



Scan this QR code to view and download the changes to Rules In Practice 2025-2028



In November 2024 World Sailing took the unusual step of changing the *Racing Rules of Sailing* after they had been agreed and published in June 2024 and our first print run of *Rules in Practice* had been printed.

On [www.fernhurstbooks.com](http://www.fernhurstbooks.com) (scan the QR code below or search Rules in Practice and then click on additional resources) there is a document listing all the late rule changes and the resulting changes to the text of *Rules in Practice*.

This document contains the pages in *Rules in Practice* that have been changed as a result of World Sailing's post-publication changes. The changes that have been made are highlighted in red.

If you want to, you could print these pages out (single-sided and 'actual size') and cut and stick them into your copy of *Rules in Practice*, or you could just keep this document for reference.

In reality, most of the changes are very minor and half of them are in the less-used appendices on team racing, radio sailing and kitesurfing.

If you are not involved in kitesurfing and not on a protest committee, we would suggest just two of the 21 pages amended will be relevant to most sailors: pages 11 and 108, so you might decide just to stick in those two pages.

We apologise for the inconvenience that this has caused but it is totally beyond our control.

Fernhurst Books.

Qualifying events. World Sailing appoints officials for the Olympics, America's Cup, and some other major events.

### National authority

Every sailing nation has a national body to administer sailing on waters within its jurisdiction. In Great Britain this is the Royal Yachting Association, in the United States it is US Sailing, in Australia it is Australian Sailing, in New Zealand it is Yachting New Zealand, and so on.

### Organizing authority

The body that decides to hold an event and arranges the venue is called the Organizing Authority. The organizing authority might be a club, a class association or a national authority, or a combination of these. At least one of its constituents must be affiliated to the national authority. Sailing clubs are the organizing authorities for their club racing. They might be affiliated to their national authorities through state or district organization that are in turn affiliated to the national authority. An international class association usually combines with a club to form the organizing authority to run a world championship, or, with the approval of the national authority, the class association may organize the event themselves. The organizing authority must appoint a race committee. At a principal event (such as an open regatta or a national championship) it may also appoint a protest committee or, at an international event, an international jury.

### Race committee

The race committee, appointed by the organizing authority, is responsible for producing sailing instructions, organizing the racing, and publishing the results. When no protest committee or jury has been appointed (for example for a club race), the race committee must form or appoint a protest committee when one is needed.

### Technical committee

The technical committee is appointed by the organizing authority and is responsible for conducting equipment inspection and, in some events, measurement to ensure boats are class rule compliant. The technical committee may protest a boat for breaking any rule and, although there is no obligation for them to do so, is expected to

protest a boat that has broken a class rule or rule 50.

### Protest committee

A protest committee is appointed by the organizing authority for an event, or on an 'ad hoc' basis by the race committee, to hear protests and requests for redress. The term 'protest committee' is sometimes used to describe an international jury when it hears protests and requests for redress. A protest committee may also be required to go afloat during dinghy regattas to encourage rule compliance and implement the 'yellow flag penalty system' for penalizing boats breaking rule 42 'Propulsion' (Appendix P).

### International jury

Appointed by the organizing authority, its membership is made up of people of different nationalities, the majority of whom must be International Judges (certified by World Sailing). Provided that it conducts itself in accordance with the procedures described in Appendix N, its decisions are not open to appeal. The minimum number of members is five, with no more than two members from one nation. World Sailing appoints the jury members for the Olympics and a few of the most prominent international events.

### Appeal authority

Each national authority normally appoints a committee to hear appeals by competitors (and race committees) against decisions of protest committees (but not international juries). For example, in the United Kingdom, the Royal Yachting Association's Racing Rules Group hears appeals; in the United States of America, appeals are decided by District Appeals Committees, and some are subsequently referred to the US Sailing's Appeal Committee. There is no higher appeal authority than the one provided by the national authority having jurisdiction over the event. World Sailing does not hear appeals. Decisions of international juries are not open to appeal.

### Obstruction

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

1

However, a boat racing is not an obstruction to other boats unless they are required to keep clear of her, or, if rule 22 applies, avoid her. A vessel under way, including a boat racing, is never a 'continuing obstruction'.

The committee boat, a rescue boat, a capsized dinghy, the shore, perceived underwater dangers or shallows, and a boat on starboard tack on a collision course in relation to a port-tack boat are all obstructions. In the case of the committee boat it will also be a mark when it is specified as being at one end of the starting or finishing line, but you should remember that the rules about marks and obstructions do not apply at starting marks surrounded by navigable water from the time boats are approaching them to start and until they have passed them. A half metre diameter inflatable buoy is not an obstruction whether or not it is a mark.

### Continuing obstruction

If a group of boats approach an obstruction and the boat with the shortest hull in the group will need to sail alongside it for more than three of her hull lengths to pass it, then the obstruction is a continuing obstruction. If the obstruction is also a mark, the boats can anticipate that rule 19 will apply at the obstruction, rather than rule 18.

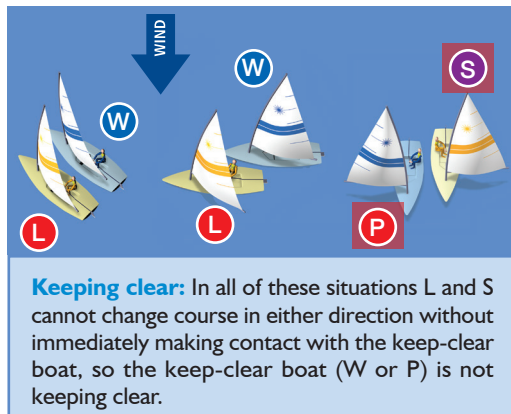
### Zone

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

### Keeping clear (see also Chapter 2)

'A boat *keeps clear* of a right-of-way boat if the right-of-way boat can sail her (current straight line) course with no need to take avoiding actions and, when the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.' In dinghies in a Force 2 on flat water, 'keeping clear' can be synonymous with 'avoiding a collision' (for example, in a 'port and starboard' encounter on a beat in which the port-tack boat ducks under the stern of the starboard-tack boat), but were they to be large keelboats in a Force 6 and a heavy sea, an obligation on you to 'keep clear' might mean leaving a hull length or more between you and the right-of-way boat. Furthermore, when you are the keep-clear boat, you must not intimidate the right-of-way boat such that he thinks there is going to be a collision and is forced to

take avoiding action. So even in fairly light conditions it's as well to look under the boom and give him a smile, so he knows you are paying attention, before diving under his stern and missing him by a millimetre.



### Hailing

Most shouts on the water are meaningless from the rules point of view because they do not, in themselves, place any obligation on another boat. For example: "Starboard!" (meaning 'I am on starboard tack so please take care to avoid me'), or "Windward Boat!" (meaning 'You are overlapped to windward so you must keep clear of me') or "Overlap!" (meaning 'I've got an inside overlap so you must give me mark-room'), or "No overlap!" (meaning 'You do not have an inside overlap and it's too late to claim one now!').

