

RACING RULES OF SAILING CHANGES 2021 ~ 2024

Filename	RRS Changes – 2021 - 2024
Release	1.0
Date	20 August, 2020 at 03:22:25
No of Pages	86

Document Team

	Name	Date
Author	Geoff Eldridge	19 July 2020
Approved		
Owner	Geoff Eldridge	19 July 2020
Target Audience	Race Officials	

Revision History

Version	Date	Revised By	Comment

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1. INTRODUCTION

This document summarises the changes made by World Sailing (WS) to the Racing Rules of Sailing (RRS) for the period 1st January 2021 to 31st December 2024.

1.1 OVERVIEW

- The primary objective of this document is to outline the changes to the RRS for the period 2021 to 2024 inclusive.
- These include changes to existing rules and definitions, new rules and definitions, the relocation and renumbering of existing rules and new and altered procedures.
- Where a completely new *rule* has been added or on that has been substantially changed all the text will be shown in **blue**. Where just some of the wording in a *rule* has been changed, which may also substantially change the meaning, the changed text will be shown in **blue**.
- Where words in an existing *rule* are left out of the new version of the *rule* the deleted words will be shown in **red** in the current version of the *rule* as part of the comparison.

1.2 OBSERVATIONS

There are a number of obvious changes that have been made in a number of *rules* that are not specifically identified in the published rule book. These have been noted in this review and some of the obvious ones are listed below.

1.2.1 'crew or equipment'

These words have been removed from a number of *rules* because it is now just the **hull** that counts. This shows up in *rule* 30 and elsewhere.

1.2.2 'notice of race'

These words have added into a number of *rules* where it states that something can be altered in the sailing instructions. This is probably to allow changes to be notified in the notice of race where Appendix S is going to be used.

1.3 RULES DOCUMENTS AND INTRODUCTION

The Online Rules Documents section and the Introduction have some changes which are covered here.

1.3.1 Online Rules Documents

The format of this section has been made easier to read but does not essentially change what is in the current rule book

1.3.2 Introduction

Here there are a number of changes that are outlined below.

1.3.2.1 Hails

This has been added to Other Words and Terms and reads as follows:

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

1.3.2.2 Revision

This has had the dates changed to reflect the period of the new rule book. It has also had the section where it currently states the date of introduction of the new rules may be delayed by the 'Notice of Race **and** Sailing Instructions' changed to read 'Notice of Race **or** Sailing Instructions'.

1.3.2.3 World Sailing Regulations

This is a new item that replaces World Sailing Codes. It effectively refers to the new *rule* 6. This is as shown below:

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

1.3.2.4 Interpretations

This is a new item that replaces Cases and Calls. It covers a wider number of issues including *rule* 42 interpretations. This is as shown below:

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

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

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

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

1.4 BACKUP COPY

A backup copy of this specification document is held on the Victorian Race Officials Google drive under [Rules Resources > 1 RRS, ERS, Class rules > RRS 2021-2024](#). It can also be found under [YV Race Officials Committee > YV Race Officials Committee Documents > 1 RED FLAG - New Items > RRS 2021-2024](#) seeing we found problems with the first location.

2. DEFINITIONS

2.1 New Definitions

There is just one new definition as follows.

2.1.1 Sail the Course

This is a new definition which reads as follows:

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

- (a) passes each *mark* of the course for the race on the required side and in the correct order,
- (b) touches each *mark* designated in the sailing instructions to be a rounding *mark*, and
- (c) passes between the *marks* of a gate from the direction of the course from the previous *mark*.

2.2 Changed Definitions

There are a number of definitions that have been altered either to a minor or major extent. These are as follows:

2.2.1 Finish

This has been altered to read that a boat *finishes* when any part of her **hull** crosses the finish line crosses the finishing line from the course side. The words '**or crew or equipment**' have been removed and no longer count.

2.2.2 Mark

The wording of this definition has been changed although it essentially remains the same. Previously the second sentence stated that 'An anchor line or an object attached accidentally to a mark is not part of it.'. Now it includes 'an object intentionally attached to the object or vessel' in the first sentence and the second sentence simply reads 'However, an anchor line is not part of the *mark*'.

2.2.3 Mark-Room

Condition B in this definition has been altered from 'room to round the mark as necessary to sail the course' to 'room to round the mark as necessary to sail the course'. The words 'as necessary' have been added for clarification.

2.2.4 Obstruction

The definition of what is an obstruction has been increased by alterations to the second sentence. Currently the second sentence reads:

An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*.

Under the new rules it reads as:

An object that can be safely passed on only one side and **an object, area or line** so designated by the sailing instructions are also *obstructions*.

It should also be noted in the second last sentence where it currently refers to rule 23 as a result of the relocation of rule 21 to elsewhere, rule 23 is now rule 22. This is covered later on in detail under Part 2 Section D changes.

2.2.5 Party

The wording to items (b) and (e) of this definition has been altered.

Item **(b)** has been altered to specifically include a boat for whom the protest committee has called a redress hearing for under 60.3(b) as a party to the hearing. Previously although 60.3(b) allows the protest committee to call a redress hearing it was ambiguous whether the boat concerned was a party and could be represented.

Item **(e)** concerning a *support person* has been extended to include a hearing under rule '69; any boat that person supports; a person appointed to present an allegation under rule 60.3(d).'

2.2.6 Proper Course

The first part of the first sentence of this definition has been altered from 'A course a boat would sail to *finish as soon as possible*' to 'A course a boat would choose in order to *sail the course and finish as soon as possible*'.

This has included a reference to the new definition of *sail the course* to give further clarity as to what is required.

2.2.7 Rule

Item **(b)** which refers to World Sailing Regulation has been altered to be a generic reference to World Sailing Regulations that have been designated as having the status of a *rule*. The specific Regulations are now listed under a revised rule 6 under Part 1 – Fundamental Rules.

2.2.8 Start

This definition has been altered to remove the words 'crew or equipment' so that it is now just the hull that counts as to whether a boat is on the course side of the line at the start.

This also affects rules 29.1 and 30 where the same words have been removed.

3. BASIC PRINCIPLES

3.1 Sportsmanship and the Rules

There is a minor change here to the second sentence. This principle currently reads:

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

Under the new rules for 2021 to 2024 it reads:

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

4. PART 1 – FUNDAMENTAL RULES

There are several changes here to the rules along with the order of rules 3 (Acceptance of the Rules) and 4 (Decision to Race) being swapped, the introduction of a new rule 5 and the existing rules 5, 6 and 7 covering regulations being amalgamated into a new rule 6. This was alluded to in the definition *rule*. Each is discussed in detail below.

4.1 1 Safety

There is a minor addition to Helping Those in Danger under this *rule*.

4.1.1 1.1 Helping Those in Danger

This *rule* has been extended to include a *support person* under the provisions of the *rule*. It is now mandatory for a *support person* to help those in danger.

4.2 3 Decision to Race

As stated above this *rule* has been moved up 1 place. There are no changes to the wording.

4.3 4 Acceptance of the Rules

This *rule* has been pushed down 1 place. There are no apparent changes to the wording.

4.4 5 Rules Governing Organizing Authorities and Officials

This is a new *rule* that, replaces *rule 84* which has been deleted and, reads as follows:

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

4.5 6 World Sailing Regulations

This is a new consolidated *rule* covering the old *rules* on Anti-Doping, Betting and Anti-Corruption and the Disciplinary Code along with any other designated regulations referred to by the definition *rule*. This new *rule* is as follows:

- 6.1** Each competitor, boat owner and *support person* shall comply with the World Sailing Regulations that have been designated by World Sailing as having the status of a *rule*. These regulations as of 30 June 2020 are the World Sailing:
- Advertising Code
 - Anti-Doping Code
 - Betting and Anti-Corruption Code
 - Disciplinary Code
 - Eligibility Code
 - Sailor Categorization Code
- 6.2** Rule 63.1 does not apply unless *protests* are permitted in the Regulation alleged to have been broken.

5. PART 2 – WHEN BOATS MEET

There is a change at the end of the second paragraph of the preamble to this part. In the current rules it states 'If the [sailing instructions](#) so start, the *rules* of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules'. In the new rules '[sailing instructions](#)' is replaced by '[notice of race](#)'.

5.1 Section A – RIGHT OF WAY

There are no changes to rules 10 to 13 in this section.

