

Racing Rules of Sailing 2017-2020

Presented by

Flying Scot Fleet 203

Sailing Club of Washington

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The Program



1. The Basics – Creating order and preventing chaos
2. In Depth Look at the Rules – What they really mean
3. Discussion – Scenarios, questions, issues

World Sailing Racing Rules of Sailing (RRS) 2017-2020

Minor changes to the RRS,

Rules are a shield; not a sword.

Brief Overview of Basic Rules

Right of Way

- Opposite tack: **PORT** stay clear of **STBD**
- Same tack overlapped: **Windward** stay clear of **Leeward**
- Same tack; not overlapped: **Clear astern** stay clear of **Clear ahead**
- Tacking: While tacking, stay clear of all other boats

Brief Overview of Basic Rules

Limitations on Boats

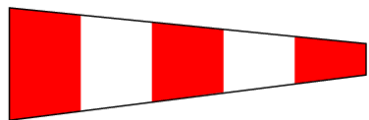
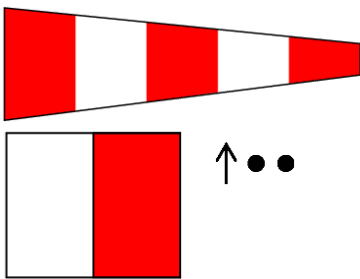
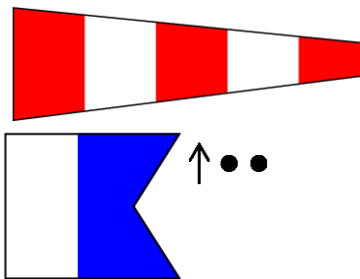
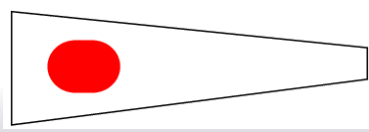

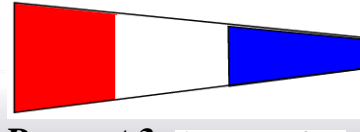
- Avoid collisions
- If you have ROW and change course, give others time and space to respond
- If overlapped, **Outside** boat gives **Inside** boat room at a mark or obstruction except a starting mark surrounded by navigable water

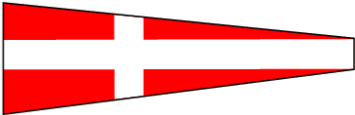

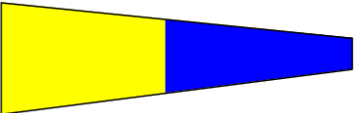



Penalties

- If you cause a ROW boat to alter course to avoid collision, take a penalty
- If you touch a mark, take a penalty

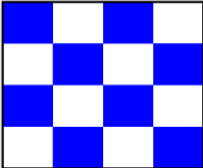

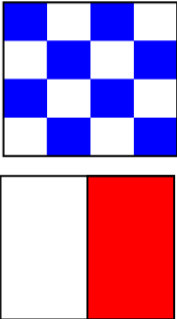

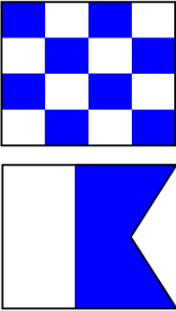

RACE SIGNALS

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



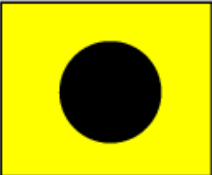

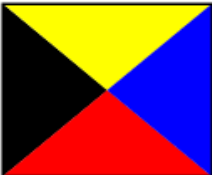


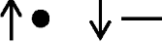
Postponement Signals		
 $\uparrow \bullet \bullet \downarrow \bullet$	 $\uparrow \bullet \bullet$	 $\uparrow \bullet \bullet$
AP Races not started are <i>postponed</i> . The warning signal will be made 1 minute after removal unless at that time the race is <i>postponed</i> again or <i>abandoned</i> .	AP over H Races not started are <i>postponed</i> . Further signals ashore.	AP over A Races not started are <i>postponed</i> . No more racing today.
 Pennant 1 $\uparrow \bullet \bullet \downarrow \bullet$	 Pennant 2 $\uparrow \bullet \bullet \downarrow \bullet$	 Pennant 3 $\uparrow \bullet \bullet \downarrow \bullet$



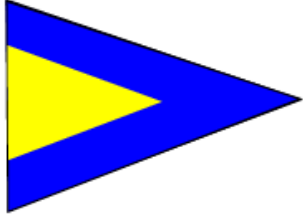



 	 	 
AP over a numeral pennant 1–6 <i>Postponement of 1–6 hours from the scheduled starting time.</i>		



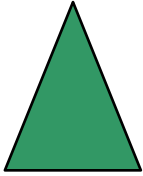
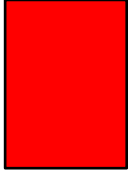
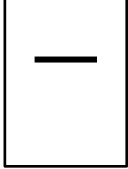
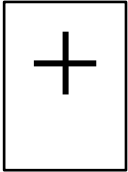
Abandonment Signals

 	 	 
<p>N All races that have started are <i>abandoned</i>. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is <i>abandoned</i> again or <i>postponed</i>.</p>	<p>N over H All races are <i>abandoned</i>. Further signals ashore.</p>	<p>N over A All races are <i>abandoned</i>. No more racing today.</p>

Preparatory Signals

 	 	 	 
<p>P Preparatory signal.</p>	<p>I Rule 30.1 is in effect.</p>	<p>Z Rule 30.2 is in effect.</p>	<p>Black flag. Rule 30.3 is in effect.</p>

Recall Signals		Shortened Course
 	 	 
X Individual recall	First Substitute General recall.	S The course has been shortened. Rule 32.2 is in effect.
The warning signal will be made 1 minute after removal.		

Changing the Next Leg				
 				
C The position of the next <i>mark</i> has been changed:	to starboard; the length of the leg;	to port;	to decrease	to increase the length of the leg

Other Signals



L. Ashore: A notice to competitors has been posted.
Afloat: Come within hail or follow this boat.



M. The object displaying this signal replaces a missing *mark*.



Y. Wear a personal flotation device.



(no sound)

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

**THE
RACING RULES
OF
SAILING**

2017–2020

World Sailing

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DEFINITIONS

DEFINITIONS

A term used as stated below is shown in italic type or, in preambles, in bold italic type.

Abandon A race that a race committee or protest committee *abandons* is void but may be resailed.

Clear Astern and Clear Ahead; Overlap One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a boat between them *overlaps* both. These terms always apply to boats on the same *tack*. **They apply to boats on opposite tacks only when Rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind.** They do not apply to boats on opposite *tacks* unless rule 18 applies or both boats are sailing more than ninety degrees from the true wind.

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

DEFINITIONS

Finish A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

- (a) takes a penalty under rule 44.2,
- (b) corrects an error under rule 28.2 made at the line, or
- (c) continues to sail the course.

Interested Party A person who may gain or lose as a result of a protest committee's decision, or who has a close personal interest in the decision.

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

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

DEFINITIONS

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

Mark An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a *mark* is not part of it.

Mark-Room Room for a boat to leave a *mark* on the required side. Also,

- (a) room to sail to the *mark* when her *proper course* is to sail close to it, and
- (b) room to round the *mark* as necessary to sail the course. However, *mark-room* for a boat does not

include room to tack unless she is overlapped inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 23 applies, avoid her. A vessel under way, including a boat *racing*, is never a continuing *obstruction*.