None of these very commonly used hails place an obligation on the other boat that she did not have in the absence of the hail. A port-tack boat must keep clear of a starboard tack boat whether or not the starboard boat hails 'Starboard' or anything else. It follows that a port-tack boat whose helmsman is claiming in a protest hearing that the starboard tack boat didn't hail, simply shows an ignorance of the rules since there is no obligation to hail. However, if after a 'port and starboard collision' where there was damage, the starboard tack helmsman is defending an accusation that he did not try to avoid damage as required by rule 14, then the fact he shouted 'starboard' several times might help persuade a protest committee that he did everything he could to avoid the contact, which included shouting 'Starboard' loudly several times.

Tidal streams distort laylines; a stream going with the wind makes the angle between the windward mark port and starboard laylines wider, and the leeward mark laylines narrower. As the wind gets lighter, the angle between the leeward mark laylines for high performance boats with asymmetric spinnakers or gennakers gets dramatically wider.

A cross-course tidal stream swings the laylines towards the stream.

### Luffing rights (see also Chapter 2)

This term is not used in the rulebook either, but sailors often use it, and so I use it in this book. You have 'luffing rights' when you have the right to sail higher than your proper course, forcing a boat to windward of you to change course to keep clear. Provided you didn't establish the overlap to leeward of the windward boat, from astern and within two of your hull lengths, then you as a leeward boat have luffing rights, and may luff right up to head to wind, but you must give the windward boat room to keep clear. At all times during the luff, the windward boat must have an opportunity to keep clear. If the leeward boat luffs to the point at which the windward boat's spinnaker needs to be doused, the leeward boat will need to give him the room to do that.

That might involve bearing away. (**Rules 11, 16.1 & 17**)

Before the starting signal there is no 'proper course' so any leeward boat may luff up to head to wind no matter how the overlap was established (provided the windward boat can keep clear at all times during the luff). But at the moment the starting signal is made, any leeward boat that established the overlap from clear astern within two of her hull lengths must bear away to close-hauled (if the first leg is a beat) unless as a result of sailing above close-hauled she promptly sails astern of the other boat (which allows her to tack out of the windward boat's wind shadow). (**Rules 11, 16.1 & 17**)

### Proper course (see diagram below)

A proper course is 'a course a boat would choose in order to **sail the course as quickly as possible** in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.'

You're never required to sail a proper course, but there are some situations in which you mustn't sail above or beyond your proper course, so you need to know what a proper course is.



### Proper course

When your proper course is being questioned, provided that you can establish a logical reason for it, and you sail it with some consistency, it is your decision as to what is your proper course. Any of these could be a 'proper course'. A has elected to sail in the weakest tide. B sails fastest downwind by broad reaching and gybing, C is sailing the rhumb line, while D chooses the windier side of the course. If 'playing the waves' makes a boat go faster, then the wiggly course she sails is her proper course. (**Definition Proper Course & World Sailing Case 14**)

## 2. Luffing a boat to windward & keeping clear

*Luffing*: turning towards the wind

*Luffing (another boat)*: luffing onto a collision course with a boat to windward

Some competitive sailors are unsure of their rights and obligations when overlapping boats come together. Others think they know and are then surprised by decisions of protest committees after incidents involving luffing. So we have included this special extra chapter.

Unlike the other chapters in the book, this one is in the style of an analysis. It has been included for sailors who want a sound understanding of the rules involved in two boats coming together on the same tack. For clarity, I have used simpler diagrams than in the rest of the book.

To fully grasp the principles and to be confident manoeuvring to gain a tactical advantage, what you need to know is ....

If you are the **leeward** boat:

■ **Am I allowed to sail above my proper course?**

Yes, unless the overlap was established from clear astern and within 2 hull-lengths to leeward of the windward boat.

■ **If I don't have luffing rights, what is my proper course?** The fastest course you choose **to sail the course** in the absence of the boat(s) to windward affected by the luff.

■ **What are my responsibilities when I change course?** To give room to the windward boat to keep clear in the existing conditions while manoeuvring in a seamanlike way.

■ **What other issues do I need to take into account?** Obstructions to windward of the boat immediately to windward of you, or a mark where you are required to give mark-room.

If you are the **windward** boat:

■ **What are my obligations when the leeward boat luffs or our courses converge?** To keep clear.

**Proper course**

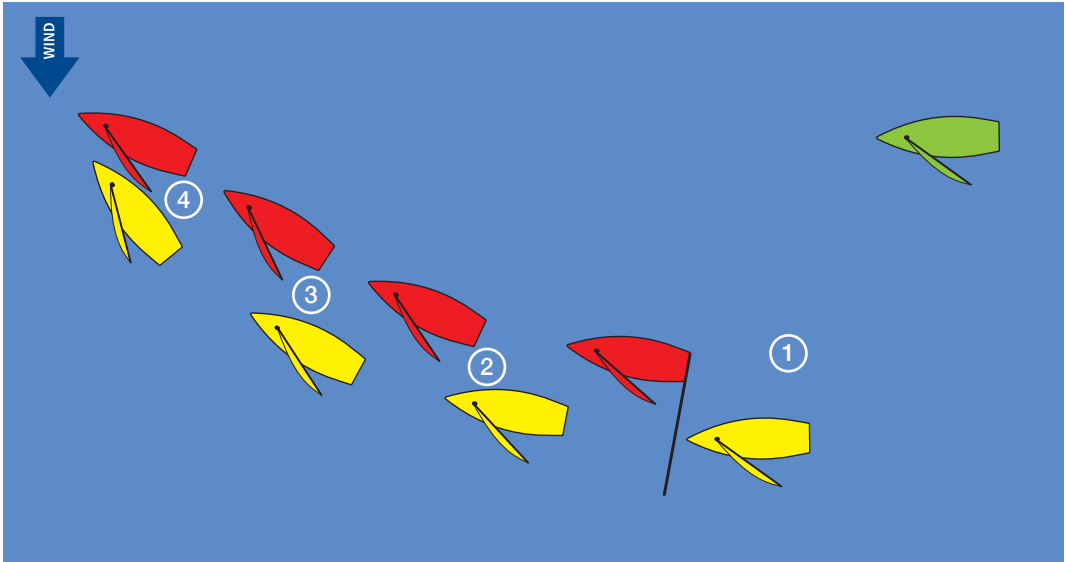
The leeward boat's proper course is the course that that boat's skipper believes is the course which would result in completing **the course as quickly as possible**, in the absence of the windward boat(s) involved. If he is mistaken about the effect of the tidal stream, or anything else for that matter (even including not knowing where the next mark is), that doesn't matter. It is what he believes (reasonably) that counts. A boat has no proper course before her starting signal. (**Definition Proper Course**)

The leeward boat might see a bunch of boats approaching from astern sailing higher and believe they will cause a detrimental wind shadow, or they are sailing in better breeze. In the absence of this annoying boat just to windward, the leeward boat would have luffed to keep ahead and get to windward of the bunch. That course is then the leeward boat's proper course. The windward boat's proper course is irrelevant.

