

## Racing Rules of Sailing

### Rule D

A submission from the Chairman of the Racing Rules Committee

#### Purpose or Objective

To clarify the rules for team racing.

#### Proposal

Delete existing Appendix D and replace with

## **APPENDIX D**

### **TEAM RACING RULES**

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*Team races shall be sailed under The Racing Rules of Sailing as changed by this appendix.*

#### **D1 CHANGES TO THE RACING RULES**

##### **D1.1 Changes to the Definitions and the Rules of Part 2 and Part 4**

- (a) In the definition *Zone* the distance is changed to two hull lengths.
  - (b) Rule 18.2(b) is changed to:
    - 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*, or she later becomes *clear ahead* when another boat passes head to wind, the boat *clear astern* at that moment shall thereafter give her *mark-room*.
  - (c) Rule 18.4 is deleted.
  - (d) Unless deleted by the sailing instructions, when rule 20 applies the following arm signals by the helmsman are required in addition to the hails:
    - (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
    - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.
  - (e) Add new rule 23.3: 'A boat that has *finished* shall not act to interfere with a boat that has not *finished*.'
  - (f) Add new rule 23.4: 'When boats in different races meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own race.'
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- (g) Add to rule 41: 'However, a boat may receive help from another boat on her team provided electronic communication is not used.'
- (h) Rule 45 is deleted.

## **D1.2 Protests and Requests for Redress**

- (a) Rule 60.1 is changed to:
  - A boat may
  - (1) protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in the incident or the incident involved contact between members of the other team; or
  - (2) request redress.
- (b) Rule 61.1(a) is changed so that a boat may remove her red flag after it has been conspicuously displayed.
- (c) A boat intending to request redress for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire.
- (d) The race committee or protest committee shall not protest a boat for breaking a rule of Part 2 or rule 31 or 42 except
  - (1) based on evidence in a report from an umpire after a white flag has been displayed; or
  - (2) under rule 14 upon receipt of a report from any source alleging damage or injury.
- (e) *Protests* and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (f) A boat is not eligible for redress based on damage or injury caused by another boat on her team.

## **D1.3 Penalties**

- (a) Rule 44.1 is changed to
  - A boat may take a One-Turn Penalty when, while *racing*, she may have broken a rule of Part 2 or rule 31 or 42. However, when she 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) When a boat takes a penalty by retiring, she shall notify the race committee as soon as possible and shall have 6 points added to her score.
- (c) There shall be no penalty for breaking a rule of Part 2 when the incident is between boats on the same team and there is no contact.

## **D2 UMPIRED RACES**

### **D2.1 When Rule D2 Applies**

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

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**D2.2 Protests by Boats**

When a boat protests under a rule of Part 2 or under rule 31 or 42 for an incident in the racing area

- (a) She shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each.
- (b) She is not entitled to a hearing.
- (c) The protested boat shall be allowed time to respond.
- (d) A boat involved in the incident may promptly take the appropriate penalty or clearly indicate that she will do so as soon as possible.
- (e) If a protested boat fails to take a penalty, an umpire shall decide whether to penalize any boat.
- (f) An umpire shall signal a decision in compliance with rule D2.4.
- (g) A boat penalized by an umpire shall take a Two-Turns Penalty.

**D2.3 Penalties Initiated by an Umpire**

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

- (a) the boat breaks rule 31 or 42, and does not take a penalty;
- (b) the boat clearly indicates that she will take a One-Turn Penalty and then fails to complete the penalty;
- (c) the boat fails to complete a penalty signalled by an umpire;
- (d) the boat commits a breach of sportsmanship;
- (e) the boat breaks rule 14 when damage or injury has been caused;
- (f) the boat breaks a rule and as a result her team gains an advantage despite taking a penalty;
- (g) the boat breaks a rule of Part 2 through contact with another boat on her team or a boat in another race, and does not take a penalty.

The umpire shall signal a decision in compliance with rule D2.4. A boat penalized by an umpire shall take a Two-Turns Penalty or, when so hailed by an umpire, one or more One-Turn Penalties.

**D2.4 Signals by an Umpire**

An umpire shall signal a decision as follows:

- (a) For no penalty, display a green and white flag.
- (b) To penalize one or more boats, display a red flag. The umpire shall hail or signal to identify each boat penalized.
- (c) To report the incident to the protest committee, display a white flag.

A signal shall be made with one long sound.

**D2.5 Limited Umpiring**

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This rule changes rule D2.2(b) and applies only if the sailing instructions so state.

When a boat protests and either there is no decision signalled, or an umpire displays a yellow flag with one long sound signalling he has insufficient facts to make a decision, the protesting boat is entitled to a hearing.

## **D2.6 Alternative Protest Procedure**

This rule replaces rule D2.2(e) only if the sailing instructions so state.

- (1) After allowing the protested boat time to take a penalty, the protesting boat may request a decision by conspicuously displaying a yellow flag and hailing 'Umpire'.
- (2) An umpire shall then decide whether to penalize any boat and shall signal a decision in compliance with rule D2.4.
- (3) If a boat hails for an umpire decision without complying with the protest procedure, the umpire shall disregard her hail.

