if the race is restarted or resailed, rule 36 applies.

64.3 Decisions on Redress

When the protest committee decides that a board is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all boards affected, whether or not they asked for redress. This may be to adjust the scoring (see rule A9 for some examples) or finishing times of boards, to abandon the race, to let the results stand or to make some other arrangement. When in doubt about the facts or probable results of any arrangement for the race or series, especially before
abandoning the race, the protest committee shall take evidence from appropriate sources.

64.4 Decisions on Protests Concerning Class Rules

(a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and do not improve the performance of the board, it shall not penalize her. However, the board shall not race again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.

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

(c) When a board is penalized under a class rule and the protest committee decides that the board also broke the same rule in earlier races in the same event, the penalty may be imposed for all such races. No further protest is necessary.

(d) When a board penalized under a class rule states in writing that she intends to appeal, she may compete in subsequent races without changes to the board. However, if she fails to appeal or the appeal is decided against her, she shall be disqualified without a further hearing from all subsequent races in which she competed.

(e) Measurement costs arising from a protest involving a class rule shall be paid by the unsuccessful party unless the protest committee decides otherwise.

64.5 Decisions Concerning Support Persons

(a) When the protest committee decides that a support person who is a party to a hearing under rule 60.3(d) or 69 has broken a rule, it may

(1) issue a warning,

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

(b) The protest committee may also penalize a board that is a party to a hearing under rule 60.3(d) or 69 for the breach of a rule by a support person by changing the board’s score in a single race, up to and including disqualification, when the protest committee decides that

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

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

64.6 Discretionary Penalties

When a board reports within the protest time limit that she has broken a rule subject to a discretionary penalty, the protest committee shall decide the appropriate penalty after taking evidence from the board and any witnesses it decides are appropriate.

65 INFORMING THE PARTIES AND OTHERS

65.1 After making its decision, the protest committee shall promptly inform the parties to the hearing of the facts found, the applicable rules, the decision, the reasons for it, and any penalties imposed or redress given.

65.2 A party to the hearing is entitled to receive the above information in writing, provided she asks for it in writing from the protest committee no later than seven days after being informed of the decision. The committee shall then promptly provide the information, including, when relevant, a diagram of the incident prepared or endorsed by the committee.

This rule does not apply to a race in an elimination series that will qualify a board to compete in a later stage of an event.

65.3 Unless there is good reason not to do so, after any hearing, including a hearing under rule 69, the protest committee may publish the information set out in rule 65.1. The protest committee may direct that the information is to be confidential to the parties.

65.4 When the protest committee penalizes a board under a class rule, it shall send the above information to the relevant class rule authorities.
Reopening a Hearing

The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule 71.2 or R5.

A party to the hearing may request a reopening in writing no later than 24 hours after being informed of the decision.

(a) 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.

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

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

Damages

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

Note: There is no rule 68.
SECTION C
MISCONDUCT

69 MISCONDUCT

69.1 Obligation not to Commit Misconduct; Resolution

(a) A competitor, board 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 and rule 63.1 does not apply.

69.2 Action by a Protest Committee

(a) A protest committee acting under this rule shall have at least three members.

(b) When a protest committee, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall decide whether or not to call a hearing.

(c) When the protest committee needs more information to make the decision to call a hearing, it shall consider appointing a person or persons to conduct an investigation. These investigators shall not be members of the protest committee that will decide the matter.

(d) When an investigator is appointed, all relevant information he gathers, favourable or unfavourable, shall be disclosed to the protest committee, and if the protest committee decides to call a hearing, to the parties.

(e) If the protest committee decides to call a hearing, it shall promptly inform the person in writing of the alleged breach and of the time and place of the hearing and follow the procedures in rules 63.2, 63.3(a), 63.4, 63.6, 65.1, 65.2, 65.3 and 66, except that:
(1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.

(2) a person against whom an allegation has been made under this rule shall be entitled to have an advisor and a representative with him who may act on his behalf.

(f) If the person

(1) provides good reason why he is unable to come to the hearing at the scheduled time, the protest committee shall reschedule it; or

(2) does not provide good reason and does not come to the hearing, the protest committee may conduct it without the person present.

(g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct. However, if the standard of proof in this rule conflicts with the laws of a country, the national authority may, with the approval of World Sailing, change it with a prescription to this rule.

(h) When the protest committee decides that a competitor or board owner has broken rule 69.1(a), it may take one or more of the following actions

(1) issue a warning;

(2) change their board’s score in one or more races, including disqualification(s) that may or may not be excluded from her series score;

(3) exclude the person from the event or venue or remove any privileges or benefits; and

(4) take any other action within its jurisdiction as provided by the rules.

(i) When the protest committee decides that a support person has broken rule 69.1(a), rule 64.5 applies.

