

## World Sailing Racing Rules Question and Answer Service

**G 003**

**Q&A 2019.001**

*7 January 2019*

### Situation

The sailing instructions state that 'the starting line will be between a staff displaying an orange flag on the race committee vessel and the course side of the starting mark, which will be a yellow inflatable buoy'.

The race committee anchored a boat at the port end of the starting line and attached the yellow inflatable buoy to its starboard side.

### Question 1

Does a boat that touches the anchored vessel but not the yellow inflatable buoy, break rule 31?

### Answer 1

Yes.

The race committee vessel became part of the mark when the race committee intentionally attached the vessel to the mark, therefore, a boat racing that touches the race committee vessel breaks rule 31.

### Question 2

Would the answer to Question 1 be different if the anchor was attached to the yellow inflatable buoy and not the race committee vessel?

### Answer 2

No.

### Question 3

Would the answer to Question 1 be different if the race committee vessel and the yellow inflatable buoy were both anchored and in contact with each other?

### Answer 3

No.

### Question 4

Would the answer to Question 1 be different if the yellow inflatable buoy was on board the race committee vessel?

### Answer 4

No.

### Question 5

Is it an improper action of the race committee to anchor a boat at the port end of the starting line and attach the yellow inflatable buoy to its starboard side when the sailing instructions state that the port end starting mark will be a yellow inflatable buoy?

### Answer 5

No.

## World Sailing Racing Rules Question and Answer Service

**B 004**

**Q&A 2019.002**

*7 January 2019*

### Question

When boats are overlapped, the definition Keep Clear (b) requires that the right-of-way boat can change course in both directions without immediately making contact. Rule 16.1 requires that when a right-of-way boat changes course, she shall give the other boat room to keep clear.

Similarly, in appendix F, the definition Keep Clear includes room for a right-of-way kiteboard to move her kite in any direction without immediately making contact. Rule 16.1 requires that when a right-of-way kiteboard changes the position of her kite, she shall give the other kiteboard room to keep clear.

How are these requirements compatible with each other?

### Answer

The two rules are independent of each other:

The definition *Keep Clear (b)* is a test that decides whether a boat is keeping clear of another either under rule 11 or under rule 10 when sailing downwind on opposite tacks while rule 16.1 puts a limitation on the rights of a right-of-way boat.

- When the keep-clear boat is sailing so close that if the right-of-way changed course there would be immediate contact, the keep clear boat breaks rule 10 or 11 by not complying with the definition *keep clear (b)*.
- When the keep-clear boat does not respond enough to the right-of-way boat's change of course when she could have done so, the keep clear boat breaks rule 10 or 11 by not complying with the definition *keep clear (a)*
- When the right-of-way boat changes course in such a way that, although there is no immediate contact, it is not possible for the keep-clear boat to continue to keep clear, the right-of-way breaks rule 16.1 and the keep-clear boat shall be exonerated under rule 21 for breaking rule 10 or 11.

When making a decision, a protest committee should consider among others the prevailing conditions, the speed and the manoeuvrability of the boats, the distance between them and their respective actions.

This principle is the same for boats, boards and kiteboards.

## World Sailing Racing Rules Question and Answer Service

**M 003**

**Q&A 2019.003**

*10 February 2019*

### Background

The notice of race for an event listed a practice race in the schedule of races, to take place on the day before Race 1.

During the practice race, there is an incident where boat A on port fails to keep clear of boat B on starboard. There is a collision and physical damage to boat B.

Boat B protests and requests redress for being unable to sail on day 1 because of the damage.

### Question 1

Did the Racing Rules of Sailing apply to the practice race?

### Answer 1

Yes.

### Question 2

May a boat protest or request redress because of an incident during the practice race?

### Answer 2

Yes.

### Question 3

If the answer to the previous questions is yes, may a boat be penalized?

### Answer 3

Yes.

### Question 4

If yes, for which race will the penalty be applied, and what would the penalty be?

### Answer 4

The penalty is disqualification from the race in question, in this case the practice race (see rule 64.1).

