

World Sailing Racing Rules Question and Answer Service

Q&A 2020.001

2 March 2020

Question 1

In a breeze of 20-25 knots, two Lasers are sailing on a reach, on starboard tack, overlapped, with one boat length between them. While the windward boat is keeping clear, the leeward boat's rudder breaks, she luffs sharply and there is contact with damage between the boats.

Did any of the boats break rule 14?

Answer 1

When the leeward, right-of-way boat changed course without giving the windward, keep-clear boat room to keep clear, she broke rule 16.1 and, since there was contact, rule 14. The fact that she was out of control is not relevant. See case 99. It was not reasonably possible for the windward boat to avoid the contact; therefore, she did not break rule 14.

Question 2

In a breeze of 20-25 knots, two Lasers are sailing on a reach. The boat clear ahead capsizes. The boat clear astern, two boat lengths behind, tries to avoid but there is contact with damage between the boats. Did any of the boats break rule 14?

Answer 2

It is not possible for a Laser to capsize on a reach without changing course, therefore, when the clear ahead Laser capsized on a reach, her course certainly changed. When the clear ahead, right-of-way boat changed course without giving the clear astern, keep-clear boat room to keep clear, she broke rule 16.1 and, since there was contact, rule 14. The fact that she was out of control is not relevant. See case 99. It was not reasonably possible for the clear astern boat to avoid contact; therefore, she did not break rule 14. Additionally, it was not possible for the clear astern boat to avoid the capsized boat; therefore, she did not break rule 23.

Question 3

In a breeze of 20-25 knots two Lasers are overlapped on a reach with four boat lengths between them. The windward boat becomes clear ahead and capsizes two boat lengths ahead of the other boat, who tries to avoid but there is contact with damage between the boats. Did any of the boats break rule 14?

Answer 3

See answer 2.

World Sailing Racing Rules Question and Answer Service

Q&A 2020.002

2 March 2020

Question 1

How are competitors and officials to know whether an organizing authority for an event complies with rule 89.1, Organizing Authority?

Answer 1

Neither competitors nor race officials are required to investigate whether the organizing authority complies with the requirements of rule 89.1. When in doubt, competitors and officials may verify with the relevant member national authority of World Sailing if the organizing authority is compliant with rule 89.1.

Question 2

What are the implications for an event's competitors and race officials when the organizing authority of the event does not comply with rule 89.1?

Answer 2

An event that does not conform to the requirements of rule 89.1 and is not otherwise approved by World Sailing, may be a Prohibited Event if it is listed as such on the World Sailing website. See regulations 19.20(d) and 19.20(f).

If competitors participate in an event which they knew or should reasonably have known was a Prohibited Event, they may be subject to disciplinary actions. See regulation 19.19(a)(ii). Respectively, World Sailing race officials participating in an event which they knew or should reasonably have known was a Prohibited Event would be subject to regulations 32 and 35.

If the organizing authority of an event does not comply with rule 89.1 but the event is not a Prohibited Event, there are no implications under the Racing Rules of Sailing for competitors and World Sailing race officials. Other implications are beyond the scope of this Q&A.

World Sailing Racing Rules Question and Answer Service

Q&A 2020.003

2 March 2020

Situation

During the hearing of a valid protest, boat A, who might have been involved in the incident, is neither the protestor nor a protestee. The protest committee concluded that boat A broke a rule but was exonerated under another rule.

Question 1

Did the protest committee act properly?

Answer 1

Yes. It is at the protest committee's discretion to protest a boat that may have broken a rule. As the protest committee concluded that boat A would be exonerated, it was not necessary to protest her.

Question 2

Is boat A a party to the hearing?

Answer 2

No. Boat A is neither the protestor nor a protestee. See the definition Party.

Question 3

Would the answer to question 1 be different if the protest committee penalized boat A?

Answer 3

Yes. If the protest committee believed that boat A broke a rule and would not be exonerated, the protest committee would be required to follow the procedure in rule 61.1(c) before it would have been possible to penalize her.