(j) If the protest committee

(1) imposes a penalty greater than one DNE;

(2) excludes the person from the event or venue; or

(3) in any other case if it considers it appropriate,
Part 5 PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

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

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

69.3 Action by a National Authority and World Sailing

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

SECTION D

APPEALS

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

70.1 (a) Provided that the right of appeal has not been denied under rule 70.5, a party to a hearing may appeal a protest committee’s decision or its procedures, but not the facts found.

(b) A board may appeal when she is denied a hearing required by rule 63.1.

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

70.3 An appeal under rule 70.1 or a request by a protest committee under rule 70.2 shall be sent to the national authority with which the
organizing authority is associated under rule 89.1. However, if boards 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.

### 70.4
A club or other organization affiliated to a national authority may request an interpretation of the rules, provided that no protest or request for redress that may be appealed is involved. The interpretation shall not be used for changing a previous protest committee decision.

### 70.5
There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix N, and no appeal from the decisions of the protest committee for a race in an elimination series that will qualify a board to compete in a later stage of an event. Furthermore, if the notice of race or sailing instructions so state, the right of appeal may be denied provided that

(a) it is essential to determine promptly the result of a race that will qualify a board to compete in a subsequent event (a national authority may prescribe that its permission is required for such a procedure);

(b) a national authority so approves for a particular event open only to boards entered by an organization affiliated to that national authority, a member of an organization affiliated to that national authority, or a personal member of that national authority; or

(c) a national authority after consultation with World Sailing so approves for a particular event, provided the protest committee is constituted as required by Appendix N, except that only two members of the protest committee need be International Judges.

### 70.6
Appeals and requests shall conform to Appendix R.

### 71  NATIONAL AUTHORITY DECISIONS

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

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

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

71.4 The decision of the national authority shall be final. The national authority shall send its decision in writing to all parties to the hearing and the protest committee, who shall be bound by the decision.
PART 6
ENTRY AND QUALIFICATION

75 ENTERING AN EVENT
To enter an event, a board 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 BOARDS OR COMPETITORS
76.1 The organizing authority or the race committee may reject or cancel the entry of a board or exclude a competitor, subject to rule 76.3, provided it does so before the start of the first race and states the reason for doing so. On request the board shall promptly be given the reason in writing. The board may request redress if she considers that the rejection or exclusion is improper.

76.2 The organizing authority or the race committee shall not reject or cancel the entry of a board or exclude a competitor because of advertising, provided the board or competitor complies with the World Sailing Advertising Code.

76.3 At world and continental championships no entry within stated quotas shall be rejected or cancelled without first obtaining the approval of the relevant World Sailing Class Association (or the Offshore Racing Congress) or World Sailing.

77 IDENTIFICATION ON SAILS
A board shall comply with the requirements of Appendix G governing class insignia, national letters and numbers on sails.

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES
78.1 While a board is racing, her owner and any other person in charge shall ensure that the board is maintained to comply with her class rules and that her measurement or rating certificate, if any, remains valid.
In addition, the board shall also comply at other times specified in the class rules, the notice of race or the sailing instructions.

When so prescribed by World Sailing, a numbered and dated device on a board and her centreboard, fin and rig shall serve as her measurement certificate.

78.2 When a rule requires a valid certificate to be produced or its existence verified before a board races, and this cannot be done, the board may race provided that the race committee receives a statement signed by the person in charge that a valid certificate exists. The board shall produce the certificate or arrange for its existence to be verified by the race 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 boards entered shall be notified. The race committee may accept new entries that meet all the entry requirements except the original deadline for entries.
PART 7
RACE ORGANIZATION

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.

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

86 CHANGES TO THE RACING RULES

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

(a) Prescriptions of a national authority may change a racing rule, but not the Definitions; the Basic Principles; a rule in the Introduction; Part 1, 2 or 7; rule 42, 43, 47, 50, 63.4, 69, 70, 71, 75, 76.3 or 79; a rule of an appendix that changes one of these rules; Appendix H or N; or a rule in a World Sailing Code listed in rule 6.1.

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

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

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

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 boards 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 boards will pass through the waters of more than one national authority while racing, an organization is affiliated if it is affiliated to the national authority of one of the ports of call.

89.2 Notice of Race; Appointment of Race Officials

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

(b) The notice of race may be changed provided adequate notice is given.

(c) The organizing authority shall appoint a race committee and, when appropriate, appoint a protest committee, a technical committee and umpires. However, the race committee, an international jury, a technical committee and umpires may be appointed by World Sailing as provided in its Regulations.

90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

90.1 Race Committee

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

(a) The race committee shall publish written sailing instructions that conform to rule J2.

(b) When appropriate, for an event where entries from other countries are expected, the sailing instructions shall include, in English, the applicable national prescriptions.

(c) The sailing instructions may be changed provided the change is in writing and posted on the official notice board before the time stated in the sailing instructions or, on the water, communicated to each board before her warning signal. Oral instructions may be given only if the procedure is stated in the sailing instructions.