5.2 Section B – GENERAL LIMITATIONS

This section has 2 major changes in that 14, Avoiding Contact, has been rewritten to remove Exoneration which has moved to RRS 48 under the new *rules*. The other change for sailors is the wording of 16.2 under Changing Course. Both of these are covered below.

5.2.1 14 Avoiding Contact

The current wording of this *rule* is as follows:

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

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

Under the new *rules* it reads as follows:

[A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.](#)

5.2.2 16 Changing Course

The current wording of this *rule* is as follows:

- 16.1** When a right-of-way boat changes course, she shall give the other boat *room to keep clear*.
- 16.2** In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *star-board-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

Under the new *rules* 16.2 has been altered completely and now reads as follows:

- 16.1** When a right-of-way boat changes course, she shall give the other boat *room to keep clear*.
- 16.2** In addition, on a beat to windward when a *port-tack* boat is *keeping clear* by sailing to pass to leeward of a *starboard-tack* boat, the *starboard-tack* boat shall not bear away if as a result the *port-tack* boat must change course immediately to continue *keeping clear*.

5.3 Section C – AT MARKS AND OBSTRUCTIONS

This section has some minor changes to 18.1 and 18.2 concerning *Mark-Room* and a completely new 20.4 covering additional requirements for hails.

5.3.1 18.1 When Rule 18 Applies

This *rule* has had an additional sentence added to the end which results in words being taken out of 18.2(d). The extra wording is as follows:

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

5.3.2 18.2 Giving Mark-Room

Currently 18.2(d) reads as follow:

- (d) Rules 18.2(b) and (c) cease to apply when the boat entitled to *mark-room* has been given that *mark-room*, or if she passes head to wind or leaves the *zone*.

In the new rules the portion covered by the addition to 18.1 above has been removed and it now reads:

- (d) Rules 18.2(b) and (c) cease to apply if the boat entitled to *mark-room* passes head to wind or leaves the *zone*.

5.3.3 20.4 Additional Requirements for Hails

This is a new *rule* that reads as follows:

20.4 Additional Requirements for Hails

- (a) When conditions are such that a hail may not be heard, the boat shall also make a signal that clearly indicates her need for *room* to tack or her response.
- (b) The notice of race may specify an alternative communication for a boat to indicate her need for *room* to tack or her response, and require boats to use it.

5.4 Section D – OTHER RULES

This section has had one major change in that *rule 21*, Exoneration, in the current *rules* has been removed from this section and all the remaining rules have been moved up 1 number. The preamble has been altered to reflect this and renumbering does not have an effect on the numbering of the *rules* of Part 3. Exoneration has been moved to *rule 48* and will be covered in the revisions to Part 4.

6. PART 3 – CONDUCT OF A RACE

There are a number of minor changes to *rules* in this Part including some revolving around the removal of the words '*crew or equipment*' from several *rules* and the addition of a new *rule* 37.

6.1 25 Notice of Race, Sailing Instructions and Signals

Here 25.1 covering the availability of the notice of race and sailing instructions has been altered from:

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

To read as follows:

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

6.2 28 Sailing the Race

This *rule* has been simplified and had a slight name change from 'Sailing the Course' to the above. The reason for this is that we now have a new definition of *sail the course* that covers a large portion of what was in the old *rule*. The new 28 reads as follows:

28 SAILING THE RACE

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

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

6.3 29 Recalls

This *rule* has a minor change to 29.1, Individual Recall.

6.3.1 29.1 Individual Recall

This *rule* has been altered to the extent that the words '*crew or equipment*' have been removed from the first sentence.

6.3.2 29.2 General Recall

There has been no change here.

6.4 30 Starting Penalties

This *rule* has minor changes to 30.1, 30.2, 30.3 and 30.4l.

6.4.1 30.1 I Flag Rule

This *rule* has been altered to the extent that the words 'crew or equipment' have been removed from the first sentence.

6.4.2 30.2 Z Flag Rule

This *rule* has been altered to the extent that the words 'crew or equipment' have been removed from the first sentence.

6.4.3 30.3 U Flag Rule

This *rule* has been altered to the extent that the words 'crew or equipment' have been removed from the first sentence.

6.4.4 30.4 Black Flag Rule

This *rule* has been altered to the extent that the words 'crew or equipment' have been removed from the first sentence.

6.5 33 Changing the Next Leg of the Course

This *rule* has a minor change at the start. The start of current *rule* reads:

The race committee may change a leg of the course.....

It has been altered to read:

While boats are *racing*, the race committee may change a leg of the course.....

6.6 34 Mark Missing

This *rule* has a minor change to the first sentence. The first sentence of the current *rule* reads:

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

It has been altered to read:

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

6.7 35 Race Time Limit and Scores

This *rule* has a minor change to its title and a rewrite at the start largely due to the new definitions of *sail the course*. The current *rule* reads:

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

It has been altered to read:

If one boat *starts, sails the course and finishes* 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 *finishes* within the race time limit, the race committee shall *abandon* the race.

6.8 37 Search and Rescue Instructions

This is a new *rule* that reads as follows:

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.

7. PART 4 – OTHER REQUIREMENTS WHEN RACING

This Part in the new *rules* has been divided into 2 sections consisting of General Requirements and Equipment-Related Requirements. Some rules have been moved around and some new rules added. These changes are presented as they appear in the new *rules*.

7.1 SECTION A – GENERAL REQUIREMENTS

This new sees changes to existing *rules* 40 and 42, the inclusion of new *rules* and the relocation of some *rules* so they are in this section rather than in Section B, Equipment-Related Requirements, if they retained their current numbers. We also see the current *rule* 43 moved so that it is in Section B. Each change will be covered below.

7.1.1 40 Personal Flotation Devices

This *rule* has been substantially rewritten and expanded. The current *rule* reads as follows:

When flag Y is displayed with one sound before or with the warning signal, competitors shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment. When flag Y is displayed ashore, this rule applies at all times while afloat. Wet suits and dry suits are not personal flotation devices.

The new *rule* reads:

40 PERSONAL FLOTATION DEVICES

40.1 Basic Rule

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

40.2 When Rule 40.1 Applies

Rule 40.1 applies

- (a) if flag Y was displayed afloat with one sound before or with the warning signal, while *racing* in that race; or
- (b) if flag Y was displayed ashore with one sound, at all times while afloat that day.

However, rule 40.1 applies when so stated in the notice of race or sailing instructions.

7.1.2 42 Propulsion

The majority of this *rule* remains unchanged. The only change here is under 42.3, Exceptions, where item (c) has been completely rewritten. In the current *rules* **42.3(c)** reads as follows:

- (c) Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull in any sail in order to initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind.

In the new *rules* it reads:

- (c) When surfing (rapidly accelerating down the front of a wave), planing or foiling is possible
 - (1) to initiate surfing or planing, each sail may be pulled in only once for each wave or gust of wind, or
 - (2) to initiate foiling, each sail may be pulled in any number of times.

7.1.3 43 Exoneration

This is a new *rule* that replaces *rule* 21 in the current *rules* and slots in here in an expanded format. The current *rule* 43 Competitor Clothing and Equipment has been moved into Section B and will be covered there. This *rule* reads as follows:

43 EXONERATION

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

7.1.4 44 Penalties at the Time of an Incident

This *rule* remains largely unchanged. The only minor change is in the third sentence of **44.1, Taking a Penalty**. The current sentence starts as follows:

Alternatively, sailing instructions may specify the use of the Scoring Penalty....

The new third sentence starts as follows:

Alternatively, [the notice of race or sailing instructions](#) may specify the use of the Scoring Penalty.....

7.1.5 47 Trash Disposal

This *rule* has been moved from 55 to here so that it's in Section A. The current *rule 47, Limitations on Equipment and Crew* has been moved down one number and is now in Section B. While there is only a minor change to Trash Disposal it is significant. The current *rule* reads as follows:

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

The new *rule* reads:

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

7.2 SECTION B – EQUIPMENT-RELATED REQUIREMENTS

This is the new second section of Part 4. Some *rules* have been moved into Section A, some have been relocated here and some that had number that placed them in this section anyway have been renumbered within this section. For ease each *rule* in this section will be covered below even if there is no change.

7.2.1 48 Limitations on Equipment and Crew

This was *rule 47* and has been moved down 1 so it is in this section see Trash Disposal has taken its place. There is one small change to the end of **48.2**. The *rule* currently reads as **47.2** as follows:

47.2 No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A person leaving the boat by accident or to swim shall be back on board before the boat continues in the race.

