

The Racing Rules of Sailing

Q & A Booklet

Last update: 7 April 2020

Introduction

The Racing Rules of Sailing Questions and Answers are published on the World Sailing website as a joint responsibility of the Racing Rules Committee and the Race Officials Committee.

The Question and Answer Panel is set up to provide a service to Race Officials, Member National Authorities and World Sailing Class Associations whereby they may submit questions through World Sailing concerning the Racing Rules of Sailing (RRS).

The answers are prepared by a panel of experienced race officials. The answers are not authoritative interpretations, but they are explanations of the RRS and represent an important service by providing carefully considered opinions from the members of the panel, who are appointed under World Sailing Regulations.

Answers will always be given to the questioner, but only Questions and Answers of general interest are published in this booklet. It is intended that these Questions and Answers are further considered for submission for a rule change, for inclusion in the World Sailing Case Book or Call Books, or for educational material in Race Officials Manuals.

Past Questions and Answers are not updated when a new version of the Racing Rules of Sailing is published, so this booklet includes only Questions and Answers that have been considered relevant for the term from 2017 to 2020. It replaces the previous booklet, and the Questions and Answers in that are thus expired or retained in this booklet.

This service is not to be used as a 'substitute' appeal process; its purpose is to provide considered opinions on questions on the RRS.

Our thanks to Marina Psychogyiou (GRE) Chair, to Tatiana Ermakova (RUS) Vice-Chair and to the race officials who participate in the Panel's work:

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Contents by Publishing Order

Q&A 2017.003	Time limit for accepting reports, and rule 69 reports.
Q&A 2017.004	Translated versions of RRS. What applies when there are differences?
Q&A 2017.005	When pushed over the line.
Q&A 2017.007	Unaware of having broken a rule
Q&A 2018.002	Redress in a multiple series regatta
Q&A 2018.003	Decimals in corrected times
Q&A 2018.004	Digital sail numbers
Q&A 2018.005	Displaying L flag with a notice
Q&A 2018.006	Decisions of a national authority
Q&A 2018.007	Damage, injury and appropriate penalties
Q&A 2018.008	Rule 53 compliance
Q&A 2018.009	Parties joining a hearing late
Q&A 2018.010	Damage without breaking rule of part 2 or rule 31
Q&A 2018.011	Support persons
Q&A 2018.012	Scoring penalties
Q&A 2018.013	Rights of a a boat's owner
Q&A 2018.014	Abandoning a race after the boats have finished
Q&A 2018.015	Translation of 'Protest' hails
Q&A 2018.016	Valid entries and scoring
Q&A 2018.017	mark-room and contact with the mark
Q&A 2019.001	Objects attached to a mark
Q&A 2019.002	Definition keep clear and rule 16.1
Q&A 2019.003	Penalties and redress for an incident in a practice race
Q&A 2019.004	Changing rule 55
Q&A 2019.005	Organising Authority in the Notice of Race
Q&A 2019.006	Appendix T and basic principle
Q&A 2019.007	Missing mark and a moving replacement
Q&A 2019.008	Rule 18.3 at a windward finishing mark
Q&A 2019.009	Rule 51 and bilge water
Q&A 2019.010	World Sailing Classes as the organising authority of an event
Q&A 2019.011	Affiliation to the national authority
Q&A 2019.013	Responsibility of MNA in appeals
Q&A 2019.014	A question or rules governing hearing reopenings
Q&A 2019.015	Special Events and rule 89.1
Q&A 2019.017	Use of outriggers
Q&A 2019.018	Arbitration
Q&A 2019.019	Timing of taking a penalty
Q&A 2020.001	A question on rule 14
Q&A 2020.002	A question on rule 89.1
Q&A 2020.003	Party to a hearing

Q&As reflect the opinion of experienced race officials, they are not authoritative interpretations of the rules.
Q&As only address the specific question and not all of the factors a protest committee will need to consider in a hearing.

Q&A 2020.004	Calculating the appropriate redress
Q&A 2020.005	A question on redress
Q&A 2020.006	Protest after an event has concluded
Q&A 2020.007	Eligibility of a sailor from a country without an MNA
Q&A 2020.008	Rule 31 at start and finish
Q&A 2020.009	Rule 18.4 at the finishing line

Contents by Section

A – Race Signals	
Q&A 2018.005	Displaying Flag L with a notice

B – Definitions	
Q&A 2019.001	Objects attached to a mark

C – Basic Principles	
Q&A 2017.007	Unaware of having broken a rule
Q&A 2019.006	Appendix T and basic principle

D – Part 1, Fundamental Rules	
	There is currently no Q&A in this section.