### Question 5

May a boat that was physically damaged be entitled to redress, and if yes, for which race(s) should the redress be given?

### Answer 5

Yes, a boat may be entitled to redress in a practice race. If the damage to the boat entitled to redress is such that repairs expand over subsequent races (in this case races on day 1), redress may be given for these races, provided that the decision follows the provisions of World Sailing Case 116.

### Question 6

Does it make any difference whether the damage was serious or not?

### Answer 6

No.

### Question 7

May a breach during a practice race result in a boat being penalized in more races than the practice race?

### Answer 7

Generally no, but it may depend on the rule(s) broken.

Some rules such as rule 5 and rule 69 are not race specific.

### Question 8

When do the rules, as defined in the Racing Rules of Sailing, begin to apply at an event and when do they cease to apply?

### Answer 8

Different rules will begin and cease to apply at times appropriate to the rule in question, for example:

- (a) Rules regarding entry may apply from the moment a boat starts the entry process.
- (b) Rule 69 applies as detailed in the World Sailing Misconduct guidance, but in general whenever the conduct can be associated with the event.
- (c) Rule 5, Anti-Doping, and rule 6, Betting and Anti-Corruption, may apply out of competition.

And, some rules specify when they apply, for example:

- (d) The rules of parts 2 and 4 apply as specified in the respective preambles.
- (e) Rule 31, Touching a Mark, applies while racing

Rule 78.1 requires a boat to be compliant with her class rules, but only while racing.

## World Sailing Racing Rules Question and Answer Service

**N 002**

**Q&A 2019.004**

*11 February 2019*

### Question

Do the Notice of Race or the Sailing Instructions of an event have the authority to change or delete rule 55, TRASH DISPOSAL?

### Answer

Yes. See rules 85.2 and 86.

However, attention is drawn to the Basic Principle Environmental Responsibility, which encourages participants to minimise any adverse environmental impact of the sport of sailing.

### NOTE

*From January 2021, rule 55 will be listed in rule 86.1(a) and thereafter such changes will not be permitted. See approved submission 147-17.*

## World Sailing Racing Rules Question and Answer Service

**N 003**

**Q&A 2019.005**

11 February 2019

### Situation

The phrase 'Organizing Authority' appears 41 times in the Racing Rules of Sailing and 45 times in the Regulations.

The Notice of Race of an event states:

**ORGANIZING AUTHORITY**

*The [year] [World Sailing class name] Championship is organized by the [club name] with the endorsement of the [member national authority name] under the authority of the [World Sailing class name].*

### Question 1

Do the three bodies mentioned under the title 'Organizing Authority' on this Notice of Race constitute the 'Organizing Authority' for the purposes of the racing rules of sailing?

### Answer 1

No. The 'Organizing Authority' is the club.

Authorizing the club to organize the event does not make the World Sailing class part of the organizing authority. Equally, endorsing an event under its jurisdiction does not make a member national authority part of the organizing authority.

### Question 2

Who may be authorized to act on behalf of and represent the 'Organizing Authority' when required?

### Answer 2

There is no limit to whom an organizing authority may appoint to act on its behalf. It is common for organizing authorities of major events to appoint representatives in relation to specific needs - for instance law firms, marketing and public relations consultants and other advisers. When the organizing authority consists of more than one body, they shall jointly appoint their representatives.

## World Sailing Racing Rules Question and Answer Service

**A 002**

**Q&A 2019.006**

*12 February 2019*

### Situation

Appendix T, Arbitration, applies.

At the start of a race a boat that was aware of touching a starting mark did not take a One-Turn-penalty at the time of the incident but instead took a Post-Race penalty under rule T1(a) upon returning ashore.

### Question

Is the Post-Race Penalty under rule T1(a) appropriate for her breach?

### Answer

No.

A fundamental principle of sportsmanship under the Racing Rules of Sailing is that when competitors break a *rule* they will promptly take a penalty.