The new *rule 48.2* reads:

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

7.2.2 49 Crew Positions; Lifelines

There is no change to this *rule* and it retains its current number.

7.2.3 50 Competitor Clothing and Equipment

This is the relocated *rule* 43 in the current *rules*. Besides being moved parts of what is now 50.1 have been substantially rewritten. The old *rule* 43 is shown below:

43 COMPETITOR CLOTHING AND EQUIPMENT

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

43.2 Rule 43.1(b) does not apply to boats required to be equipped with lifelines.

The new *rule* 50 is as follows:

50 COMPETITOR CLOTHING AND EQUIPMENT

- 50.1** (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.
- (b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or the notice of race may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 6 kilograms. Weights shall be determined as required by Appendix H.
- (c) A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time. A class rule may change this rule to permit trapeze harnesses that are not of the quick release variety, but a class rule may not change the requirement that a quick release harness comply with ISO 10862.

Note: Rule 50.1(c) does not take effect until 1 January 2023.

50.2 Rules 50.1(b) and 50.1(c) do not apply to boats required to be equipped with lifelines.

7.2.4 51 Movable Balast

There are no apparent changes here and this *rule* retains its number.

7.2.5 52 Manual Power

There are no apparent changes here and this *rule* retains its number.

7.2.6 53 Skin Friction

There are no apparent changes here and this *rule* retains its number.

7.2.7 54 Forestays and Headsail Tacks

There are no apparent changes here and this *rule* retains its number.

7.2.8 55 Setting and Sheeting Sails

This is the old *rule* 50. The new rule has substantial changes to **55.3** and **55.4** from the old *rule*. The old *rule* read as follows:

50 SETTING AND SHEETING SAILS

50.1 Changing Sails

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

50.2 Spinnaker Poles; Whisker Poles

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

50.3 Use of Outriggers

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

- (b) Any sail may be sheeted to or led above a boom that is regularly used for a sail and is permanently attached to the mast from which the head of the sail is set.
- (c) A headsail may be sheeted or attached at its clew to a spinnaker pole or whisker pole, provided that a spinnaker is not set.

50.4 Headsails

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

The new *rule* reads as:

55 SETTING AND SHEETING SAILS

55.1 Changing Sails

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

55.2 Spinnaker Poles; Whisker Poles

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

55.3 Sheeting Sails

No sail shall be sheeted over or through any device that exerts outward pressure on a sheet or clew of a sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck, except:

- (a) a headsail clew may be connected (as defined in *The Equipment Rules of Sailing*) to a whisker pole, provided that a spinnaker is not set;
- (b) any sail may be sheeted to or led above a boom that is regularly used for a sail and is permanently attached to the mast from which the head of the sail is set;
- (c) a headsail may be sheeted to its own boom that requires no adjustment when tacking; and
- (d) the boom of a sail may be sheeted to a bumkin.

55.4 Headsails and Spinnakers

For the purposes of rules 54 and 55 and Appendix G, the definitions of ‘headsail’ and ‘spinnaker’ in *The Equipment Rules of Sailing* shall be used.

7.2.9 56 Fog Signals and Lights; Traffic Separation Schemes

This *rule* has been moved here from its current position as *rule* 48. There have also been substantial changes to the wording. The current *rule* 48 reads as follows:

48 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES

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

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

The new *rule* 56 reads as follows:

56 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES

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

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

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

8. PART 5 – PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

This Part has a number of changes throughout its various sections. Some of the changes are fairly minor and others are substantial rewrites. There is also a new preamble covering changes to the Protest Form as shown below:

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

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

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

8.1 SECTION A – Protests; Redress Rule 69 Action

In this section there are a number of minor changes along with major rewrites of paragraphs under Informing the Protestee and Protest Time Limit. Some of the, albeit, minor changes may be quite significant. All are covered below.

8.1.1 60 Right to Protest; Right to Request Redress or Rule 69 Action

There are a number of changes to various sections of this *rule*. Each is covered in details below.

8.1.1.1 60.1 A boat may

This *rule* has had a new criteria under which a boat may take action added at the end. This is as follows:

- (c) report to the protest committee requesting action under rule 60.3(d) or 69.2(b).

This makes it clear to competitors that a boat may make a report against a *support person* under 60.3(d) or misconduct under 69.2(b). Both these rules currently allow the protest committee to call a hearing based on information from any source.

8.1.1.2 60.2 A race committee may

This *rule* has had a slight change made to 60.2(c) to include reference to 60.3(d). This is as follows:

- (c) report to the protest committee requesting action under rule 60.3(d) or 69.2(b).

This makes it clear that a race committee may make a report against a *support person* under 60.3(d) or misconduct under 69.2(b). Both these rules currently allow the protest committee to call a hearing based on information from any source.

8.1.1.3 60.4 A technical committee may

This *rule* has had a clean up to 60.4(a) due to the changes in Part 4 a slight change made to 60.4(c) to include reference to 60.3(d). The current *rule* is as follows:

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

The new *rule* is as follows:

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

8.1.1.4 60.5

This *rule* has had a substantial rewrite due to the new *rule* 6. The current *rule* is as follows:

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

The new *rule* is as follows:

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

8.1.2 61 Protest Requirements

There are several changes to the wording of parts of this rule. Each is covered in turn below.

8.1.2.1 61.1 Informing the Protestee

This *rule* has had minor change to the start of **61.1(a)**, a complete rewrite of **61.1(a)(4)** and an additional sentence added to the end of **61.1(b)**. Each of these is covered below.

Currently **61.1(a)** starts out as follows:

A boat intending to protest shall inform

It now starts out as:

The protesting boat shall inform

Currently **161. (a) (4)** reads as follows:

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

It now reads as follows:

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

The extra sentence added to the end of **61.1(b)** covering what constitutes notification of a 'committee' protest is as follows:

A notice posted on the official notice board within the appropriate time limit satisfies this requirement.

8.1.2.2 61.3 Protest Time Limit

This *rule* has had a minor rewording of the first sentence and a more substantial rewording of the second last sentence covering 'other protests'. In both cases words have been removed to simplify the *rule* without changing the intention. The current wording is as follows:

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

The new wording of this *rule* is as follows:

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

8.1.3 62 Redress

There are 3 changes to this *rule* in that **62.1(b)** covering injury or physical damage and **62.1(d)** covering actions of other parties have been substantially rewritten and a new **62.2(a)** has been added to the end of **62.2**. Each of these is covered below.

8.1.3.1 62.1

This *rule* has had changes to **62.1(b)** covering injury or physical damage and **62.1(d)** covering actions of other parties. Each of these is covered below.

Currently **62.1(b)** reads as follows:

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

In the new *rules* it reads:

- (b) 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**, or 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**;

Currently **62.1(d)** reads as follows:

- (d) an action of a boat, or a member of her crew, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.2(h).

In the new *rules* it reads:

- (d) 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.

8.1.3.2 62.2

The following has been added to **62.2** as **62.2(a)**.

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

8.2 SECTION B – Hearings and Decisions

This is the second level of letter that can be sent to the customer as a firmer reminder that their account is overdue and that they are being placed on credit hold.

8.2.1 63 Hearings

Here there have been additions to **63.2** and **63.6** and the addition of a new *rule*, **63.9** covering hearings relating to *support persons*. These are all covered below.

8.2.1.1 63.2 Time and Place of the Hearing; Time for Parties to Prepare

This rule has been substantially added to in terms of what the protest committee can and can't do. The current *rule* reads as follows:

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

The new *rule* reads:

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

8.2.1.2 63.6 Taking Evidence and Finding Facts

In this *rule* has been broken up into 4 parts (**a**, **b**, **c** and **d**) of which both **63.6(a)** and **63.6(d)** have substantial changes compared with the current *rule*.

Currently the *rule* reads:

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

The new *rule* reads:

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

- (b) A member of the protest committee who saw the incident shall, while the *parties* are present, state that fact and may give evidence.
- (c) A *party* present at the hearing may question any person who gives evidence.
- (d) The committee shall then **give the weight it considers appropriate to the evidence presented**, find the facts and base its decision on them.

8.2.1.3 63.9 Hearings under Rule 60.3(d) – Support Persons

This is a new *rule* and reads as follows:

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

8.2.2 64 Decisions

There have been a number of changes to this *rule*. Under the current *rules* **64.1** covered Penalties and Exoneration whilst under the new *rules* it covers Standards of Proof, Majority Decisions and Reclassifying Requests. What remains of the current **64.1** has been pushed out to **64.2** and renamed just Penalties. The remaining parts of the *rule* **64** have also been pushed out and a new **64.6** added covering Discretionary Penalties. Each of these is covered below.