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

Party A party to a hearing is

- (a) for a protest hearing: a protestor, a protestee;
- (b) for a request for redress: a boat requesting redress or for which redress is requested, a race committee acting under rule 60.2(b);

DEFINITIONS

- (c) for a request for redress under rule 62.1(a): the body alleged to have made an improper action or omission;
- (d) a boat or a competitor that may be penalized under rule 69.2. However, the protest committee is never a *party*.

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

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

Protest An allegation made under rule 61.2 by a boat, a race committee or a protest committee that a boat has broken a *rule*.

Racing A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.

- Rule**
- (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;
 - (b) ISAF Regulation 19, Eligibility Code; Regulation 20, Advertising Code; Regulation 21, Anti-Doping Code; and Regulation 22, Sailor Classification Code;
 - (c) the prescriptions of the national authority, unless they are changed by the sailing instructions in compliance with the national authority's prescription, if any, to rule 88.2;
 - (d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');

DEFINITIONS

- (e) the notice of race;
- (f) the sailing instructions; and
- (g) any other documents that govern the event.

Start A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the first *mark*.

Tack, Starboard or Port A boat is on the *tack, starboard or port*, corresponding to her *windward* side.

Windward See *Leeward and Windward*.

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

BASIC PRINCIPLES

SPORTSMANSHIP AND THE RULES

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

ENVIRONMENTAL RESPONSIBILITY

Participants are encouraged to minimize any adverse environmental impact of the sport of sailing.

PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

1.2 Life-Saving Equipment and Personal Flotation Devices

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.

2 FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. **The penalty shall be either disqualification or disqualification that is not excludable.**

3 ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each competitor and boat owner and support person agrees

- (a) to be governed by the *rules*;
- (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*; and
- (c) with respect to any such determination, not to resort to any court of law or tribunal.

4 DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone.







5 ANTI-DOPING

A competitor shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and **World Sailing** Regulation 21, Anti-Doping Code. An alleged or actual breach of this rule shall be dealt with under Regulation 21. It shall not be grounds for a *protest* and rule 63.1 does not apply.

6 Betting AND ANTI-CORRUPTION

7 DISCIPLINARY CODE

PART 2

WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except **rule 14 when the incident resulted in injury or serious damage or** rule 24.1.*

*A boat is **racing** from her preparatory signal until she **finishes** and clears the finishing line and **marks** or retires.*

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules.

SECTION A

RIGHT OF WAY

*A boat has right of way over another boat when the other boat is required to **keep clear of her**. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.*

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

(a) if the right-of-way boat can sail her course with no need to take avoiding action and,

(b) when the boats are overlapped, if the right-of-way boat can also change course in both directions without immediately making contact.

10 ON OPPOSITE TACKS

When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.





Ducking a ROW starboard tack boat.

Video clips

RRS 10 Port – Starboard (mainsheet got fouled on offending boat)

<https://www.youtube.com/watch?v=5WtT56A3q4w>

RRS 10 Port – Starboard – Audi Med Cup

<https://www.youtube.com/watch?v=ckP6qPigkOg&x-yt-cl=84924572&x-yt-ts=1422411861>

Part 2 WHEN BOATS MEET



Part 2 WHEN BOATS MEET



Julie Pixler Photography 2015







FS 4450 has ROW. FS 5296 tacks to stay clear. FS 5016 chooses riskier option and attempts to cross ahead. From photo it looks like FS 4450 has to bear away to avoid contact with FS 5015. Most likely a foul on FS 5016.

Part 2 WHEN BOATS MEET



FS 4450, on port tack, fouls Elisse (FS 5773).



FS 4450, on port, must execute crash tack to narrowly avoid collision with starboard tack ROW boat. Close, but no foul. This is where a timely hail from the starboard tack boat can prevent a disaster. The hail is not required and no hail was given in this case.



11 ON THE SAME TACK, OVERLAPPED

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

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

Part 2 WHEN BOATS MEET



Part 2 WHEN BOATS MEET



Part 2 WHEN BOATS MEET





Part 2 WHEN BOATS MEET



Part 2 WHEN BOATS MEET



FS 4468 and FS 4450 are both on port tack and overlapped, since neither boat is clear astern of the other. FS 4468 is the leeward boat and has right of way. FS 4450 must stay clear. Also, FS 5776 and FS 4450 are overlapped.

Part 2 WHEN BOATS MEET



FS 4450 luffs and FS 5135 stays clear. FS 5135 became overlapped from astern and to windward therefore Rule 17 does not apply. No Foul.

Part 2 WHEN BOATS MEET



Boat to windward fouls FS 4450 by failing to stay clear and must take a penalty.

Part 2 WHEN BOATS MEET



Overlapped

12 ON THE SAME TACK, NOT OVERLAPPED

When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.



Not overlapped

Part 2 WHEN BOATS MEET



Not overlapped

Part 2 WHEN BOATS MEET



Part 2 WHEN BOATS MEET



FS 4450, clear ahead of FS 5135, is ROW boat and can steer as desired.

Part 2 WHEN BOATS MEET



13 WHILE TACKING

After a boat passes head to wind, she shall *keep clear* of other boats **until she is on a close-hauled course**. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.

ISAF Case 17

While tacking. A boat has to keep clear under Rule 13 until she is heading on a close-hauled course, **regardless of her movement** through the water, or the **sheeting of her sails**.

Part 2 WHEN BOATS MEET



FS 4450, on starboard tack at the start, is the ROW boat. Other boat fails to complete tack and fouls FS 4450.

Part 2 WHEN BOATS MEET



FS 4450 attempts and fails to tack ahead of oncoming fleet and fouls at least one boat (RRS 13 and 10)



FS 4450, attempting to tack onto starboard at the start of 2018 Capital Districts. Stern kicks out, causing collision with starboard tack boat. RRS 13 and possibly RRS 10 infraction. Note position of boom indicating still on port tack.

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

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

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

Part 2 WHEN BOATS MEET



Three boats converge at the pin end of the finish line. All have a responsibility to avoid contact. FS 4450 is on starboard tack is ROW boat. One port tacker ducks and one tacks away.

Part 2 WHEN BOATS MEET



Both boats technically break RRS 14, however, FS 4450 is exonerated as the ROW boat; no damage, no injury.

Video clip

RRS 11, 12, & 14 Clear ahead – overlapped ?

<https://www.youtube.com/watch?v=yiTLdoDcsA>

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat's actions.

- **Room** The **space a boat needs in the existing conditions**, including space to comply with her obligations under the rules of Part 2 and rule 31, **while maneuvering promptly in a seamanlike way**
- **Mark-Room** Room for a boat to leave a mark on the required side. Also,
 - (a) room to sail to the mark when her proper course is to sail close to it, and
 - (b) room to round the mark as necessary to sail the course. However, mark-room for a boat does not include room to tack unless she is overlapped inside and to windward of the boat required to give mark-room and she would be fetching the mark after her tack.

Part 2 WHEN BOATS MEET



4450 (W) tacked on top of leeward boat (L) resulting in L becoming the ROW boat. L acquired ROW because of W's actions, therefore L does not have to give W room to keep clear.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room to keep clear*.

Note: Port-STBD crossing situation where Port is staying clear and crossing ahead of STBD and STBD gets lifted. STBD cannot head up if will result in contact with Port.