**Keeping clear**

The obligation of the windward boat is simple; to keep clear. If you are the windward boat and you're overlapped and on a collision course you must keep clear if you can, typically by luffing (changing course towards the wind).

Keeping clear means sailing a course which allows the right-of-way boat to sail her course without the need to take avoiding action. '... her course...' means the course (heading) she is currently sailing. If the leeward boat 'has her helm down' then that course is constantly changing, and she is constantly subject to rule 16.1 requiring her to give room to the windward boat to keep clear, at every instant as she turns.



You are YELLOW. You don't have luffing rights because you established the overlap on RED within two of your hull lengths of RED (rule 17). But if RED wasn't there, you would have changed course to get to windward of GREEN. Especially if there is a bunch of boats around GREEN, you do not want to get into their wind shadow. If that's the course you would have sailed, then that is your proper course and you may luff up to that course. When you luff you are changing course and when you change course you must give the windward boat (RED) room to keep clear. The diagram shows that RED has the room to keep clear. But at position 4 RED is shouting to you that you are sailing above your proper course. RED stops luffing to keep clear, or in this case bears away, thereby failing to keep clear. You are required to avoid contact, but if the contact is because of RED bearing away and there is no damage, you are exonerated for not avoiding contact. However RED is not exonerated for not avoiding contact, and if there is a protest, she will be penalized for not keeping clear (rule 11) and not avoiding contact (rule 14).

The situation in this diagram is common. You are the leeward boat. There is often a lot of shouting, with the windward boat telling you not to sail above your proper course, and you reminding him of his

obligation to keep clear. The protest committee would have to decide if you sailed above your proper course (rule 17), and whether you gave the windward boat room to keep clear (rule 16). And whether the windward boat kept clear (rule 11), and if there is contact whether each of you could reasonably have avoided the contact (rule 14).

Now let's say you are RED, the windward boat. You must keep clear if you are able (in the diagram, your bearing away, or failing to luff, at position 3-4 is failing to keep clear). Even if YELLOW sails above his proper course, you must still keep clear. It is perfectly possible for both boats to be penalized. RED can protest YELLOW for sailing above his proper course, but remember it is his proper course that counts, not your proper course and not the course you may think should be his proper course. In the situation in the diagram, if there was a protest and you are claiming YELLOW sailed above his proper course, he will say that because of GREEN sailing over both boats, his proper course changed and he wanted to sail higher. Proper course is the course the leeward boat's skipper believes would be the most likely to sail the course as quickly as possible, in the absence of the windward boat.

### Starting limit marks

Most on-the-water starting lines are between a small buoy (the 'outer distance mark', or 'ODM') at the port end, and the mast of a committee boat at the starboard end. These must be described in the sailing instructions. Both the ODM and the committee boat are 'marks' because they have a 'required side' when boats start. The committee boat is also an obstruction, and an inside boat therefore has the right to room when everyone is milling about before the start, but not when boats are approaching the line to start. Then no one has the right to room at any starting mark (provided that it is 'surrounded by navigable water').

The most common starting limit mark is the 'inner limit mark' or 'inner distance mark' ('IDM'). Not just the description of the IDM but also the obligations of boats with respect to it must be written into the sailing instructions. You can ignore a sailing instruction like 'There will be an IDM, which will be a yellow mark with a pink flag laid near to the committee boat'.

IDMs cause a lot of problems. The most common reasons to use one are to help protect the committee boat, and to keep boats from sailing very close to the committee boat, blocking the race committee's view of the starting line.

Let's look at three examples of a limit mark sailing instruction.

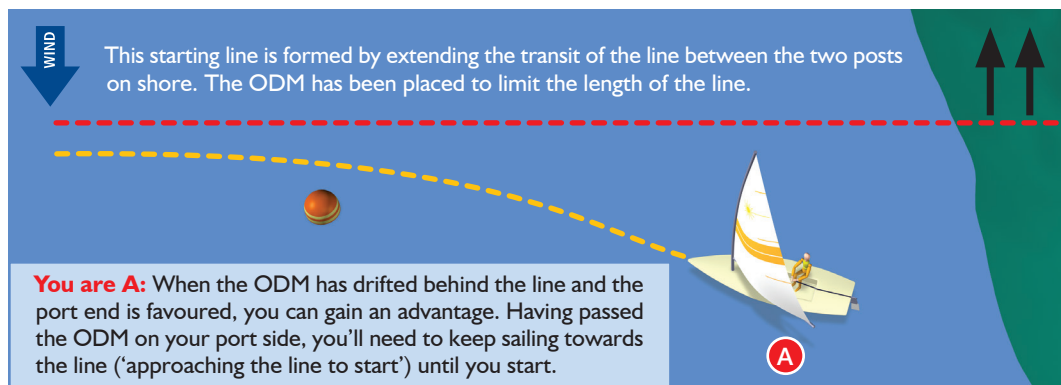
1. 'A yellow mark with a pink flag will be laid near the committee boat. **The line between this mark and the**

**committee boat is an obstruction and boats shall not cross it.'**

Such a sailing instruction does not give the mark a required side (rather it specifies a prohibited area **which the sailing instruction identify** as an obstruction) so it could be argued that you have the right to room to avoid the 'obstruction', and you may hit the buoy without penalty (provided you don't cross the imaginary line between it and any part of the committee boat); and if you are forced into the 'prohibited area' by a boat breaking a rule you can escape penalty by protesting the boat that forced you to break the sailing instruction. (Rule 60.1 gives you the right to a hearing and Rule 43.1(a) exonerates you.)

2. The most sensible sailing instruction would be: 'A yellow mark with a pink flag will be laid near the committee boat. Boats approaching the line to start shall pass between this mark and the ODM' or 'boats shall pass this mark to starboard'. This would require you to pass the IDM on your starboard side when you are 'approaching the line to start from the pre-course side of the starting line'. Under this sailing instruction, the IDM is a mark because it has a required side, so there is no question of any right to room when you're approaching the line to start. If you get forced the wrong side by someone to leeward who has not broken a rule (for example, by luffing you gently the wrong side of the mark), then you'll just have to sail back and unwind, and pass it on the correct side.

3. In an attempt to really discourage boats from the





when rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind.

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

**Conflict of Interest** A *conflict of interest* exists if a person

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

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

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

**Finish** A boat *finishes* when, after her starting signal, 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*.

After *finishing* she need not cross the finishing line completely. The sailing instructions may change the direction in which boats are required to cross the finishing line to *finish*.

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

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

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

**Mark** An object the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object

intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

**Mark-Room** *Room* for a boat

- (a) to sail to the *mark* when her *proper course* is to sail close to it,
- (b) to round or pass the *mark* on the required side, and
- (c) to leave it astern.