8.2.2.1 64.1 Standard of Proof, Majority Decisions and Reclassifying Requests

This is a new *rule* and reads as follows:

- (a) A protest committee shall make its decision based on a balance of probabilities, unless provided for otherwise in the rule alleged to have been broken.
- (b) Decisions of the protest committee shall be by simple majority vote of all members. When there is equal division of votes cast, the chairman may cast an additional vote.
- (c) The protest committee shall proceed with each case, as a *protest*, request for redress or other type of request, based on the information in the written request or allegation and testimony during the hearing. This permits the type of case to be changed if appropriate.

8.2.2.2 64.2 Penalties

This *rule* is what is left of the current **64.1**. The only change to this *rule* is that the existing **64.1(a)** covering Exoneration has been deleted and the current **64.1(b)** and **64.1(c)** are now **64.2(a)** and **64.2(b)** without any change in the wording.

8.2.2.3 64.3 Decisions on Redress

This is what is currently **64.2** and has 1 unmarked change. In the current *rule* it refers to **A10** for scoring examples. In the new *rule* it refers to **A9** due to changes in **Appendix A**.

8.2.2.4 64.4 Decisions on Protests Concerning Class Rules

This is what is currently **64.3** and has no apparent changes.

8.2.2.5 64.5 Decisions Concerning Support Persons

This is what is currently **64.4** and has been substantially rewritten. The current *rule* is as follows:

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

The new *rule* **64.5** is as follows:

- (a) When the protest committee decides that a *support person* who is a *party* to a hearing **under rule 60.3(d) or 69** has broken a *rule*, it may
 - (1) issue a warning,
 - (2) exclude the person from the event or venue or remove any privileges or benefits, or
 - (3) take other action within its jurisdiction as provided by the *rules*.
- (b) The protest committee may also penalize **a boat that is a party to a hearing under rule 60.3(d) or 69** for the breach of a *rule* by a *support person* by changing the boat's score in a single race, up to and including disqualification, when the protest committee decides that
 - (1) the boat may have gained a competitive advantage as the result of the breach by the *support person*, or
 - (2) the *support person* **committed a further breach after the protest committee warned the boat in writing, following a previous hearing, that a penalty may be imposed.**

8.2.2.6 64.6 Discretionary Penalties

This is a new *rule* and reads as follows:

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

8.2.3 65 Informing the Parties and Others

This *rule* is substantially unchanged in that **65.1** and **65.2** remain the same. The difference is that the current **65.3**, covering what happens when a boat is penalised for breaking class rules, is now **65.4** and a new **65.3** covering general publication of the results of the hearing has been added.

8.2.3.1 65.3

This is a new *rule* and reads as follows:

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

8.2.4 66 Reopening a Hearing

There are a couple of changes to this *rule* in the new version that are change bared, however the *rule* has been substantially changed in format from a single rule with a couple of numbered criteria to a *rule* that is broken up into several numbered parts. Both the old and new version of the *rule* are shown below:

The current *rule* is as follows:

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

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

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

The new *rule* is as follows:

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

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

- (a) However, on the last scheduled day of racing the request shall be delivered
 - (1) within the protest time limit if the requesting *party* was informed of the decision on the previous day;
 - (2) no later than 30 minutes after the *party* was informed of the decision on that day.

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

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

8.3 SECTION C - Misconduct

There are a number of minor wording changes in this section. Each will be covered in turn.

8.3.1 69 Misconduct

There are no apparent changes here and this *rule* retains its number.

8.3.1.1 69.1 Obligation not to Commit Misconduct; Resolution

There is a minor change to this *rule* in that item **(2)** in **69.1(b)** which defines what Misconduct is has been altered.

The current *rule* reads as follows:

- (2) conduct that may bring the sport into disrepute.

The new *rule* reads:

- (2) conduct that may bring, **or has brought**, the sport into disrepute.

8.3.1.2 69.2 Action by a Protest Committee

There are 3 minor wording changes to this *rule* which are covered below.

In **69.2(e)** which covers the *rules* that must be observed when a protest committee calls a hearing the list of *rules* has been added to. The list of *rules* is now 63.2, 63.3(a), 63.4, 63.6, **65.1, 65.2, 65.3 and 66**. Some of these are new or substantially rewritten *rules*.

The second change is to **69.2(f)** in that **69.2(f)** and item **(1)** have been altered whilst item **(2)** remains unchanged. The current *rule* reads as follows:

- (f) If the person is unable to attend the hearing and
 - (1) provides good reason, the protest committee shall reschedule it; or
 - (2) does not provide good reason and does not come to it, the protest committee may conduct it without the person present.

The new *rule* reads:

- (f) **If the person**
 - (1) **provides good reason why he is unable to come to the hearing at the scheduled time**, the protest committee shall reschedule it; or
 - (2) does not provide good reason and does not come to the hearing, the protest committee may conduct it without the person present.

The third change is in **69.2(i)** where it currently refers to **64.4** it now refers instead to **64.5** as a result of the changes to that *rule* covered above.

8.3.1.3 63.3 Action by a National Authority and World Sailing

This *rule* has some minor wording changes.

The current *rule* reads as follows:

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

The new *rule* reads:

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

8.4 SECTION D - Appeals

There are several *rule* changes in this section which are covered below.

8.4.1 70 Appeals and Requests to a National Authority

There are changes to **70.3**, which covers the National Authority responsible for an appeal, and **70.5**, which covers appeals from an International Jury, of this *rule* which are covered in detail below.

8.4.1.1 70.3

This *rule* has a fairly significant change for organising authorities at the end such that it is worth quoting both the current *rule* and the new *rule* so they can be easily compared.

This *rule* currently reads as follows:

An appeal under rule 70.1 or a request by a protest committee under rule 70.2 shall be sent to the national authority with which the organising authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while *racing*, the sailing instructions shall identify the national authority to which appeals or requests are required to be sent.

The new *rule* reads:

An appeal under rule 70.1 or a request by a protest committee under rule 70.2 shall be sent to the national authority with which the organizing authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while *racing*, **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.**

8.4.1.2 70.5

This *rule* has a minor, but significant, wording change to the end of the first paragraph and major rewrite of **70.5(b)**. Both of these are shown below.

Currently the first paragraph of this *rule* reads as follows:

There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix N. Furthermore, if the notice of race and the sailing instructions so state, the right of appeal may be denied provided that

The new *rule* reads:

There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix N. Furthermore, if the notice of race **or the** sailing instructions so state, the right of appeal may be denied provided that

Currently *rule 70.5(b)* reads as follows:

- (b) a national authority so approves for a particular event open only to entrants under its own jurisdiction; or

The new *rule* reads:

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

9. PART 6 – ENTRY AND QUALIFICATION

There are a number of changes to wording in this Part along with the removal of the current *rule 80* covering Advertising and therefore moving *rule 81*, Rescheduled Event, up to **80**.

9.1 75 Entering an Event

This *rule* has had a minor wording change in that **Event** was **Race** and a structural change in that **75.2** covering World Sailing Regulation 19 has been removed.

The current wording of this *rule* is as follows:

75 ENTERING A RACE

75.1 To enter a race, a boat shall comply with the requirements of the organising authority of the race. She shall be entered by

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

75.2 Competitors shall comply with World Sailing Regulation 19, Eligibility Code.

The new wording is:

75 ENTERING AN EVENT

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

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

9.2 76 Exclusion of Boats or Competitors

There is a minor change to **76.2** of this *rule* in that reference to World Sailing Regulation 20 has been removed and it now just refers to the Advertising Code.

9.2.1 76.2

The current wording of this *rule* is:

76.2 The organising authority or the race committee shall not reject or cancel the entry of a boat or exclude a competitor because of advertising, provided the boat or competitor complies with World Sailing **Regulation 20**, Advertising Code.

The new wording is:

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

9.3 78 Compliance with Class Rules; Certificates

This *rule* has been altered with an addition to the wording of **78.2** which is shown below.

9.3.1 78.2

The current wording of this *rule* is:

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

The new wording is:

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

9.4 79 Categorization

This *rule* was previously titled Classification. It previously read as follows:

79 CLASSIFICATION

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

The new *rule* reads:

79 CATEGORIZATION

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

9.5 80 Rescheduled Event

This was *rule 81* in the current rules. With the deletion of Advertising as *rule 80* this has moved up 1 position. There is no change to the wording.