E – Part 2, When Boats Meet	
Q&A 2018.017	Mark-room and contact with the mark
Q&A 2019.002	Definition keep clear and rule 16.1
Q&A 2019.008	Rule 18.3 at a windward finishing mark
Q&A 2020.001	A question on rule 14
Q&A 2020.009	Rule 18.4 at the finishing line

F – Part 3, Conduct of a Race	
Q&A 2018.014	Abandoning a race after the boats have finished
Q&A 2019.007	Missing mark and a moving replacement
Q&A 2020.008	Rule 31 at start and finish

G – Part 4, Other Requirements When Racing	
Q&A 2018.007	Damage, injury and appropriate penalties
Q&A 2018.008	Rule 53 compliance

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Q&A 2018.010	Damage without breaking rule of part 2 or rule 31
Q&A 2019.004	Changing rule 55
Q&A 2019.009	Rule 51 and bilge water
Q&A 2019.017	Use outriggers
Q&A 2019.019	Timing of taking a penalty

H – Part 5, Protests, Redress, Hearings, Misconduct and Appeals

Q&A 2017.003	Time limit for accepting reports, and rule 69 reports
Q&A 2017.005	When pushed over the line
Q&A 2018.002	Redress in a qualifying series
Q&A 2018.006	Changing national authority decisions
Q&A 2018.009	Parties joining a hearing late
Q&A 2018.011	Support persons
Q&A 2018.012	Scoring penalties
Q&A 2018.015	The word 'Protest'
Q&A 2019.003	Penalties and redress for an incident in a practice race
Q&A 2019.013	Responsibility of MNA in appeals
Q&A 2019.014	A question or rules governing hearing reopenings
Q&A 2019.018	A question on arbitration
Q&A 2020.003	Party to a hearing
Q&A 2020.004	Calculating the appropriate redress
Q&A 2020.005	A question on redress
Q&A 2020.006	Protest after an event has concluded

I – Part 6, Entry and Qualification

	There is currently no Q&A in this section.
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J – Part 7, Race Organization

Q&A 2018.003	Corrected times in handicap racing
Q&A 2018.016	Valid entries and scoring
Q&A 2019.005	Organizing Authority in the notice of race
Q&A 2019.010	World Sailing Classes as the organising authority of an event
Q&A 2019.011	Affiliation to the national authority
Q&A 2019.015	Special Events and rule 89.1
Q&A 2020.002	A question on rule 89.1

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	Q&A 2020.007	Eligibility of a sailor from a country without an MNA
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K – Other Rules		
	Q&A 2017.004	Translated versions of RRS. What applies when there are differences?
	Q&A 2018.004	Digital sail numbers
	Q&A 2018.013	Rights of a boat's owner

Q&A 2017.003

Published: 2 October 2017

Situation

A regatta is held over five days with eight races scheduled. During the second race, there was a collision between boat A on port tack and boat B on starboard tack. A takes a Two-Turns Penalty and B retires from the race as a result of the incident. On the water, B shouts using profanities and unpleasant language. When A returns ashore, she signs a retirement declaration. After the prizegiving ceremony, A delivers a report under rule 69 to the protest committee secretary.

Question 1

May the protest committee secretary refuse to accept the report because it is being delivered after the protest time limit and the event has ended?

Answer 1

No.

There is no time limit for informing the protest committee of a possible breach of rule 69. Furthermore, only the protest committee may make decisions about validity. Protests, requests and reports delivered must always be forwarded to a protest committee.

Question 2

Is there a deadline for making a report under rule 69?

Answer 2

The rules do not specify a time limit for making a report under rule 69. However, a protest committee may take into consideration the timeliness of a report and the reasons for any delay when deciding whether to call a hearing.

Q&A 2017.004

Published: 5 October 2017

Situation

Many National Authorities publish translated versions of documents, for example of the RRS. In doing so, they make an effort to ensure the translation is precise and correct. However, mistakes in translation may happen and such mistakes sometimes change the meaning of the original document.

Question 1

If the Notice of Race and/or Sailing Instructions list a translated version of an official rules document under 'Rules', without mentioning anything about potential discrepancies between the translated and the original version, and there are discrepancies, which document shall take precedence - the translation or the original version?