16.2 In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *star-board-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

Part 2 WHEN BOATS MEET



Part 2 WHEN BOATS MEET





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Part 2 WHEN BOATS MEET



17 ON THE SAME TACK; PROPER COURSE

If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same tack, she shall not sail above her *proper course* while they remain on the same tack and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.



Part 2 WHEN BOATS MEET



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

Note: Therefore, Rule 17 does not apply before the start

Note: the phrase “*luffing rights*” does not appear in the rules, but Rule 17 is the rule that governs *luffing rights*. In short, a boat has *luffing rights* if Rule 17 does not apply.

Part 2 WHEN BOATS MEET



Part 2 WHEN BOATS MEET



Part 2 WHEN BOATS MEET



Part 2 WHEN BOATS MEET



A boat has no proper course prior to her start signal.

ISAF CASE 7

When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the **windward boat must keep clear**, but the **leeward boat must initially give** the windward boat **room** to keep clear and must not sail above her proper course.

ISAF CASE 14

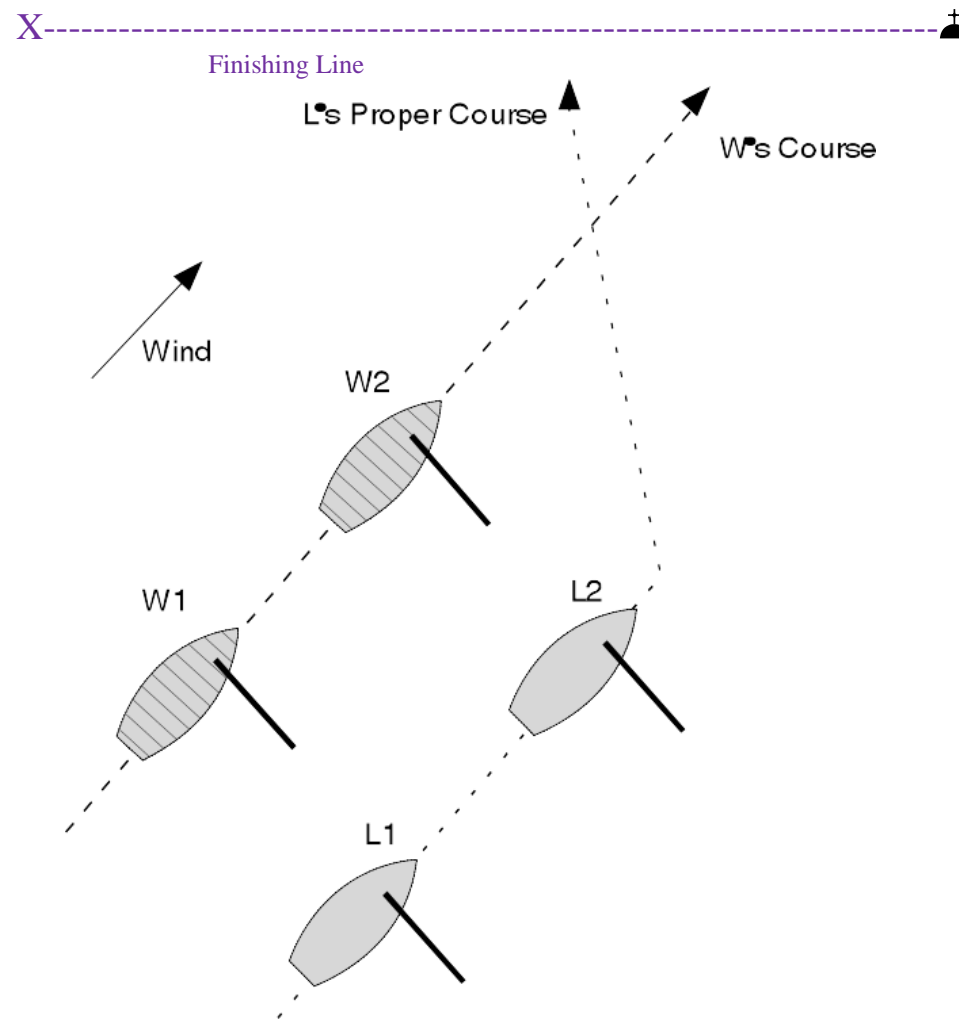
When, owing to a **difference of opinion about a leeward boat's proper course**, two boats on the same tack converge; the **windward boat must keep clear**. Two boats on the same leg sailing near one another may have different proper courses.

ISAF CASE 24

When a boat becomes overlapped to leeward from clear astern, the **other boat must act promptly to keep clear**. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15. If she takes unnecessary action that causes contact, she fails to keep clear as required by rule 11.

ISAF CASE 46

A leeward boat is entitled to sail up to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.



Part 2 WHEN BOATS MEET



Decision

Rule 11 says that when two boats on the same tack are overlapped the windward boat shall keep clear. A leeward boat's actions, however, are limited by rules 16.1 and 17. There was room for W to keep clear when L luffed, and so L did not break rule 16.1. The protest committee recognized that L's proper course was directly towards the finishing line. A direct course to the line was not only closer but would also have put both boats on a faster point of sailing. While L was not entitled to sail above her proper course, she was entitled to sail up to it, even though she had established the overlap from clear astern while within two of her hull lengths of W. Accordingly, L did not break rule 17. W's proper course is not relevant to the application of the rules to this incident. She was required to keep clear of L. When L luffed, she gave W room to keep clear as required by rule 16.1. At the moment L needed to stop luffing and bear away to avoid contact, W broke rule 11. Therefore, L's appeal is upheld and W is disqualified for breaking rule 11.

SECTION C

AT MARKS AND OBSTRUCTIONS

*Section C rules do not apply at a starting **mark** surrounded by navigable water or at its anchor line from the time boats are approaching them to **start** until they have passed them.*

You won't see "barging" stated in the rules but this preamble is why there is no "barging" allowed at the start.

Video: Bargers getting shut out at the start

<https://www.youtube.com/watch?v=PJDE4r6zU6I>

Part 2 WHEN BOATS MEET



18 MARK-ROOM

18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*.

However, it does not apply

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the mark is a continuing obstruction, in which case rule 19 applies.

Note: It does apply to boats on opposite tacks at the leeward mark.

Part 2 WHEN BOATS MEET



Overlapped – not in the zone yet. Sunset Song is leeward ROW boat and has luffing rights over Triple B. Rule 18 does not apply.

Part 2 WHEN BOATS MEET



Sunset Song enters the zone. Rule 18 activated. Leeward mark is a gate mark to be left to starboard. Sunset Song must bear away and allow room for Triple B to sail to the mark and leave it to starboard.

