



International Sailing Federation

The Racing Rules of Sailing Q & A's Booklet

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Introduction

The ISAF Racing Rules Questions and Answers are published on the ISAF 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 ISAF Class Associations whereby they may submit questions through ISAF 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 that represent an important service by providing carefully considered opinions of experienced Race Officials.

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 ISAF Case Book/Call Books, or for educational material in Race Officials Manuals.

This service is not to be used as a 'substitute' appeal process, but is simply to provide considered opinions on questions on the RRS.

Our thanks to Ana Sanchez del Campo (ESP) for being as Chairman of the Panel, to the Race Officials who participate in the Panel's work, and to Marianne Middelthon (NOR) for preparing this booklet of Questions and Answers.

February 2013

Jan Stage
Chairman
ISAF Race Officials Committee

Bernard Bonneau
Chairman
ISAF Racing Rules Committee



ISAF Racing Rules Question and Answer Service

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Section A

Fair Sailing

There is currently no Q&A in this section.

A1

Other Questions that may be relevant: J9, L2, 5



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Section B Boat vs Boat

- B1** Two boats fetching the mark after passing head to wind in the zone when another is already fetching
- B2** Deleted - now covered in ISAF Case 123. (Port tries to cross in front of starboard)
- B3** Deleted - now covered in ISAF Case 124. (Rights and obligations at obstructions)
- B4** Deleted - now covered in ISAF Case 125. (3 boats overlapped on port tack approaching an obstruction; a racing boat on starboard tack)
- B5** No longer right to mark-room.
- B6** Giving room and keeping clear.
- B7** About mark-room and exoneration.
- B8** When does mark-room include room to gybe?
- B9** Not getting room at the finishing mark.
- B10** Radio-controlled boats on different legs.

Other Questions that may be relevant: C1, J4, 8, 11, L2, M1, M2, M3, N6

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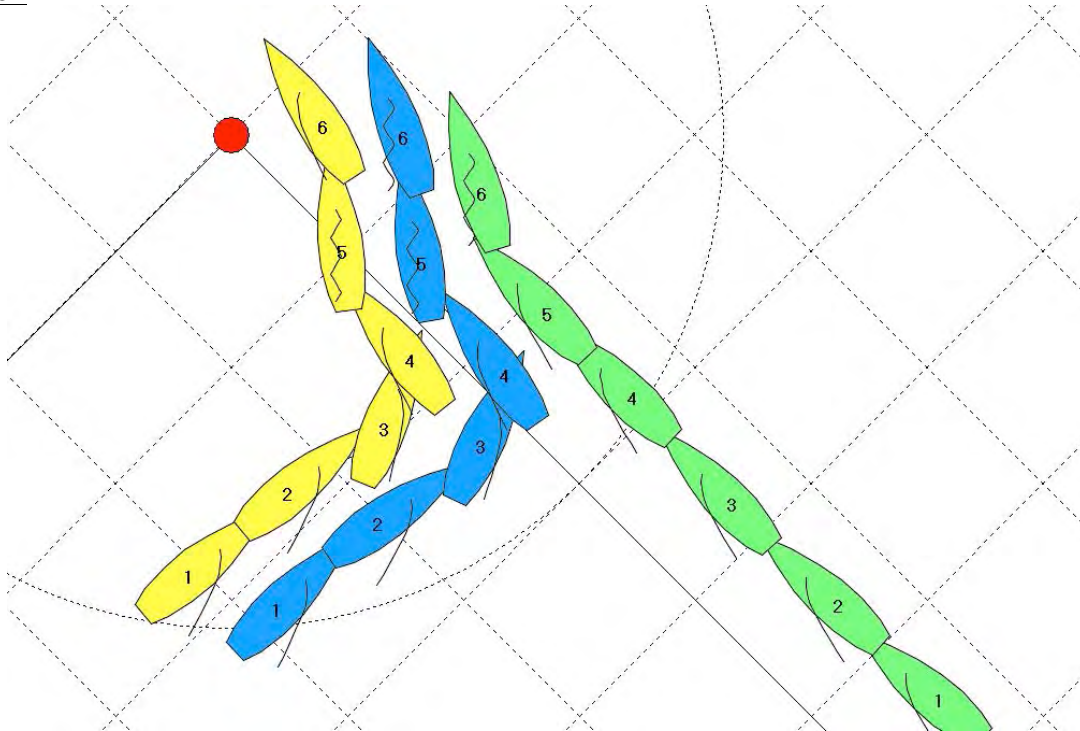


B 001

Q&A 2013-001

Published: 18 February 2013 (Revision of Q&A B17 2010-020)

Situation



Shortly after position 2, Yellow decides she can tack and fetch the mark. Blue initially believes she can cross in front of Green so she does not hail for room to tack. However, as soon as Yellow luffs to tack, Blue immediately luffs and tacks so that the two boats pass head to wind simultaneously. Upon completion of their tacks, there is room for one boat (not both) to pass between Green and the mark.

After the tack is completed Yellow luffs to round the mark and Blue luffs to give Yellow mark-room. Green has to luff above close-hauled to avoid Blue. Green protests Blue and Blue protests Yellow.

Question 1

What should the decision be?

Answer 1

Penalize Yellow for breaking rule 18.3(a).

Green was required to keep clear of Blue from the moment Blue completed her tack. Green kept clear, and broke no rule.

Yellow and Blue were both required by rule 18.3(a) not to cause 'the other boat' to sail above close-hauled to avoid contact. When Green sailed above close-hauled, it was to avoid contact. Yellow and Blue both broke rule 18.3(a). However, Blue is exonerated under rule 64.1(a) because she was compelled by Yellow to break rule 18.3.

Blue was required to keep clear of Yellow once Yellow completed her tack. Blue kept clear and did not break rule 11.

Question 2

Would the answer to Question 1 be different if there is not even room for one boat to pass between Green and the mark when the two boats complete their tacks?

Answer 2

No.

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B 002

Q&A 2013-005

Published: 18 February 2013 (Re-issuing of Q&A2011.028 B24)

This Q&A has been deleted. New ISAF Case 123 covers the matter of the Q&A

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B 003

Q&A 2013-013

Published: 18 February 2013 (Re-issuing of Q&A2009.021 B004)

This Q&A has been deleted. New ISAF Case 124 covers the matter of the Q&A

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B 004

Q&A 2013-15

Published: 18 February 2013 (Revision of Q&A 2010-01 B011)

This Q&A has been deleted. New ISAF Case 125 covers the matter of the Q&A

ISAF Racing Rules Question and Answer Service

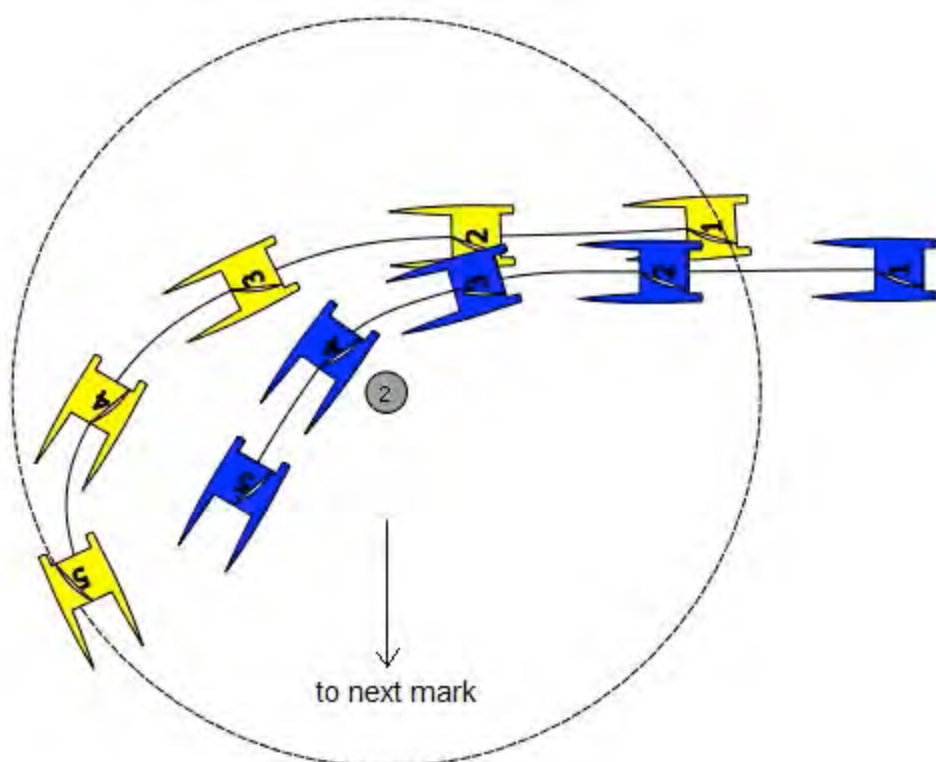
B 005

Q&A 2013-017

Published: 25 February 2013

Question

The wind strength is 10-12 knots and there is no current. Yellow (Y) enters the zone of an offset windward mark to be left to port clear ahead of Blue (B). The next leg is a run. Y makes a wide turn onto a starboard-tack downwind course. B bears away to sail close to the mark and then holds her course. Y bears away further and B becomes overlapped inside her. While still in the zone Y gybes onto her port-tack downwind course directly in front of B. B protests. What rules apply?



Answer

Because B is clear astern when Y enters the zone, rule 18.2(b) applies and B must give Y mark-room. The definition mark-room requires B to give Y the space she needs to manoeuvre promptly and in a seamanlike manner to

- (i) leave the mark to port,
- (ii) sail to the mark when her proper course is close to the mark, and
- (iii) round the mark as necessary to sail the course.

From position 3, Y's proper course is no longer to sail close to the mark so (ii) above no longer applies. At position 4, Y has left the mark on its required side and is on her downwind starboard-tack course, so she has rounded the mark as necessary to sail the course. At that point B has therefore fulfilled her obligation to give Y mark-room as required by rule 18.2(b). Because Y in positions 1 through 3 has been given the mark-room to which she was entitled, B is not required

to continue to give mark-room, so rule 18.2(c) no longer applies. Even though Y's course from position 4 to 5 is her proper course, no rule requires B to give her room to sail that course.

After Y gybes to port she breaks rule 10. Rule 15 does not apply because it was Y's change of course that caused B to become right-of-way boat. Rule 16 does not apply because B did not change course after she gained right of way. Rule 21 does not apply because when Y breaks rule 10, she is not sailing within any room or mark-room to which she is entitled.