Answer 1

The Racing Rules of Sailing (RRS) are published in English by World Sailing and will always take precedence over any translation, unless the translation of a particular racing rule has the status of a rule change as provided for in rules 85 and 86. A difference arising from a translation is not a valid rule change as it will not specifically refer to a rule and state the change. A statement in the notice of race or in the sailing instructions that a translation of the RRS will apply instead, does not comply with rules J1.1(2) and J2.1(1).

Likewise, World Sailing Codes are published in English, and may not be changed, whether intentionally or otherwise. The Sailor Classification Code is additionally published by World Sailing in French, Italian, Spanish and German, but the published translations clearly state that if there is a conflict between languages the English version will take precedence.

Some racing rules may be changed by national authority prescriptions, the notice of race, the sailing instructions or class rules as provided for in rules 85 and 86. A translation of a racing rule that provides a meaning, intentionally or otherwise, that is different from the RRS in English, will take precedence only if it complies with the restrictions and procedures in rules 85 and 86.

If the notice of race or the sailing instructions are published in different languages, without stating which version will take precedence, rule 63.7 applies.

Rules 85, 86 and 88.2 apply to changes to national authority prescriptions, including changes in a translation, whether intentional or otherwise.

The language in which a class rule is published will take precedence. Any translation that has the effect of changing a class rule would need to comply rules 85 and 87 in order for the change to be valid and apply.

The same principles apply to differences resulting from translation of other documents governing an event.

Question 2

If the answer to Question 1 is that the translated version takes precedence and there is more than one translation of a specific document (translated by different National Authorities) at an international event, which version will take precedence?

Answer 2

Not applicable.

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Q&A 2017.005

Published: 5 October 2017

Situation

The situation and facts are the same as in World Sailing Case 140 Question 1, except that boat B is found to have broken rule 2:

A race is started under rule 30.3, U Flag Rule, or 30.4, Black Flag Rule. Twenty seconds before the starting signal there is an incident between boats A and B. The race committee identifies part of A on the course side. A does not return to the pre-start side of the starting line but continues sailing the course and finishes. The race committee scores her UFD or BFD, as appropriate.

A lodges a valid protest against B. The protest committee disqualifies B for breaking a rule of Part 2. The committee finds that B, as a consequence of breaking a rule, has compelled A to break rule 30.3 or 30.4. It also finds that there was no injury or physical damage, and that B did break rule 2, Fair Sailing.

Question

Is boat A entitled to redress under rule 62.1(d)?

Answer

If boat A did not return to the pre-start side of the starting line, start correctly, sail the course and finish, she would not be entitled to redress as nothing prevented her from complying with rule 28.1 and therefore she did not fulfil the 'through no fault of her own' condition in rule 62.1. Her scoring would be DNS, as in Answer 1 of World Sailing Case 140.

If boat A did return to the pre-start side of the starting line, start correctly, sail the course and finish, the protest committee should exonerate her for breaking either rule 30.3 or 30.4, determine her finishing place in accordance with rule A3 and adjust the scores of other boats accordingly.

Boat A might also, under rule 62.1(d), be entitled to redress with a score that is better than her finishing position if the protest committee establishes as a fact that her elapsed time or finishing place has been made significantly worse by an action of boat B breaking rule 2.

Q&A 2017.007

Published: 23 November 2017

Situation

A boat breaks a rule, which may be a class rule or a rule of the RRS but is not aware that she has broken the rule during the race or at any time up to the time limit for submitting protests or the time limit for submitting retirement declarations. Sometime after these time limits have expired, she becomes aware that she has broken a rule.

Examples may be:

- a. While rounding an offset windward mark, the boat's spinnaker touches the mark, but the crew does not see, hear or feel the contact. Sometime after racing that day, and after any time limits have expired, they see a video of the mark rounding. The video clearly shows the contact.
- b. A boat is being repaired by a professional boat builder. The builder, in making the repair, uses techniques or materials such that the boat no longer complies with the class rules. The defect is not obvious to the owner or measurers that check the boat at various events. After completing several events, the owner discovers that the boat has not been class compliant for several events.
- c. A competitor is aware of an incident (either on or off the water) but his knowledge or interpretation of the applicable rule is incorrect, and therefore he believes that he has not broken a rule. Later on, he becomes aware of the correct interpretation and realises that he has broken a rule in a number of events.

In each of these situations, no penalty is taken at the time of the incident and no valid protest is lodged.

Question 1

Is the boat still obliged to retire and if so how?

Answer 1

Yes.

There is no time limit under the Racing Rules of Sailing for retiring. Basic Principles – Sportsmanship and the Rules provides that when competitors break a rule, they will promptly take a penalty, which may be to retire. Any procedure regarding retirement after finishing stated in the sailing instructions shall be followed as soon as the boat becomes aware of the breach.