Question 4

Would the answer to question 2 be different if the protest committee orally informed boat A of its intention to protest her during the hearing, but did not file a protest nor followed the procedure described in rule 61.1(c)?

Answer 4

No. See answer 3.

Question 5

What are the options available to boat A if the protest committee penalizes her without a hearing?

Answer 5

Boat A may request redress. Penalizing a boat that was not a party to the hearing is an improper action of the protest committee; rule 64.1 allows only a party to a protest hearing to be penalized.

World Sailing Racing Rules Question and Answer Service

Q&A 2020.004

5 March 2020

Situation

Boat A sailed 5 races in a qualifying series (races Q1-Q5) in which there was more than one fleet, and she qualified for the gold fleet in a subsequent final series of the regatta. There were 5 races scheduled in the final series (races F1-F5) and a boat's series score would be calculated from the scores from all of races Q1 to Q5 and F1 to F5.

Boat A sailed races F1 and F2 and finished first in both. In race F3, she was damaged beyond repair by a boat that was breaking a rule of part 2. She could not finish race F3 and could not sail in races F4 and F5. The protest committee decided that boat A was entitled to redress but that the redress given could not be based on her results in races Q1-Q5 because there was more than one fleet in those races. Instead, they decided that her score in races F3, F4 and F5 should be the same as a first place, which was the average of her results in races F1 and F2.

Question 1

Did the protest committee comply with Case 116?

Answer 1

Yes.

Case 116 requires that when giving redress, less than half of a boat's race scores included in her series score are based on average points. In this situation, the boat in question has finished in 7 out of 10 races, therefore less than half her race scores were based on average points.

Question 2

In making this decision, did the protest committee determine the correct redress?

Answer 2

It depends.

Case 116 limits the number of races for which average points may be given but is silent regarding how the average points are calculated.

When the protest committee decides that a boat is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all boats affected, whether or not they asked for redress. Depending on the boat's scores in the qualification races, calculating the average on just two races might be unfair to the other boats, as it almost certainly excludes the chances of any other boat winning the event. Other options available to the protest committee would be to include races Q1 to Q5 when calculating the average score, to take into account the competitive differences between the qualifying and the final series, or to give redress only in race F3.

World Sailing Racing Rules Question and Answer Service

Q&A 2020.005

6 March 2020

Situation

In an incident between two 49ers, boat A broke a rule of Part 2 while boat B did not break any rule, including rule 14, as it was not reasonably possible for her to avoid contact. As a result of the incident, one of the tiller extensions of boat B was broken. There was nothing boat B could have done to avoid the damage. Boat B carried a spare tiller extension as required by the class rules and replaced the broken one with the spare as quick as reasonably possible, considering the conditions in the racing area. When boat B resumed racing, her position in that race was significantly worse than before she started to replace the broken tiller extension.

Question

Is boat B entitled to redress?

Answer

The 49er class rules require an additional tiller extension to be carried onboard, since breaking it is not uncommon and sailors should be able to replace it while racing. The operation is normally carried out without significantly impacting the boat's finishing position.

However, if it is established that despite the crew replacing the tiller extension as soon as reasonably possible, the boat's score or place in the race or the series has been made significantly worse through no fault of her own, the boat should be entitled to redress.

World Sailing Racing Rules Question and Answer Service

Q&A 2020.006

30 March 2020

Situation:

A few days after an event concludes, boat A learns from photographs posted at the event media website that boat B may have broken a rule during the event. The alleged breach happened during a long-distance race where it was not possible for boat A to notice it. Boat A delivers a protest as soon as possible after learning about the evidence.

Question 1

When the race office is not available anymore, does delivering the protest to the organising authority meet the requirements in rule 63.1 and the sailing instructions, if the wording follows Appendix L?

Answer 1

Yes.

The protestor may deliver the protest to the organizing authority.

Question 2

Does the protest committee of the event have jurisdiction over such a protest?

Answer 2

Yes.