The Post-Race penalty under rule T1(a) is not an additional penalty option available to boats at the time of an incident. It is only available to boats realizing that they might have broken a rule when it is too late to comply with rule 44.2.

By knowingly breaking a rule and not promptly taking a penalty, the boat violated a fundamental principle of sportsmanship, therefore she also broke rule 2.

## World Sailing Racing Rules Question and Answer Service

**G 004**

**Q&A 2019.007**

*20 February 2019*

### Situation

When a finishing line inflatable mark drifted out of position, the race committee substituted it with a vessel displaying flag M and making repetitive sound signals. The vessel was unable to anchor and held its position with the engine, making either the port or the starboard end of the finishing line favored at times.

### Question

Was this an improper action or omission of the race committee?

### Answer

No. The race committee acted properly by substituting a mark that was out of position with a vessel displaying flag M and making repetitive sound signals as required by rule 34.

Rule 34 describes the procedures available to the race committee when a mark is missing or out of position, in order to 'save' the race. Obviously, the replacement mark should be in the position of the original mark and it should be clearly visible to the boats, but no rule requires a mark to be anchored. Even anchored marks will move with wind and current. The movements of the unanchored vessel might be an improper action only if they were larger than what could be avoided. Even then, a boat requesting redress would have to satisfy a protest committee that the movement was the only reason for making her score significantly worse.



## World Sailing Racing Rules Question and Answer Service

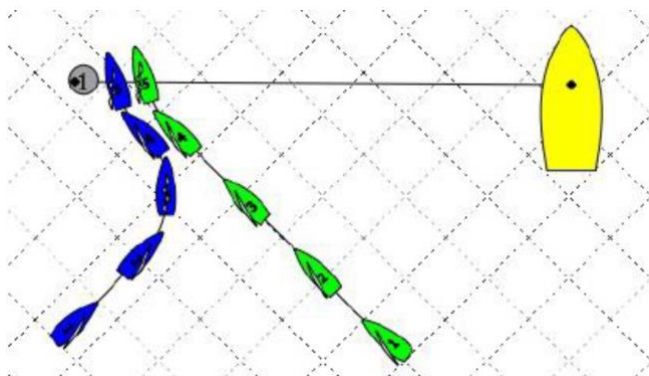
**B 005**

**Q&A 2019.008**

*27 March 2019*

### Situation

Approaching a windward finish line, Blue on port passes head to wind inside the zone of the port end finishing mark, and then luffs above close-hauled to finish. Green has to luff above close-hauled to avoid contact, and protests.



### Question

Did any of the boats break a rule?

### Answer

Blue broke rule 18.3 when she caused Green, who has been on starboard tack since entering the zone, to sail above close hauled to avoid contact.

Although after finishing a boat need not cross the finishing line completely, until they finish both boats are required to leave a finishing mark on the same side, therefore rule 18 applies. When Blue passes head-to-wind from port to starboard tack inside the zone, and is then fetching the port end finishing mark, rule 18.3 applies between her and Green.

## World Sailing Racing Rules Question and Answer Service

**N 004**

**Q&A 2019.009**

*27 March 2019*

### Question 1

Does pumping out bilge water for the purpose of changing a boat's trim or stability break rule 51?

### Answer 1

No. See the last sentence of rule 51.

However, class rules may limit the amount of bilge water allowed and/or put restrictions on the time and/or the type of bilge pump used to bail water out.

### Question 2

Does pumping out bilge water while racing at a time and place of the crew's choosing, break rule 51?

### Answer 2

No. See answer 1.

### Question 3

Does the fact that there are well established, easy ways of automatically removing bilge water, and that no other reasonable reason can be established for fitting a more complex system other than to control exactly the time and place that bilge water is pumped out, change that answer?

### Answer 3

No. See answer 1.

### Question 4

Given that it might be easier to use a manual pump downwind than while hiking upwind, does a boat that is only equipped with manual pumps and which chooses to pump out bilge water only at the beginning of a downwind leg, break rule 51?

### Answer 4

No. See answer 1.