B 006

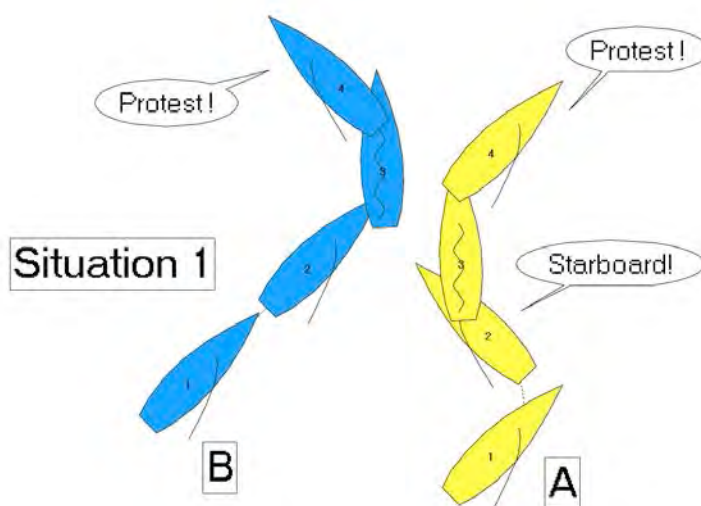
Q&A 2013-034

Published: 1 October 2013

The definition Keep Clear states that a boat keeps clear if the right-of-way boat can sail 'her course' with no need to take avoiding action. In the four situations below, B does not maneuver in an unseamanlike way and there is no contact.

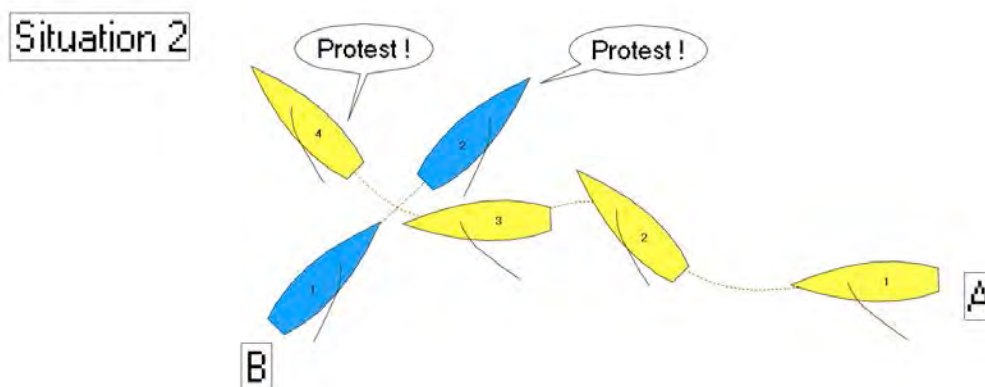
Situation 1

A tacks onto starboard tack so close to B on port tack that A cannot sail straight ahead without hitting B, and B cannot avoid a collision by maneuvering promptly in a seamanlike way. A then immediately changes course to give B room to keep clear. A protests B under rule 10 and B protests A under rule 15.



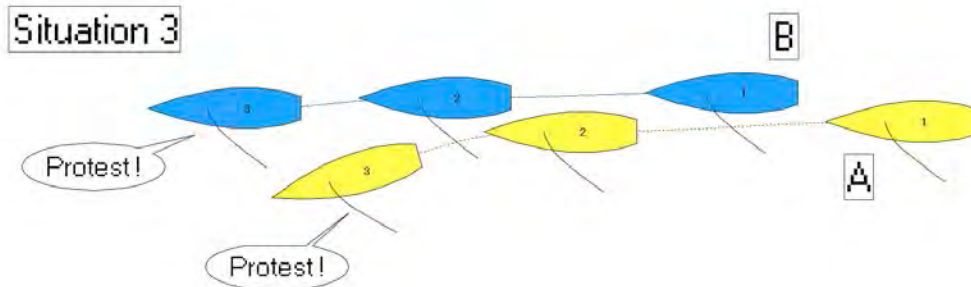
Situation 2

B on port tack is clearly crossing A on starboard tack. A luffs so close to B that A cannot sail straight ahead without hitting B, and B cannot avoid a collision by maneuvering promptly in a seamanlike way. A then immediately changes course to give B room to keep clear. A protests B under rule 10 and B protests A under rule 16.1.



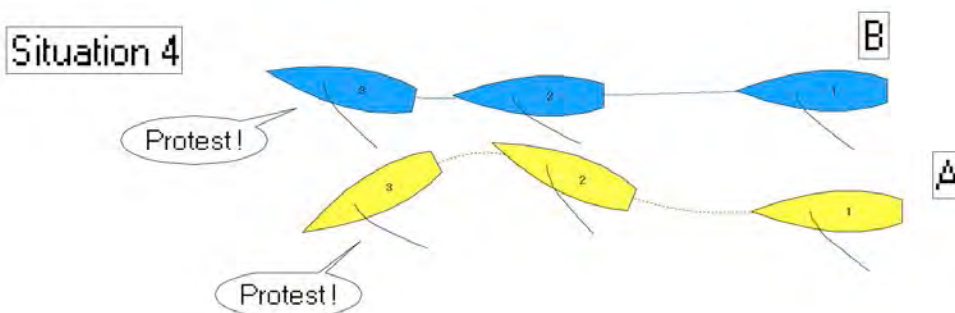
Situation 3

A establishes an overlap from clear astern on B. The overlap is so close to B that A cannot change course in both directions without making immediate contact with B. A then immediately changes course to give B room to keep clear. A protests B under rule 11 and B protests A under rule 15.



Situation 4

A and B are overlapped, with B as the windward boat. A luffs quickly, and before B can move away from A in a seamanlike way, the boats are so close that A cannot sail straight ahead without hitting B. A then immediately changes course to give B room to keep clear. A protests B under rule 11 and B protests A under rule 16.1.



Question

Is A sailing 'her course' as the term is used in the definition Keep Clear, when she changes course to fulfill her obligations under rules 15 and 16.1, such that B has kept clear and A has not broken rule 15 or 16.1?

Answer

A's course, 'her course' in the definition Keep Clear, is not her curved and changing course from position 2 to position 3 in the diagrams. It is a forward projection of the boat's position at any given moment (allowing for current and leeway if relevant). The significant position in each diagram is position 2.

At Position 2 in each of the diagrams, A has herself created a situation where she needs to take the avoiding action referred to in (a) in the definition Keep Clear, because rule 15 or 16.1 required A to give B room to keep clear. A complied with those requirements by either bearing away or luffing.

Therefore, all protests by both A and B would be dismissed.

If A had not changed course to comply with rule 15 or rule 16.1, so that B was not able to keep clear, B would be exonerated under rule 64.1(a) for being compelled to break a rule of Section A.

ISAF Racing Rules Question and Answer Service



B 007

Q&A 2014.001

Published: 11 February 2014

Situation

Three questions about mark-room and rule 21 exoneration.

Question 1

When is a keep-clear boat that is entitled to mark-room no longer entitled to exoneration under rule 21? Could it be

- (a) while she is still overlapped with the mark, or does it have to be
- (b) when she is past the mark and no longer overlapped with it?

Answer 1

Neither of the above. For a boat to be entitled to exoneration under rule 21, she must be sailing within the room or mark-room to which she is entitled. Further, a boat that was entitled to mark-room is no longer entitled to exoneration when one of the following conditions has been met:

- (1) The boat required to give her mark-room has given her:
 - room to leave the mark on the required side;
 - room to sail to the mark, when her proper course is to sail close to it;
 - room to round the mark as necessary to sail the course; and
 - room to tack, but only when she is overlapped inside and to windward of the boat required to give her mark-room and would be fetching the mark after her tack.
- (2) When rule 18.2(b) applies, the boat entitled to mark-room has passed head to wind.
- (3) When rule 18.2(b) applies, the boat entitled to mark-room has left the zone.

Therefore, after one of the conditions above has been fulfilled, exoneration under rule 21 is no longer available, even if the boat is still alongside the mark.

Question 2

For the purpose of the definition Mark-room, when has a boat 'left a mark on the required side' and finished rounding or passing it?

Answer 2

A boat has left a mark on the required side and is no longer rounding or passing it when, in the prevailing conditions, the mark no longer influences her course to sail the next leg of the course.

Question 3

When is a boat 'past a mark' or rather when has a boat 'passed a mark'?

Answer 3

The phrase 'past a mark' is not used in the Racing Rules of Sailing, however rule 18.1 for board (Appendix B) and kiteboards (Appendix F) use 'passed a mark'. The word is important there because after a board has passed the mark, rule 18 no longer applies to her and, therefore, she is no longer entitled to exoneration under rule 21.

The meaning of 'passed' in rule 18.1 for boards and kiteboards is: 'a board (or kiteboard) has passed a mark when the board has rounded the mark and the mark is astern of the board and her equipment while the board is sailing on a course towards the next mark and, if there is current pushing the board back towards the mark, the mark is no longer influencing the course the board is sailing.'

At a finishing mark, the meaning of 'passed' is: 'a board has passed the mark when the board and her equipment have crossed the finishing line, she has left the mark astern and, if there is current pushing the board back towards the mark, the mark is no longer influencing the course the board is sailing.'

For other sailing, see Answer 2.

See also Q&A 2014.002 B008

ISAF Racing Rules Question and Answer Service



B 008

Q&A 2014.002

Published: 12 March 2014

Situation

Q&A 2013.017 B005 describes a situation where a boat enters the zone clear ahead, but does not have the right to room to gybe after she has rounded the mark as necessary to sail the course. This appears to be linked to the fact that the boat clear astern remains clear astern during the rounding manoeuvre.

Question 1

Assume the situation started up the same way, but the boat clear astern established an inside overlap after the boats had entered the zone and while the other boat was entitled to mark-room. If gybing round the mark was a proper course for the boat clear ahead at the zone, would she now have the right to room to gybe under rule 18.2(c)(2) provided both boats remained inside the zone and overlapped?

Answer 1

Yes. As the inside overlap was obtained before mark-room had been given, the boat required to give mark-room must additionally give the other boat room to sail her proper course while they remain overlapped. Providing the boat entitled to mark-room is sailing her proper course, she is sailing within the room to which she is entitled by rule 18.2(c)(2) and will be exonerated under rule 21(a) for breaking rule 10.

This obligation to give room to sail a proper course, and the related exoneration, will continue to apply until either the overlap is broken or the boat entitled to mark-room leaves the zone.

Question 2

Would the answer be the same if, when the overlap was established, the boat entitled to mark-room had already been given mark-room?

Answer 2

No. If the boat had been given mark-room when the overlap was established, rule 18.2(c)(2) would not apply.

Whilst rule 18 would continue to apply as long as at least one of the boats is still in the zone and the rule has not been switched off, no part of rule 18.2 places any obligations on any boat. This is because rule 18.2(c)(2) specifically states that the circumstances have to be met 'when' there is an existing requirement on a boat to give mark-room. Once mark-room has been given, no such requirement exists. Therefore, the boat that was clear ahead is no longer entitled to room or mark-room, rule 21 no longer applies, and the boat that entered the zone clear ahead is governed by the rules of Section A. See also Q&A2013.017 B005.