**Obstruction** An *obstruction* is

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

However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 22 applies, avoid her.

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

**Party** A *party* to a hearing is

- (a) for a protest hearing: a protestor, a protestee;
- (b) for a redress hearing: a boat requesting redress or for which redress is requested; a boat for which a hearing is called to consider redress under rule 61.1; a *committee* acting under rule 61.1;
- (c) for a redress hearing under rule 61.4(b)(1): the body alleged to have made an improper action or *improper* 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 62 or 69; any boat that person supports; a person appointed to present an allegation under rule 62.2.

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

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

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

**Protest** An allegation made under rule 60 by a boat or a *committee* that a boat has broken a *rule*.

**Racing** A boat is *racing* from her preparatory signal until she *finishes*



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

\*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.

## 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, N over H, or N over A, with three sounds).

## 28 SAILING THE COURSE

- 28.1** A boat shall *sail the course*.
- 28.2** A boat may correct any errors in *sailing the course*, provided she has not *finished*.

## 29 RECALLS

### 29.1 Individual Recall

When at a boat'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 boat has been completely to the pre-start side of the starting line or one of its extensions, and until all such boats 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 boats that are on the course side of the starting line

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

## 30 STARTING PENALTIES

### 30.1 I Flag Rule

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

### 30.2 Z Flag Rule

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

### 30.3 U Flag Rule

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

### 30.4 Black Flag Rule

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

## 31 TOUCHING A MARK

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

## 32 SHORTENING OR ABANDONING AFTER THE START

- 32.1** After the starting signal, the race committee may shorten the course or *abandon* the race:

- (a) because of foul weather,
- (b) because of insufficient wind making it unlikely that any boat will *sail the course* 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 boat has *sailed the course* within the race time limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boats in the race or series.

- 32.2** To shorten the course, the race committee shall display flag S with two sounds before the first boat crosses the finishing line. If the course is shortened, the finishing line shall be,
- (a) at a rounding *mark*, between the *mark* and a staff displaying flag S;
  - (b) a line the course requires boats to cross; or
  - (c) at a gate, between the gate *marks*.
- 32.3** To *abandon* the **a race in progress**, the race committee shall display flag N, N over H, or N over A, with three sounds.

### 33 CHANGING THE NEXT LEG OF THE COURSE

While boats are *racing*, the race committee may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (or the finishing line) and signalling all boats before they begin the leg. 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 boats are *racing*, the race committee shall, if possible,

- (a) move it to its correct position or replace it with a new one of similar appearance, or
- (b) replace it with an object displaying flag M and make repetitive sounds.

### 35 RACE TIME LIMIT AND SCORES

If one boat *sails the course* within the time limit for that race, if any, all boats that *finish* shall be scored according to their

finishing places unless the race is *abandoned*. If no boat *sails the course* within the race time limit, the race committee shall *abandon* the race.

### 36 RACES RESTARTED OR RESEALED

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

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

### 37 SEARCH AND RESCUE INSTRUCTIONS

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

## PART 4

### OTHER REQUIREMENTS WHEN RACING

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

## SECTION A GENERAL REQUIREMENTS

### 40 PERSONAL 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 if

- (a) flag Y was displayed afloat with one sound before or with the warning signal, while *racing* in that race;
- (b) flag Y was displayed ashore with one sound, at all times while afloat that day; or
- (c) a rule in the class rules, notice of race or sailing instructions states that it applies.

### 41 OUTSIDE HELP

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

- (a) help for a crew member who is ill, injured or in danger;
- (b) after a collision, help from the crew of the other vessel to get clear;
- (c) help in the form of information freely available to all boats;

- (b) A *protest* shall be delivered to the race office (or by such other method as stated in the sailing instructions) within the protest time limit unless the protest committee decides there is good reason to extend the time. The protest time limit is

- (1) for *protests* about an incident observed in the racing area, two hours after the last boat in the race *finishes*, or
- (2) for other *protests*, two hours after the relevant information is available to the protestor.

However, if the sailing instructions state a different protest time limit, then that time limit applies instead.

#### 60.4 Protest Validity

- (a) A *protest* is invalid
- (1) if it does not comply with the definition *Protest* or rule 60.2 or 60.3,
  - (2) if it is from a boat that alleges a breach of a rule of Part 2 or rule 31, but she was not involved in it or did not see the incident, or
  - (3) as far as it alleges a breach of rule 69 or a Regulation referred to in rule 6, unless permitted by the Regulation concerned.
- (b) A *protest* is invalid also if it is from a *committee* and is based on information from
- (1) a request for redress,
  - (2) an invalid *protest*, or
  - (3) a report from a person with a *conflict of interest* (other than a representative of the boat herself).
- (c) However, rule 60.4(b) does not apply to a *protest* from
- (1) the protest committee if it learns of an incident involving a boat that may have resulted in injury or serious damage,
  - (2) the protest committee if it learns during the hearing of a valid *protest* that the boat, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*, or
  - (3) the technical committee if it has first conducted an inspection and decided a boat or personal equipment does not comply with the class rules or rule 50.

#### 60.5 Protest Decisions

- (a) The protest committee shall conduct a hearing as required by rule 63 to decide a *protest*.
- (b) A boat shall only be penalized
- (1) at a protest hearing to which she is a *party*,
  - (2) under rule 62.4, 64 or 69, or
  - (3) under a *rule* which expressly states that a penalty may be applied without a hearing.
- (c) If the protest committee decides that a boat has broken a *rule* it shall disqualify her whether or not the applicable *rule* was mentioned in the *protest*. However, the boat

shall not be disqualified if

- (1) she is exonerated or some other penalty applies,
- (2) the boat has already taken an applicable penalty, in which case she shall not be penalized further unless the penalty for a *rule* she broke is disqualification that is not excludable,
- (3) the race is restarted or resailed, in which case rule 36 applies, or
- (4) she broke a class rule and rule 60.5(d)(1) applies.

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

- (d) If the protest committee decides that a boat has broken a class rule:
- (1) the boat shall not be penalized if any deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and they did not improve the performance of the boat,
  - (2) the boat shall not *race* again until any such deviations have been corrected unless the protest committee decides there is, or has been, no reasonable opportunity to do so,
  - (3) any breach of the same rule in earlier races in the same event may have the same penalty imposed for all such races without further *protest*, and
  - (4) the boat may compete in subsequent races without changes to the boat, but only if she states in writing that she intends to appeal. If she fails to appeal, or the appeal is not successful, she shall be disqualified without a hearing from all subsequent races in which she competed.

## 61 REDRESS

### 61.1 Requesting or Considering Redress

- (a) A boat may request redress.
- (b) The race committee or the technical committee may request redress for a boat.
- (c) The protest committee may call a hearing to consider redress for a boat.