Since the protest concerns an incident during the event, the original protest committee appointed by the organizing authority of the event has jurisdiction over such protest unless the organizing authority decides to appoint a different protest committee to consider the protest.

Question 3

If the answer to question 3 is yes, can the protest committee extend the time until after the event concludes and for how long?

Answer 3

The protest committee shall hear all protests and requests for redress that have been delivered to the race office, unless it allows a protest to be withdrawn. When establishing the validity, the protest committee shall extend the time limit if there is a good reason to do so. It is not possible to give a fixed time as to how long a protest committee should allow as it would depend on a number of factors.

NOTE

From 2021, rule 90.3(e) will be introduced. The new rule makes it possible to prescribe in the notice of race a time, after which there shall be no changes to race or series scores. This may make such a protest moot, unless it is for other purposes.

World Sailing Racing Rules Question and Answer Service

Q&A 2020.007

30 March 2020

Question 1

How can a competitor from a country which does not have a member national authority of World Sailing compete in a sailing event?

Answer 1

Such a competitor may compete in events that do not require World Sailing Eligibility if the boat that the competitor is sailing on is entered by either:

- a. a club or organization affiliated to any World Sailing member national authority; or
- b. by a member of a club or organization affiliated to any World Sailing member national authority; or
- c. by a member of any World Sailing member national authority.

See rule 75.1

In sailing events that do require World Sailing Eligibility, such a competitor may only compete if the Board has waived the requirements listed in regulations 19.4(a) and 19.4(b). See regulations 19.4, 19.5 and 19.6

In both cases, the competitor shall have Competition Eligibility. See regulation 19.1

Question 2

Would the answer to question 1 be different if the sailing event is a World Sailing Special Event?

Answer 2

No.

Neither the rules nor the regulations include any reference to World Sailing Special Events.

World Sailing Racing Rules Question and Answer Service

Q&A 2020.008

30 March 2020

Situation 1

After a boat starts as per the definition, she touches the starting mark.

Question

Did the boat break rule 31?

Answer

Yes.

While racing but before starting, a boat shall not touch a starting mark. From the moment the boat starts, the starting mark begins the leg of the course on which she is sailing and she shall not touch it.

Situation 2

A boat sailing in the direction of the finishing line, overstands the mark of the finishing line, bears away and touches the mark. After she passes the mark, she luffs and finishes.

Question

Did the boat break rule 31?

Answer

Yes.

While the boat is sailing on the last leg and until she finishes, the finishing mark ends the leg from the previous mark to the finish and she shall not touch it. After she finishes but while still racing, a boat shall not touch a finishing mark.

Situation 3

A boat sailing from the course side in the direction of the finishing line, touches the mark of the finishing line, and takes a penalty under rule 44.2. After taking the penalty she crosses the finishing line from the course side again.

Question

Did the boat break rule 31?

Answer

Yes.

See situation 2. However, by taking a penalty under rule 44.2 she takes an appropriate penalty for her breach.

Situation 4

A boat sailing in the direction of the finishing line, overstands the finishing mark, bears away and touches the mark. Before finishing, she realizes she made an error under rule 28.2 by not rounding the last mark. The boat corrects this error and finishes.

Question

Did this boat break rule 31?

Answer

Yes.

While sailing towards the finishing line, the boat was sailing on the finishing leg. See situation 2. The finishing mark ceases to be a mark that begins, bounds or ends a leg of the course on which the boat is sailing, from the moment the boat realizes that she must correct an error under rule 28.2. See World Sailing Case 126.

World Sailing Racing Rules Question and Answer Service

Q&A 2020.009

30 March 2020

Situation

The finishing line is between two marks. Boats are finishing downwind.

Question

Does rule 18.4 apply to an inside overlapped right-of-way boat approaching the finishing line?

Answer

Yes.

Rule 18.4 will apply provided that the inside overlapped right-of-way boat must gybe to sail her proper course. A finishing line is not a gate; a string representing the boat's track, when drawn taut, is not required to pass between the marks of a finishing line. See definition Finish and rule 28.2(c).