Question 2

If a boat retires after a race or an event, should the results of the race/event be amended?

Answer 2

Yes.

Rule A6.1 applies.

Question 3

Would the answer be different depending on the level of the event (Olympics or a Wednesday evening beer race)?

Answer 3

No.

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Question 4

Would the answer be different if the breach did, or did not, give the boat an advantage, or was a 'gross' breach of a *rule*?

Answer 4

No.

Question 5

Would the answer be different if the boat realised that she had broken a rule after the time limits for the day's race but before the end of the event or series?

Answer 5

No.

Question 6

If the answer is that a boat is obliged to retire after a race or event as soon as she becomes aware that she broke a rule, but does not do so, would this amount to misconduct in terms of rule 69?

Answer 6

An action by the protest committee under rule 69 would only apply if the protest committee believes that the competitor may have committed misconduct.

Q&A 2018.002

Published: 6 February 2018

Situation

At an event with a qualifying series of up to 6 races, a boat was damaged in a collision with a vessel required to keep clear (an un-flagged media boat between races in the pre-start area of the course) and was unable to compete in races 4,5 and 6. The competitor had completed races 1, 2 and 3.

Question

When an event consists of multiple series (i.e. opening series, qualifying series, or final series) how should the protest committee proceed in order to give redress and uphold the principles established in World Sailing Case 116?

Answer

If the protest committee decides that the boat is entitled to redress under rule 62, the qualifying series shall be considered as a separate series for the purpose of applying World Sailing Case 116. The preamble of World Sailing Case 116 states that it is not fair to the other boats in the series to give average points for half or more of the races that comprise her series score (in this case the qualifying series). If there is no discard, 6 races will comprise her score in the qualifying series, and if there is a discard, 5 races will comprise her score in the qualifying series. In both cases, average points may be given to a maximum of two races, to comply with World Sailing Case 116.

The fairest arrangement would be to give redress of average points for only races 4 and 5. Race 6 will then have to be scored DNC, which might be discarded, depending on the scoring system applying for the event.

Q&A 2018.003

Published: 10 February 2018

Situation

In an event using a handicap/rating system, the notice of race and the sailing instructions make no reference regarding to how boats' corrected times should be rounded (to the nearest second, up or down, how many digits, etc.).

The result may vary significantly depending on what system is used for rounding the result. For example: Two boats with corrected times of 02:23:14.5 and 02:23:15.4 would both round to 02:23:15. The 0.9 seconds in the above example reflects about 15 feet/4.5 meters when a boat is moving at 10 knots.

Question

Is it an error of the race committee to round the corrected time of the boats to the nearest second when the handicap/rating system makes no reference regarding rounding?

Answer

Yes.

Rule A3 requires the finishing place to be determined by a boat's corrected time.

Calculating a corrected time to any number of decimal places, implies a timing accuracy that does not exist. However, if no rule contains any provision for rounding a boat's corrected time, rounding to any unit of time is incorrect.

Many rating systems, including IRC and ORC, specify that corrected times shall be rounded to the nearest second. In the absence of a provision in the rating system, the notice of race or the sailing instructions may contain such a provision stating that rule A3 is changed.

Q&A 2018.004

Published: 13 August 2018

Question

Rule G 1.2 requires the use of a commercially available typeface giving the same or better legibility than Helvetica for sail numbers. Do sail numbers in digital font comply with rule G1.2(a)?

Answer

No.

When considered one by one, sail numbers in digital font are clearly legible. However, when applied to both sides of a sail, they may create confusion, therefore they do not comply with rule G1.2(a).

Q&A 2018.005

Published: 2 July 2018

Question

May posting a notice to competitors on the official notice board without displaying flag L with a sound be considered an improper action or omission of the appropriate committee, for the purposes of rule 62.1(a) while all the other requirements for posting a notice have been met?

Answer

It would depend on the circumstances.

Although flag L displayed ashore with one sound signal means, in Race Signals, that a notice to competitors has been posted, there is no rule requiring the display of flag L.

It is the responsibility of a competitor to check the official notice board, however, displaying flag L draws the attention of sailors and if the notice contains information which could affect a race result, failure to display flag L might be an improper action or omission for the purposes rule 62.1 (a).

Even if the protest committee is satisfied that in the given circumstances the failure to display flag L when posting a notice to competitors is an improper action or omission of a committee, in order to give redress, the other requirements of rule 62 shall also be met.