## World Sailing Racing Rules Question and Answer Service

**N 005**

**Q&A 2019.010**

*29 March 2019*

### Situation

Rule 89.1 lists the compliant organizing authorities. Rule 89.1(e) mentions an 'unaffiliated class association'. 'Affiliated' is defined further below as 'affiliated to the national authority of the venue'.

### Question 1

What is an 'unaffiliated class association' for the purpose of the Racing Rules of Sailing?

### Answer 1

Rule 89.1 states: 'In rule 89.1, an organization is affiliated if it is affiliated to the national authority of the venue; otherwise the organization is unaffiliated'. A class association which is not affiliated to the national authority of the venue is unaffiliated.

### Question 2

Where do World Sailing Class Associations fit into the scheme of rule 89.1?

### Answer 2

A World Sailing Class Association, if it is not affiliated to the national authority of the venue, is an unaffiliated organization for the purposes of rule 89.1, therefore rule 89.1(e) applies.

## World Sailing Racing Rules Question and Answer Service

**N 006**

**Q&A 2019.011**

*30 March 2019*

### Situation

A national radio sailing association is affiliated to the World Sailing national authority but there is no system to directly affiliate the radio sailing clubs to the national authority.

### Question

Does an event organized by a club affiliated to a national radio sailing association conform to rule 89.1 when the national radio sailing association is affiliated to the national authority but the club itself is not directly affiliated?

### Answer

Yes. An organization may be affiliated to the national authority either directly or through affiliation to an entity which in turn is affiliated to the national authority. This is subject to any terms of affiliation from the national authority or the entity.

## World Sailing Racing Rules Question and Answer Service

**J 008**

**Q&A 2019.013**

*26 April 2019*

### Question 1

Who represents the national authority under rule 71?

### Answer 1

For the purposes of the Racing Rules of Sailing, the national authority is an entity. Representation or jurisdiction of persons or bodies within the entity is not governed by the Racing Rules of Sailing.

### Question 2

When the board of directors of a national authority appoints a committee to hear an appeal, may the board request further information or clarifications from the committee regarding an appeal decision?

### Answer 2

That will depend on terms of reference of that committee within the national authority structure. See answer 1.

### Question 3

What shall the board of directors of a national authority do when it believes that the committee has made an error on the procedures or findings?

### Answer 3

That will depend on the policies and procedures of the national authority. See answer 1. However, decisions by a national authority under rule 71, National Authority Decisions, are governed by rule 71.4. Once published, these decisions are final, as that rule says, and therefore cannot be changed by anyone, the national authority included.

## World Sailing Racing Rules Question and Answer Service

**J 009**

**Q&A 2019.014**

*8 May 2019*

### Situation

Rule 66 provides for the reopening of a hearing under various circumstances, including when significant new evidence becomes available.

### Question 1

When a protest committee receives a request from a party to reopen a hearing, alleging that there is significant new evidence, how should it respond to that request?

### Answer 1

Upon receiving a request to reopen a hearing, the protest committee should determine:

- if the request is timely under rule 66.
- if the evidence is new, including any evidence concerning the last sentence of rule 63.3(b). See rule M4.2 and case 115.
- if the evidence is significant and might lead the protest committee to change its decision.

When all of the above requirements are met, the protest committee should decide to reopen the hearing.

### Question 2

How do rules 61, 63.1, 63.2 and 65 apply in the circumstances?

### Answer 2

Rules 61 and 63.1 apply only to a hearing and not to a request to reopen a hearing.

Rule 63.2 is not applicable to a request to reopen a hearing but if the protest committee decides to reopen a hearing, rule 63.2 requires that the parties are notified of the time and place of the reopening and are allowed reasonable time to prepare for it.

Rule 65 applies to both an original hearing and a reopened hearing. Although the requirement does not apply to a request to reopen a hearing, it is a well-established good practice to inform the party requesting a reopening of the outcome when the reopening is denied.

### Question 3

Does a protest committee fail to comply with rule 66 if it does not consider the alleged new evidence submitted with a request for reopening a hearing?