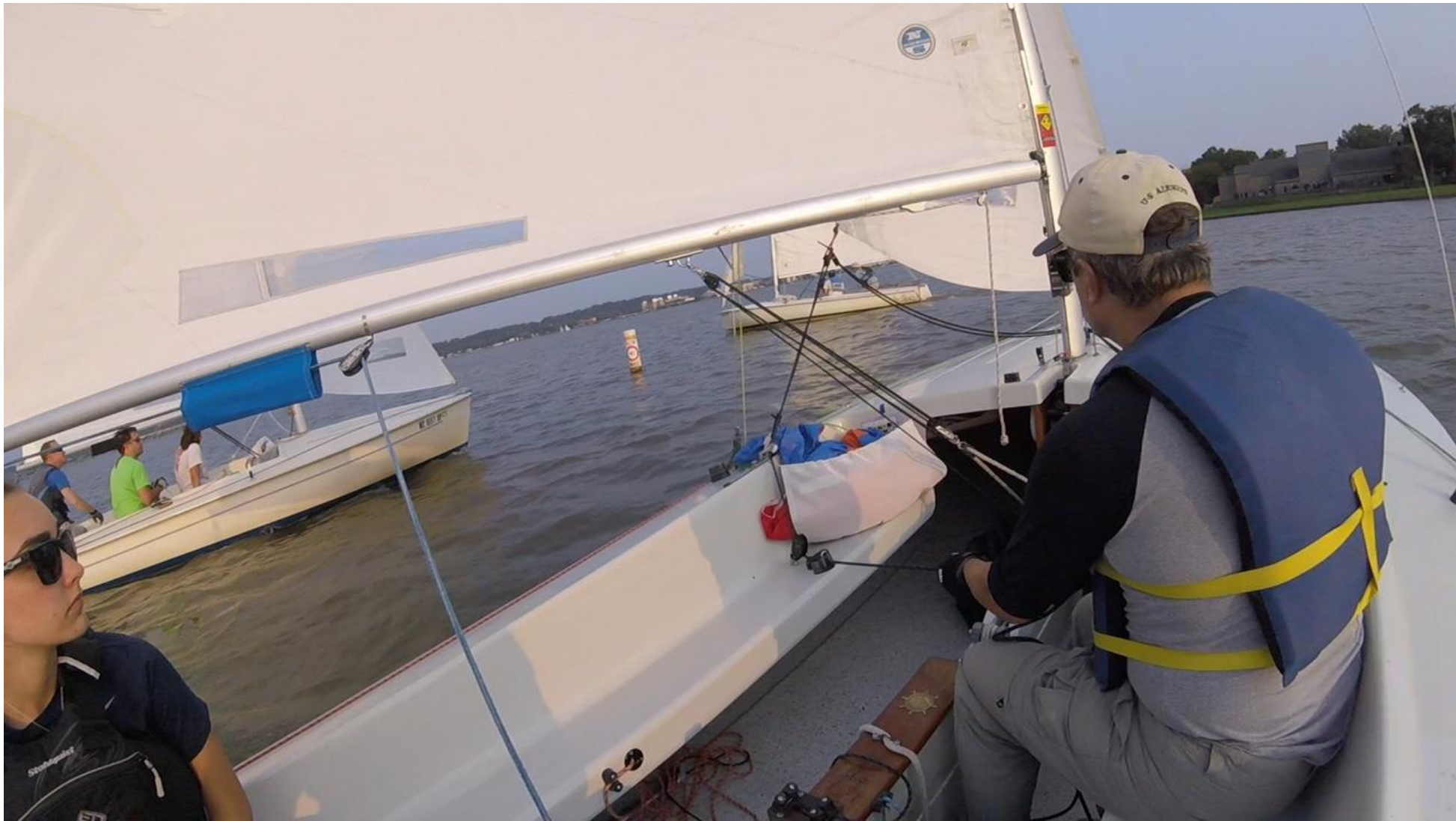


FS 4450 did not attain overlap prior to zone and therefore is not entitled to room at the mark.



Flight Risk is overlapped inside of Triple B prior to reaching the three boat length zone and is entitled to room at the mark. She is also the inside leeward boat (both boats on starboard tack) so she is the ROW boat and entitled to make a tactical rounding.

Part 2 WHEN BOATS MEET



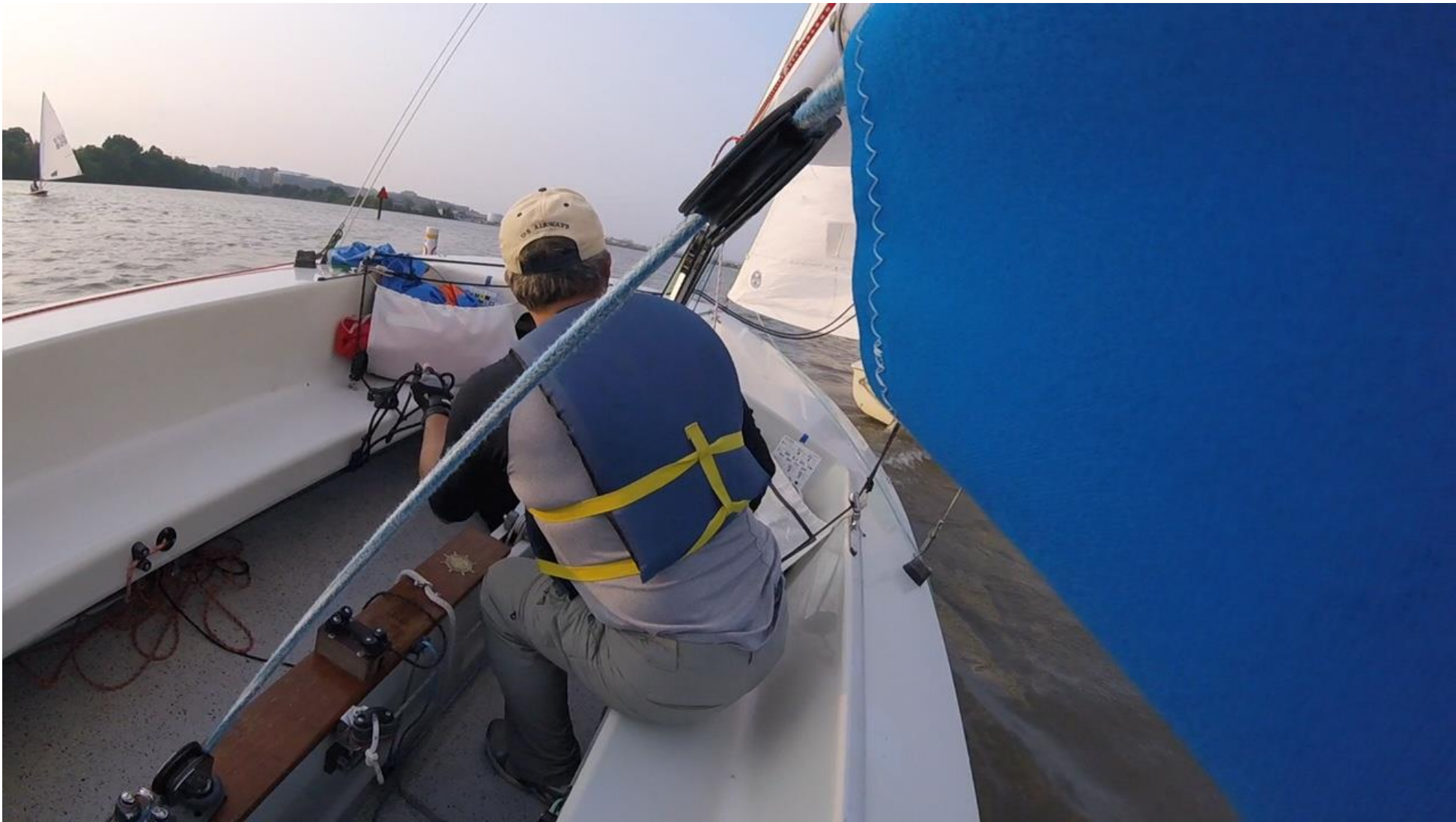
Triple B giving Flight Risk room at the leeward mark.

18.2 Giving Mark-Room

- (a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.
- (b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at that moment shall thereafter give her *mark-room*.
- (c) When a boat is required to give *mark-room* by rule 18.2(b),
 - (1) she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins;
 - (2) if she becomes *overlapped* inside the boat entitled to *mark-room*, she shall also give that boat *room* to sail her *proper course* while they remain *overlapped*.