It is good practice from race officials to draw attention to the posting of the notice, especially when the notice concerns a matter with immediate effect.

Q&A 2018.006

Published: 8 July 2018

Question

May a national authority change its own decision when it decides that it may have made a significant error, or when significant new evidence or when new interpretations from World Sailing become available?

Answer

Decisions by a national authority under rule 71, National Authority Decisions, are governed by rule 71.4. These decisions are final, as that rule says, and so cannot be changed by anyone, the national authority included.

Decisions by a national authority following a report under rule 69.2(j) are governed by World Sailing regulation 35 (see rule 69.3). The interpretation of World Sailing regulations is the responsibility of the World Sailing Constitution Committee (see regulation 16.1) and is beyond the authority of the Q&A Panel.

Q&A 2018.007

Published: 14 August 2018

Question 1

The Introduction to the Racing Rules of Sailing (RRS) define some terms as they are used in the RRS. 'Boat' has been defined with the following meaning: A sailboat and the crew on board.

- a) Does this mean a sailboat for which the RRS apply could it be any sailboat?
- b) Does the term 'boat' also cover boards and/or other forms of equipment used in sailing competitions, like kiteboards or windsurfers?

Answer 1

- a) A 'boat' means a sailboat and the crew on board to which the Racing Rules of Sailing apply. The Racing Rules of Sailing use the word 'vessel' for a boat to which its rules do not apply. See the preamble to Part 2.
- b) Yes. See the preambles to Appendix B and Appendix F.

Question 2

Rule 14, Avoiding Contact, says: A boat shall avoid contact with another boat if reasonably possible, and rule 14(b) uses the term 'shall be exonerated if she breaks the rule and the contact does not cause 'damage or injury.'

In the preamble to part 2 and in rule 44.1(b) the terms 'injury or serious damage' are used.

Do the terms 'damage or injury' and 'injury or serious damage' in these rules refer to (serious) damage or injury to the boats involved, or do they include (serious) damage or injury to, for example, marks, race committee vessels, jury vessels, leisure or spectator vessels etc.?

Answer 2

The terms 'damage or injury' and 'injury or serious damage' in the preamble to part 2 and in rule 14(b) refer to 'damage or injury' and 'injury or serious damage' on boats that are sailing in or near the racing area and intend to race, are racing or have been racing.

The terms 'injury or serious damage' in rule 44.1(b) refer to injury or serious damage to anybody or anything in the racing area, including the examples in the question, provided that it occurred as a direct consequence of a boat breaking either a rule of part 2 in an incident with another boat or rule 31.

When the IRPCAS apply, the rules of part 2, including rule 14(b), do not apply and the option of taking a penalty under rule 44 is not available. Therefore, in an incident between a boat governed by the Racing Rules of Sailing and a vessel that is not, the terms 'damage or injury' and 'injury or serious damage' as used in those rules are not relevant.

Question 3

Rule 62.1(b) uses the term 'injury or physical damage'.

Does the term 'injury or physical damage' in this rule refer to injury or physical damage on the boat requesting redress, or could it be injury or physical damage to other boats or objects? For example, a mark is being pushed by another boat onto the boat requesting redress. If the mark deflated, and caused the boat to get entangled with the mark for some time, but the boat does not have any damage, is the deflated mark seriously damaged as the term is being used in rule 62.1(b)?

Answer 3

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The deflated mark in the example may or may not be damaged but rule 62.1(b) doesn't apply in the given situation. The term 'injury or physical damage' in this rule refers to injury or physical damage on the boat requesting redress.

For a boat to be given redress under rule 62.1(b), her finishing position must have been made worse by the physical damage or injury and through no fault of her own. It is not sufficient that the incident resulted in injury or physical damage.

Question 4

What is the difference between 'damage' and physical damage'.

Answer 4

The word 'physical' in rule 62.1(b) makes clear that a boat may not be given redress based on damage to a competitor's state of mind as a result of an incident.

Q&A 2018.008

Published: 23 July 2018

Situation

Rule 53, SKIN FRICTION, states:

A boat shall not eject or release a substance, such as a polymer, or have specially textured surfaces that could improve the character of the flow of water inside the boundary layer.

Question

What actions can be performed on a boat's hull and what products may be applied without breaking rule 53?

Answer

In compliance with rule 53:

- Paint, polish and antifouling on the hull, provided that it has a smooth and continuous surface texture.
- Sanding of the hull, provided that it has a smooth and continuous surface texture.
- A sticker or other hull film with a smooth and continuous surface texture, including the edges of the sticker or film.
- Any other application, provided that it has a smooth and continuous surface texture.