10. PART 7 – RACE ORGANIZATION

There are a number of changes in this Part including the deletion of *rule 84* which has been replaced by the new *rule 5*. The first *rule* in this Part is now *rule 85*. The changes to the *rules* of this Part are shown below.

10.1 86 Changes to the Racing Rules

There are 3 changes to parts of this *rule* which are shown below.

10.1.1 86.1(a)

The current wording of this *rule* is:

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

The new wording of this *rule* reads:

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

10.1.2 86.1(c)

The current wording of this *rule* is:

- (c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

The new wording of this *rule* due to the renumbering of the *rules* it references, reads:

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

10.1.3 86.2

The current wording of this *rule* is:

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

The new wording of this *rule* reads:

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

10.2 87 Changes to Class Rules

This *rule* has been altered by the removal of the 'sailing instructions' being allowed to change class rules.

The current *rule* reads as follows:

87 CHANGES TO CLASS RULES

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

The new *rule* reads:

87 CHANGES TO CLASS RULES

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

10.3 90 Race Committee; Sailing Instructions; Scoring

There are some major changes with the addition of **90.3(d)** and **90.3(e)** to this *rule*. These are shown below.

10.3.1 90.3 Scoring

To keep it simple both versions of this *rule* will be shown here.

The current wording of this *rule* is:

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

The new wording of this *rule* is:

- (a) The race committee shall score a race or series as provided in Appendix A unless the notice of race or sailing instructions specify some other system. A race shall be scored if it is not *abandoned* and if one boat *starts, sails the course and finishes* within the *race* time limit, if any, even if she retires after *finishing* or is disqualified.
- (b) When a scoring system provides for excluding one or more race scores, any score that is a Disqualification Not Excludable (DNE) shall be included in a boat's series score.
- (c) When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.
- (d) The race committee shall implement scoring changes directed by the protest committee or national authority as a result of decisions made in accordance with the *rules*.
- (e) When so stated in the notice of race, notwithstanding the provisions of rules 90.3(a), (b), (c) and (d), there shall be no changes to race or series

scores resulting from action, including the correction of errors, initiated more than 24 hours after

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

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

11. APPENDICIES

This section covers changes to the various appendicies of the *Racing Rules of Sailing*.

11.1 Appendix A - Scoring

There have been a number of changes to this appendix.

11.1.1 A4 Scoring System

This *rule* has had a name change and the existing **A4.2** has been pushed into **A5** as described below.

Currently **A4** reads as follows:

A4 LOW POINT SYSTEM

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

A4.1 Each boat *starting* and *finishing* and not thereafter retiring, being penalised or given redress shall be scored points as follows:

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

A4.2 A boat that did not *start*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is penalised under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).

The new **A4** reads:

A4 SCORING SYSTEM

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

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

<i>Finishing place</i>	<i>Points</i>
First	1

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

11.1.2 A5 Scores Determined by the Race Committee

This *rule* has been broken up into multiple parts by the inclusion of the existing **A4.2** as **A5.2** and the existing **A5** becoming **A5.1** as described below. Additionally a new **A5.3** has been added to replace the current **A9**, Race Scores in a Series Longer than a Regatta, that has now been deleted.

Currently **A5** reads as follows:

A5 SCORES DETERMINED BY THE RACE COMMITTEE

A boat that did not *start* or *finish* or comply with rule 30.2, 30.3, 30.4 or 78.2, or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score.

The new **A5** reads:

A5 SCORES DETERMINED BY THE RACE COMMITTEE

A5.1 A boat that did not *start*, *sail the course* or *finish*, or comply with rule 30.2, 30.3, 30.4 or 78.2, or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score.

A5.2 A boat that did not *start*, did not *sail the course*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).

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

11.1.3 A9 Guidance on Redress

This is the current **A10**. There are no changes to this *rule* other than its number.

11.1.4 A10 Scoring Abbreviations

This is the current **A11**. The only change to this *rule* is the addition of a new abbreviation as shown below.

NSC *Did not sail the course*

This additional scoring abbreviation can be applied by the race committee under **A5.1** without having to protest a boat for not *sailing the course* and leave it up to the boat to seek redress.

11.2 Appendix B – Windsurfing Fleet Racing Rules

The title of this Appendix has been altered to indicate it only covers Fleet Racing Rules and the preamble has been substantially reduced stating that the *rules* relating to Slalom, Expression and Speed are now available on the World Sailing website. This is reflected in the removal of **B10**, **B11** and **B12** from the new rules.

11.2.1 Preamble

The new preamble reads as follows:

Windsurfing fleet races (including marathon races) shall be sailed under The Racing Rules of Sailing as changed by this appendix. The term ‘boat’ elsewhere in the racing rules means ‘board’ or ‘boat’ as appropriate. A marathon race is a race intended to last more than one hour.

Note: Rules for Slalom, Expression (including Wave and Freestyle) and Speed disciplines are not included in this appendix. These are available at the World Sailing website.

11.2.2 Changes to the Definitions

The change to the definition of **Proper Course** has been dropped from this appendix.

11.2.3 B2 Changes to the Rules of Part 2

There are some minor changes here. Each is shown below.

11.2.3.1 18 Mark-Room

There are no changes to the wording of what is currently in the *rules* for this item. However, there are some extra provisions added to the end.

The extra provisions added to the end of *rule* read:

Rule 18.2(d) is changed to:

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

Rule 18.3 is deleted.

11.2.3.2 22 Capsized; Aground; Rescuing

This is the old *rule* **23** renumbered due to the deletion of *rule* **21** earlier on.

11.2.3.3 23 Interfering With Another Board; Sail Out of Water

This is the old *rule* **24** renumbered due to the deletion of *rule* **21** earlier on.

11.2.3.4 Part 2 Rules Deleted

This has been removed seeing under the new *rules* the deletion of **18.3** is covered in the main changes to *rule 18* covered above.

11.2.4 B3 Changes to the Rules of Part 3

This is the current **A10**. There are no changes to this *rule* other than its number.

11.2.4.1 26.1 System 1 (for Upwind Starts)

This *rule* has had a title change with the addition of the words describing the type of start it is used for. There are also some changes within the *rule* itself.

The current *rule* reads as follows:

B3.26.1 System 1

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

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

*or as stated in the sailing instructions

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

The new *rule* reads:

26.1 System 1 (for Upwind Starts)

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

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

*or as stated in the sailing instructions

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

11.2.4.2 26.2 System 2 (for Reaching Starts)

This *rule* has had a title change with the addition of the words describing the type of start it is used for. The only change within the *rule* itself is the removal of the words 'or heat number' from the description of the visual signal at 3 minutes.

11.2.4.3 26.3 System 3 (for Beach Starts)

This *rule* has some changes in how starting stations are determined.

The current *rule* reads as follows:

B3.26.3 System 3 (for Beach Starts)

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

The *rule* reads:

26.3 System 3 (for Beach Starts)

- (a) When the starting line is on the beach, or so close to the beach that the competitor must stand in the water to *start*, the start is a beach start.
- (b) The starting stations shall be numbered so that station 1 is the most windward one. Unless the sailing instructions specify some other system, a board's starting station shall be determined
 - (1) by ranking (the highest ranking board on station 1, the next highest on station 2, and so on), or
 - (2) by draw.
- (c) After boards have been called to take their positions, the race committee shall make the preparatory signal by displaying a red flag with one sound. The starting signal shall be made, at any time after the preparatory signal, by removing the red flag with one sound.
- (d) After the starting signal each board shall take the shortest route from her starting station to the water and then to her sailing position without

interfering with other boards. Part 2 rules will apply when both of the competitor's feet are on the board.

11.2.4.4 30 Starting Penalties

This is a new *rule* **30** which states 'Rule 30.2 is deleted'. This can be seen in **26.1** above where mention of flag **Z** has been removed.

11.2.5 B4 Changes to the Rules of Part 4

There are several changes to the changes to the rules of Part 4 as far as this Appendix is concerned. Each of these is discussed below. If an existing change is not mentioned it has not changed.

11.2.5.1 42 Propulsion

The wording of this *rule* has been altered as shown below.

The current *rule* change reads:

Rule 42 is changed to:

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

The new *rule* change reads:

Rule 42 is changed to:

A board shall be propelled only by the action of the wind on the sail **and by the action of the water on the hull**. However, **pumping and fanning the sail is permitted**. **The board shall not be propelled** by paddling, swimming or walking.