Inside ROW boat entitled to room at mark goes wide and jibes leaving a lot of room between her and the mark. Outside boat is not entitled to room but may take it at her own risk as long as she complies with RRS 18.2(c) (2). *Note: this is a gate mark so RRS 18.4 does not apply.*



At this point, it is apparent, that the outside boat has been given room. The inside boat (FS 4450) can sneak between the outside boat and the mark while allowing the outside boat to sail her proper course. The outside boat cannot sail above her proper course to try to shut FS 4450. *Note: ISAF Case 63.*

ISAF CASE 63

At a mark, when space is made available to a boat that is not entitled to it, she may, at her own risk, take advantage of the space.

Rule 18.2 Continued

- (d) Rules 18.2(b) and (c) cease to apply when the boat entitled to *mark-room* has been given that *mark-room*, or if she passes head to wind or leaves the *zone*
- (e) If there is reasonable doubt that a boat obtained or broke an overlap in time, it shall be presumed that she did not.
- (f) If a boat obtained an inside overlap from clear astern or by tacking to windward of the other boat and, from the time the overlap began, the outside boat has been unable to give mark - room, she is not required to give it.

Part 2 WHEN BOATS MEET



- **Mark-Room** Room for a boat to leave a mark on the required side. Also,
 - (a) room to sail to the mark when her proper course is to sail close to it, and
 - (b) room to round the mark as necessary to sail the course. However, mark-room for a boat does not include room to tack unless she is overlapped inside and to windward of the boat required to give mark-room and she would be fetching the mark after her tack.
- **Room** The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way.

ISAF CASE 103

The phrase ‘seamanlike way’ in the definition Room refers to boat-handling that can reasonably be expected from a competent, but not expert, crew of the appropriate number for the boat.

ISAF CASE 21

When a right-of-way boat is obligated to give mark-room to a boat overlapped inside her, there is no maximum or minimum amount of space that she must give. The amount of space that she must give depends significantly on the existing conditions including wind and sea conditions, the speed of the inside boat, the sails she has set and her design characteristics.

ISAF CASE 25

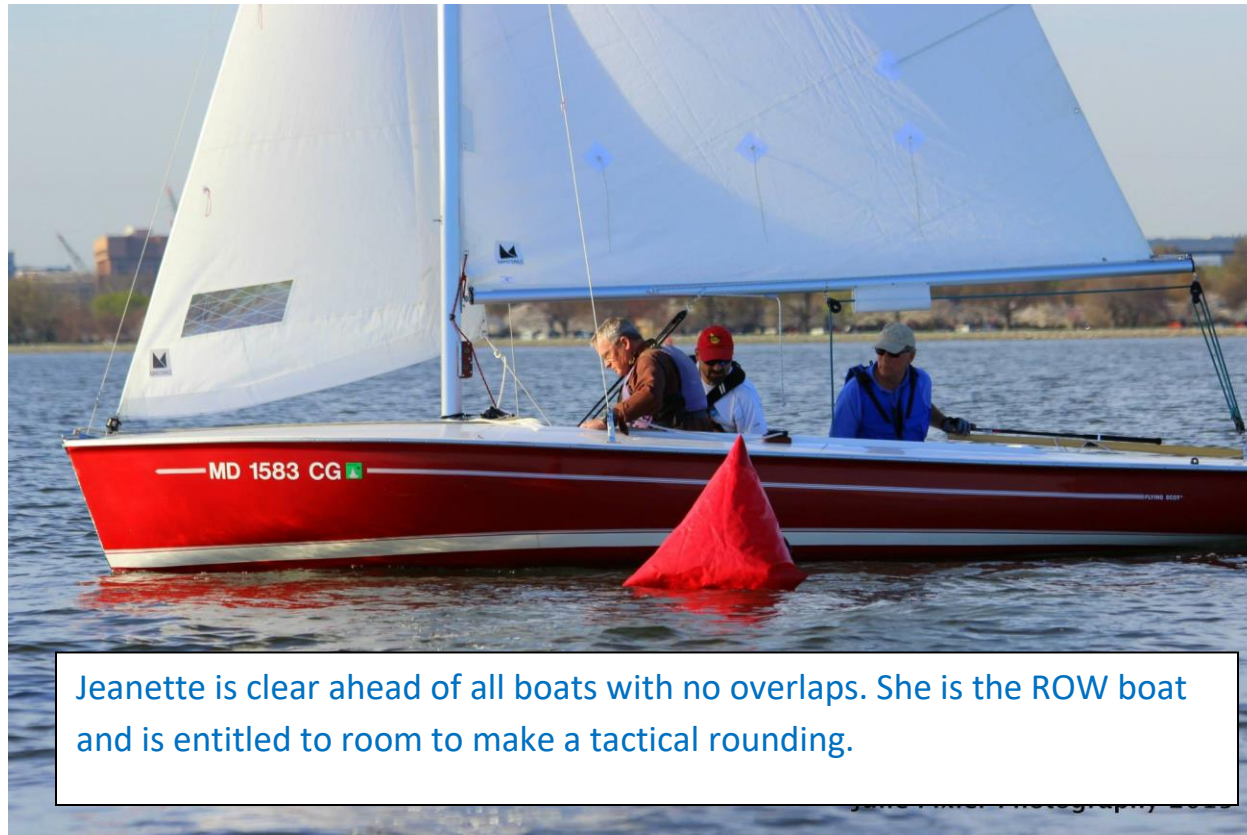
When an inside overlapped windward boat that is entitled to mark-room takes more space than she is entitled to, she must keep clear of the outside leeward boat, and the outside boat may luff provided that she gives the inside boat room to keep clear.

ISAF CASE 70

An inside overlapped windward boat that is entitled to mark-room from the outside boat must keep clear of the outside boat and, if she is sailing outside of the mark-room to which she is entitled, she is not exonerated if she fails to keep clear.

Room vs room for tactical mark rounding. Inside overlapped windward boat is not the ROW boat. She is entitled to space to comply with her obligation under rule 31 but is **not** entitled to space to make a tactical mark rounding. (Cases 25, 70, 114)

OK



OK



FS 4450 is inside overlapped windward boat. Entitled only to room to sail to the mark. No tactical rounding.

Not OK



Gate mark – boats leave yellow buoy to starboard. Inside boat (FS 5341) is entitled to mark room, but is on port tack. Outside boat is on starboard tack and is the ROW boat. Inside boat, as keep clear boat, is not entitled to room to make a tactical rounding and is, by definition, taking more room than entitled in this case.

ISAF CASE 103

The phrase ‘seamanlike way’ in the definition Room refers to boat-handling that can reasonably be expected from a competent, but not expert, crew of the appropriate number for the boat.

ISAF CASE 114

When a boat is entitled to room, the space she is entitled to includes **space for her to comply** with her obligations under the rules of Part 2 and rule 31. *Rule 31 states: While racing, a boat shall not touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing.*

18.3 Tacking in the Zone

If a boat in the zone of a mark to be left to port passes head to wind from port to starboard tack and is then fetching the mark, she shall not cause a boat that has been on starboard tack since entering the zone to sail above close-hauled to avoid contact and she shall give mark-room if that boat becomes overlapped inside her. When this rule applies between boats, rule 18.2 does not apply between them.