### 61.2 Requests for Redress

- (a) A request for redress shall be in writing and identify the reason for making it.
- (b) A request shall be delivered to the race office (or by such other method as stated in the sailing instructions):
  - (1) if it is based on an incident in the racing area, within the protest time limit or two hours after the incident (whichever is later),
  - (2) if it is based on a protest committee decision on the last scheduled day of racing, no later than 30 minutes after the decision was posted, or
  - (3) for all other requests, as soon as reasonably possible after the relevant information is available.

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

### 61.3 Invalid Requests

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

### 61.4 Redress Decisions

- (a) The protest committee shall conduct a hearing as required by rule 63 to decide whether to grant redress.
- (b) A boat is entitled to redress if her score or place in a race or series has been made, or may be made, significantly worse through no fault of her own by
  - (1) an improper action or improper omission of a *committee* or the organizing authority, but not by a protest committee decision when the boat was a *party* to the hearing,
  - (2) injury or physical damage because of the action of a boat that was breaking a rule of Part 2 and took an appropriate penalty or was penalized,
  - (3) injury or physical damage because of the action of a vessel not *racing* that was required to keep clear or is determined to be at fault under the *IRPCAS* or a government right-of-way rule,
  - (4) giving help (except to herself or her crew) in compliance with rule 1.1, or
  - (5) an action of another boat, or a crew member or *support person* of that boat, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.
- (c) If a boat is entitled to redress, the protest committee shall make as fair an arrangement as possible for all boats affected, whether or not they asked for redress. This may be to adjust the scoring (see rule A9 for examples) or finishing times of boats, to *abandon* the race, to let the results stand or to make some other arrangement.
- (d) If there is doubt about the facts or probable results of any arrangement for the race or series, especially before *abandoning* the race, the protest committee shall take evidence from appropriate sources.

## 62 SUPPORT PERSONS

- 62.1 Upon receipt of a report from a boat or a *committee*, or based on its own observation or information from any source, including evidence taken during a hearing, the protest committee may call a hearing to consider whether a *support person* has broken a *rule*.
- 62.2 If the protest committee decides to call a hearing, it shall conduct a hearing as required by rule 63 and may appoint a person to present the allegations.
- 62.3 If the protest committee decides that a *support person* who is a *party* to the hearing has broken a *rule*, it may
  - (a) issue a warning,
  - (b) exclude the person from the event or venue or remove any privileges or benefits, or

- (c) take other action within its jurisdiction as provided by the *rules*.

### 62.4 In addition, if the protest committee decides that

- (a) a boat may have gained a competitive advantage as the result of the breach by the *support person*, or
- (b) the *support person* committed a further breach after the protest committee warned a boat in writing, following a previous hearing, that a penalty may be imposed,

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

## SECTION B HEARINGS AND MAKING DECISIONS

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

### 63 CONDUCT OF HEARINGS

#### 63.1 Rights of Parties

- (a) All *parties* to a hearing shall be
  - (1) informed of the time and place of the hearing,
  - (2) given access to the *protest*, request for redress, or report to be considered at the hearing,
  - (3) allowed reasonable time to prepare for the hearing, and
  - (4) allowed to have a representative present throughout the hearing of the evidence but, in a *protest* involving a breach of a rule of Part 2, 3 or 4, **representatives of boats** shall have been on board' at the time of the incident unless there is good reason for the protest committee to decide otherwise.
- (b) If a *party* does not come to a hearing, the protest committee may proceed with the hearing in their absence.

#### 63.2 Hearings

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

by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

### 63.3 Conflict of Interest

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

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

- (d) When deciding whether a *conflict of interest* is significant, the protest committee shall consider
  - (1) the views of the *parties*,
  - (2) the level of the conflict,
  - (3) the level of the event,
  - (4) the importance to each *party* of the case, and
  - (5) the overall perception of fairness.
- (e) Any written information provided under rule 63.6(b) shall include any *conflict of interest* declared by a **protest committee member**, and any decision by the protest committee under rule 63.3(c)(2).

### 63.4 Hearing Procedure

- (a) The protest committee shall first consider validity. The hearing shall be closed if
  - (1) a *protest* or request is invalid, or
  - (2) a *protest* was made under rule 60.4(c)(1) and there was no injury or serious damage.
- (b) The protest committee shall take the evidence of the *parties* present at the hearing, their witnesses, and any other evidence it considers necessary. Hearsay evidence is admissible. However, the protest committee may exclude evidence which is irrelevant or unduly repetitive.
- (c) A *party* present at the hearing may question any person who gives evidence.
- (d) A member of the protest committee who saw the incident shall, as soon as reasonably possible, declare this fact to the *parties* attending the hearing.
- (e) A witness shall be excluded from the hearing when not giving evidence, except for a witness who:
  - (1) is also a *party*, or
  - (2) is a member of the protest committee.

### 63.5 Decisions

- (a) The protest committee shall consider the evidence and decide what weight to give it. It shall then find the facts based on the balance of probabilities (unless an applicable *rule* requires otherwise), and then apply the *rules* to those facts to make its conclusions and a decision.
- (b) Decisions shall be made by simple majority vote. When there is an equal division of votes, the chair of the hearing may cast an additional vote.
- (c) If there is a conflict between
  - (1) two or more *rules* that must be resolved before a decision can be made, and
  - (2) those *rules* are in the notice of race, the sailing instructions, or any of the other documents that govern the event under item (g) of the definition *Rule*,
 then the protest committee shall apply the *rule* that it believes will provide the fairest result for all boats affected.
- (d) If the protest committee is in doubt about the meaning of a class rule, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the protest committee is bound by the authority's reply.

### 63.6 Informing the Parties and Others

- (a) The protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, any penalties imposed, and any redress given.
- (b) If requested by a *party* in writing within seven days of being informed of the decision, the above information shall be provided promptly in writing and the protest committee may, if it considers it relevant to do so, prepare or endorse a diagram.
- (c) The protest committee may publish the above information after any hearing, including a hearing under rule 69, unless it decides there is good reason not to do so.
- (d) The protest committee may direct that the above information is to be confidential to the *parties*.
- (e) If the protest committee penalizes a boat under a class rule, it shall send the above information to the relevant class rule authorities.

### 63.7 Reopening a Hearing

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

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

- (4) take any other action within its jurisdiction as provided by the *rules*.
- (i) When the protest committee decides that a *support person* has broken rule 69.1(a), rules 62.3 and 62.4 apply.
- (j) If the protest committee
- (1) imposes a penalty greater than one DNE;
  - (2) excludes the person from the event or venue; or
  - (3) in any other case if it considers it appropriate,

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

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

### 69.3 Action by a National Authority and World Sailing

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

## SECTION D APPEALS

### 70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

- 70.1** Unless rule 70.3 applies, a *party* to a hearing has the right to appeal the protest committee's decision or its procedures, but not the facts found, to the national authority. In addition, a *party* may appeal when the protest committee has failed to hold a hearing or to make a decision.
- 70.2** A protest committee may request confirmation or correction of its decision by the national authority.
- 70.3** There is no right to appeal decisions:
- (a) of an international jury properly constituted under Appendix N,
  - (b) that are essential to promptly determine the result of a race that will qualify a boat to compete in a later stage of an event or a subsequent event (and the national authority may prescribe that its approval is required for the use of this rule),

- (c) made at an event open only to boats entered by
  - (1) an organization affiliated to the national authority, or a member of such an organization, or
  - (2) a personal member of the national authority, provided the national authority has granted its approval for the use of this rule, or
- (d) made at an event by a protest committee constituted as required by Appendix N, except that only two members of the protest committee need be International Judges, and provided that the national authority has granted its approval to the use of this rule after consultation with World Sailing.