11.2.5.2 44.2 360° – Turn Penalty

This *rule* change has some wording changes because of the '**crew or equipment**' wording change.

The current *rule* change reads:

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

The new *rule* change reads:

After getting well clear of other boards as soon after the incident as possible, a board takes a 360°-Turn Penalty by promptly making a 360° turn with no requirement for a tack or a gybe. **When a board takes the penalty at or near the**

finishing line, her hull shall be completely on the course side of the line before she *finishes*.

11.2.5.3 50 Competitor Clothing and Equipment

This *rule* was renumbered in Part 4 and has also had a wording change here.

The current change to the *rule* reads:

Rule 43.1(a) is changed to:

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

The new change to the *rule* reads:

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.**

11.2.5.4 Part 4 Rules Deleted

Due to some of the *rules* of Part 4 being moved around the list of the rules that have been deleted as far as this Appendix is concerned has altered.

The current list of *rules* deleted reads:

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

The new list of *rules* deleted reads:

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

11.2.6 B5 Changes to the Rules of Part 5

There are several changes to the changes to the rules of Part 5 as far as this Appendix is concerned. Each of these is discussed below. If an existing change is not mentioned it has not changed.

11.2.6.1 61.1 Informing the Protestee

This *rule* has had a substantial change in the new rules for this Appendix.

The current change to the *rule* reads:

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

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

The new change to the *rule* reads:

Rule 61.1(a) is changed to:

- (a) The protesting board shall inform the other board at the first reasonable opportunity. When her *protest* will concern an incident in the racing area, she shall hail ‘Protest’ at the first reasonable opportunity. She shall also inform the race committee of her intention to protest as soon as practicable after she *finishes* or retires. However,
- (1) if the other board is beyond hailing distance, the protesting board need not hail but she shall inform the other board at the first reasonable opportunity;
 - (2) no red flag need be displayed;
 - (3) if the incident was an error by the other board in *sailing the course*, she need not hail but she shall inform the other board either before or at the first reasonable opportunity after the other board *finishes*;
 - (4) if at the time of the incident it is obvious to the protesting board that either competitor is in danger, or that injury or serious damage resulted, the requirements of this rule do not apply to her, but she shall attempt to inform the other board within the time limit of rule 61.3.

11.2.6.2 61.2 Protest Contents

This is a new *rule* change for this Appendix.

The change to the *rule* reads:

Add to rule 61.2:

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.

11.2.6.3 63.6 Taking Evidence and Finding Facts

This is a new *rule* change for this Appendix.

The change to the *rule* reads:

Add to rule 63.6:

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.

11.2.6.4 64 Decisions

The only change to this *rule* change is to alter the reference to **64.3(b)** to read **64.4(b)** owing to the changes to *rule* **64**.

11.2.6.5 65 Informing the Parties and Others

This is a new *rule* change for this Appendix.

The change to the *rule* reads:

Add to rule 65.2:

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.

11.2.6.6 70 Appeals and Requests to a National Authority

This is a new *rule* change for this Appendix.

The change to the *rule* reads:

Rules 70.5 and 70.5(a) are changed to:

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

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

11.2.7 B8 Changes to Appendix A

There are several changes to the changes to Appendix A as far as this Appendix is concerned. Each of these is discussed below. If an existing change is not mentioned it has not changed.

11.2.7.1 A5 Scores Determined by the Race Committee

This is a new change for this Appendix.

The change to the **A5** reads:

Add new rule A5.4:

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

11.2.7.2 A8 Series Ties

Currently there are changes to **A8.1**, **A8.2** and **A8.3** in this Appendix. There is a major change to **A8.1** and no change to the existing **A8.2** or **A8.3** changes.

The current change to the *rule* reads:

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

The new change to the *rule* reads:

A8.1If 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).

11.2.8 B9 Changes to Appendix G

There is only 1 minor change to this *rule* under the section Appendix G Rules Deleted.

11.2.8.1 Appendix G Rules Deleted

Currently the Appendix G *rules* deleted reads:

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

The new Appendix G *rules* deleted reads:

Rules G1.2(a)(2) and G1.2(a)(3) are deleted.

11.2.9 B10 to B12 - Deleted

Rules **B10**, **B11** and **B12** have been deleted. These *rules* covered elimination series, speed and expression.

11.3 Appendix C – Match Racing Rules

The changes to this appendix are

11.3.1 C2 Changes to the Definitions and the Rules of Parts 1, 2, 3 and 4

There are a number of changes within this *rule* which are shown below.

11.3.1.1 C2.1 The definition of *Finish* is changed to

This definition change has a wording change in the first sentence and an extra sentence added on at the end.

The current change to the definition reads as follows:

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

The new change to the definition reads:

Finish A boat *finishes* when 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.**

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

This definition change has had a wording change at the end.

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

The new change to the definition reads:

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.**

11.3.1.3 C2.5 Add new rule 7 to Part 1: (Last Point of Certainty)

This change is as a result of the changes to the *rules* of Part 1 covered earlier. Currently this extra *rule* is *rule* 8. It is now *rule* 7.

11.3.1.4 C2.9 Rule 18 Changes

There are two changes to the changes to *rule 18*. The first is to the change to **18.1** (When Rule 18 Applies) and the second is to **18.3(b)** (Tacking or Gybing). Each of these is covered below.

Currently the change to *rule 18.1* reads:

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

The new change to **18.1** reads:

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a boat approaching a *mark* and one leaving it. **Rule 18 no longer applies between boats when the boat entitled to *mark-room* is on the next leg and the *mark* is astern of her.**

Currently the change to *rule 18.3(b)* reads:

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

The new change to **18.3(b)** reads:

- (b) When an inside *overlapped* right-of-way boat must change *tack* at a *mark* to sail her *proper course*, until she changes *tack* she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3(b) does not apply at a gate *mark* or a finishing *mark* and a boat shall **be exonerated for breaking this rule if the course of another boat was not affected before the boat changed *tack*.**

11.3.1.5 C2.10 Rule 20.4(a) Changes

In the current *rules* **C2.10** refers to *rule 20* in general. Under the new *rules* it refers to a change to **20.4(a)** specifically. This is covered below.

Currently the change to *rule 20* reads:

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

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

The new change to **20.4(a)** reads:

Rule 20.4(a) is changed to:

- (a) The following arm signals by the helmsman are required in addition to the hails:
- (1) for *room* to tack, repeatedly and clearly pointing to windward; and
 - (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

11.3.1.6 C2.11 Rule 21.3 is deleted

In the current *rules* this refers to *rule 22.3*. With the deletion of *rule 21* in Section D of the current *rules* of Part 2 the old *rule 22* has moved up to be *rule 21*.

11.3.1.7 C2.12 Rule 23.1 is changed to:

In the current *rules* this refers to *rule 24.1*. With the deletion of *rule 21* in Section D of the current *rules* of Part 2 the old *rule 24* has moved up to be *rule 23*. There is no change in the wording of the change other than the number of the *rule* it refers to.

11.3.1.8 C2.13 Add new rule 23.3:

In the current *rules* this refers to *rule 24.3*. With the deletion of *rule 21* in Section D of the current *rules* of Part 2 the old *rule 24* has moved up to be *rule 23*. There is no change in the wording of the additional *rule* other than the number of the *rule* it refers to.

11.3.1.9 C2.15 Add new rule 41(e):

In the current *rules* **C2.15** refers to *rule 42* as does **C2.16**. With the addition of this clause to *rule 41* the changes to *rule 42* have been pushed out.

The addition to *rule 41* of **41(e)** reads as follows:

- (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.

11.3.1.10 C2.16 Rule 42

In the current *rules* this is **C2.15**. There is no change to the wording now it is **C2.16**.

11.3.1.11 C2.17 Rule 42.2(d)

In the current *rules* this is **C2.16**. There is no change to the wording now it is **C2.17**.

11.3.2 C3 Race Signals and Changes to Related Rules

There are a number of changes within this *rule* which are shown below.

11.3.2.1 C3.1 Starting Signals

The change here is to the actual starting procedure. The wording before and after remains the same.

Currently the Starting procedure reads as follow:

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

The new procedure reads:

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

11.3.2.2 C3.2 Changes to Related Rules

The change here is to item **(a)** which changes *rule 29.1*.