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 board 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 board’s series score.

(c) When the race committee determines from its own records or observations that it has scored a board 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) a committee appointed by the national authority under rule 71.2.

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

A2 SERIES SCORES
A2.1 Each board’s series score shall, subject to rule 90.3(b), be the total of her race scores excluding her
(a) worst score when from 5 to 11 races have been completed, or
(b) two worst scores when 12 or more races have been completed.
However, the notice of race or sailing instructions may make a different arrangement. A race is completed if scored; see rule 90.3(a). If a board has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The board with the lowest series score wins and others shall be ranked accordingly

A2.2 If a board 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 board’s starting signal shall be her starting time, and the order in which boards finish a race shall determine their finishing places. However, when a handicap or rating system is used a board’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).
Appendix A  SCORING

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

<table>
<thead>
<tr>
<th>Finishing place</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>First</td>
<td>1</td>
</tr>
<tr>
<td>Second</td>
<td>2</td>
</tr>
<tr>
<td>Third</td>
<td>3</td>
</tr>
<tr>
<td>Fourth</td>
<td>4</td>
</tr>
<tr>
<td>Fifth</td>
<td>5</td>
</tr>
<tr>
<td>Sixth</td>
<td>6</td>
</tr>
<tr>
<td>Seventh</td>
<td>7</td>
</tr>
<tr>
<td>Each place thereafter</td>
<td>Add 1 point</td>
</tr>
</tbody>
</table>

A5  SCORES DETERMINED BY THE RACE COMMITTEE

A5.1  A board that did not *start, sail the course or finish*, or comply with rule 30.3, 30.4 or 78.2, or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a board’s score.

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

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

A5.4  For an elimination series race that will qualify a board to compete in a later stage of an event, a board that did not *start, did not sail the course, did not finish*, retired or was disqualified shall be scored points equal to the number of boards permitted to sail in that race.
A6  CHANGES IN PLACES AND SCORES OF OTHER BOARDS

A6.1 If a board is disqualified from a race or retires after *finishing*, each board with a worse finishing place shall be moved up one place.

A6.2 If the protest committee decides to give redress by adjusting a board’s score, the scores of other boards shall not be changed unless the protest committee decides otherwise.

A7  RACE TIES

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

A8  SERIES TIES

A8.1 If there is a series-score tie between two or more boards, each board’s excluded race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the board(s) with the best excluded race score(s).

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

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

A9  GUIDANCE ON REDRESS

If the protest committee decides to give redress by adjusting a board’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;
Appendix A  SCORING

(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 board 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
- **UFD**  Disqualification under rule 30.3
- **BFD**  Disqualification under rule 30.4
- **SCP**  Scoring Penalty applied
- **NSC**  Did not *sail the course*
- **DNF**  Did not *finish*
- **RET**  Retired
- **DSQ**  Disqualification
- **DNE**  Disqualification that is not excludable
- **RDG**  Redress given
- **DPI**  Discretionary penalty imposed
APPENDIX G
IDENTIFICATION ON SAILS

See rule 77.

G1 WORLD SAILING CLASS BOARDS

G1.1 Identification

Every board of a World Sailing Class shall carry on her mainsail and, as provided in rule G1.3(c) for letters and numbers only, on her spinnaker and headsail

(a) the insignia denoting her class;

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

(c) a sail number of no more than four digits allotted by her national authority or, when so required by the class rules, by the class association. The four-digit limitation does not apply to classes whose World Sailing membership or recognition took effect before 1 April 1997. Alternatively, if permitted in the class rules, an owner may be allotted a personal sail number by the relevant issuing authority, which may be used on all his boards in that class.

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

Note: An up-to-date version of the table below is available on the World Sailing website.
<table>
<thead>
<tr>
<th>National authority</th>
<th>Letters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Algeria</td>
<td>ALG</td>
</tr>
<tr>
<td>American Samoa</td>
<td>ASA</td>
</tr>
<tr>
<td>Andorra</td>
<td>AND</td>
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G1.2 Specifications

(a) National letters and sail numbers shall be:

(1) in capital letters and Arabic numerals,
(2) of the same colour,
(3) of a contrasting colour to the body of the sail, and
(4) of a sans-serif typeface.

In addition, the letters and numbers identifying the board shall be clearly legible when the sail is set.

(b) The height of characters and space between adjoining characters on the same and opposite sides of the sail shall be related to the board’s overall length as follows:

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<th>Minimum height</th>
<th>Minimum space between characters and from edge of sail</th>
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<tr>
<td>Under 3.5 m</td>
<td>230 mm</td>
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<td>3.5 m – 8.5 m</td>
<td>300 mm</td>
<td>60 mm</td>
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<td>8.5 m – 11 m</td>
<td>375 mm</td>
<td>75 mm</td>
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<td>Over 11 m</td>
<td>450 mm</td>
<td>90 mm</td>
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G1.3 Positioning

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

G2 OTHER BOARDS

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

G3 CHARTERED OR LOANED BOARDS
When so stated in the notice of race or sailing instructions, a board chartered or loaned for an event may carry national letters or a sail number in contravention of her class rules.