However, (b), (c) and (d) shall only apply if specified in the notice of race or sailing instructions.

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

- 70.5** 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 shall accept the facts found by the protest committee unless rule R5 applies.

- 71.3** The national authority may:

- (a) uphold, change or reverse the protest committee's decision (including a decision on validity or a decision under rule 69),
- (b) order that the hearing be reopened, or
- (c) order that a new hearing be held by the same protest committee or by a new protest committee (which may be appointed by the national authority).

- 71.4** If the national authority orders a hearing to be reopened, it may limit the scope of the reopened hearing to such issues as it considers appropriate.

- 71.5** If the national authority decides that a boat that was a *party* to a protest hearing broke a *rule* and is not exonerated, it shall penalize her, whether or not that boat or that *rule* was mentioned in the protest committee's decision.

- 71.6** The decision of the national authority is 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.

### 72 INTERPRETATIONS

A club or other organization affiliated to a national authority

**50 COMPETITOR CLOTHING AND EQUIPMENT**

Rule 50.1(a) is changed to:

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

**PART 4 RULES DELETED**

Rules 45, 48.2, 49, 50.1(c), 50.2, 51, 52, 54, 55 and 56.1 are deleted.

**B5 CHANGES TO THE RULES OF PART 5****60 PROTESTS****60.2 Intention to Protest**

Rule 60.2(a)(1) is changed to:

- (a) If a protest concerns an incident observed by the protestor in the racing area:
  - (1) If the protestor is a board, 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.

**60.3 Delivering a Protest**

Add to rule 60.3(a):

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.

**60.4 Protest Validity**

In rule 60.4(a) **(2)**, delete 'or did not see'.

**61 REDRESS****61.1 Redress Decisions**

In rule 61.4(b)(2) and 61.4(b)(3), change 'injury or physical damage' to 'injury, physical damage or *capsize*'.

**63 CONDUCT OF HEARINGS****63.4 Hearing Procedure**

Add to rule 63.4:

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.

**63.5 Decisions**

Rule 63.5(d) is changed to:

- (d) If 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 authority's reply.

**63.6 Informing the Parties and Others**

Add to rule 63.6(b):

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.

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

Rule 70.3(b) is changed to:

- (b) that are essential to promptly determine 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);

Add new rule 70.3(e):

- (e) made in an elimination series that will qualify a board to compete in a later stage of an event.

**B6 CHANGES TO THE RULES OF PART 6****78 COMPLIANCE WITH CLASS RULES; CERTIFICATES**

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

**B7 CHANGES TO THE RULES OF PART 7****90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING**

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

**B8 CHANGES TO APPENDIX A****A1 NUMBER OF RACES; OVERALL SCORES**

Rule A1 is changed to:

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

Rule A2.1 is changed to:

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

- (a) worst score when from 5 to 11 races have been scored, or
- (b) two worst scores when 12 or more races have been scored (see rule 90.3(a)).

However, the notice of race or sailing instructions may make



a different arrangement. 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.

#### A5 SCORES DETERMINED BY THE RACE COMMITTEE

Add new rule A5.4:

- 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 *sail the course*, retired or was disqualified shall be scored points equal to the number of boards permitted to sail in that race.

#### A8 SERIES TIES

Rule A8 is changed to:

- 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.

#### B9 CHANGES TO APPENDIX C

##### G1 WORLD SAILING CLASS BOARDS

###### G1.3 Positioning

Rule G1.3 is changed to:

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

## APPENDIX C

### MATCH RACING RULES

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

*Note: A Standard Notice of Race, Standard Sailing Instructions, and*

*Match Racing Rules for Visually Impaired Sailors are available on the World Sailing website.*

#### C1 TERMINOLOGY

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

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

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

**Finish** A boat *finishes* when, after her starting signal, any part of her hull crosses the finishing line from the course side after completing any penalties. However, when penalties are cancelled under rule C7.2(d) after one or both boats have *finished* each shall be recorded as *finished* when she crossed the line. A boat has not *finished* if she continues to *sail the course*.

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

**Mark-Room** Room for a boat to sail her *proper course* to round or pass the *mark*, and *room* to pass a finishing *mark* after *finishing*.

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

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

##### C2.5 Add new rule 7 to Part 1:

#### 7 LAST POINT OF CERTAINTY

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

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

#### 13 WHILE TACKING OR GYBING

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

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

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

##### C2.7 Rule 16.2 is changed to:

##### 16.2 In addition, when boats on opposite *tacks* are sailing to a *mark* that is to windward of them, the *starboard-tack* boat shall not bear away to a course that is more than ninety degrees from the true wind and that is below her *proper course*, if as a result the *port-tack* boat must change course immediately to continue *keeping clear*.

##### C2.8 Rule 17 is deleted.

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

shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favour of the competitor who

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

### C11.3 Remaining Ties

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

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

## APPENDIX D

### TEAM RACING RULES

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

#### DI CHANGES TO THE RACING RULES

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

- (a) In the definition *Zone* the distance is changed to two hull lengths.
- (b) Rule 18.2(a) is changed to:
  - (a) When the first of two boats reaches the *zone*,
    - (1) if the boats are *overlapped*, the outside boat at that moment shall give the inside boat *mark-room*;
    - (2) if the boats are *not overlapped*, the boat that has not reached the *zone* at that moment shall give the other boat *mark-room*.

If a boat passes head to wind and at that moment is *clear astern* of a boat in the *zone*, she shall give the *clear-ahead* boat *mark-room*.

When a boat is required to give *mark-room* by this

rule, she shall continue to do so for as long as this rule applies, even if later an *overlap* is broken or a new *overlap* begins.

- (c) Rule 18.4 is deleted.
- (d) When stated in the notice of race or sailing instructions, rule 20.4 is changed so that the following arm signals are required in addition to the hails:
  - (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
  - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.
- (e) Rule 23.1 is changed to: 'If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*, and a boat that has *finished* shall not act to interfere with a boat that has not *finished*.'
- (f) Add new rule 23.3: 'When boats in different races meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own race.'
- (g) Add to rule 41:
  - (e) help from another boat on her team provided electronic communication is not used.
- (h) Rule 45 is deleted.