Question 3

Are there other circumstances where a boat gybing to port tack in front of a boat on starboard tack can rely on exoneration under rule 21 if she breaks rule 10, and if so, under what circumstances?

Answer 3

Rule 21 only addresses situations governed by the rules of Section C. There may be situations at continuing obstructions where the boat clear ahead will need room to gybe, in which case rule 21 may also apply.

See also Q&A2014.001 B007

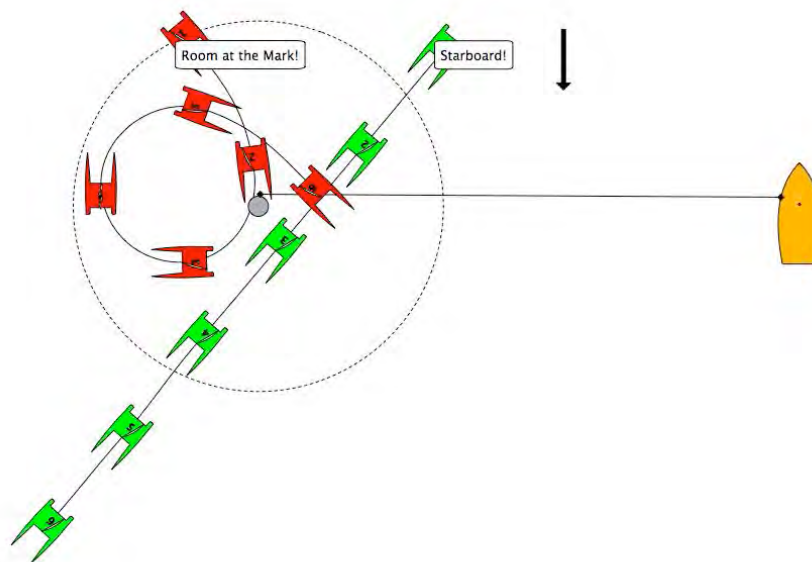
B 009

Q&A 2014.011

Published: 26 May 2014

Situation

Two A-Class catamarans, Green on starboard tack and Red on port tack, approach a finishing mark to be left to starboard. Red crosses the finishing line ahead of Green, but touches the mark when crossing the line as she is forced to sail over the finishing mark because Green has not given her sufficient mark-room. Red informs Green of her intent to protest. Red takes a One-Turn penalty by completing one tack and one gybe and re-crosses the finishing line from the course side. Four other boats finish before Red crosses the finish line the second time. The race committee scores Red based on her second crossing of the finishing line. Green takes a post-race arbitration penalty. Red requests redress.



Question 1

May the race committee, without a hearing, score Red as finished the first time she crossed the finishing line?

Answer 1

No. Red finishes when she crosses the finishing line after taking the penalty under rule 44.2, see definition Finish. However, the race committee is well advised to always make a note when they observe a boat crossing the finishing line, irrespective of the boat's subsequent actions.

Question 2

May the protest committee exonerate Red under rule 21(b) and instruct the race committee to score Red based on her first crossing of the finishing line?

Answer 2

No. The protest committee shall exonerate Red under rule 21(b) if they conclude that Red was compelled to break rule 31 by Green's breach of rule 18. However, when Red decides to take a One-Turn Penalty and she loses places doing so, she cannot be given redress as part of the exoneration. Her finishing position will remain her finishing position.

Question 3

Would it make any difference if Red instead of hitting the mark gybes away from the finishing line to avoid contact with Green?

Answer 3

No. If Red gybes to avoid contact with Green and thereby misses the finishing line, she may protest Green for not giving mark-room, but Red is not eligible for redress under rule 62.1. She needs to come back and finish in order to get a finishing position in that race.

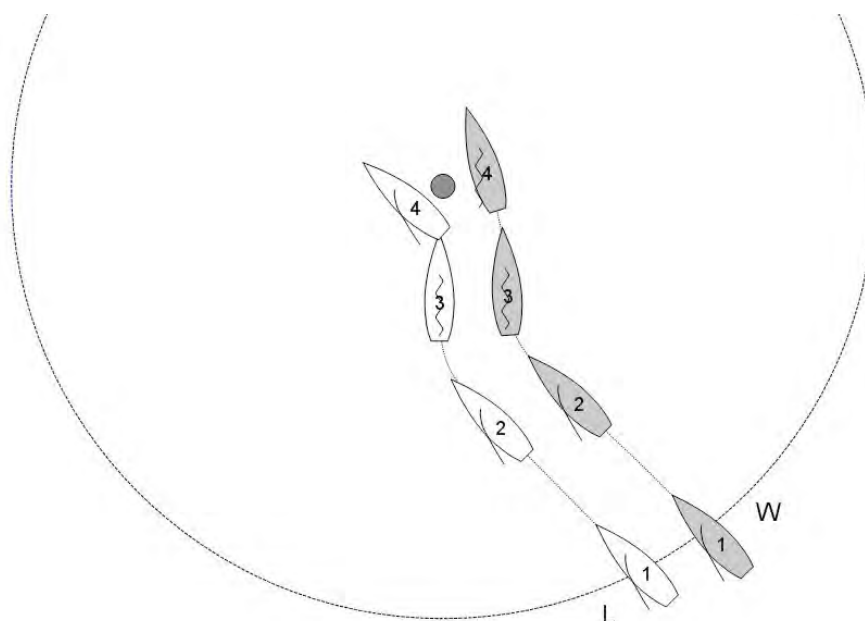
B 010

Q&A 2014.014

Published: 4 August 2014

Situation

Two radio-controlled boats, L and W, approach the windward mark on starboard tack below the layline to the mark. The mark is to be rounded to port. L is unable to fetch the mark and has to sail the wrong side of the mark. W fetches the mark by luffing, rounds the mark and bears away onto the next leg.



Question

How do the rules now apply between the two boats and what are their rights and obligations from position 4?

Answer

Radio controlled sailing is governed by the rules in Appendix E. Neither the relevant Part 2 rules nor other rights or obligations for the boats are changed in Appendix E.

As a windward boat W continues to have an obligation to keep clear under rule 11 throughout the incident.

The boats are overlapped when they enter the 4-lengths zone. From that moment, W is required by rule 18.2(b) to give mark-room to L. Mark-room in this situation includes room for L to sail to the mark, but not room for L to tack to round the mark as she is neither an inside windward boat, nor will she be fetching the mark after the tack.

When L luffs towards the mark from position 2, she is not able to fetch the mark. If L passes head to wind, rule 18 no longer applies and L will be required to keep clear as tacking boat under rule 13. L is being given room to luff up to head to wind, so W is giving mark-room and keeping clear.

After W rounds the mark, the boats are on different legs and both are required by rule 24.2 to not interfere with the other, except when sailing their proper course.

While the boats remain on the same tack, W must continue to keep clear of L under rule 11. This applies even if she is sailing her proper course and L is breaking rule 24.2.

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Section C

Starting

C1 Forced over the starting line.

Other Questions that may be relevant: F3, G5, 6

ISAF Racing Rules Question and Answer Service



C 001

Q&A 2014.015

Published: 4 August 2014

Situation 1

A race is started under rule 30.3, Black Flag Rule. There is an incident in the minute before the starting signal between boats A and B. The race committee sees part of Boat A on the course side. Boat A does not return to the pre-start side of the starting line. She continues to sail the course and finishes the race. The race committee scores her BFD.

Boat A lodges a valid protest against Boat B. The protest committee penalizes Boat B for breaking a rule of Part 2. It finds that Boat A was compelled to break rule 30.3 by the actions of Boat B. It also finds that there was no injury or physical damage, and that Boat B did not break rule 2, Fair Sailing.

Question 1

May the protest committee exonerate Boat A for her breach of rule 30.3, and score her in her finishing position even though Boat A has never started according to the definition Start?

Answer 1

No. Boat A has broken rule 30.3 but has also failed to comply with the definition Start. The breach of Boat B compelled Boat A to break rule 30.3 however, it did not prevent her from sailing back to the pre-start side of the starting line and start correctly. The protest committee may exonerate Boat A under rule 64.1(a) for her breach of rule 30.3, and in such a case, the race committee shall score her DNS under A5.

Question 2

The situation before the starting signal is the same, but this time Boat A returned to the pre-start side of the starting line, started correctly, and then continued to sail the course and finished. May Boat A be exonerated by the protest committee under rule 64.1(a) for her breach of rule 30.3 and be scored in her finishing position?

Answer 2

Yes

Question 3

The situation before the starting signal is the same, but this time there is a general recall. The sail number of Boat A is displayed on the race committee starting vessel. Before the restart, Boat A informs the race committee that she intends to protest Boat B for breaking a rule of Part 2 in the recalled start.

Boat A starts, sails the course and finishes the restarted race. The race committee scores her DNE. Boat A lodges a protest against Boat B for the breach in the initial start and requests redress for the DNE score.

May the protest committee consider the breach in the recalled start and therefore apply rule 64.1(a) to give redress to Boat A, and score her in her finishing position in the re-started race?

Answer 3

No. Boat A initially broke the first sentence of rule 30.3, was identified and her sail number was properly displayed according to rule 30.3.

There is no procedure for a hearing on the water, and Boat A will not be exonerated immediately for breaking rule 30.3. The race committee shall display her sail number after a general recall and Boat A shall not sail in the restarted or resailed race. If she sails in the restarted or resailed race she breaks rule 30.3 again (third sentence) and her disqualification shall not be excluded in her series score, according to the last sentence of rule 30.3.

The protest committee will hear the protest and find facts. Based on those facts it will conclude that Boat B broke a rule of Part 2 (although it is prevented by rule 36 from penalizing Boat B for breaking a rule of Part 2) and also that Boat B compelled Boat A to break rule 30.3's first sentence. However, Boat A is not entitled to redress. There was no improper action or omission of the race committee, and in this case there was no injury or physical damage, and no unfair sailing or gross misconduct by Boat B. In addition, Boat A was also at fault in deciding to break rule 30.3's third sentence by sailing in the restarted race after her sail number had been displayed.

Question 4

The situation is the same as in Question 3 but this time Boat A does not sail in the restarted race. When she comes ashore, she protests Boat B for the breach in the initial start. The protest committee decides Boat B broke a rule of Part 2 (for which she cannot be penalized). Can the protest committee change Boat A's BFD score?

Answer 4

If the protest committee decides that Boat A was compelled to break rule 30.3's first sentence by Boat B, it will exonerate Boat A for breaking that rule, and will correct her score to DNS in the restarted race. As explained in Answer 3, it cannot use rule 62 to give Boat A a score or points for a finishing position.

In addition, exoneration under rule 64.1(a) may result in a finishing position being retained, but that rule cannot be used to award a score for a finishing position to a boat that did not start.

ISAF Racing Rules Question and Answer Service



Section D

Sailing the Course

D1 Deleted - now covered in ISAF Case 126. (The rights of an OCS boat that is sailing the course.)