Ms. (Ellie FS 2619) approaches the windward mark on port tack and tacks inside the three boat length zone. She is subject to RRS 18.3

Part 2 WHEN BOATS MEET



Ms Ellie must give mark room as Triple B becomes overlapped between Ms. Ellie and the mark.

Video clip

RRS 18.3 & 43.2 Tacking in the zone and Taking a Penalty

https://www.youtube.com/watch?v=4Dw0srHU9_A

RRS 18.3 Tacking in the zone

<https://www.youtube.com/watch?v=huQfAO2jBgc>

Video: Bully at the windward mark

<https://www.youtube.com/watch?v=7lI2fyPLleA>



Note: When you tack in the zone when there are boats on starboard tack fetching the mark, you are vulnerable. If you cause the starboard boat to steer above its close hauled course to avoid you, you have fouled him. There is a significant difference between **Tacking in the Zone** (RRS 18.3) and **While Tacking** (RRS 13) in open water in the absence of a mark. When RRS 18.3 applies, if the starboard tack boat is on his close hauled course and he has to head up at all to avoid you, by definition and logic, you have caused him to steer above close hauled.

18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.4 does not apply at a gate *mark*.



Inside ROW goes wide and then jibes. This is a gate mark. What if it was a simple leeward mark to be rounded to port or a jibe or wing mark on a triangle course?

Video: Collision at leeward mark rounding

<https://www.youtube.com/watch?v=LVLMidwPUW8>

Video: Easy leeward mark rounding

<https://www.youtube.com/watch?v=TqNHJLWKUPE>

ROOM TO PASS AN OBSTRUCTION

19 When Rule 19 Applies

19.1 Rule 19 applies between two boats at an obstruction except

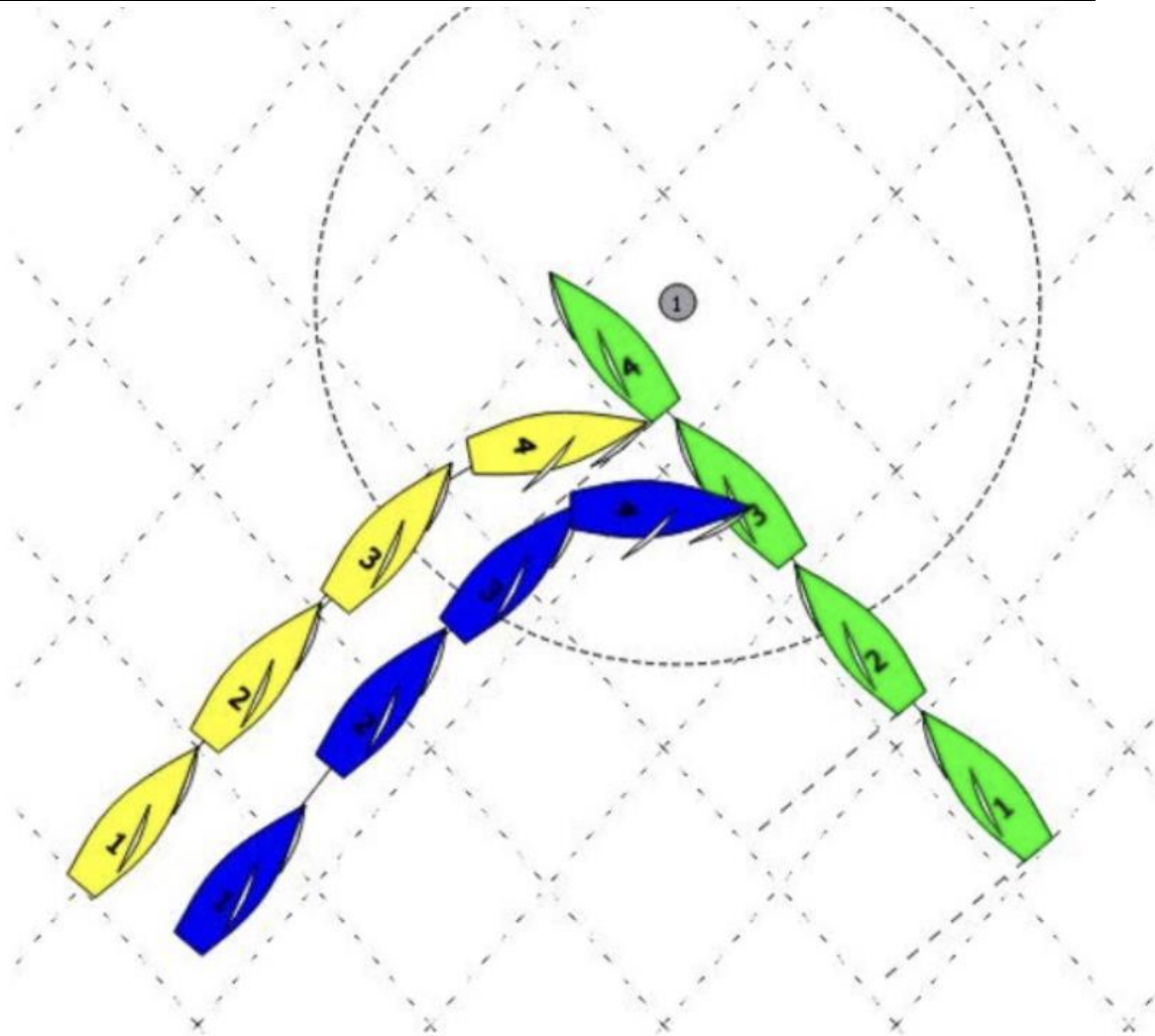
- (a) when the obstruction is a mark the boats are required to leave on the same side, or
- (b) when rule 18 applies between the boats and the obstruction is another boat overlapped with each of them.

However, at a continuing *obstruction*, rule 19 always applies and rule 18 does not.

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 23 applies, avoid her. A vessel under way, including a boat *racing*, is never a continuing *obstruction*.

19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on either side.
- (b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.
- (c) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them, she is not entitled to *room* under rule 19.2(b). While the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