Not in compliance with rule 53:

- Ejecting or releasing a substance at or near the hull surface
- A hull application that has a varied texture surface which may include features or other distinct textures to modify or trip the boundary layer at that specific point.

Attention is drawn to Class Rules that may have individual limitations on sanding and hull applications.

Q&A 2018.009

Published: 4 September 2018

Question 1

At the beginning of a protest hearing, the protest committee checks if the parties are present. If none of the parties are present, how should the protest committee proceed according to RRS 63.3(b)?

Answer 1

If none of the parties are present at the time the hearing is scheduled, the protest committee should check carefully that proper notice of the protest has been given to the parties as required by the relevant rules. It is then at the discretion of the protest committee to decide if they want to reschedule the hearing or continue the hearing with none of the parties present, under RRS 63.3(b).

If the protest committee proceeds under 63.3(b), it should check the validity of the protest.

If the protest is found valid, the protest committee should try to establish the facts necessary to come to a conclusion and a decision. If there is not enough information in order to find the facts necessary to come to a conclusion, the protest must be dismissed.

Question 2

At the beginning of a protest hearing only one of the parties is present. After 5 minutes the protest committee decides to proceed with the hearing according to RRS 63.3(b). Later during the hearing, the other party arrives. What should the protest committee do?

Answer 2

Although it is not required by the rules, it is a good time-saving practice to promptly investigate whether the late party was unavoidably absent. If this is the case, the protest committee should recommence the hearing. If the late party was not unavoidably absent, the protest committee must allow the late party to join the hearing at the current stage.

Rule 63.3(a) gives the parties the right to be present throughout the hearing of all the evidence, however evidence already given is not required to be given again for the benefit of a party that is late for no good reason. The protest committee may summarise evidence that has already been heard.

Rule 63.5 requires the protest committee to decide the validity of the protest at the beginning of the hearing. The protest committee is not required to revisit the question of validity, unless evidence presented later causes them to do so.

Rule 63.6 requires the protest committee to take the evidence of the parties and their witnesses, so a late party is allowed to give evidence and call witnesses.

Question 3

In the situation of question 2, how late into the hearing should the missing party be allowed to join the hearing?

Answer 3

A party shall be allowed to join the hearing at any time when that party is entitled to be present, namely while evidence is still being given, according to rule 63.3(a).

Q&A 2018.010

Published: 4 September 2018

Situation

While racing, a boat becomes entangled in the anchor line of a mark of the course. To free the boat, the crew cuts the anchor line of the mark and continues racing, leaving the mark to drift. She did not touch the mark.

Question 1

For the purposes of rule 44.1(b) and rule 60.3(a)(1), is the mark either damaged or seriously damaged?

Answer 1

Damage is only relevant to rules 44.1(b) and 60.3(a)(1) if it is serious damage. The serious damage may be to anybody or anything in the racing area in order for any of those rules to apply.

For the purpose of rule 44.1(b):

The boat caused damage when her crew cut the mark's anchor line. Although this action caused serious damage, neither a rule of Part 2, nor rule 31 were broken, therefore rule 44.1(b) does not apply.

For the purpose of rule 60.3(a)(1):

The protest committee may call a hearing under this rule if it believes that an incident occurred which may have resulted in injury or serious damage. It is not required that the incident is between two boats. The committee may also consider a breach of rule 2 and would then need to clearly establish whether recognized principles of sportsmanship or fair play have been violated. When doing so the committee might find it helpful to consider whether safety made the act of cutting the anchor line a seamanlike action under the prevailing circumstances.

The protest committee may also consider acting under rule 69.

Question 2

Is it relevant that it was the anchor line that was cut?

Answer 2

Yes.

See Answer 1.

Question 3

Would the answer be different depending on whether the mark was a permanent mark, or a temporary mark laid by the race committee or others?

Answer 3

No.

Question 4

Is the value of the damaged item relevant?

Answer 4

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Damage can affect either the value or the usefulness of the item. When deciding the case, the protest committee should consider the extent and the consequences of the damage.

Q&A 2018.011

Published: 4 September 2018

Situation

As result of a hearing, a protest committee issues a warning to a support person. After the warning, the support person again breaks a rule against the will of the supported competitor.

Question 1

May the protest committee penalize the competitor without a hearing?

Answer 1

No.

Question 2

If the answer is no, under which rule shall the protest committee protest the competitor?

Answer 2

A protest is an allegation that a boat has broken a rule. If a boat (the competitor) did not break a rule herself, there is no grounds for the protest committee to protest her.