Other Questions that may be relevant: B8, B9, C1, E2, F3, G2, 5, J6, L2

ISAF Racing Rules Question and Answer Service



D 001

Q&A 2013-14

Published: 18 February 2013 (Revision of Q&A 2010-24 D006)

This Q&A has been deleted. New ISAF Case 126 covers the matter of the Q&A



ISAF Racing Rules Question and Answer Service

Section E

Finishing

- E1** Deleted - now covered in ISAF Case 127. (When has a boat 'cleared' the finishing line and marks?)
- E2** Deleted - now covered in ISAF Case 128. (Race committee action when a boat passes the pin end of the finishing line on the wrong side or touches a finishing mark.)
- E3** Deleted - now covered in ISAF Case 129. (About shortening of course, finishing when the race committee is positioned at the 'wrong' end of the line.)
-

Other Questions that may be relevant: B9, F2, G2

ISAF Racing Rules Question and Answer Service



E 001

Q&A 2013-006

Published: 18 February 2013 (Revision of Q&A2006.002 E01)

This Q&A has been deleted. New ISAF Case 127 covers the matter of the Q&A

ISAF Racing Rules Question and Answer Service



E 002

Q&A 2013-007

Published: 18 February 2013 (Revision of Q&A2006.003 E02)

This Q&A has been deleted. New ISAF Case 128 covers the matter of the Q&A

ISAF Racing Rules Question and Answer Service



E 003

Q&A 2013-008

Published: 18 February 2013 (Revision of Q&A2009-016 E06)

This Q&A has been deleted. New ISAF Case 129 covers the matter of the Q&A



ISAF Racing Rules Question and Answer Service

Section F

Scoring

- F1** Deleted - now covered in ISAF Case 116. (Average points for multiple races)
- F2** Provisional score vs final score.
- F3** Correcting mistakes in scoring BFD.

Other Questions that may be relevant: B9, C1, E2, 3, G2, 5, J9, K4, 5

ISAF Racing Rules Question and Answer Service



F 001

Q&A 2013-021

Published: 14 May 2013 (Re-issue of Q&A F004 2007-001)

This Q&A has been deleted. New ISAF Case 116 covers the matter of the Q&A

ISAF Racing Rules Question and Answer Service



F 002

Q&A 2014.003

Published: 12 March 2014

Situation

A big boat regatta is sailed under a handicap rule. Several races are scheduled over several weeks, with one race to be sailed every weekend.

No protests or request for redress are lodged within the protest time limit after the first race. Thereafter, the results are posted on the official notice board and on the events web page as 'Provisional Results'.

Question 1

Considering that there are no protests or requests for redress after the first race, may the 'Provisional Results' for that race now be considered as Final Results for that race?

Answer 1

As long as the results may be changed as provided by the rules, they should not be published as final.

The terms 'provisional' and 'final' are not used in the rules and may be misleading. Results should be published as 'results'.

Question 2

If the race committee one week later realizes that they made an error by using the wrong formula when calculating the results of the first race, may the race committee then correct the scores of the first race?

Answer 2

Yes, the race committee may correct the score under rule 90.3(c).

Question 3

The situation is the same as Question 2, except that the race committee did not discover the error themselves, but rather by being advised by a competitor that the wrong formula had been used. May the race committee then correct the scores of the first race?

Answer 3

Yes. If the race committee, after being advised by a competitor or any other source, determines from its own records that it has made an error by scoring one or more boats incorrectly, under rule 90.3(c) it shall correct the error and make the corrected scores available to competitors.

ISAF Racing Rules Question and Answer Service



F 003

Q&A 2014.005

Published: 12 March 2014

Situation 1

In a race using rule 30.3, Black Flag Rule, Boat A is scored BFD. After posting the results on the official notice board, the race committee learns from its own records that it had misidentified the boat, and that Boat A had not broken rule 30.3.

Question 1

May the race committee, under rule 90.3(c), correct the score of Boat A to her actual finishing position?

Answer 1

Yes. Alternatively, the race committee may request redress for the boat under rule 60.2(b).

Situation 2

In a race using rule 30.3, Black Flag Rule, Boat B is scored with her finishing position. After posting the results on the official notice board, the race committee learns from its own records that Boat B was on the course side of the line at the starting signal.

Question 2

May the race committee, under rule 90.3(c), correct the score of Boat B to BFD?

Answer 2

Yes.

Situation 3

In a race using rule 30.3, Black Flag Rule, there is a general recall. After the recall, the sail number of Boat C is displayed on a board on the race committee vessel. Before the restart, the race committee learns from its own records that it has wrongly identified Boat C as BFD.

Question 3

Is the display of Boat C's sail number a score? That is, may the race committee correct that score before the restart of the recalled race if it makes the competitor aware of the change before the restart?

Answer 3

The display of Boat C's number is not a score; it is a notification under rule 30.3. The race committee may correct the error and make the boat aware of the change before the restart.

Situation 4

In a race using rule 30.3, Black Flag Rule, there is a general recall. After the recall, the sail number of Boat D is displayed on a board on the race committee vessel. Before the restart, Boat D informs the race committee that a mistake must have been made, and thereafter Boat D sails and finishes the restarted race. The race committee scores her DNE. Boat D requests redress. Before the redress hearing, the race committee reviews its records and discovers that it had misidentified Boat D and that she had not broken rule 30.3.

Question 4

May the race committee under rule 90.3(c) correct the score of Boat D to her actual finishing position?

Answer 4

No. When after a general recall a boat learns from seeing her sail number displayed that she has been disqualified by the race committee under the second sentence of rule 30.3, and believes the race committee has made a mistake, her only option is not to start, and then to request redress. If the boat starts in the race, she breaks the last sentence of rule 30.3 and the race committee shall score her DNE. See ISAF Case 96.

Rule 90.3(c) allows the race committee to correct an error when a boat has been scored incorrectly. In this case, the boat was correctly scored DNE and therefore the race committee cannot change it.



ISAF Racing Rules Question and Answer Service

Section G

Race Management Practices and Policies

- G1** Timing of individual recall signals
- G2** Shortening, abandoning and redress
- G3** When required information is missing in the NoR and/or SIs
- G4** Race committee signals
- G5** Alternative penalties for OCS
- G6** When flag O has already been displayed

Other Questions that may be relevant: B9, C1, E1, F2, 3, J6, K1, 4, 5, L2, 6, M6, N5

ISAF Racing Rules Question and Answer Service



G 001

Q&A 2013-016

Published: 18 February 2013 (Re-issuing of Q&A 2011-018 G 012)

Situation

At the start of a race with 60 Lasers and approximately 15-18 knots wind, the race officer observes 4 boats on the course side of the starting line close to the pin end. 10 seconds after the starting signal the race committee signals an individual recall with flag X and one sound.

Case 79 states the following about the timing of individual recalls:

‘No specific amount of time will apply in all circumstances, but in this rule it means a very short time. A race committee should signal ‘Individual recall’ within a very few seconds of the starting signal. Forty seconds is well beyond the limits of acceptability’.

Question 1

Is 10 seconds acceptable under the mentioned circumstances?

Answer 1

To recall boats individually, rule 29.1 requires the race committee to display flag X with one sound promptly after the starting signal. Promptly cannot be quantified. The acceptable time between the two signals may depend on various parameters such as the size of the fleet, the size and maneuverability of the boats, the length of the starting line and even the weather conditions. In the circumstances described in question 1, 10 seconds would not be promptly.

Question 2

If the answer to Question 1 is no, what would be the latest acceptable time for signaling?

Answer 2

See Answer 1

Question 3

If the answer to Question 1 is no, consider the following: Neither of the 4 identified boats return to start correctly. 2 of them request redress under rule 62.1(a) after racing. The protest committee finds in a hearing that the 2 boats are eligible for redress.

Would all 4 boats be entitled to redress although only 2 of them requested redress?

Answer 3

When the protest committee decides that the race committee acted improperly by failing to signal the individual recall promptly, the protest committee shall, according to rule 64.2, make as fair an arrangement as possible for all the boats affected, whether or not they asked for redress.

However the protest committee shall determine individually for each of the boats if the rest of the conditions of rule 62.1 for giving redress are met.

NOTE

Guidance concerning race management 'best practices' of the application of rule 29.1 can be found in the ISAF Race Management Policies posted on the ISAF website.



ISAF Racing Rules Question and Answer Service

G 002

Q&A 2013-019

Published: 4 April 2013

Situation

Conditions are very light. Before the starting procedures, the race committee announces on VHF that the race will be shortened. The race committee signal vessel then displays flag S.

The sailing instructions neither describe a procedure for shortening the course, nor a procedure for oral changes to the sailing instructions.

The course described in the sailing instructions is a 2-lap windward/leeward course with a gate as the leeward mark. The starting/finishing line is just to leeward of the gate.

When the boats are approaching the gate after the first lap, flag S is clearly visible on the race committee signal vessel, in position just to leeward of the gate.

The first two boats sail between the two gate marks. One minute later the race committee abandons the race.

The two boats that sailed through the gate lodge a request for redress, stating that they finished according to the definition Finish, and that the race committee should not have abandoned the race without a valid reason after some boats had finished.

Assume there is neither evidence available about whether flag S had been correctly displayed, including sound signals, when the boats were approaching the gate - nor whether the flag had been left on display since before the start.

Question 1

Should the boats have understood that the signals (VHF and flag) about shortening the course given at the start did not have any meaning under the rules, and would the boats therefore then be, at least partially, at fault for not knowing or understanding the rules?

Answer 1

According to rule 32.2, the signals to shorten the course shall be made before the first boat crosses the finishing line. Announcing by VHF at the start that the course is going to be shortened, or displaying S flag at the start, does not have any meaning under rule 32.2. The boats should therefore disregard such signals. If competitors do not know the rules and make an error, they will be, at least partly, at fault, so they will not pass the 'through no fault of her own' test in rule 62.1, even if they are misled by an improper action of the race committee.

Question 2

In a request for redress, would it make any difference whether the boats understood the race committee's intentions, although they did not have any evidence about whether the procedures in rule 32 had been followed or not?

Answer 2

No

Question 3

Would the boats actions after sailing through the gate make any difference, and if so, how would the following actions affect the decision in a request for redress?

- (a) After passing the gate marks, the boats continued toward the 'finishing line'?
- (b) After rounding the gate, the boats continued sailing towards Mark 1?
- (c) After passing between the gate marks, the boats stopped racing?

Answer 3

When the first two boats arrive to the gate, there is a race committee boat displaying flag S near the gate, as described in rule 32.2(c). At that point, the race committee visual signal is correct and the boats should finish the race by crossing between the gate marks. What they do after finishing, does not affect any later protest committee decision. Rule 32.1 requires two sound signals when flag S is displayed. Displaying the flag and making the sound signals when the boats are too far away to hear the sound signals is clearly not best practice, however, it is not an error by the race committee as long as the visual and sound signals are both made.