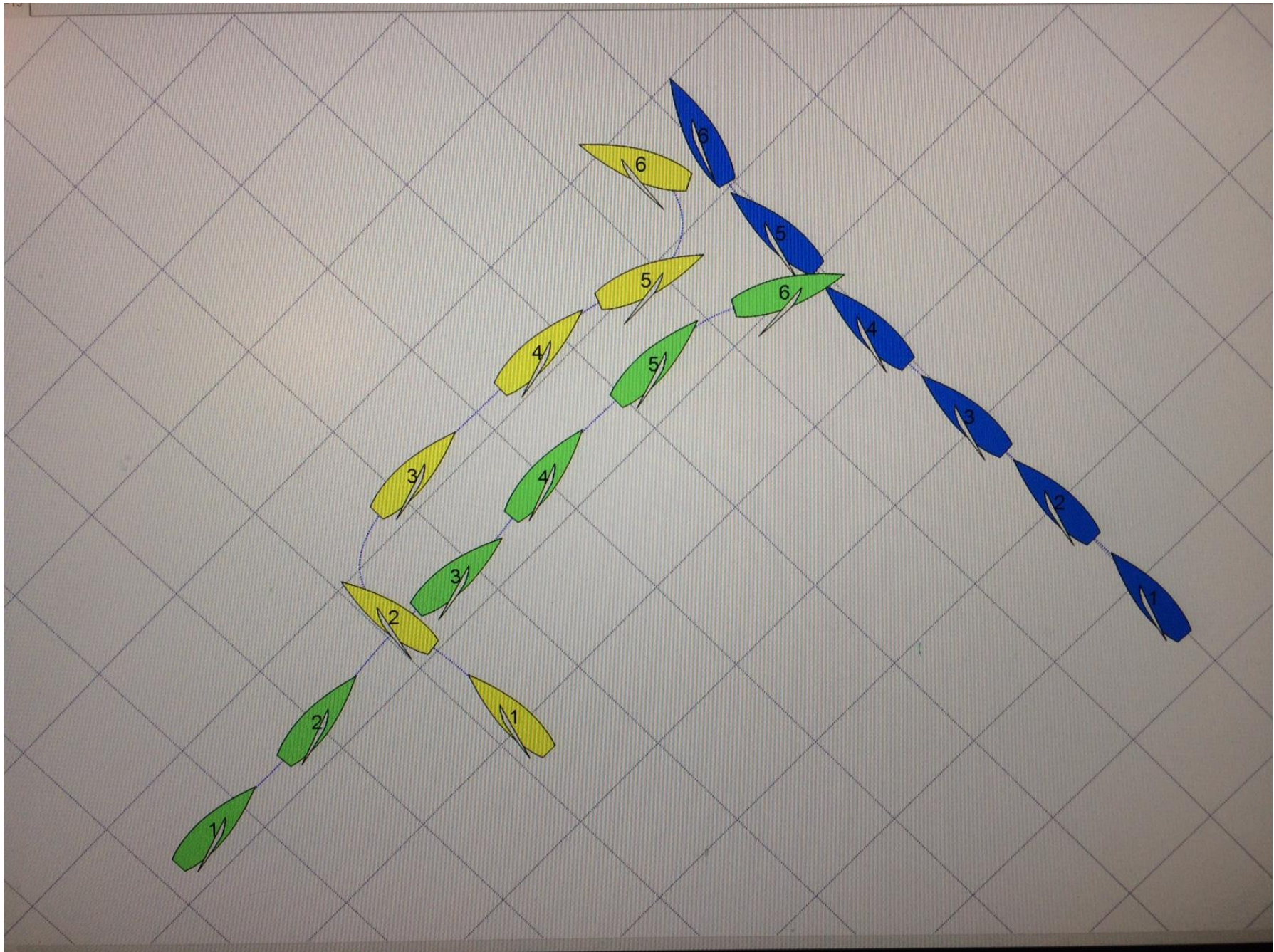


Part 2 WHEN BOATS MEET



FS 4450 and FS 6001 (red hull) on port tack approaching starboard tack ROW boat (STBD). FS 6001 ducks STBD and must also allow room for FS 4450 to pass astern of STBD.

Part 2 WHEN BOATS MEET





20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing

A boat may hail for *room* to tack and avoid a boat on the same *tack*. However, she shall not hail unless

- (a) she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and
- (b) she is sailing close-hauled or above. In addition, she shall not hail if the *obstruction* is a *mark* and a boat that is *fetching* it would be required to change course as a result of the hail.



6001 is sailing close hauled approaching. Starboard tack boat (STBD) is an obstruction. If 6001 would have to make a substantial course change to avoid STBD, she is allowed to hail for room to tack.

Part 2 WHEN BOATS MEET



AL 8200 can hail for room to tack to avoid at obstruction, boats at moorings.

20. 2 Responding

- (a) After a boat hails, she shall give **a** hailed boat time to respond.
- (b) **A** hailed boat shall respond even if the hail breaks rule 20.1.
- (c) **A** hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat *room* to tack and avoid her.
- (d) When **a** hailed boat responds, the hailing boat shall tack as soon as possible.
- (e) From the time a boat hails until she has tacked and avoided **a** hailed boat, rule 18.2 does not apply between them.

20.3 Passing On a Hail to an Additional Boat

When a boat has been hailed for *room* to tack and she intends to respond by tacking, she may hail another boat on the same *tack* for *room* to tack and avoid her. She may hail even if her hail does not meet the conditions of rule 20.1. Rule 20.2 applies between her and the boat she hails.

Part 2 WHEN BOATS MEET



FS 4450 is starboard tack ROW boat and poses an obstruction to FS 5296, who is close hauled on port tack and will have to make a substantial course change to avoid. FS 5296 is entitled to call for room to tack. FS 3723 must respond by tacking immediately or replying “you tack” and then staying clear.

SECTION D

OTHER RULES

When rule 22 or 23 applies between two boats, Section A rules do not.

21 EXONERATION

When a boat is sailing within the *room* or *mark-room* to which she is entitled, she shall be exonerated if, in an incident with a boat required to give her that *room* or *mark-room*,

- (a) she breaks a rule of Section A, rule 15 or rule 16, or
- (b) she is compelled to break rule 31.

Note: Rule 21 was moved out from Section C and into Section D to provide exoneration under a broader range of situations rather than only those governed by Section C

22 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL

22.1 A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to *start* or to comply with rule

30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side.

22.2 A boat taking a penalty shall *keep clear* of one that is not.

22.3 A boat moving astern, **or sideways to windward** through the water by backing a sail shall *keep clear* of one that is not.

Part 2 WHEN BOATS MEET



FS 4450, sailing toward the prestart side of the line after being over the line early, must keep clear of all boats not doing so.

23 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

24 INTERFERING WITH ANOTHER BOAT

24.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

24.2 If reasonably possible, a boat shall not interfere with a boat that is taking a penalty, sailing on another leg or subject to rule 22.1. However, after the starting signal this rule does not apply when the boat is sailing her *proper course*.

PART 3

CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

- 25.1** The notice of race and sailing instructions shall be made available to each boat before a race begins.
- 25.2** The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the **notice of race or** sailing instructions.
- 25.3** **When the race committee is required to display a flag as a visual signal, it may use** a flag or other object of a similar appearance.

26 STARTING RACES





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

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

***or as stated in the sailing instructions**

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

SCOW Wed Night Start Sequence

Start procedures	
Time	
3 Minutes	 Three Short Blasts
2 Minutes	 Two Short Blasts
1 Minute	 One Prolonged Blast
Start	 One Short Blast

27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

- 27.1** No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another and signal that wearing personal flotation devices is required (display flag Y with one sound).
- 27.2** No later than the preparatory signal, the race committee may move a starting mark.
- 27.3** Before the starting signal, the race committee may for any reason *postpone* (display flag AP, AP over H, or AP over A, with two sounds) or *abandon* the race (display flag N over H, or N over A, with three sounds).

28 SAILING THE COURSE

- 28.1 A boat shall *start*, sail the course described in the sailing instructions and *finish*. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. **After *finishing* she need not cross the finishing line completely.**
- 28.2 A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut,
- (a) pass each *mark* on the required side and in the correct order,
 - (b) touch each rounding *mark*, and
 - (c) pass between the *marks* of a gate from the direction of the previous *mark*.

She may correct any errors to comply with this rule, provided she has not *finished*.

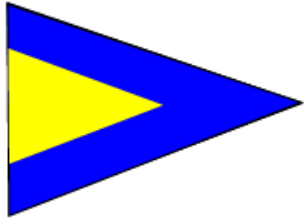
29 RECALLS

29.1 Individual Recall



When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line or one of its extensions and have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 30.3 applies this rule does not.

29.2 General Recall



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

30 STARTING PENALTIES

30.1 I Flag Rule

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

30.2 Z Flag Rule

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

30.3 Black Flag Rule

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

31 TOUCHING A MARK

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

Mark An object the sailing instructions require a boat to leave on a specified side, and a race committee boat surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a *mark* is not part of it.