In a hearing called by the protest committee under rule 60.3(d) to consider whether a support person has broken a rule, the supported boat is a party. A hearing under rule 60.3(d) shall be conducted in accordance with rule 63.9. Therefore, the boat's representative has the right to be present in accordance with rule 63.3(a). For a hearing under rule 60.3(d), rule 64.4(b) sets the conditions under which the supported boat may be penalized.

Note

The following changes to the Racing Rules of Sailing were approved in November 2017 at the World Sailing Annual Conference and come into effect on 1 January 2018.

In Definitions, change **Party** (e) to:

- (e) a *support person* subject to a hearing under rule 60.3(d) or 69; any boat that person supports; a person appointed to present an allegation under rule 60.3(d).

Change rule 63.1 to:

63.1 Requirement for a Hearing

A boat or competitor shall not be penalized without a protest hearing, except as provided in rules 30.2, 30.3, 30.4, 64.3(d), 64.4(b), 69, 78.2, A5 and P2. A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that have been delivered to the race office unless it allows a *protest* or request to be withdrawn.

Add new rule 63.9:

63.9 Hearings under Rule 60.3(d) – Support Persons

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

Change rule 64.4 to:

64.4 Decisions Concerning Support Persons

- (a) When the protest committee decides that a *support person* who is a *party* to a hearing under rule 60.3(d) or 69 has broken a *rule*, it may
 - (1) issue a warning,
 - (2) exclude the person from the event or venue or remove any privileges or benefits, or
 - (3) take other action within its jurisdiction as provided by the *rules*.
- (b) The protest committee may also penalize a 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 DSQ, 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.

Q&A 2018.012

Published: 4 September 2018

Situation

Rule 44.3, Scoring Penalty, applies at an offshore event.

Question 1

If a boat touches several marks of the course, does she need to take a Scoring Penalty for each incident?

Answer 1

Yes.

The Scoring Penalty replaces the One-Turn and the Two-Turns Penalties (see rule 44.1). Therefore, a boat may take a Scoring Penalty when she may have broken rule 31, and this applies to each individual incident, similarly to the One-Turn Penalty.

Question 2

If a boat touches a finishing mark, is she required to cross the finishing line from the course side for a second time after she took a Scoring Penalty for touching it?

Answer 2

No.

As the Scoring Penalty replaces the One-Turn and the Two-Turns Penalty, rule 44.2 does not apply. Therefore exception (a) in the definition 'Finish' is not applicable. The boat finished when she initially crossed the finishing line from the course side.

Q&A 2018.013

Published: 4 September 2018

Question 1

Who is the owner of a boat for the purposes of the Racing Rules of Sailing?

Answer 1

The term 'owner' is not defined in the Racing Rules of Sailing and is therefore used in the sense ordinarily understood in nautical or general use.

It may be the individual, the partnership or the organization to whom the boat belongs.

Question 2

May a temporary possessor or a person who has chartered a boat be considered to be the owner for the purposes of the Racing Rules of Sailing?

Answer 2

No.

See answer 1.

Question 3

Can a boat have more than one owner for the purposes of the Racing Rules of Sailing?

Answer 3

Yes.

See answer 1.

Question 4

What are the rights of the registered owner for the purposes of the Racing Rules of Sailing?

Answer 4

The Racing Rules of Sailing do not give any rights to the owner of the boat. Rules 2, 3.1(a), 3.2, 3.3(d), 6, 7, and 69.1(a) and 78.1, place obligations but without giving rights to an owner.

Question 5

Does the registered owner have the right to protest, to request redress or to appeal a decision if they were not on board the boat or if they have chartered the boat to another person?

Answer 5

No.

In this case the owner is not part of the boat. See Terminology.

Q&A 2018.014

Published: 1 October 2018

Situation

After all boats had finished a race, the race committee realised that a mark had drifted out of position during the race. The race committee decided that, as a result of the drifting mark, the race was unfair for some boats.

Question 1

May the race committee abandon the race after all boats have finished?

Answer 1

Yes.

See rule 32.1.

However, after one or more boats have finished, the race committee should make every effort to 'save' the race, if necessary, by requesting redress on behalf of all affected boats. The RC should only abandon a race if, after considering the consequences, it is satisfied that this is the fairest arrangement for all boats in the race or series.

Question 2

If the answer is yes, how shall the race committee signal that the race is abandoned?

Answer 2

The race committee should post a notice about its decision. This may include the reasons for the decision.