Because the first two boats had sailed the course and finished within the time limit, the race committee shall not abandon the race without considering the consequences for all boats in the race, see rule 32.1. When hearing a request for redress, the protest committee must find facts to conclude whether or not the race committee acted properly when abandoning the race.

The decision to abandon a race lies solely with the race committee, but such decision must be based on one of the reasons stated in rule 32.1. Provided the race committee acts impartially and in good faith, and considers the consequences for all boats in the race or series when deciding to abandon a race, that action cannot be considered improper, and therefore it will not constitute grounds to grant redress. However, if the protest committee concludes otherwise, it should consider granting redress.



ISAF Racing Rules Question and Answer Service

G 003

Q&A 2013-024

Published: 14 May 2013

Situation

Appendix J states that the notice of race (rule J1) and sailing instructions (rule J2) for an event shall always include certain items, and that certain other items shall be included when they will apply.

Question 1

When an item is listed as required for both the notice of race and sailing instructions, is it permitted to list it in the notice of race only, and not repeat it in the sailing instructions?

Answer 1

No. Rule 89.2(a) says that the notice of race shall conform to rule J1. Rule 90.2 says that the sailing instructions shall comply with rule J2. Rule 86.1 says that neither of these rules of part 7 can be changed.

Question 2

If the answer to Question 1 is no, would a boat be entitled to redress if information that should appear in both the notice of race and the sailing instructions is published in only one of them?

Answer 2

When information should have been included in both the notice of race and the sailing instructions as required by rules J1 and J2 and was not included in one of them, that is an omission of the organizing authority or the race committee. However, to be entitled to redress, a boat needs to present conclusive evidence that her score in the race or the series has been or may be, through no fault of her own, made significantly worse by this omission (rule 62.1 (a)).

In considering a protest or a request for redress based on differences between the notice of race and the sailing instructions, the protest committee may need to apply rule 63.7.



ISAF Racing Rules Question and Answer Service

G 004

Q&A 2014.017

Published: 19 November 2014

Situation

The race committee signals a change of the next leg of the course at a single leeward mark by displaying flag C mounted on a long pole, holding up a placard with a green triangle, and giving a sound signal by blowing a whistle repeatedly at one-second intervals. The boat making the signals is located about 30m directly downwind of the mark, and the breeze is 15-20 knots.

After rounding the mark, some boats sail to the new mark and some sail to the old mark. The race committee protests the boats that sailed to the old mark, and in the hearing they were disqualified for breaking rule 28 by not sailing the course.

The disqualified boats then requested redress, claiming that because of wind noise, they could not hear the whistle; and because flag C was displayed directly downwind from the mark, they could not see the flag.

Question 1

What are the requirements for the display of a flag? Does the race committee have to do more than simply raise the flag?

Answer 1

Rule 33 and Race Signals do not specify how the flag shall be displayed. A flag is displayed when it is clearly visible.

Question 2

What are the requirements with regard to the quality of the sound signal; in windy conditions where a whistle may not be heard over the noise from the sail, must the race committee use an air horn or some other means to ensure the sound signal is heard, or is it sufficient to simply blow a whistle repeatedly?

Answer 2

There are no explicit requirements for the quality of the sound signal; some whistles are more audible than some horns, and whistles are also more reliable.

Question 3

Is there any preferred positioning for a boat signalling a change of course?

Answer 3

The course change must be signalled before the boats begin the leg. The question does not identify the type, size, number or downwind sailing characteristics of the boats. These will affect the positioning of the committee vessel to comply with this requirement.

ISAF Racing Rules Question and Answer Service



G 005

Q&A 2014.018

Published: 19 November 2014

Situation

Offshore Races often use an alternative score/penalty for boats that are OCS.

Examples of sailing instructions used by various organisers are:

- a) Boats scored OCS in offshore races will receive a 30% scoring penalty as defined in RRS 44.3. This changes RRS A4.2.
- b) When at a boat's starting signal she is subject to RRS 29.1 Individual Recall and she fails to comply with RRS 29.1 to start correctly, the Race Committee shall, without a hearing, apply a time penalty of 20%. This changes RRS 63.1 & A5.

From an event organizer's and from a sailor's point of view, it is very hard to have a boat sail potentially hundreds of miles only to realize after days of racing that they hadn't started correctly.

From a rules perspective, a boat that is OCS is a boat that did not start. Rule 28 requires boats to start in accordance with the definition Start. The definitions cannot be changed in the sailing instructions.

Question 1

May sailing instructions define a different score for a boat identified OCS - and if so, how?

Answer 1

Yes, however to be allowed to do that under the rules, the sailing instructions need to change rule 28. Rule 28 requires a boat to '*start*' (as defined in the RRS) and an OCS boat that does not thereafter go back and start correctly, has never started under the definition Start. The sailing instructions cannot change a definition.

After having changed rule 28, the race committee may define any penalty and, when relevant, score for a boat that breaks rule 28.

SI x RRS 28 is changed as follows:

- (a) In rule 28.1, delete the first sentence and replace with:
'A boat shall cross the starting line after having been entirely on the pre-start side at or after her starting signal and sail the course described in the sailing instructions and *finish*.'
- (b) In rule 28.2, delete the first sentence and replace with:
'A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to cross it until she *finishes* shall, when drawn taut,.....'
- (c) Add new rule 28.3 Exoneration:
A boat that does not cross the starting line as required by rule 28.1 may exonerate herself from that breach by: [Insert the relevant penalty / action]. This changes rules A4 and A5.'

or

- (c) 'The penalty and scoring abbreviation for not crossing the starting line as required by rule 28.1 will be [Insert the relevant scoring and any requirements with regard to it]. This changes rules A4, A5 and A11.'

Question 2

If the answer to Q1 is yes, are there any recommendations for replacement penalties, e.g. SCP with 20 or 30 per cent, a time penalty on the elapsed time relating to the total time of the race (e.g. 1 hour for a day's race, or 5 hours for a week's race like one of the classic 600 nm Ocean Races)

Answer 2

The events using alternative penalties range from round the world races to stadium style races in confined racing areas. Other alternatives may be to use a 'Penalty Box', where such boats have to wait for a given time, or for shorter races to state that such boats shall round the first mark behind the other boats (or simply drop behind them). The benefit with the penalties taken on the water is that the boats are exonerated and fully back into the race. One type of penalty may be appropriate for one event but inappropriate for another.

Note that a boat deliberately crossing the starting line significantly long before the starting signal may be subject to a protest and penalty under rule 2.

ISAF does not have any recommended replacement penalties for this, however, the penalty should be strong enough encourage boats to start correctly.

ISAF Racing Rules Question and Answer Service



G 006

Q&A 2015.001

Published: 20 January 2015

Situation

Before the start of a 29er fleet the wind was 15 knots. Flag O was displayed with the warning signal to indicate that pumping, rocking and ooching was permitted as specified in the class rules. 30 seconds before removal of the preparatory signal the wind dropped to 8 knots. The race committee removed flag O and displayed flag R with repetitive sounds before the starting signal of the race.

Question 1

May the race committee display flag R as per rule P5(c) at a starting mark when flag O has already been displayed before the warning signal in that starting sequence?

Answer 1

Yes. Unlike rule P5 (a), which requires flag O to be displayed before the warning signal, there are no such time constraints in rule P5 (c). The race committee boat is a mark as defined. Once a boat passes the mark (by crossing the starting line) she will be subject to the restrictions of rule 42 again.

Question 2

Rules P5(b) and P5(c) refer to visual and sound signals given at a '*mark*'. They also refer to certain actions being permitted or not after a boat has passed that mark. Would the display of flag R with repetitive sounds at the starting mark, which is a passing mark, constitute an error or omission by the race committee?

Answer 2

No. Rule P5 does not distinguish between a rounding mark and a passing mark and the action is permitted by the rules. See answer to Question 1.

However, because competitors might have seen flag O properly displayed and thereafter did not look at the race committee signal boat again, the best course of action will be to postpone the start and remove flag O. See ISAF Race Management Policies for ISAF Events (Fleet Racing) 13.2.



ISAF Racing Rules Question and Answer Service

Section H

International Jury

There is currently no Q&A in this section.

H1

Other Questions that may be relevant: N4



ISAF Racing Rules Question and Answer Service

Section J

Protests, Hearings, Appeals & Procedures

- J1** Is an arbitration decision final?
- J2** May arbitrators sit on panel hearing a case that has been through arbitration?
- J3** **Deleted - now covered in ISAF Cases 130 and 131.** (The role and functions of a measurer or equipment inspector.)
- J4** Collision and damage
- J5** Radio Sailing - Penalties vs advantage gained
- J6** Missing marks, GPS positions and redress
- J7** Informing about intention to protest
- J8** Breaking rule 42 to avoid contact
- J9** When DNE all races
- J10** Withdrawn
- J11** Damage, boats actions and redress

Other Questions that may be relevant: B2, 7, 9, C1, F2, 3, G2, 3, 4, 5 J9, K5, L4, 6, M4, 5, N2, 3, 4, 5, 6



ISAF Racing Rules Question and Answer Service

J 001

Q&A 2013-002

Published: 18 February 2013 (Re-issuing of Q&A2012.010 J27)

Situation

An international one-design dinghy class has been developing and using their own arbitration system at most of their international class events since early 1990's. The notice of race mentions that such system may be offered, and the system is described in detail in the sailing instructions. The use of arbitration is limited to boat vs boat incidents. The system is voluntary, however, if the competitors accept going into arbitration they also agree to accept the decision of the arbitrators as the final decision. An arbitration may be reopened under rule 66. Two members of the international jury will be the arbitrators.

Rule 70.5 state that the decision of a properly constituted international jury cannot be appealed.

Question 1

Will a decision by the arbitrators be final as stated in the sailing instructions or could such decisions be subject to an appeal?

Answer 1

An arbitrator's decision is not a protest committee decision under the Racing Rules of Sailing and therefore it cannot be appealed. This applies whether or not the protest committee at the event is an international jury. When the parties agree to use a described arbitration system that prevents further proceedings following the decision, they also agree to decline their rights to appeal.

However, sailing instructions may define other arbitration systems with different rights and obligations for the parties.

Question 2

Is the international jury acting outside its mandate by deciding protests using this arbitration system?

Answer 2

No.

Question 3

Is it acceptable that the sailing instructions introduce a 'non-appealable' system?

Answer 3

Yes. As this is an optional and voluntary system, it does not remove the competitor's right to choose a regular protest hearing instead. However, when there is an international jury, the choice is between two non-appealable systems.



ISAF Racing Rules Question and Answer Service

J 002

Q&A 2013-003

Published: 18 February 2013

Situation

An event has an International Jury of 5 members appointed. The sailing instructions provide for an arbitration system.