G4 WARNINGS AND PENALTIES
When a protest committee finds that a board has broken a rule of this appendix, it shall either warn her and give her time to comply or penalize her.

G5 CHANGES BY CLASS RULES
World Sailing Classes may change the rules of this appendix provided the changes have first been approved by World Sailing.
APPENDIX H
WEIGHING CLOTHING
AND EQUIPMENT

See rule 50. This appendix shall not be changed by the notice of race, sailing instructions or prescriptions of national authorities.

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

H2 When the weight recorded exceeds the amount permitted, the competitor may rearrange the items on the rack and the member of the technical committee in charge shall again soak and weigh them. This procedure may be repeated a second time if the weight still exceeds the amount permitted.

H3 A competitor wearing a dry suit may choose an alternative means of weighing the items.

(a) The dry suit and items of clothing and equipment that are worn outside the dry suit shall be weighed as described above.

(b) Clothing worn underneath the dry suit shall be weighed as worn while racing, without draining.

(c) The two weights shall be added together.
APPENDIX J
NOTICE OF RACE AND
SAILING INSTRUCTIONS

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

A rule in the notice of race need not be repeated in the sailing instructions.

Care should be taken to ensure that there is no conflict between rules in the notice of race, the sailing instructions or any other document that governs the event.

J1 NOTICE OF RACE CONTENTS

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

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

J1.2 The notice of race shall include any of the following that will apply

(1) times or procedures for equipment inspection or event measurement, or requirements for measurement or rating certificates;
(2) changes to the racing rules authorized by World Sailing under rule 86.2, referring specifically to each rule and stating the change (also include the statement from World Sailing authorizing the change);

(3) changes to class rules, as permitted under rule 87, referring specifically to each rule and stating the change;

(4) categorization or classification requirements that some or all competitors must satisfy;
   (a) for sailor categorization (see rule 79 and the World Sailing Sailor Categorization Code), or
   (b) for functional classification for Para World Sailing events (see World Sailing Para Classification Rules);

(5) that boards will be required to display advertising chosen and supplied by the organizing authority (see rule 6 and the World Sailing Advertising Code) and other information related to advertising;

(6) when entries from other countries are expected, any national prescriptions that may require advance preparation (see rule 88);

(7) prescriptions that will apply if boards will pass through the waters of more than one national authority while racing, and when they will apply (see rule 88.1);

(8) alternative communication required in place of hails under rule 20 (see rule 20.4(b));

(9) any change in the weight limit for a competitor’s clothing and equipment permitted by rule 50.1(b);

(10) any requirements necessary for compliance with data protection legislation that applies in the venue of the event;

(11) an entry form, to be signed by the board’s owner or owner’s representative, containing words such as ‘I agree to be bound by The Racing Rules of Sailing and by all other rules that govern this event.’;

(12) replacement of the rules of Part 2 with the right-of-way rules of the International Regulations for Preventing Collisions at Sea or other government right-of-way rules, the time(s) or place(s) they will apply, and any night signals to be used by the race committee.
J1.3 The notice of race shall include any of the following that will apply and that would help competitors decide whether to attend the event or that conveys other information they will need before the sailing instructions become available:

(1) changes to the racing rules permitted by rule 86, referring specifically to each rule and stating the change;
(2) changes to the national prescriptions (see rule 88.2);
(3) the time and place at which the sailing instructions will be available;
(4) a general description of the course, or type of courses, to be sailed;
(5) the scoring system, if different from the system in Appendix A, included by reference to class rules or other rules governing the event, or stated in full. State the number of races scheduled and the minimum number that must be completed to constitute a series. If appropriate, for a series where the number of starters may vary substantially, state that rule A5.3 applies;
(6) the penalty for breaking a rule of Part 2, other than the Two-Turns Penalty;
(7) the time after which no warning signal will be made on the last scheduled day of racing;
(8) denial of the right of appeal, subject to rule 70.5;
(9) for chartered or loaned boards, whether rule G3 applies;
(10) prizes.

J2 SAILING INSTRUCTION CONTENTS

J2.1 Unless included in the notice of race, the sailing instructions shall include the following:

(1) the information in rules J1.3(1), (2) and (5) and, when applicable, rules J1.3(6), (7), (8), (9) and (10);
(2) the schedule of races and the times of warning signals for each class;
(3) a complete description of the course(s) to be sailed, or a list of marks from which the course will be selected and, if relevant, how courses will be signalled;
(4) descriptions of marks, including starting and finishing marks, stating the order in which marks are to be passed and the side on which each is to be left and identifying all rounding marks (see the definition Sail the Course);

(5) descriptions of the starting and finishing lines, class flags and any special signals to be used;

(6) the race time limit, if any, for the first board to finish (see rule 35);

(7) location(s) of official notice board(s) or address of online notice board; location of the race office.