If the boats are still in the racing area waiting for a further race when the race committee decides to abandon a completed race, the race committee may also display flag L from the race committee vessel and attempt to notify competitors afloat.

Displaying flag N is not suitable for abandoning a race that has been completed, as its meaning presupposes that the race is abandoned while it is in progress.

Q&A 2018.015

Published: 7 December 2018

Question

Will an English variant of the word 'Protest', or a translation of the word 'Protest' into the language of the protestor, satisfy the hail requirement in rule 61.1(a)?

Answer

The purpose of rule 61.1 is to make sure that the protestee is informed about the protestor's intention to protest.

The following complies with rule 61.1(a):

- The English word 'Protest'.
- A translation of the word 'Protest' that is found in an official translation of rule 61.1(a), provided that its meaning is understood by the protestee.

Q&A 2018.016

Published: 9 December 2018

Situation

45 boats registered and paid on-line for a two-day regatta. The Notice of Race stated that boats have to complete the on-site part of the registration which included presenting their sails for equipment inspection. 40 of the registered boats appeared on-site and met the requirements of the Notice of Race.

Question

How many points should boats which did not start, did not finish, retired or were disqualified be scored?

Answer

41 points.

40 boats complied with the requirements of the organizing authority and therefore entered the race according to rule 75.1. Rule A3 requires the finishing place to be determined by a boat's corrected time.

Q&A 2018.017

Published: 17 December 2018

Question

In some situations, a boat does not break rule 31 by touching a mark. When a boat entitled to mark-room has been given room to leave the mark on the required side but is compelled to touch it, has mark-room been given?

Answer

No.

It is not seamanlike to compel a boat to touch a mark even if she does not break a rule by doing so. This is irrespective of any additional requirements in the definition 'mark-room' in Appendices B, C and F.

Q&A 2019.001

Published: 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.

Q&A 2019.002

Published: 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.

Q&A 2019.003

Published: 10 February 2019

Situation

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

Q&As reflect the opinion of experienced race officials, they are not authoritative interpretations of the rules. Q&As only address the specific question and not all of the factors a protest committee will need to consider in a hearing.

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:

- Rules regarding entry may apply from the moment a boat starts the entry process.
- Rule 69 applies as detailed in the World Sailing Misconduct guidance, but in general whenever the conduct can be associated with the event.
- 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:
- The rules of parts 2 and 4 apply as specified in the respective preambles.
- 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.

Q&A 2019.004

Published: 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.

Q&A 2019.005

Published: 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.

Q&A 2019.006

Published: 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.

Q&A 2019.007

Published: 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.

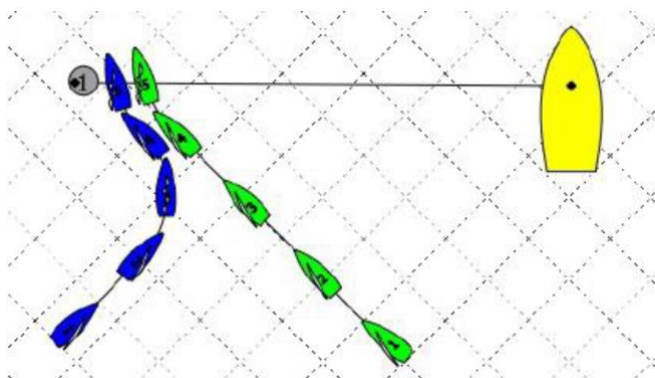
The race committee acted properly by substituting a mark that was out of position with a vessel displaying flag M and making repetitive sound signals as required by rule 34. Rule 34 describes the procedures available to the race committee when a mark is missing or out of position, in order to 'save' 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.

Q&A 2019.008

Published: 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.

Q&A 2019.009

Published: 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.

Q&A 2019.010

Published: 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.

Q&A 2019.011

Published: 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.

Q&A 2019.013

Published: 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.

Q&A 2019.014

Published: 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 World Sailing 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

Q&A 2019.015

Published: 8 May 2019

Question

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

Answer

Yes.

Q&A 2019.017

Published: 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.

Q&A 2019.018

Published: 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

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.

Q&A 2019.019

Published: 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.

Q&A 2020.001

Published: 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.

Q&A 2020.002

Published: 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.

Q&A 2020.003

Published: 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.

Q&A 2020.004

Published: 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.

Q&A 2020.005

Published: 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.

Q&A 2020.006

Published: 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.

Q&A 2020.007

Published: 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.

Q&A 2020.008

Published: 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.

Q&A 2020.009

Published: 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).

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