Question 1

May a member of the jury, who acts as an arbitrator, sit as a full member of the jury if the arbitration for some reason is referred back to the jury, or is the arbitrator now limited to act as a witness as recommended by the ISAF International Judges Manual?

Answer 1

Despite the advice in the ISAF International Judges Manual, there can be good reasons for the arbitrator to be a member of the jury if there is a protest hearing because the arbitration decision has not been accepted - see answers 2 and 3. The sailing instruction describing the arbitration system may provide further information about this.

Question 2

If the answer to Question 1 is that the arbitrator cannot be a member of the jury to which the arbitration is referred and no replacement is available, is the jury still properly constituted under rule N1.5?

Answer 2

Not applicable. However, if the arbitration sailing instruction says that the arbitrator cannot be a member of the international jury, and if the arbitrator is one of the five jury members, then a jury of the remaining four is not properly constituted.

Question 3

Would the answer be the same if two of the members were arbitrators?

Answer 3

Yes.

ISAF Racing Rules Question and Answer Service



J 003

Q&A 2013-009

Published: 18 February 2013 (Re-issuing of Q&A 2011-020 J021)

This Q&A has been deleted. New ISAF Cases 130 and 131 covers the matter of the Q&A



ISAF Racing Rules Question and Answer Service

J 004

Q&A 2013-020

Published: 17 April 2013

Situation

Two dinghies, Port (P) and Starboard (S), on opposite tacks on a beat to windward in strong wind (more than 20 knots). The boats are on a collision course. P is holding her course and at the very last moment S tacked onto port in an attempt to avoid P. There was contact between the boats, but no serious damage. When tacking to avoid P, S capsized and in capsizing, the helmsman fell and damaged the tiller. After righting the boat, the tiller could not be repaired and the boat had to retire from the race. P made a two-turns penalty for breaking rule 10.

Question

Is S eligible for redress under rule 62.1(b), if she lodges a valid request for redress?

Answer

Rule 62.1(b) does not require physical damage (or injury) to have been caused directly by the boat that was breaking a rule of part 2. It is sufficient that any physical damage (or injury) was the probable consequence of the action of the other boat. For that to be the case, the protest committee would have to find facts leading to conclusions that:

- a collision was probable, and S took avoiding action as soon as it was clear that P was not keeping clear,
- the capsize and falling were the result of P not keeping clear and not the result of poor seamanship by S, and
- the tiller was previously in good condition

If the protest committee were not satisfied on all these points, S would be at least partially at fault, and therefore not entitled to redress.



ISAF Racing Rules Question and Answer Service

J 005

Q&A 2013-022

Published: 14 May 2013

Situation

Radio Sailing under Appendix E.

Question

When a boat has gained a significant advantage in a race or heat after taking a One-Turn Penalty in accordance with rule 44.2, will a single additional One-Turn Penalty under rule E4.3(b) exonerate the boat irrespective of the 'size' of the advantage gained?

Answer

No. The first part of rule E4.3(b) states 'if the boat gained a significant advantage by her breach despite taking a penalty'. This condition must be applied after each One-Turn Penalty taken. If, after taking a One-Turn Penalty, the boat has still gained a significant advantage as a result of her breach, another One-Turn Penalty is required before she is exonerated.

Therefore, it is possible that a boat will need to complete multiple turns in order to exonerate herself from a breach of a rule of Part 2 or rule 31 if she had gained a significant advantage by her breach.

However, some breaches through which a boat gained a significant advantage cannot be exonerated by turns. Under rule E4.3(c), when a boat causes serious damage or, by breaking a rule of Part 2 she causes another boat to become disabled (as defined in rule E1.1) and retire, her penalty shall be to retire.

Rule E4.3 applies to all radio sailing racing, not only to umpired races.



ISAF Racing Rules Question and Answer Service

J 006

Q&A 2013-023

Published: 14 May 2013

Situation

The sailing instructions for a keelboat regatta clearly describe the marks, and in addition, specify the GPS position of the marks. During the race, one of the marks got snagged by a boat and dragged well out of position.

Question 1

For the purpose of rule 28, what is now the 'correct' mark?

- (d) The re-located mark,
- (e) the original GPS position, or
- (f) both the GPS position and the re-located mark.

Answer 1

A mark is an object - see the definition Mark. In order for a boat to comply with rule 28.2 she has to round or pass the marks as described in the sailing instructions, even if a mark is out of the position.

Question 2

If the answer to Question 1 is that the re-located mark is the only correct mark, may a boat that has rounded the GPS position be eligible for redress?

Answer 2

For a boat to be eligible for redress, the protest committee must be satisfied that all requirements of rule 62 are fulfilled, namely:

1. That there was no fault from the boat.
2. That there was an improper action or omission of the race committee.
3. That the boat's score was made significantly worse.

1. When the mark is out of position but it is visible and identifiable in the vicinity of the GPS position, the boat shall round the mark. Therefore, in the situation described in the question, a boat that rounded only the GPS position did not comply with rule 28.2 and would not be entitled to redress.

When the mark is not visible, it is missing. In this case, boats may round the intended mark GPS position gathering all the information available (time, position and actions of the boats around). They will not, however, have rounded the mark, but they may request redress after the race.

2. The moving of the mark was not an action of the race committee. In the situation described, if it was not possible for the race committee to fix the problem, there was no improper action or omission of the race committee, and in that case, no redress can be given.

3. The protest committee must analyze the situation and find whether, as a fact, it would have been reasonably possible for the race committee to replace the mark. If they find as a fact that the race committee should and could have done that, they must further analyze the position of all the boats before and after the incident. The protest committee shall take all relevant factors into consideration such as the distance the mark is out of position, the relative positions of the boats in the fleet, whether one design or handicap, and an analysis of how the different boats were affected by the movement of the mark.

Question 3

If the answer to Question 2 is 'Yes', would redress be depending on the distance the mark had been dragged or the speed at which the mark was dragged?

Answer 3

Yes. See Answer 2 above.

Question 4

If redress is possible, what would be the factors the protest committee would consider when deciding what redress to give?

Answer 4

See rule 64.2



ISAF Racing Rules Question and Answer Service

J 007

Q&A 2013-027

Published: 17 June 2013

Situation

A sailing instruction, using the wording of Appendix L 16.4, states that notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).

The race committee decides to protest boat X and informs her orally, within the protest time limit, of its intention to protest. However, no notice of protest against the boat is posted on the official notice board within the protest time limit. The protest is included in the schedule of hearings that is posted after the protest time limit as required by a sailing instruction using the wording of Appendix L16.3.

Question

Is the protest valid?

Answer

Yes.

By informing the boat of their intention to protest the race committee fulfilled the requirement of rule 61.1(b) to inform the boat.

Sailing instruction L16.4 informs the competitors that a notice will be posted and that they have to look for information on the notice board. However, as it does not change rule 61.1(b) by specifically referring to the rule and stating the change, it does not limit the ways of communicating an intention to protest to that notice.

The schedule of hearings, posted after the protest time limit according to sailing instruction L 16.3, is irrelevant to both rule 61.1(b) and sailing instruction L16.4.

Note that although sailing instruction L16.4 does not change rule 61.1(b), posting a notice of protest within the protest time limit, regardless of the oral information given, will avoid any doubt or misunderstandings.



ISAF Racing Rules Question and Answer Service

J 008

Q&A 2013-030

Published: 27 August 2013

Situation

In an incident close to the race committee pin end vessel a boat breaks a rule of Part 2, Section A, and thereby causes the other boat in the incident to either break rule 31 by colliding with the race committee vessel, which was a starting mark, or break rule 42 to avoid colliding with the mark. The boat pumped and sculled to avoid hitting the mark. The on-the-water judges penalized the boat for breaking rule 42. The boat took a two-turns penalty.

Question 1

Provided the above are (simplified) facts found by the protest committee, may the protest committee exonerate the boat for the breach of rule 42 under rule 64.1(a)?

Answer 1

No. The boat was neither compelled to scull nor to pump by the breach of the other boat. It was her own decision to do so in order to avoid touching a mark.

Question 2

If the answer to Question 1 is 'Yes' and the boat is exonerated, may the protest committee give redress to the exonerated boat by removing the yellow flag from the penalty list?

Answer 2

Not applicable.

Question 3

If the answer to Question 2 is 'Yes', may the boat also get redress for places lost due to the penalty taken?

Answer 3

Not applicable.

Question 4

Although the requirements of the first sentence of rule 62.1 are met, the requirements of rule 62.1(a), (b) or (c) are not, so if relevant, under what part of rule 62.1 may such redress be given?

Answer 4

Such redress cannot be given, as the situation described does not meet the requirements of rule 62. Besides, rule P4 limits the possibilities to give redress to a boat for actions by the protest committee under rule P1 to situations where there is a failure to take into account a race committee signal or a class rule.

Question 5

Would rule P4 prevent the protest committee from giving redress?

Answer 5

Yes, see Answer 4.

Question 6

Assuming the conditions and boats were such that there would be a high risk of damage and injury. Could it be judged that the boat was actually giving help under rule 1.1 when breaking rule 42 to avoid damage and injury, and could the boat therefore be eligible for redress under rule 62.1(c)?

Answer 6

No. In the situation described the boat was trying to avoid a collision with a race committee boat that was also mark, which is different from giving help (except to herself or her crew) to any person or vessel that is actually in danger.



ISAF Racing Rules Question and Answer Service

J 009

Q&A 2013-033

Published: 2 October 2013

Situation

In a regatta Appendix P, Special Procedures for Rule 42, applies unchanged. A boat is penalised the third time. The boat takes a two-turns penalty and continues racing. The boat is scored DNE for all races in the regatta.

As required under rule P2.3, the protest committee considered calling a hearing under rule 69.2(a). The committee decided not to call a rule 69 hearing after being convinced that the boat did not deliberately disobey the rule, but simply did not know the rule.

Question 1

May the boat sail the remaining races in the championship, even though her score will be DNE in each race?

Answer 1

No. 'Disqualification...from all races of the regatta' means that the boat is no longer eligible to take part in further races. When a boat knows that she is disqualified from a race, she shall not take part in it.

Question 2

If the answer to Question 1 is yes, what actions are available for the protest committee if the boat breaks a rule and is protested in a race where she is already scored DNE?

Answer 2

N/A

ISAF Racing Rules Question and Answer Service



J 010

Q&A 2013-035

Published: 25 October 2013

This Q&A has been withdrawn.

ISAF Racing Rules Question and Answer Service



J 011

Q&A 2015.002

Published: 20 January 2015

Situation 1

Two 40-foot boats, A and B, are on a collision course in strong wind and waves. The two mast tops collide and the keep-clear boat dismasts. A, the right-of-way boat, stops to assess any damage to her rig, and after a while she continues racing at normal speed.

After the race, A requests redress for the time and positions lost while checking the rig. The protest committee found as a fact that B broke a rule of Part 2, but A did not (including rule 14).