The current wording for this *rule* change is as follows:

- (1) When at a boat's starting signal any part of her hull, **crew or equipment** is on the course side of the starting line or one of its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat with one sound. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.
- (2) When after **her starting signal a boat sails from the pre-start side to the course side** of the starting line across an extension without having *started* correctly, the race committee shall promptly display a blue or yellow flag identifying the boat. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

The new wording reads:

- (1) When at a boat's starting signal any part of her **hull** is on the course side of the starting line or one of its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat with one sound. The flag shall be displayed until **the hull of** the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.
- (2) When after **a boat's starting signal any part of her hull crosses from the pre-start side to the course side** of the starting line across an extension without having *started* correctly, the race committee shall promptly display a blue or yellow flag identifying the boat. The flag shall be displayed until the hull of the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

11.3.3 C4 Requirements Before the Start

There is only one change here to the wording of **C4.2**. The wording of **C4.1** remains unchanged

11.3.3.1 C4.2

The change here is to do with the change to 'hull, crew or equipment' and does not change the meaning of what is currently in the *rule*.

Currently the **C4.2** reads as follow:

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

The new wording reads:

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

11.3.4 C6 Protests and Requests for Redress by Boats

There is only one change here to the wording of **C4.2**. The wording of **C4.1** remains unchanged

11.3.4.1 C6.3

There are two changes here. The first is to do with 'intending' as opposed to 'actually' seeking Redress and the second is to do when the incident took place.

Currently the **C6.3** reads as follow:

A boat **intending to request redress** because of circumstances that arise **before she finishes or retires** shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after *finishing* or retiring.

The new wording of **C6.3** is as follows:

A boat **requesting redress** because of circumstances that arise **while she is racing or in the finishing area** shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after *finishing* or retiring.

11.3.4.2 C6.5 Umpire Decisions

There is a rewrite to **C6.5(a)** here whilst **C6.5(b)** remains unchanged.

Currently the **C6.5(a)** reads as follow:

- (a) After flag Y is displayed, the umpires shall decide whether to penalise any boat. They shall signal their decision in compliance with rule C5.1, C5.2 or C5.3. However, when the umpires penalise a boat under rule C8.2 and in the same incident there is a flag Y from a boat, the umpires may disregard the flag Y.

The new wording of **C6.5(a)** is as follows:

- (a) After flag Y is displayed, the umpires shall decide whether to penalize any boat. They shall signal their decision in compliance with rule C5.1, C5.2 or C5.3. However,
 - (1) if the umpires decide to penalize a boat, and as a result that boat will have more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4;
 - (2) when the umpires penalize a boat under rule C8.2 and in the same incident there is a flag Y from a boat, the umpires may disregard the flag Y.

11.3.5 C7 Penalty System

There are two changes here both in **C7.2** to **C7.2(c)** and **C7.2(f)**.

11.3.5.1 C7.2

There are two changes here. The first is to the wording of **C7.2(c)** and the second is to **C7.2(f)**. In the case of **C7.2(f)** the current provisions are now covered by the changes to **C6.5(a)** above. Each change is shown below.

Currently the **C7.2(c)** reads as follow:

- (c) A boat completes a leg of the course when **her bow** crosses the extension of the line from the previous *mark* through the *mark* she is rounding, or on the last leg when she *finishes*.

The new **C7.2(c)** reads:

- (c) A boat completes a leg of the course when **any part of her hull** crosses the extension of the line from the previous *mark* through the *mark* she is rounding, or on the last leg when she *finishes*.

Currently the **C7.2(f)** reads as follow:

- (f) If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4.

The new **C7.2(f)** reads:

- (f) *If one boat has finished and is no longer racing, and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty.*

11.3.6 C8 Penalties Initiated by Umpires

There is only one change here to the wording of **C8.1**.

11.3.6.1 C8.1 Rule Changes

Currently the **C8.1** reads as follow:

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

The new **C8.1** reads:

Rules 60.2(a) and 60.3(a) do not apply to rules for which penalties may be imposed by umpires.

11.3.7 C10 Scoring

There is an additional *rule*, **C10.7** covering what happens when a boat in a match fails to *sail the course*.

11.3.7.1 C10.7

The new **C10.7** reads as follow:

When only one boat in a match fails to sail the course, she shall be scored no points (without a hearing).

11.4 Appendix D – Team Racing Rules

The changes to this appendix are

11.4.1 D1 Changes to the Racing Rules

There are a number of changes to **D1** Listed below.

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

There are several changes under this heading described below.

11.4.1.1.1 D1.1(d)

The big change here is that under the current *rules* the sailing instructions had to delete this *rule* if it was not wanted, now the sailing instructions have to include the provision if it is wanted.

Currently the **D1.1(d)** reads as follow:

- (d) When **rule 20** applies the following arm signals by the helmsman are required in addition to the hails:
- (1) for ‘Room to tack’, repeatedly and clearly pointing to windward; and
 - (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

Sailing instructions may delete this requirement.

The new **D1.1(d)** reads:

- (d) When **stated in the sailing instructions**, rule 20 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.

11.4.1.1.2 D1.1(e)

The change here is that under the current *rules* it refers to changing *rule 24.1* which is now **23.1** in the new rules. Beyond that the wording has not altered

11.4.1.1.3 D1.1(f)

The change here is that under the current *rules* it refers to adding *rule 24.3* which is now **23.3** in the new rules. Beyond that the wording has not altered

11.4.1.2 D1.2 Protests and Requests for Redress

There is only a change to **D1.2(c)** which is covered below.

11.4.1.2.1 D1.2(c)

The change here is to do with 'intending' as opposed to 'actually' seeking Redress.

Currently the **D1.2(c)** reads as follow:

- (c) **A boat intending to request** redress for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire.

The new **D1.2(c)** reads:

- (c) **The boat requesting** redress for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire.

11.4.1.3 D1.3 Penalties

There are a couple of changes here. Rule **D1.3(a)** regarding the change to *rule 44.1* remains unchanged. A new **D1.3(b)** has been added in such that the current **D1.3(b)** becomes **D1.3(c)** with a change of wording and the existing **D1.3(c)** becomes **D1.3(d)** without any change. The new **D1.3(b)** and **D1.3(c)** are covered below.

11.4.1.3.1 D1.3(b)

The new **D1.3(b)** reads as follow:

- (b) **When a boat clearly indicates that she will take a penalty under rule 44.1, she shall take that penalty.**

11.4.1.3.2 D1.3(c)

The current **D1.3(b)** reads as follow:

- (b) A boat may take a penalty by retiring, **in which case she shall notify the race committee as soon as possible and 6 points shall be added to her score.**

As **D1.3(c)** under the new *rules* it reads:

- (c) A boat may take a penalty by retiring **and informing the race committee or an umpire.**

11.4.2 D2 Unpiired Races

There are a number of changes to **D2** which are listed below.

11.4.2.1 D2.1 When Rule D2 Applies

The wording of this *rule* has been altered slightly to include the notice of race.

The current wording of **D2.1** is as follows:

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

The new wording of **D2.1** is as follows:

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

11.4.2.2 D2.2 Protests by Boats

There are a number of changes to this *rule* as shown below.

The current wording of **D2.2** is as follows:

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

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

The new wording of **D2.2** is as follows:

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

- (a) She shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each.
- (b) The boats shall be given time to respond.

- (c) If no boat takes a penalty or clearly indicates that she will do so, an umpire shall decide whether to penalize any boat.
- (d) If more than one boat breaks a *rule*, an umpire shall decide whether to penalize any boat that did not take a penalty.
- (e) An umpire shall signal a decision in compliance with rule D2.4.

11.4.2.3 D2.3 Penalties Initiated by an Umpire

There are a number of minor changes to this *rule* as shown below.

The current wording of **D2.3** is as follows:

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

- (a) breaks rule 31 or 42 and does not take a penalty;
- (b) breaks a rule of Part 2 and makes contact with another boat on her team or with a boat in another race, and no boat takes a penalty;
- (c) breaks a *rule* and her team gains an advantage despite her, or another boat on her team, taking a penalty;
- (d) breaks rule 14 and there is damage or injury;
- (e) clearly indicates that she will take a One-Turn Penalty, and then fails to do so;
- (f) fails to take a penalty signalled by an umpire;
- (g) commits a breach of sportsmanship.