J2.2 Unless included in the notice of race, the sailing instructions shall include those of the following that will apply:

(1) whether Appendix P will apply;

(2) when appropriate, at an event where entries from other countries are expected, a copy in English of the national prescriptions that will apply;

(3) procedure for changing the sailing instructions;

(4) procedure for giving oral changes to the sailing instructions on the water (see rule 90.2(c));

(5) safety requirements, such as requirements and signals for personal flotation devices, check-in at the starting area, and check-out and check-in ashore;

(6) signals to be made ashore and location of signal station(s);

(7) restrictions controlling changes to boards when supplied by the organizing authority;

(8) when and under what circumstances propulsion is permitted under rule 42.3(i);

(9) restrictions on use of support person vessels, plastic pools, radios, etc.; on trash disposal; on hauling out; and on outside assistance provided to a board that is not racing;

(10) the racing area (a chart is recommended);

(11) location of the starting area and any restrictions on entering it;

(12) any special procedures or signals for individual or general recall;

(13) approximate course length and approximate length of windward legs;
Appendix J  NOTICE OF RACE AND SAILING INSTRUCTIONS

(14) any special procedures or signals for changing a leg of the course (see rule 33);

(15) description of any object, area or line designated by the race committee to be an obstruction (see the definition Obstruction), and any restriction on entering such an area or crossing such a line;

(16) boards identifying mark locations;

(17) any special procedures for shortening the course or for finishing a shortened course;

(18) the time limit, if any, for boards other than the first board to finish and any other time limits or target times that apply while boards are racing;

(19) declaration requirements;

(20) time allowances;

(21) time limits, place of hearings, and special procedures for protests, requests for redress or requests for reopening;

(22) the national authority’s approval of the appointment of an international jury, when required under rule 91(b);

(23) the time limit for requesting a hearing under rule N1.4(b), if not 30 minutes;

(24) when required by rule 70.3, the national authority to which appeals and requests are required to be sent;

(25) substitution of competitors;

(26) the minimum number of boards appearing in the starting area required for a race to be started;

(27) when and where races postponed or abandoned for the day will be sailed;

(28) tides and currents;

(29) other commitments of the race committee and obligations of boards.
NOTICE OF RACE GUIDE
Previously Appendix K

SAILING INSTRUCTIONS GUIDE
Previously Appendix L

These guides, updated to conform to the rules in this edition of The Racing Rules of Sailing, are available, in various formats, at the World Sailing website at sailing.org/racingrules/documents. National authorities are encouraged to translate the guides, and World Sailing will make translated versions available at that website.

The guides, which will have a two-letter designation starting with ‘K’ or ‘L’, may be downloaded either as PDF documents or as Word documents. This will enable users to easily and quickly create, using the tested wording in the guides, either the notice of race or the sailing instructions, or both, for a particular event.

Suggestions for improving these guides are welcome and should be sent to rules@sailing.org.
APPENDIX M
RECOMMENDATIONS FOR PROTEST COMMITTEES

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

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

M1 PRELIMINARIES (may be performed by race office staff)

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

M2 BEFORE THE HEARING

M2.1 Make sure that

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

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

M2.3 Assess conflicts of interest.

- Ensure that all protest committee members declare any possible conflicts of interest. At major events this will often be a formal written declaration made before the event starts that will be kept with the protest committee records.

- At the start of any hearing, ensure that the parties are aware of any conflicts of interest of protest committee members. Ask the parties if they consent to the members. If a party does not object as soon as possible after a conflict of interest has been declared, the protest committee may take this as consent to proceed and should record it.

- If a party objects to a member, the remainder of the protest committee members need to assess whether the conflict of interest is significant. The assessment will consider the level of the event, the level of the conflict and the perception of fairness. It may be acceptable to balance conflicts between protest committee members. Guidance may be found on the World Sailing website. Record the decision and the grounds for that decision.

- In cases of doubt it may be preferable to proceed with a smaller protest committee. Except for hearings under rule 69, there is no minimum number of protest committee members required.

- When a request for redress is made under rule 62.1(a) and is based on an improper action or omission of a body other than the protest committee, a member of that body should not be a member of the protest committee.
M3  THE HEARING

M3.1 Check the validity of the protest or request for redress.
   ● Are the contents adequate (rule 61.2 or 62)?
   ● Was it delivered in time? If not, is there good reason to extend the time limit (rule 61.3 or 62.2)?
   ● When required, was the protestor involved in or a witness to the incident (rule 60.1(a))?  
   ● When necessary, was ‘Protest’ hailed and, if required, a red flag displayed correctly (rule 61.1(a))?  
   ● When the flag or hail was not necessary, was the protestee informed?
   ● Decide whether the protest or request for redress is valid (rule 63.5).
   ● Once the validity of the protest or request has been determined, do not let the subject be introduced again unless truly new evidence is available.