Question 1

Does the time A need to assess any damage in order to ensure it is safe to continue racing qualify as physical damage under rule 62.1(b)?

Answer 1

No.

Situation 2

The situation is the same as in Situation 1, except that there is damage to A's rig and she stops and repairs the damage before continuing racing in a safe and seamanlike way.

Question 2

Does the time A needs to repair the damage entitle A to redress under rule 62.1(b)?

Answer 2

If the damage to A's mast was caused by an action of B in which B was breaking a rule of Part 2, then rule 62.1(b) applies. However, boat A would be entitled to redress only if the time A needed to repair the damage made her score significantly worse, and at the same time the other requirements of rule 62 were met.

Situation 3

The situation starts as in Situation 1, but A does not stop to assess or repair any possible damage. The mast on A breaks shortly afterwards, causing the boat to retire from the race.

Question 3

One of the requirements for a boat to be given redress is that what happened was 'through no fault of her own'. Will A meet that requirement, considering that she continued racing without neither checking for damage nor repairing after having rig contact?

Answer 3

The protest committee must evaluate the total situation and decide whether A is at fault. Unless A is at fault, the protest committee should find that the damage to A's mast was a direct result of the actions of B, and not A's fault. See Answer 1.

Situation 4

The situation is similar to Situation 1, but the boats are high performance dinghies. The boats collide. The right-of-way boat (Boat A) did not break any rule. The collision causes a shock cord holding the trapeze in place on A to break. The design of the boat is such that the trapeze can not be used without the shock cord.

A stops and repairs the damage before continuing racing at full speed.

Question 4

Does the time A needs to repair the damage qualify as physical damage under rule 62.1(b)?

Answer 4

Yes. There was damage to A (her trapeze rigging), and this was a direct result of the collision with B and not caused through any fault of A. The damage referred to in rule 62.1(b) does not have to be serious damage. However, before making a decision about redress, the protest committee must determine whether or not A's finishing position was made significantly worse by the time spent on repairing the damage.

Situation 5

The situation starts as in Situation 4, but this time A does not stop, but rather continues racing with the damage. On the way to the finish the boat capsizes several times as a result of the inability to use the trapeze. The protest committee concludes that the boat lost more positions than she would have done if she instead had stopped to repair the damage.

Question 5

Could the time loss caused by subsequent capsize be considered as 'through no fault of her own', when the boat was sailing on in a damaged condition instead of stopping to assess and repair any damage?

Answer 5

It depends upon the evidence presented to the protest committee. The damage to A's trapeze rigging was a direct result of the collision with B and was not caused through any fault of A. In this case the protest committee needs to find out what options A had; determine to what degree her position was made worse by the damage caused by B and also how that damage was affected by the option she chose.



ISAF Racing Rules Question and Answer Service

Section K

Match and Team Racing, Umpired Fleet Race

- K1** Match Racing and class rules.
 - K2** Tie break in Match Racing.
 - K3** When things go wrong at entry.
 - K4** Tie break in Team Racing.
 - K5** Incidents on Medal Race days. Addendum Q.
-

Other Questions that may be relevant:



ISAF Racing Rules Question and Answer Service

K 001

Q&A 2013-025

Published: 20 May 2013

Situation

The ISAF Standard Notice of Race for Match Racing of January 2013 states that the class rules of the boats being used 'shall not apply.'

Question

Has there been some change that now permits class rules to be excluded in this way, despite the fact that class rules are included in the definition of 'rule' which cannot normally be altered?

Answer

No. To delete the class rules is a change to the class rules. Neither the notice of race, nor the sailing instructions can change the class rules unless rule 87 applies.

However, in match racing it is common that boats are not sailed as class boats, in which case the class rules are irrelevant. The sailing instructions for match racing would usually refer to 'x type of boat'. The sailing instructions then create a set of rules that apply for the type of boat (not class legal boats) at that regatta - The Handling of Boats.

ISAF Racing Rules Question and Answer Service



K 002

Q&A 2014.006

Published: 12 March 2014

Situation

At a match race event, the 13 skippers were seeded into 2 groups. Group A had 7 skippers and Group B had 6 skippers. Each group completed a round robin. The winner of Group A scored 6 points (100%), and the winner of Group B scored 5 points (100%).

The next stage was a semi-final knockout series. The sailing instructions stated that the winner with the highest score in the round robin should choose his opponent for the semi finals. Skipper A (winner of Group A) chose skipper B (winner of Group B) as his opponent for semi-finals.

According to the sailing instructions, the first skipper to score at least 3 points in each semi-final would be the winner of that semi-final and therefore proceed to the finals. The sailing instructions also stated a time limit for the last attention signal for a semi-final match. When this time limit ran out, the score in the semi-final between skipper A and skipper B was 2-2. Skipper B was the winner of the last match between A and B.

Question 1

Which of the two skippers should proceed to the finals and why?

Answer 1

Skipper A should proceed to the finals. When the semi-finals were terminated, the two skippers were tied. A tie in a knock-out series shall, unless changed by the sailing instructions, be broken by using rule C11.2. Rule C11.2 refers to other rules that may be applicable and needed in order to resolve a tie.

Rule C11.2(a) states that the tie shall be broken in favor of the competitor who has the highest place in the most recent round-robin series, applying rule C11.1 if necessary. By finishing first in their respective groups the competitors each had the same place in the round robin series and it is not possible to break this tie by applying rules C11.1(a), (b) or (c). However, rule C11.1(d) refers to the application of rule C10.5(c), a rule that does create a result between the two boats. Rule C10.5(c) states: 'The overall position between competitors who have sailed in different groups shall be decided by the highest score.' A scored 6 points and B scored 5 points.

Question 2

If in the same situation, the skippers had the same score (and the same place in their own group), but a different percentage wins, (for example 5 points 83% wins and 5 points 100% wins), how should the tie be resolved when it needed to be resolved for a later stage?

Answer 2

See Answer 1.

Rule C11.2(a) states that the tie shall be broken in favor of the competitors who has the highest place in the most recent round-robin series after applying rule C11.1, if necessary. Rules C11.1(a) and C11.1(b) do not solve the tie as the two skippers have never sailed against each other in the round robin. Rule 11.1(c) is likely to resolve the tie, but the question does not provide enough information to positively say it will. If rule C11.1(c) does not resolve the tie, it must be resolved by using rule C11.2(b).

Percentage win is not relevant for breaking this tie, it is only used when scoring incomplete round robins, see rule C10.3.

Question 3

Would the answer to Question 2 depend on whether the boats in addition to having the same score in their groups, also had the same place in their groups?

Answer 3

Yes.

Question 4

What is the meaning of 'the most recent match' as used in rule C11.2(b)? Is it the last match in the previous stage (round-robin) or the last match between the skippers in semi-final?

Answer 4

'The most recent match' as used in rule C11.2(b), means the most recently sailed match between the two skippers.

ISAF Racing Rules Question and Answer Service



K 003

Q&A 2014.007

Published: 31 March 2014

Situation

At the preparatory signal in a match race event, the Blue boat (Blue) was outside the line that is at 90° angle to the starting line through the starting mark at the port end of the line. Within the two-minute period following the preparatory signal, Blue did not cross and clear the starting line from the course side to the pre-start side. The umpires were prepared to penalise Blue at two minutes before the starting signal, but there was no signal from the race committee. The umpires asked the race committee by radio whether Blue had entered correctly as per rule C4.2, and the race committee confirmed that Blue had entered correctly.

The Yellow boat (Yellow) displayed a red flag. Blue finished the match a couple of meters in front of Yellow. When Yellow was asked about the red flag, she confirmed that she requested redress because the race committee had not signaled that Blue failed to enter correctly.

In the hearing the race committee gave evidence that contradicted their confirmation in the radio call from the umpires during the match, Blue never did cross and clear the starting line correctly between the preparatory signal and two minutes before the starting signal. The protest committee decided that the race committee had made an error that had a significant effect on the outcome of the match.

Question 1

Is Yellow entitled to redress under the rules in Appendix C?

Answer 1

Yes.

If one or both boats fail to comply with rule C4.2, the race committee is required under rule C3.1 to display the blue or yellow flag or both from the end of pre-start entry time until the umpires have signaled a penalty or for one minute, whichever is the earlier. The failure to display the blue flag when Blue did not comply with rule C4.2 is an omission of the race committee that gives Yellow the right to request redress under rule 62.1(a).

The fact that the umpires did not signal a penalty under rule C8.2 is not grounds for requesting redress – rule C9.3 applies to this non-action. However, rule C9.3 relates only to the action or non-action by the umpires, not by the race committee.

Question 2

Do rules C8.2 and C9.3 prevent the protest committee from giving redress?

Answer 2

No, see Answer 1.

Both rules C8.2 and C9.3 govern the action or non-action by the umpires, not the race committee. The requirements of rule C3.1 specifically relate to starting signals displayed by the race committee, not the umpires, and a protest committee may give redress for an improper action or omission of the race committee under this rule.

Question 3

If Yellow displayed the red flag too late and the request was invalid (rule C6.3), could the protest committee initiate a redress hearing?

Answer 3

Yes.

Under rule 60.3(a), a protest committee may call a hearing to consider redress. The race committee could also request redress for a boat under rule 60.2(b).

Question 4

May the umpires signal a penalty under rule C8.2 when a boat has broken rule C4.2 but there has been no signal from or communication with the race committee about the matter?

Answer 4

Yes.

When the umpires decide that a boat has broken rule C4.2, she shall be penalized under rule C8.2. This requirement applies whether or not the race committee has displayed the flag under rule C3.1.

Any other communication from the race committee is not relevant under the rules, but may provide useful information assisting the umpires to decide whether rule C4.2 has been broken.

ISAF Racing Rules Question and Answer Service



K 004

Q&A 2014.012

Published: 4 June 2014

Situation

At a team racing event, the race committee is scoring the completed round-robin series under rule D4. Teams A, B and C are tied on race wins in the round-robin series. The results between the tied teams are as follows:

Race wins between the tied teams - rule D4.4(a).

	A	B	C	Total
A	-	1	0	1
B	0	-	1	1
C	1	0	-	1

Points scored between the tied teams - rule D4.4(b).

	A	B	C	Total
A	-	8	13	21
B	13	-	6	19
C	8	15	-	23

Rule D4.4(a) does not resolve the tie, as each team has one race win in the races between them.

When considering the total points scored in all races between the tied teams, Team A has 21 points, Team B 19 points and Team C 23 points. Because Team B has the lowest total points, the tie is broken in her favour, see rule D4.4(b).

The last paragraph in rule D4.4 says:

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

Question

How should the rest of the tie between these teams be resolved?

- (a) Should the tie be completely resolved by using rule D4.4(b), considering that all teams have different total points in the races between them? Final order Team B, Team A, Team C.

or

- (b) Should the remaining tie be resolved by starting again at rule D4.4(a) after the tie is partially broken in favour of Team B by using rule D4.4(b)? Final order Team B, Team C, Team A?