## **D2.7 Limitations**

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

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

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

## **D3 SCORING A RACE**

- D3.1**
- (a) Each boat *finishing* a race shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to *race*.
  - (b) A boat that is scored OCS shall be presumed to have gained an advantage and shall have 10 points added to her score.
  - (c) When a protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, the following applies:
    - (1) if the boat has not taken a penalty, it shall add 6 points to her score;
    - (2) if the boat or her team has gained an advantage despite any penalty taken or imposed, it shall increase that boat's score;
    - (3) when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a *rule* when not *racing*, it may penalize the boat's team by half or more race wins, but the opposing team shall not be awarded those race wins, or it may impose no penalty.
  - (d) The team with the lower total points wins the race. If the totals are equal, the team that does not have first place wins.

- D3.2** When all boats on one team have *finished*, retired or failed to *start*, the race committee may stop the race. The other team's boats *racing* at that time shall be scored the points they would have received had they *finished*.
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**D4 SCORING A SERIES****D4.1 Terminology**

In a round-robin series teams are assigned to one or more groups and scheduled to sail against all other teams in their group one or more times. In a knock-out series one or more pairs of teams are scheduled to sail against each other until one team has scored the number of race wins stated in the sailing instructions.

**D4.2 Scoring a Series**

When two or more teams are competing in a series, the teams shall be ranked in order of number of race wins, highest number first. If the teams in a round-robin group have not completed an equal number of races, they shall be ranked in order of the percentage of races won, highest number first.

**D4.3 Terminating a Series**

The race committee may terminate a series at any reasonable time taking into account the entries, weather, time constraints and other relevant factors. When a round-robin series is terminated, any round-robin in the series in which

- (a) 80% or more of the full schedule of races has been completed shall be scored as complete;
- (b) less than 80% of the full schedule of races has been completed shall be excluded from the results, but may be used to break ties.

**D4.4 Ties in a Completed Round-Robin Series**

Ties in a completed series shall be broken using only the results in the series, in order,

- (a) the highest number of race wins in all races between the tied teams;
- (b) the lowest total points scored in all races between the tied teams;
- (c) if two teams remain tied, the winner of the last race between them;
- (d) the lowest average points scored in all races against common opponents;
- (e) a sail-off if possible, otherwise a game of chance.

If a tie is partially broken by one of these, the remaining tie shall be broken by starting again at rule D4.4(a).

**D4.5 Ties in an Incomplete Round-Robin Series**

If a round-robin series is not completed, teams shall be ranked according to the results from all completed round-robins in the series. Ties shall be broken whenever possible using the results from races between the tied teams in the incomplete round-robin. Other ties shall be broken in accordance with rule D4.4.

**D4.6 Incomplete Knock-Out Series**

If a knock-out series is not completed (including 0-0), the result shall be determined using, in order,

- (a) the highest number of race wins in the incomplete series;
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- (b) the highest number of race wins in all races between the teams in the event;
- (c) the highest place in the most recent round-robin series, applying D4.4(a) if necessary;
- (d) the winner of the most recent race between the teams.

If this rule fails to determine a result, the series shall be tied unless the sailing instructions provide for some other result.

## **D5 BREAKDOWNS WHEN BOATS ARE SUPPLIED BY THE ORGANIZING AUTHORITY**

- D5.1** A supplied boat suffering a breakdown, and seeking redress as a result, shall display a red flag at the first reasonable opportunity and, if possible, continue *racing*. The race committee shall decide redress as provided in rules D5.2 and D5.3.
- D5.2** When the race committee decides that the team's finishing position was made significantly worse, that the breakdown was through no fault of the crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, it shall make as equitable a decision as possible. This may be to order the race to be resailed or, when the boat's finishing position was predictable, award her points for that position. Any doubt about a boat's position when she broke down shall be resolved against her.
- D5.3** A breakdown caused by defective supplied equipment or a breach of a *rule* by an opponent shall not normally be determined to be the fault of the crew, but one caused by careless handling, capsizing or a breach by a boat on the same team shall be. If there is doubt, it shall be presumed that the crew are not at fault.

### Current Position

See RRS 2009-2012 Appendix D.

### Reasons

This rewrite of Appendix D seeks to improve the rules for team racing, including:

1. When a rule is changed, where possible the whole of the revised rule is stated to make the rule easier for the competitor to read.
  2. Some rules that previously applied only in umpired races now always apply. This provides greater consistency to competitors and easier event management.
  3. In non-umpired races, boats under 6 metres long are no longer required to display a red flag to protest.
  4. In umpired races, the default protest system has changed to the single flag (red only) system. The two flag (red and yellow) is retained as an option in rule D2.6.
  5. The protest procedure is spelled out in detail in chronological order to help competitors to better understand the requirements.
  6. The rules governing signals by umpires have been consolidated into one rule.
  7. The rules on penalties have been made consistent and all now relate to rule 44.
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8. The rule on umpire initiated penalties has been sub-divided to clarify when such penalties may be imposed.
9. The scoring rules have been substantially rewritten because several are misunderstood by both competitors and officials and some have significant omissions.

This proposal also includes all changes to Appendix D previously agreed by ISAF in November 2009 and November 2010.

A supporting paper with details of the changes in this submission is available under item 7 of the Racing Rules agenda on the 2011 Annual conference pages of the ISAF web site at <http://www.sailing.org/2011-conference.php#confpapers>

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