M3.2 Take the evidence (rule 63.6).
   ● Ask the protestor and then the protestee to tell their stories. Then allow them to question one another. In a redress matter, ask the party to state the request.
   ● Make sure you know what facts each party is alleging before calling any witnesses. Their stories may be different.
   ● Allow anyone, including a board’s crew, to give evidence. It is the party who normally decides which witnesses to call, although the protest committee may also call witnesses (rule 63.6(a)). The question asked by a party ‘Would you like to hear N?’ is best answered by ‘It is your choice.’
   ● Call each party’s witnesses (and the protest committee’s if any) one by one. Limit parties to questioning the witness(es). (They may wander into general statements.)
   ● Invite the protestee to question the protestor’s witness first (and vice versa). This prevents the protestor from leading his witness from the beginning.
   ● Allow members of the protest committee who saw the incident to give evidence (rule 63.6(b)), but only while the parties are
present. Members who give evidence may be questioned, should take care to relate all they know about the incident that could affect the decision, and may remain on the protest committee (rule 63.3(a)).

- Try to prevent leading questions, but if that is impossible discount the evidence so obtained.
- The protest committee chairman should advise a party or a witness giving hearsay, repetitive or irrelevant evidence that the protest committee must give such evidence appropriate weight, which may be little or no weight at all.
- Accept written evidence from a witness who is not available to be questioned only if all parties agree. In doing so they forego their rights to question that witness (rule 63.6(c)).
- Ask one member of the committee to note down evidence, particularly times, distances, speeds, etc.
- Invite questions from protest committee members.
- Invite first the protestor and then the protestee to make a final statement of her case, particularly on any application or interpretation of the rules.

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

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

**M3.4** Decide the case (rule 64).

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

**M3.5** Inform the parties (rule 65).

- Recall the parties and read them the facts found, conclusions and rules that apply, and the decision. When time presses it is permissible to read the decision and give the details later.
Appendix M  RECOMMENDATIONS FOR PROTEST COMMITTEES

- Give any *party* a copy of the decision on request. File the *protest* or request for redress with the committee records.

M4  REOPENING A HEARING (rule 66)

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

M4.2 Evidence is ‘new’

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

M5  MISCONDUCT (rule 69)

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

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

M5.3 Unless World Sailing has appointed a person for the role, the protest committee may appoint a person to present the allegation. This person might be a race official, the person making the allegation or other appropriate person. When no reasonable alternative person is
Appendix M  RECOMMENDATIONS FOR PROTEST COMMITTEES

available, a person who was appointed as a member of the protest committee may present the allegation.

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

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

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

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

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

M6 APPEALS (rule 70 and Appendix R)

When decisions can be appealed,

● retain the papers relevant to the hearing so that the information can easily be used for an appeal. Is there a diagram endorsed or prepared by the protest committee? Are the facts found sufficient? (Example: Was there an overlap? Yes or No. ‘Perhaps’ is not a fact found.) Are the names of the protest committee members and other important information on the form?

● comments by the protest committee on any appeal should enable the appeals committee to picture the whole incident clearly; the appeals committee knows nothing about the situation.
M7 PHOTOGRAPHIC EVIDENCE

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

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

See rules 70.5 and 91(b). This appendix shall not be changed by the notice of race, sailing instructions or national prescriptions.

N1 COMPOSITION, APPOINTMENT AND ORGANIZATION

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.

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, boards 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 63.4) by reason of their nationality, club membership or similar. When otherwise considering a significant conflict of interest as required by rule 63.4, 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 chairman 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 Disciplinary Code 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 that may come into his possession in the course of his 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.
APPENDIX R
PROCEDURES FOR APPEALS AND REQUESTS

See rule 70. A national authority may change this appendix by prescription, but it shall not be changed by the notice of race or sailing instructions.

R1 APPEALS AND REQUESTS
Appeals, requests by protest committees for confirmation or correction of their decisions, and requests for interpretations of the rules shall be made in compliance with this appendix.

R2 SUBMISSION OF DOCUMENTS
R2.1 To make an appeal,
(a) no later than 15 days after receiving the protest committee’s written decision or its decision not to reopen a hearing, the appellant shall send an appeal and a copy of the protest committee’s decision to the national authority. The appeal shall state why the appellant believes the protest committee’s decision or its procedures were incorrect;
(b) when the hearing required by rule 63.1 has not been held within 30 days after a protest or request for redress was delivered, the appellant shall, within a further 15 days, send an appeal with a copy of the protest or request and any relevant correspondence. The national authority shall extend the time if there is good reason to do so;
(c) when the protest committee fails to comply with rule 65, the appellant shall, within a reasonable time after the hearing, send an appeal with a copy of the protest or request and any relevant correspondence.