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

The new wording of **D2.3** is as follows:

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

- (a) breaks rule 31 or 42 and does not take a penalty;
- (b) breaks a rule of Part 2 and makes contact with another boat on her team or with a boat in another race, and no boat takes a penalty;
- (c) breaks a *rule* and her team gains an advantage despite her, or another boat on her team, taking a penalty;
- (d) breaks rule 14 and there is damage or injury;
- (e) breaks rule D1.3(b);
- (f) fails to take a penalty signalled by an umpire;
- (g) commits a breach of sportsmanship.

The umpire shall signal a decision in compliance with rule D2.4.

11.4.2.4 D2.5 Penalties Imposed by Umpires

The change to this *rule* reflects the changes made to **D2.2** and **D2.3** above such that this *rule* has been completely rewritten and the title changed from **Two Flag Protest Procedure**. The old wording is not shown here.

The new wording of **D2.5** is as follows:

A boat penalized by an umpire shall take a Two-Turns Penalty. However, when a penalty is imposed under rule D2.3 and an umpire hails or signals a number of turns, the boat shall take that number of One-Turn Penalties.

11.4.2.5 D2.6 Limitations on Other Proceedings

This was **D2.7**, however the old **D2.6 (Limited Umpiring)** has been removed. This *rule* has also been changed in its format with some additional provisions added on at the start.

The current wording of **D2.7** as **D2.6** currently stands is as follows:

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

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

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

The new wording of **D2.6** is as follows:

- (a) A breach of rule D2.5 shall not be grounds for a protest by a boat.
- (b) A decision, action or non-action of an umpire shall not be
 - (1) grounds for redress,
 - (2) subject to an appeal under rule 70, or
 - (3) grounds for *abandoning* a race after it has started.
- (c) The protest committee may decide to consider giving redress when it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

11.4.3 D3 Scoring a Race

The only changes to **D3** are to parts of **D3.1** which are shown below.

11.4.3.1 D3.1

There are a number of wording changes to this *rule* as shown here. In this case **D3.1(c)** has been reworded slightly with the deleted words shown in red below becoming a new **D3.1(d)** and the current **D3.1(d)** becoming **D3.1(e)** as shown below.

The current wording of **D3.1** is as follows:

- (a) Each boat *finishing* a race shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to *race*.
- (b) When a boat is scored OCS, 10 points shall be added to her score unless she retired as soon as possible after the starting signal.
- (c) When a boat fails to take a penalty imposed by an umpire at or near the finishing line, she shall be scored **points for last place and other scores shall be adjusted accordingly**.
- (d) When a protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated,
 - (1) if the boat has not taken a penalty, 6 points shall be added to her score;
 - (2) if the boat's team has gained an advantage despite any penalty taken or imposed, the boat's score may be increased;
 - (3) when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a *rule* when not *racing*, half or more race wins may be deducted from her team, or no penalty may be imposed. Race wins deducted shall not be awarded to any other team.

The new format of **D3.1** is as follows:

- (a) Each boat *finishing* a race **and not retiring thereafter** shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to *race*.
- (b) When a boat is scored OCS, 10 points shall be added to her score unless she retired as soon as possible after the starting signal.
- (c) When a boat fails to take a penalty imposed by an umpire at or near the finishing line, she shall be scored **as retired**.
- (d) **When a boat is scored as retired after finishing, each boat with a worse finishing place shall be moved up one place.**

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

To be continued.

11.5 Appendix E – Radio Sailing Racing Rules

The changes to this appendix are still to be reviewed.

11.6 Appendix F – Kiteboarding Racing Rules

The changes to this appendix are still to be reviewed.

11.7 Appendix G – Identification on Sails

There are a number of changes to this appendix listed below. All the changes are to **G1** and In the main they relate to legibility of sail numbers and the addition of new country codes.

11.7.1 G1 World Sailing Class Boats

There are a number of changes to **G1** which are shown below.

11.7.1.1 G1.1 Identification

There is a wording change to the first sentence of this *rule* before it gets into identification components. There are also some changes and additions to the Country table.

The current wording of the first sentence of **G1.1** is as follows:

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

The new wording of the first sentence of **G1.1** is as follows:

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

11.7.1.2 G1.2 Specifications

Here item (a) has been totally rewritten so that it is beyond doubt what is required. They now must be of a contrasting colour as well as clearly legible when the sail is set.

The current wording of **G1.2** is as follows:

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

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

The new wording of **G1.2** is as follows:

- (a) National letters and sail numbers shall be:
- (1) in capital letters and Arabic numerals,
 - (2) of the same colour,
 - (3) of a contrasting colour to the body of the sail, and
 - (4) of a sans-serif typeface.
- In addition, the letters and numbers identifying the boat shall be clearly legible when the sail is set.
- (b) The height of characters and space between adjoining characters on the same and opposite sides of the sail shall be related to the boat's overall length as follows:

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

11.7.1.3 G1.3 Positioning

Here the whole of **G1.3** has been rewritten. The details are shown below.

The current wording of **G1.3** is as follows:

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

- (a) Except as provided in rules G1.3(d) and G1.3(e), class insignia, national letters and sail numbers shall, if possible, be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length. They shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.
- (b) The class insignia shall be placed above the national letters. If the class insignia is of such a design that two of them coincide when placed back to back on both sides of the sail, they may be so placed.
- (c) National letters shall be placed above the sail number.
- (d) The national letters and sail number shall be displayed on the front side of a spinnaker but may be placed on both sides. They shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is 60% of the foot median.
- (e) The national letters and sail number shall be displayed on both sides of a headsail whose clew can extend behind the mast 30% or more of the mainsail foot length. They shall be displayed wholly below an arc whose centre is the head point and whose radius is half the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.

The new wording of **G1.3** is as follows:

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

- (a) **General**
 - (1) Class insignia, national letters and sail numbers, where applicable, shall be placed on both sides and such that those on the starboard side are uppermost.

- (2) National letters shall be placed above the sail numbers on each side of the sail.
- (b) Mainsails
- (1) The class insignia, national letters and sail numbers shall, if possible, be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length.
 - (2) The class insignia shall be placed above the national letters. If the class insignia is of a design that it may be placed back to back, then it may be so placed.
- (c) Headsails and Spinnakers
- (1) National letters and sail numbers are only required on a headsail whose foot length is greater than 1.3 x foretriangle base.
 - (2) The national letters and sail numbers of headsails shall be displayed wholly below an arc whose centre is the head point and whose radius is 50% of the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.
 - (3) The national letters and sail number shall be displayed on the front side of a spinnaker but may be placed on both sides. They shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is 60% of the foot median.

11.8 Appendix H – Weighing Clothing and Equipment

The changes to this appendix are still to be reviewed.

11.9 Appendix J – Notice of Race and Sailing Instructions

The changes to this appendix are still to be reviewed.

11.10 Appendix K – Notice of Race Guide

This Appendix will no longer appear in the Rule Book but simply as a template on the World Sailing website. Please check there and make sure it is a usable document unlike the current one which is formatted as a Word Table.

11.11 Appendix L – Sailing Instructions Guide

This Appendix will no longer appear in the Rule Book but simply as a template on the World Sailing website. Please check there and make sure it is a usable document unlike the current one which is formatted as a Word Table.

11.12 Appendix M – Recommendations for Protest Committees

The changes to this appendix are still to be reviewed.

11.13 Appendix N – International Juries

The changes to this appendix are still to be reviewed.

11.14 Appendix P – Special Procedures for Rule 42

The changes to this appendix are still to be reviewed.

11.15 Appendix R – Procedures for Appeals and Requests

The changes to this appendix are still to be reviewed.

11.16 Appendix S – Standard Sailing Instructions

The changes to this appendix are still to be reviewed.

11.17 Appendix T - Arbitration

The changes to this appendix are still to be reviewed.

12. RACE SIGNALS

The changes to the Race Signals are as shown below.

12.1 Preamble

The preamble to the race signals has been altered to include fleet, event and race area flags also being able to have a race signal displayed over them.

Currently the preamble reads as follows:

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

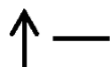
The new preamble reads:

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

12.2 Safety – Flag V

This is a new race signal that has been added to the rule book although it has been written into sailing instructions for a number of years.

The meaning of this signal is as follows:



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

12.3 Other Signals - Orange

The Orange flag, although part of Appendix L for some years has been formally added to the race signals.

The meaning in the race signals is as follows:



(no sound)

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

12.4 Other Signals - Blue

The Blue flag has had a change of meaning and function in the race signals.

Currently the Blue flag means:

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

The new meaning in the race signals is as follows:



(no sound)

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