Part 4 OTHER REQUIREMENTS WHEN RACING



PART 4

OTHER REQUIREMENTS WHEN RACING

*Part 4 rules apply only to boats **racing**. However, rule 55 applies at all times when boats are on the water.*

42 PROPULSION

42.1 Basic Rule

Except when permitted in rule 42.3 or 45, a boat shall compete by **using only the wind and water** to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

- (a) **pumping**: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartship body movement;
- (b) **rocking**: repeated rolling of the boat, induced by
 - (1) body movement,
 - (2) repeated adjustment of the sails or centreboard, or
 - (3) steering;
- (c) **ooching**: sudden forward body movement, stopped abruptly;
- (d) **sculling**: repeated movement of the helm that is either forceful or that propels the boat forward or prevents her from moving astern;
- (e) **repeated tacks or gybes** unrelated to changes in the wind or to tactical considerations.

42.3 Exceptions

- (a) A boat may be rolled to facilitate steering.
- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (c) Except on a beat to windward, **when surfing** (rapidly accelerating down the front of a wave) **or planing** is possible, the boat's crew **may pull in any sail** in order to initiate surfing or planing, but each sail may be pulled in **only once for each wave** or gust of wind.

- (d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close-hauled course.
- (e) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat.
- (f) A boat may reduce speed by repeatedly moving her helm.

- (g) Any means of propulsion may be used to help a person or another vessel in danger.
- (h) To get clear after grounding or colliding with a vessel or object, a boat may use force applied by her crew or the crew of the other vessel and any equipment other than a propulsion engine. However, the use of an engine may be permitted by rule 42.3(i).
- (i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.

Note: Interpretations of rule 42 are available at the ISAF website or by mail upon request.

44 PENALTIES AT THE TIME OF AN INCIDENT

44.1 Taking a Penalty

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. She may take a One-Turn Penalty when she may have broken rule 31. Alternatively, sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty.

However,

- (a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;
- (b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

44.2 One-Turn and Two-Turns Penalties

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

44.3 Scoring Penalty

- (a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident.
- (b) When a boat has taken a Scoring Penalty, she shall keep the yellow flag displayed until *finishing* and call the race committee's attention to it at the finishing line. At that time she shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, she shall do so at the first reasonable opportunity and within the protest time limit.
- (c) The race score for a boat that takes a Scoring Penalty shall be the score she would have received without that penalty, made worse by the number of places stated in the sailing instructions. When the sailing instructions do not state the number of places, the penalty shall be 20% of the score for Did Not *Finish*, rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for Did Not *Finish*.

45 HAULING OUT; MAKING FAST; ANCHORING

A boat shall be afloat and off moorings at her preparatory signal. Thereafter, she shall not be hauled out or made fast except to bail out, reef sails or make repairs. She may anchor or the crew may stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

46 PERSON IN CHARGE

A boat shall have on board a person in charge designated by the member or organization that entered the boat. See rule 75.

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION

60.1 A boat may

- (a) protest another boat, but not for an alleged breach of a rule of Part 2 or rule 31 unless she was involved in or saw the incident; or
- (b) request redress.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

- (a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her *protest* will concern an incident in the racing area that she was involved in or saw, she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each.

APPENDIX T – ALTERNATIVE PROCEDURES FOR DISPUTE RESOLUTION

This appendix is a US Sailing prescription. One or more sections of this appendix apply only if the sailing instructions so state.

The rules in this appendix are intended to improve compliance with the Basic Principle, Sportsmanship and the Rules, and may be used for fleets of boats in major or minor events.

Sections A and B provide alternative penalties that encourage competitors to take a penalty when they may have broken a rule of Part 2 or rule 31. They can be used together or individually.

Sections C and D each provide a modified hearing procedure that is less formal and less time-consuming than the usual hearing procedure. They are designed to encourage boats to enforce the rules by protesting. Sections C and D are not designed to be used at the same event, but either Section C or Section D may be used with Section A or B, or with both. Note however that, if Section D is used, Section B automatically applies.

Please report your experiences with and evaluations of these rules to US Sailing by sending an e-mail to rules@ussailing.org.

SECTION A

PENALTIES WHILE RACING

If Section A applies, rule T1 shall be included in the sailing instructions.

T1 PENALTIES AT THE TIME OF THE INCIDENT

The first two sentences of rule 44.1 are changed to: ‘A boat may take a **One-Turn Penalty** when she may have broken a rule of Part 2 or rule 31 while *racing*.

However, when she may have **broken a rule of Part 2 while in the zone around a mark other than a starting mark**, her penalty shall be a **Two-Turns Penalty**.’

SECTION B

POST-RACE PENALTIES

T2 PENALTIES TAKEN AFTER A RACE

T2.1 After a race, a boat that may have broken a rule of Part 2 or rule 31 while *racing* may take a Post-Race Penalty for that incident. The penalty shall be a Scoring Penalty, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply. A boat takes a Post-Race Penalty by informing the race committee in writing and identifying the race number and when and where the incident occurred.

T2.2 The Post-Race Penalty shall be

- (a) 20%, if taken before the protest time limit, or
- (b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.

SECTION C

EXPEDITED HEARINGS

T3 INFORMING THE RACE COMMITTEE

A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she *finishes*, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the protestee.

T4 CHANGES IN HEARING PROCEDURES

This rule applies to all hearings except hearings under rule 69.

T4.1 If the protest committee is able to assemble the *parties* to a hearing before the protest or redress time limit, it may begin the hearing and may waive the requirements of rule 61.2 or 62.2.

T4.2 Rule 63.5 is changed to: ‘At the beginning of the hearing, if there is no objection, the *protest* or request is valid and the hearing shall be continued. If an objection is made, the protest committee shall take any evidence . . . [*no further change*].’

T4.3 Insert a new sentence after the third sentence of rule 63.6: ‘However, the committee may limit the number of witnesses and the time during which *parties* may present evidence and ask questions.’

T4.4 The first sentence of rule 65.2 is changed to: ‘A *party* to the hearing is entitled to receive the above information in writing, provided she asks the protest committee for it no later than thirty minutes after being informed of the decision or coming ashore following the last race of the day, whichever is later.’

T4.5 The US Sailing prescriptions to rules 60, 63.2 and 63.4 are deleted.

T4.6 The third sentence of rule 66 is changed to: ‘A *party* to the hearing may not ask for a reopening.’

SECTION D

ARBITRATION

When Section D applies, a boat may take the applicable Post-Race Penalty in Section B without participating in an arbitration meeting.

T5 PROTEST ARBITRATION

T5.1 An arbitration meeting will be held prior to a protest hearing for each incident resulting in a *protest* by a boat involving a rule of Part 2 or rule 31, but only if each *party* is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T5.2 Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) the *protest* is invalid,
- (b) no boat will be penalized for breaking a rule, or
- (c) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

T5.3 A boat that may have broken a rule may take a Post-Race Penalty as provided in Section B. However, the penalty in rule T2.2(a) is available only until the protest time limit or until the beginning of the arbitration meeting, whichever is earlier. During a meeting, a boat may take a penalty by acknowledging her acceptance of the penalty in writing.

T5.4 If a boat asks to withdraw her *protest*, the arbitrator may act on behalf of the protest committee in accordance with rule 63.1 to accept the withdrawal.

Rules Books Recommendations