If a copy of the protest or request is not available, the appellant shall instead send a statement of its substance.
Appendix R PROCEDURES FOR APPEALS AND REQUESTS

R2.2 The appellant shall also send, with the appeal or as soon as possible thereafter, all of the following documents that are available to her:

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

R2.3 A request from a protest committee for confirmation or correction of its decision shall be sent no later than 15 days after the decision and shall include the decision and the documents listed in rule R2.2. A request for an interpretation of the rules shall include assumed facts.

R3 RESPONSIBILITIES OF NATIONAL AUTHORITY AND PROTEST COMMITTEE

Upon receipt of an appeal or a request for confirmation or correction, the national authority shall send to the parties and protest committee copies of the appeal or request and the protest committee’s decision. It shall ask the protest committee for any relevant documents listed in rule R2.2 not sent by the appellant or the protest committee, and the protest committee shall promptly send them to the national authority. When the national authority has received them it shall send copies to the parties.

R4 COMMENTS AND CLARIFICATIONS

R4.1 The parties and protest committee may make comments on the appeal or request or on any of the documents listed in rule R2.2 by sending them in writing to the national authority.

R4.2 The national authority may seek clarifications of rules governing the event from organizations that are not parties to the hearing.
Appendix R  PROCEDURES FOR APPEALS AND REQUESTS

R4.3 The national authority shall send copies of comments and clarifications received to the *parties* and protest committee as appropriate.

R4.4 Comments on any document shall be made no later than 15 days after receiving it from the national authority.

R5  INADEQUATE FACTS; REOPENING

The national authority shall accept the protest committee’s finding of facts except when it decides they are inadequate. In that case it shall require the committee to provide additional facts or other information, or to reopen the hearing and report any new finding of facts, and the committee shall promptly do so.

R6  WITHDRAWING AN APPEAL

An appellant may withdraw an appeal before it is decided by accepting the protest committee’s decision.
APPENDIX S
STANDARD SAILING INSTRUCTIONS

This appendix applies only if the notice of race so states.

These Standard Sailing Instructions may be used at an event in place of printed sailing instructions made available to each board. To use them, state in the notice of race that ‘The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions, and supplementary sailing instructions that will be posted on the official notice board located at _____.’

The supplementary sailing instructions will include:

1. The location of the race office and of the flag pole on which signals made ashore will be displayed (see SI 4.1 below).

2. A table showing the schedule of races, including the day and date of each scheduled day of racing, the number of races scheduled each day, the scheduled time of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing (SI 5).

3. A list of the marks that will be used and a description of each one (SI 8). How new marks will differ from original marks (SI 10).

4. The time limits, if any, that are listed in SI 12.

5. Any changes or additions to the instructions in this appendix.

A copy of the supplementary sailing instructions will be available to competitors on request.
**SAILING INSTRUCTIONS**

1 **RULES**

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

2 **NOTICES TO COMPETITORS**

2.1 Notices to competitors will be posted on the official notice board.

2.2 Supplementary sailing instructions (called ‘the supplement’ below) will be posted on the official notice board.

3 **CHANGES TO SAILING INSTRUCTIONS**

3.1 Any change to the sailing instructions will be posted before 0800 on the day it will take effect, unless this time is changed in the supplement. Any change to the schedule of races will be posted by 2000 on the day before it will take effect.

4 **SIGNALS MADE ASHORE**

4.1 Signals made ashore will be displayed from the flag pole. The supplement will state its location.

5 **SCHEDULE OF RACES**

5.1 The supplement will include a table showing the days, dates, number of races scheduled, the scheduled times of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing.

5.2 To alert boards that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

6 **CLASS FLAGS**

6.1 Each class flag will be the class insignia on a plain background or as stated in the supplement.

7 **THE COURSES**

7.1 No later than the warning signal, the race committee will designate the course, and it may also display the approximate compass bearing of the first leg.
7.2 The course diagrams are on the pages following SI 13. They show the courses, the order in which marks are to be passed, and the side on which each mark is to be left. The supplement may include additional courses.

8 MARKS
8.1 A list of the marks that will be used, including a description of each one, will be included in the supplement.

9 THE START
9.1 Races will be started by using RRS 26.
9.2 The starting line will be between a staff displaying an orange flag on the race committee vessel and the course side of the starting mark.

10 CHANGE OF THE NEXT LEG OF THE COURSE
10.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

11 THE FINISH
11.1 The finishing line will be between a staff displaying a blue flag on the race committee vessel and the course side of the finishing mark.