##### DI.2 Protests and Requests for Redress

- (a) A boat may
  - (1) protest another boat, but her protest is invalid if it alleges a breach of a rule of Part 2 and she was not involved in the incident, unless the incident involved contact between boats **on the other team**. (This changes rule 60.4(a)(2).);
  - (2) remove her red flag after it has been conspicuously displayed (This changes rule 60.2(a)(1).);
  - (3) request redress, but not for damage or injury caused by another boat on her team (This changes rule 61.1(a).).
- (b) The race committee and protest committee shall not protest a boat for breaking a rule of Part 2 except
  - (1) based on evidence in a report from an umpire after a black and white flag has been displayed; or
  - (2) under rule 14 upon receipt of a report from any source alleging damage or injury.
- (c) Protests and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (d) When a supplied boat suffers a breakdown, rule D5 applies.

##### DI.3 Penalties

- (a) Rule 44.1 is changed to:
 

A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, or rule 31 or 42, in an incident while *racing*. However, she or her team

## APPENDIX E

### RADIO SAILING RACING RULES

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

Note: **Development Rules** for Umpired Radio Sailing is available at the World Sailing website.

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

##### E1.1 Definitions

Add to the definition *Conflict of Interest*:

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

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

Add new definition:

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

##### E1.2 Terminology

The Terminology paragraph of the Introduction is changed so that:

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

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

- (a) Rule 1.2 is deleted.
- (b) Hails under rules 20.1 and 20.3 shall include the sail number of the hailing boat followed by 'Room to tack'.
- (c) Rule 22 is changed to: 'If possible, a boat shall avoid a boat that is *disabled*.'
- (d) Rule 90.2(c) is changed to:  
Changes to the sailing instructions may be communicated orally to all affected competitors before the warning signal of the relevant race or heat. When appropriate, changes shall be confirmed in writing.

#### E2 ADDITIONAL RULES WHEN RACING

*Rule E2 applies only while boats are racing.*

##### E2.1 Hailing Requirements

- (a) A hail shall be made and repeated as appropriate so that the competitors to whom the hail is directed might

reasonably be expected to hear it.

- (b) When a *rule* requires a boat to hail or respond, the hail shall be made by the competitor controlling the boat.
- (c) The individual digits of a boat's sail number shall be hailed; for example 'one five', not 'fifteen'.

##### E2.2 Giving Advice

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

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

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

##### E2.4 Transmitter Aerials

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

##### E2.5 Radio Interference

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

#### E3 CONDUCT OF A RACE

##### E3.1 Control Area

Unless the sailing instructions specify a control area, it shall be unrestricted. Competitors shall be in this area when controlling boats that are *racing*, except briefly to handle and then release or relaunch the boat.

##### E3.2 Launching Area

Unless the sailing instructions specify a launching area and its use, it shall be unrestricted.

##### E3.3 Course Board

When the sailing instructions require a course board to be displayed, it shall be located in or adjacent to the control area.

##### E3.4 Starting and Finishing

- (a) Rule 26 is changed to:  
Heats shall be started using warning, preparatory and starting signals at one-minute intervals. During the minute before the starting signal, additional sound or oral signals shall be made at ten-second intervals, and during the final ten seconds at one-second intervals. Each signal shall be timed from the beginning of its sound.
- (b) The starting and finishing lines shall be between the course sides of the starting and finishing *marks*.

##### E3.5 Individual Recall

Rule 29.1 is changed to:

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

leeward side of the other's hull is the leeward kiteboard. The other is the windward kiteboard.

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

**Obstruction** An obstruction is

- (a) an object that a kiteboard could not pass without substantially changing her course or the position of her kite, if she were sailing directly towards it and 10 metres from it;
- (b) an object that can be safely passed on only one side; or
- (c) an object, area or line that is so designate in a rule.

However, a kiteboard racing is not an obstruction to other kiteboards unless they are required to keep clear of her or, if rule 22 applies, avoid her.

**Start** A kiteboard starts when, her hull and the competitor having been entirely on the pre-start side of the starting line at or after her starting signal, any part of her hull or the competitor crosses the starting line from the pre-start side to the course side.

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

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

Add the following definitions:

**Capsized** A kiteboard is capsized if

- (a) her kite is in the water, or
- (b) her lines are tangled with another kiteboard's lines.

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

**Recovering** A kiteboard is recovering from the time she loses steerage way until she regains it, unless she is capsized.

## F1 CHANGES TO THE RULES OF PART I

[No changes.]

## F2 CHANGES TO THE RULES OF PART 2

### PART 2 – PREAMBLE

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

### 13 WHILE TACKING

Rule 13 is deleted.

### 16 CHANGING COURSE OR KITE POSITION

Rule 16 is changed to:

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

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

### 17 ON THE SAME TACK; PROPER COURSE

Rule 17 is deleted.

### 18 MARK-ROOM

Rule 18 is changed to:

#### 18.1 When Rule 18 Applies

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

- (a) between kiteboards that are on opposite tacks when the first kiteboard reaches the zone; or
- (b) between a kiteboard approaching a mark and one leaving it.

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

#### 18.2 Giving Mark-Room

- (a) When the first of two kiteboards reaches the zone,
  - (1) if the kiteboards are overlapped, the outside kiteboard at that moment shall give the inside kiteboard mark-room.
  - (2) if kiteboards are not overlapped, the kiteboard that has not reached the zone shall give mark-room.

When a kiteboard is required to give mark-room by this rule, she shall continue to do so for as long as this rule applies, even if later an overlap is broken or a new overlap begins.

- (b) Rule 18.2(a) no longer applies if either kiteboard referred to in this rule changes tack.
- (c) If the kiteboard entitled to mark-room leaves the zone, the entitlement to mark-room ceases and rule 18.2(a) is applied again if required based on the relationship of the kiteboards at the time rule 18.2(a) is re-applied.

#### 18.3 Changing Tack in the Zone

When an inside overlapped right-of-way kiteboard must change tack at a mark to sail her proper course, until she changes tack she shall sail no farther from the mark than needed to sail that course if by so doing she affects the course of another kiteboard. Rule 18.3 does not apply at a gate mark or a finishing mark.

### 19 ROOM TO PASS AN OBSTRUCTION

Rule 19.2(a) is changed to:

- (a) A right-of-way kiteboard may choose to pass an obstruction on her port or starboard side. If a right-of-way kiteboard changes course or the position of her kite when choosing on which side to pass the obstruction, she shall give the other kiteboard room to keep clear.

### 20 ROOM TO TACK AT AN OBSTRUCTION

Rule 20.1(a) is changed to:

- (b) if the kiteboard caused injury, damage or a tangle or, despite taking a penalty, gained a significant advantage or caused significant disadvantage to the other kiteboard in the race or series by her breach, her penalty shall be to retire.

#### 44.2 One-Turn Penalty

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

### 50 COMPETITOR CLOTHING AND EQUIPMENT

Rule 50.1(a) is changed to:

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

### PART 4 RULES DELETED

Rules 45, 48.2, 49, 50.2, 51, 52, 54, 55 and 56.1 are deleted.