### Answer 3

If the protest committee determines that either the request is not timely or the evidence is not new, it is not required to consider its significance. When the evidence is new and the request is timely, the protest committee should consider it. See answer 1.

### Question 4

May a request for redress be based on an improper action or omission of a protest committee in relation to rule 66?

### Answer 4

No. A boat may not request redress if she was a party to the hearing. See rule 62.1(a).

### Question 5

The protest committee did not consider evidence which was both new and delivered in time and the party appealed. May the national authority consider the allegedly new evidence and decide whether the hearing is to be reopened to receive the boat's new evidence?

### Answer 5

Yes. If the national authority decides that the new and timely delivered evidence is also significant and might have led the protest committee to change its decision, it may reverse the decision of the protest committee and order that the hearing be reopened. See rule 71.2.

## World Sailing Racing Rules Question and Answer Service

**J 008**

**Q&A 2019.015**

*8 May 2019*

Question

Do World Sailing Special Events have to comply with rule 89?

Answer

Yes.



## World Sailing Racing Rules Question and Answer Service

**L 003**

**Q&A 2019.017**

*2 August 2019*

### Question

The use of poles, set to leeward to act as struts for the sheeting of headsails, is becoming more common. The pole is not attached to the clew of the headsail; the sheet is running through the end of a ferrule along the length of the pole. Is this allowed under rule 50?



Example of a pole set to leeward for sheeting a headsail.

### Answer

Yes. While rule 50.3(a) prohibits the use of outriggers in general, it provides exceptions covered in rule 50.3(b) and(c). Rule 50.3(c) allows a headsail to be sheeted or attached at its clew to a spinnaker pole or a whisker pole and it does not specify or restrict how the headsail is to be sheeted to the pole.

## World Sailing Racing Rules Question and Answer Service

**J 010**

**Q&A 2019.018**

*2 August 2019*

### Situation

The sailing instructions specify an arbitration procedure for breaches of rules of part 2 and rule 31 which is voluntary for the parties, but when the procedure is agreed, no witnesses are permitted, and the decision of the arbitrator is stated to be final.

### Question 1

Is this valid?

### Answer

The basis of arbitration under Appendix T is that that the parties are given an opinion which they may either accept, or reject and proceed to a hearing.

The procedure described is in effect a hearing, therefore Section B of Part 5, Hearings and Decisions, applies. The sailing instructions may change rules 63.6 and 66, so that witnesses are not allowed at a hearing, and a reopening of a hearing cannot be requested. However, the right to appeal may be denied only under rule 70.5.

## World Sailing Racing Rules Question and Answer Service

**A 003**

**Q&A 2019.019**

*28 September 2019*

### Situation

The course described in the sailing instructions included a windward mark 1 followed by an offset mark 1A. The course between the marks was a beam reach, and the time for sailing from one mark to the other was approximately 25 seconds. While rounding mark 1, boat A touched it, and the competitor was aware of it. Boat A then sailed to mark 1A, rounded it and took a One-Turn Penalty. The sailing instructions did not change rule 44.2 and there were no boats from which boat A would have needed to get well clear in order to take the penalty immediately after touching Mark 1.

### Question 1

Did boat A comply with rule 44.2?

### Answer 1

No.

By delaying taking the One-Turn Penalty until after rounding mark 1A although there were no other boats around her, boat A did not take the penalty as soon after the incident as possible, failing to comply with the requirements of rule 44.2.

### Question 2

Did boat A break rule 2 by not taking a penalty promptly when she knew that she had broken a rule?

### Answer 2

If boat A was aware that she was not taking the penalty promptly, then she broke rule 2. Otherwise, she did not.

### Question 3

After coming ashore, boat A retired. Was this an appropriate penalty?

### Answer 3

Yes.

The Basic Principles require boats to take a penalty when they break a rule. Boat A delayed taking the One-Turn Penalty and therefore failed to comply with the requirements of rule 44.2. The only option available to her when she realized her mistake was to retire.