12 TIME LIMITS
12.1 The supplement will state which of the following time limits, if any, will apply and, for each, the time limit.
   • Mark 1 Time Limit Time limit for the first board to pass Mark 1.
   • Race Time Limit Time limit for the first board to start, sail the course and finish.
   • Finishing Window Time limit for boards to finish after the first board starts, sails the course and finishes.
12.2 If no board has passed Mark 1 within the Mark 1 Time Limit, the race shall be abandoned.
12.3 Boards failing to finish within the Finishing Window shall be scored Did Not Finish without a hearing. This changes RRS 35, A5.1 and A5.2.
13 PROTESTS AND REQUESTS FOR REDRESS

13.1 Hearing request forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

13.2 For each class, the protest time limit is 60 minutes after the last board has finished the last race of the day or the race committee signals no more racing today, whichever is later.

13.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and where the hearings will be held.

13.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boards under RRS 61.1(b).
### COURSE DIAGRAMS

#### Course L – Windward/Leeward, Leeward Finish

<table>
<thead>
<tr>
<th>Signal</th>
<th>Mark Rounding Order</th>
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<tbody>
<tr>
<td>L2</td>
<td>Start – 1 – 2s/2p – 1 – Finish</td>
</tr>
<tr>
<td>L3</td>
<td>Start – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish</td>
</tr>
<tr>
<td>L4</td>
<td>Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/2p – 1 – Finish</td>
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</table>

#### Course LA – Windward/Leeward with Offset Mark, Leeward Finish

<table>
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</thead>
<tbody>
<tr>
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<td>Start – 1 – 1a – 2s/2p – 1 – 1a – Finish</td>
</tr>
<tr>
<td>LA3</td>
<td>Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish</td>
</tr>
<tr>
<td>LA4</td>
<td>Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – Finish</td>
</tr>
</tbody>
</table>
Course W – Windward/Leeward, Windward Finish

<table>
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<tr>
<th>Signal</th>
<th>Mark Rounding Order</th>
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</thead>
<tbody>
<tr>
<td>W2</td>
<td>Start – 1 – 2s/2p – Finish</td>
</tr>
<tr>
<td>W3</td>
<td>Start – 1 – 2s/2p – 1 – 2s/2p – Finish</td>
</tr>
<tr>
<td>W4</td>
<td>Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/2p – Finish</td>
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</tbody>
</table>

Course WA – Windward/Leeward with Offset Mark, Windward Finish

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<th>Signal</th>
<th>Mark Rounding Order</th>
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</thead>
<tbody>
<tr>
<td>WA2</td>
<td>Start – 1 – 1a – 2s/2p – Finish</td>
</tr>
<tr>
<td>WA3</td>
<td>Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish</td>
</tr>
<tr>
<td>WA4</td>
<td>Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish</td>
</tr>
</tbody>
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Course TL – Triangle, Leeward Finish

<table>
<thead>
<tr>
<th>Signal</th>
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</thead>
<tbody>
<tr>
<td>TL2</td>
<td>Start – 1 – 2 – 3 – 1 – Finish</td>
</tr>
<tr>
<td>TL3</td>
<td>Start – 1 – 2 – 3 – 1 – 3 – 1 – Finish</td>
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<tr>
<td>TL4</td>
<td>Start – 1 – 2 – 3 – 1 – 3 – 1 – 3 – 1 – Finish</td>
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Course TW – Triangle, Windward Finish

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<tr>
<td>TW4</td>
<td>Start – 1 – 2 – 3 – 1 – 3 – 1 – 3 – Finish</td>
</tr>
</tbody>
</table>
This appendix applies only if the notice of race or sailing instructions so state.

Arbitration adds an extra step to the protest resolution process but can eliminate the need for some protest hearings, thus speeding up the process for events in which many protests are expected. Arbitration may not be appropriate for all events as it requires an additional knowledgeable person to act as the arbitrator. Further guidance on arbitration can be found in the World Sailing Judges Manual, which can be downloaded from the World Sailing website.

T1 POST-RACE PENALTIES
(a) Provided that rule 44.1(b) does not apply, a board that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
(b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
(c) A board takes a Post-Race Penalty by delivering to the arbitrator or a member of the protest committee a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

T2 ARBITRATION MEETING
An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest by a board involving one or more rules of Part 2 or rule 31, but only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T3 ARBITRATOR’S OPINION
Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:
(a) the protest is invalid,
(b) no board will be penalized for breaking a rule, or
(c) one or more boards will be penalized for breaking a rule, identifying the boards and the penalties.

T4 ARBITRATION MEETING OUTCOMES
After the arbitrator offers an opinion,
(a) a board may take a Post-Race Penalty, and
(b) a board may ask to withdraw her protest. The arbitrator may then act on behalf of the protest committee in accordance with rule 63.1 to allow the withdrawal.

Unless all protests involving the incident are withdrawn, a protest hearing will be held.
THE YACHT-MASTER

The emblematic nautical watch embodies a yachting heritage that stretches back to the 1950s. It doesn’t just tell time. It tells history.

ROLEX