### F5 CHANGES TO THE RULES OF PART 5

#### 60 PROTESTS

##### 60.2 Intention to Protest

Rules 60.2(a), 60.2(b) and 60.2(c) are changed to:

- (a) If a *protest* concerns an incident observed by the protestor in the racing area:
- (1) If the protestor is a kiteboard, she shall hail 'Protest' **at the first reasonable opportunity.**
  - (2) If the protestor is a *committee*, it shall inform the kiteboard after the race within the protest time limit of its intention to protest her.
- (b) However, if
- (1) the protestee is not within hailing distance at the time of the incident,
  - (2) the incident was an error in *sailing the course*,
  - (3) the incident was not observed by the protestor in the racing area, or
  - (4) a protest committee decides to protest a kiteboard under rule 60.4(c),

then the only requirement for the protestor is to inform the protestee of its intention to protest at the first reasonable opportunity.

- (c) If at the time of the incident it is obvious to a protesting kiteboard that a member of either crew is in danger, or that injury, serious damage or a tangle has resulted, rules 60.2(a) and 60.2(b) do not apply to her, but she shall attempt to inform the other kiteboard within the protest time limit of her intention to protest.

#### 60.5 Protest Decisions

Rules 60.5(d)(1) and 60.5(d)(2) are changed to:

- (d) If the protest committee decides that a kiteboard has deviations in excess of acceptable manufacturing tolerances:
- (1) The kiteboard shall not be penalized if any deviations in excess of tolerances specified were caused by damage or normal wear and they did not improve the performance of the kiteboard.
  - (2) However, the kiteboard shall not *race* again until any such deviations have been corrected unless the protest committee decides there is, or has been, no reasonable opportunity to do so.

Add new rule 60.5(e):

- (e) **if the protest committee decides that a kiteboard** has broken a *rule* and is not exonerated and, as a result, caused a tangle for the second or subsequent time during the event, her penalty shall be a disqualification that is not excludable.

### 63 CONDUCT OF HEARINGS

#### 63.5 Decisions

Rule 63.5(d) is changed to:

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

Add new rule 63.8:

#### 63.8 Hearing Procedure for an Elimination Series

For a race of an elimination series that will qualify a kiteboard to compete in a later stage of an event:

- (a) Rules 60.3(a) and (b), 61.2(a), 63.6(b) are deleted.
- (b) Rule 63.4 is changed to:

*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.

### 70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

Add new rule 70.6:

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

### F6 CHANGES TO THE RULES OF PART 6

[No changes.]

- (15) description of any object, area or line designated **by a rule** to be an *obstruction* (see the definition *Obstruction*), and any restriction on entering such an area or crossing such a line;
- (16) boats identifying *mark* locations;
- (17) any special procedures for shortening the course or for *finishing* a shortened course;
- (18) the time limit, if any, for boats other than the first boat to *finish* and any other time limits or target times that apply while boats 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 70.4, the national authority to which appeals and requests are required to be sent;
- (25) substitution of competitors;
- (26) the minimum number of boats 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 boats.

protest time limit.

- (c) Inform each *party*, and any *committee* involved, when and where the hearing will be held (rule 63.1(a)(1)).

## M2 BEFORE THE HEARING

### M2.1 Make sure that

- (a) each *party* has the opportunity to read the *protest*, request for redress or allegation and has had reasonable time to prepare for the hearing (rules 63.1(a)(2) and 63.1(a)(3)).
- (b) only one person from each *party* is present unless an interpreter is needed (rule 63.1(a)(4)).
- (c) all boats and people involved are represented. If they are not, however, the committee may proceed under rule 63.1(b).
- (d) boats' representatives were on board when required (rule 63.1(a)(4)).
- (e) when the *parties* were in different events, both organizing authorities accept the composition of the protest committee (rule 63.2(e)).
- (f) in a *protest* concerning class rules, obtain the current class rules and identify the authority responsible for interpreting them (rule 63.5(d)).

**M2.2** Determine if any members of the protest committee saw the incident. If so, require each of them to state that fact as soon as possible at the hearing (rule 63.4(d)).

### M2.3 Assess *conflicts of interest*.

- (a) 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.
- (b) 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.
- (c) 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.
- (d) 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.
- (e) When a request for redress is made under rule 61.4(b)(1) and is based on an improper action or **improper**

## 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 the protest committee chair but may also help judges, protest committee secretaries, race committees and others involved in hearings.*

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

#### M1 PRELIMINARIES (may be performed by race office staff)

- (a) Receive the hearing request.
- (b) Note the time the hearing request is delivered and the

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 that the *protest* or request is valid.

- (a) Are the contents adequate (rule 60.3(a), 61.2(a) or 63.7(b))?
- (b) Was it delivered in time? If not, is there good reason to extend the time limit (rule 60.3(b), 61.2(b) or 63.7(b))?
- (c) When required, was the protestor involved in or a witness to the incident (rule 60.4(a)(2))?
- (d) When necessary, was 'Protest' hailed and, if required, a red flag displayed correctly (rule 60.2(a)(1))?
- (e) When the flag or hail was not necessary, was the protestee informed (rule 60.2(b))?
- (f) Decide whether the *protest* or request for redress is valid (rule 63.4(a)).
- (g) 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 63.4).

- (a) Ask the *parties* to tell their stories. Then allow them to question one another. In a redress matter, ask the *party* to state the request.
- (b) Make sure you know what facts each *party* is alleging before calling any witnesses. Their stories may be different.
- (c) Allow anyone, including a boat'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 63.4(b)). The question asked by a *party* 'Would you like to hear N?' is best answered by 'It is your choice.'
- (d) 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.)
- (e) Invite the protestee to question the protestor's witness first (and vice versa). This prevents the protestor from leading his witness from the beginning.
- (f) Allow members of the protest committee who saw the incident to give evidence (rule 63.4(d)). 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 63.4(e)).
- (g) Try to prevent leading questions, but if that is impossible discount the evidence so obtained.
- (h) 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 (rules 63.4(b) and 63.5(a)).

- (i) Ask one member of the committee to note down evidence, particularly times, distances, speeds, etc.
- (j) Invite questions from protest committee members.
- (k) Invite each *party*, starting with the *party* that requested the hearing, to make a final statement of her case, particularly on any application or interpretation of the *rules*.

**M3.3** Find the facts (rule 63.5(a)).

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

**M3.4** Decide case (rule 63.5).

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

**M3.5** Inform the *parties* (rule 63.6).

- (a) 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.
- (b) 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 63.7)

**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'

- (a) if it was not reasonably possible for the *party* asking for the reopening to have discovered the evidence before the original hearing,
- (b) 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
- (c) 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 DISCRETIONARY PENALTIES (rule 64)

Rule 64 enables a boat that has broken a rule subject to a discretionary penalty to comply with Sportsmanship and the Rules by reporting within the protest time limit that she has