Answer

The three teams all have different scores in the completed round robin, and therefore the tie is completely broken by using rule D4.4(b). The final order is; Team B, Team A, Team C. The last sentence of rule D4.4 applies when a tie is only partially broken.

ISAF Racing Rules Question and Answer Service



K 005

Q&A 2014.019

Published: 4 December 2014

Situation

The sailing instructions for a regatta for the Olympic Classes includes the following instruction:

SI 4.5 [SP] [DP] Boats shall not leave the shore until Flag D is displayed ashore. The warning signal will be made not less than 30 minutes after flag D is displayed for areas Alpha and Bravo and not less than 45 minutes after flag D is displayed for Area Charlie.

Before the regatta starts, the race committee publishes a list of standard penalties. According to the list, the standard penalty for a breach of SI 4.5 is 1 point added to the boat's score of the first race of that day, applied without a hearing.

On the last day of the regatta, a medal race is scheduled for each event. The medal race is sailed under the current version of Addendum Q. Competitor A leaves the shore 10 minutes before flag D is displayed. The race committee penalises her with 1 point added to her (doubled) medal race score.

Competitor B lodges a protest against A, alleging that the 1 point penalty was too mild.

Question 1

Should this protest be heard under the rules of Addendum Q (instead of an ordinary hearing procedure)?

Answer 1

Yes.

Questions 2

If the answer to Question 1 is yes, does that mean a competitor cannot request redress under rule 62.1(a), even for an alleged race committee error or omission that happens before the warning signal on the medal race day or after the medal race is finished?

Answer 2

Yes.



ISAF Racing Rules Question and Answer Service

Section L

Technical Questions

- L1** Advertising on personal equipment
 - L2** Boards and boats rounding marks together
 - L3** National letters on asymmetric spinnakers
 - L4** Rule 49 - Using halyard attached to harness
 - L5** Stowing heavy sails
 - L6** Numbers and letters in sails
-

Other Questions that may be relevant: B6, B8, B9, F3, G4, 5, 6, J3, 6, 8, 9, 11, K1, 5, M6, M7, N3, N4, N5, N6



ISAF Racing Rules Question and Answer Service

L 001

Q&A 2013-031

Published: 27 August 2013

Situation

ISAF Regulation 20.3 Competitor's Advertising defines permitted competitor advertising. Regulation 20.3.1 addresses advertising on Personal Equipment, and Regulation 20.3.2 addresses advertising on boats.

Regulation 20.3.2 permits class rules to limit advertising on boats. No such limitations are mentioned in Regulation 20.3.1.

A one-design class rule states that advertising is restricted to hulls only.

Question

Does this class rule restrict advertising on personal equipment, or does Regulation 20.3.1 always permit advertising on personal equipment?

Answer

A class rule can not restrict advertising on personal equipment.

Personal equipment and **boat** are in bold type in regulations 20.3.1 and 20.3.2. According to Regulation 20.1.3, this means that the terms are used as defined in the Equipment Rules of Sailing:

Personal equipment is defined in ERS C 5.3.

Boat is defined in ERS C 6.1 and it specifically excludes **personal equipment**.

Regulations 20.3.2 and 20.5.1 permit class rules to limit advertising on a **boat**.

Regulation 20.3.1 always permits advertising on **personal equipment**, chosen by the competitor with the agreement of the person in charge, except that bibs provided by the Organizing Authority shall be worn as detailed in Regulation 20.4.

ISAF Racing Rules Question and Answer Service



L 002

Q&A 2014.004

Published: 12 March 2014

Situation

A local youth regatta has three classes competing in the same racing area. The classes are Optimist, Laser 4.7 and Bic Techno 293.

The sailing instructions states:

'The regatta will be governed by the rules as defined in the 2013 - 2016 Racing Rules of Sailing, including Appendix B for boards.'

During a race, two inside overlapped boards on starboard tack and an outside Laser 4.7 on port tack approach a leeward mark to be rounded to port.

Question

How does rule 18 apply between these three 'boats'?

Answer

Appendix B contains windsurfing competition rules that apply to windsurfing races. The appendix changes many racing rules, including rule 18. Rule 14 is not changed.

Between the overlapped boards, rule 18, as changed by Appendix B, applies. Many of the changes to rule 18 in Appendix B are to allow for the fact that there is no zone around marks when Appendix B applies. Instead, Appendix B retains a windsurfing definition of 'about to round or pass'.

Appendix B applies only between windsurfers. When boards meet a boat, the unchanged rule 18 applies between each board and the boat.

Neither Appendix B nor the sailing instruction requires the Laser to comply with any of the rules in Appendix B, but see also definition Room.

The definition *Room* makes it clear that in the situation described, the outside boat (Laser) must give *room* for the boards to comply with their obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way. Appendix B rules B2 Changes to the Rules of Part 2 are all rules of Part 2.

Note that organizing races where boards and boats may meet should be avoided if possible. It may create confusion when (as in this question) they are sailing under different rules. In addition, their different characteristics create a risk of collision, damage and injury.

ISAF Racing Rules Question and Answer Service



L 003

Q&A 2014.010

Published: 21 May 2014

Situation

The ISAF Racing Rules of Sailing Appendix G states the following with regards positioning of sail numbers and national letters:

G1.3 Positioning

Class insignia, national letters and sail numbers shall be positioned as follows:

- (d) The national letters and sail number shall be displayed on the front side of a spinnaker but may be placed on both sides. They shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is 60% of the foot median.

Question

In the case of an asymmetric spinnaker that is required by the *rules* to carry national letters and sail numbers; how should the numbers and letters be positioned to comply with rule G.1.3(d) when the sail does not always have a 'front side' and it is not mandatory to place them on both sides of the sail?

Answer

Rule G1.3(d) requires sail number and national letters to be displayed on the front side of a spinnaker. A spinnaker has two sides: a front side and a back side. No rule requires that the spinnaker is set with the front side facing forwards.

ISAF Racing Rules Question and Answer Service



L 004

Q&A 2014.016

Published: 19 November 2014

Situation

At a light wind regatta, there was a lot of weed in the water on the racecourse. A boat equipped with two lifelines lowered the bowman over the side, using a halyard attached to a harness so that he could get better access to remove weed from the keel and rudder with a weed stick.

Question 1

Is using a halyard and harness in this way making it a 'device designed to position their bodies outboard' and therefore breaking rule 49.1?

Answer 1

No. A harness, when used as part of a trapeze, is a device designed to position a crewmember's body outboard and using it breaks rule 49.1 unless the class rules authorise it. A halyard and a harness (when not used as part of a trapeze) however, are not devices designed for that purpose and therefore using them as described in the question does not break rule 49.1. Class rules may put limitations on the use of a halyard.

Question 2

If the answer to Question 1 is 'yes', does this also mean that using a halyard and harness to access the outer end of a spinnaker pole, which is outside the lifelines, also break rule 49.1?

Answer 2

Not applicable.

Question 3

Does the scenario in Question 2 at the same time break rule 49.2?

Answer 3

Rule 49.2 only applies to boats when the class rules or sailing instructions require that they are equipped with lifelines. The rule specifically permits positioning parts of the competitor outside the lifelines briefly to perform a necessary task. Tripping a spinnaker or removing weed may be seen as a necessary tasks, in which case it would not break rule 49.2.

Question 4

If the answer to Question 2 is 'yes' does this mean that a person can only be hoisted up the mast on a halyard and harness if he does not go outside the vertical line of the lifelines?

Answer 4

No. Provided the crewmember is hoisted up the mast briefly to perform a necessary task, rule 49.2 is not broken even if his torso goes outside the vertical line of the lifelines.

ISAF Racing Rules Question and Answer Service



L 005

Q&A 2014.020

Published: 20 January 2015

Situation

Headsails on maxi keelboats competing in Category 1 ocean races are very heavy (some up to 300kg) and difficult to move into and store in the cabin. RRS 51 says '*All movable ballast, including sails that are not set, shall be properly stowed.*'

Question 1

In the context of a Category 1 ocean race, may sails be 'properly stowed' when they are tied in place in the cockpit, considering that due to the weight and size it may be unsafe to move them below. Further, if they were stored below deck, they would restrict access to important equipment.

Answer 1

Rule 51 requires sails that are not in use to be properly stowed. However, it does not state any obligation regarding where on the boat these sails are to be stowed. Other Measurement and Safety rules that may apply can put further restrictions on the positioning of movable items.

Question 2

What is a definition of 'properly stowed' as it appears in RRS 51?

Answer 2

The term 'properly stowed' is not defined in the rulebook, so it is used in its nautical or general sense.

ISAF Racing Rules Question and Answer Service



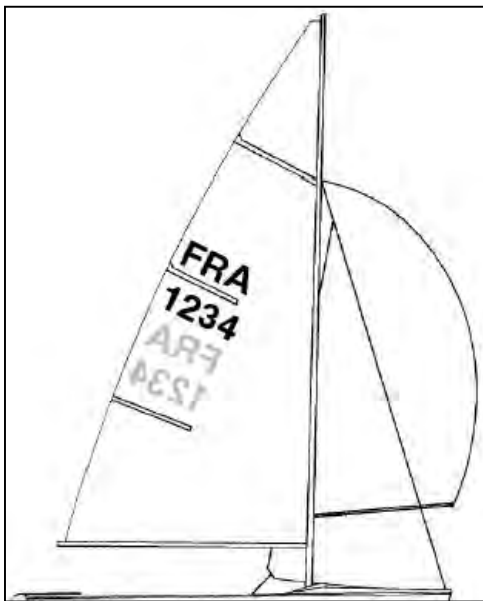
L 006

Q&A 2015.003

Published: 5 March 2015

Situation

Questions about the positioning of national letters and sail numbers on sails of an ISAF Class boat. For all questions, assume that no changes to RRS Appendix G have been made by the class rules.



Picture 1



Picture 2

Question 1

Is the positioning of sail numbers and national letters in Picture 1 in compliance with RRS Appendix G, in particular the last sentence of rule G1.3(a) and rule G1.3(c)?

Answer 1

Yes.

Note that unless the class rules have changed rule G1.3(a), the positioning does not comply with other requirements of rule G1.3(a).

Question 2

Is the positioning of sail numbers and national letters in Picture 2 in compliance with RRS Appendix G, in particular the last sentence of rule G1.3(a) and rule G1.3(c)?

Answer 2

Yes.

Question 3

Will these answers be the same for the numbers and national letters if they are placed on foresails in the same vertical order as on these main sails?

Answer 3

Yes.



ISAF Racing Rules Question and Answer Service

Section M

Terminology

- M1** Deleted - now covered in ISAF Case 132. (When is a boat on a beat to windward?)
- M2** Changing course and rule 16
- M3** Proper Course and sail configuration
- M4** Questions about 'Significant advantage'
- M5** Windsurfing - as soon as practicable
- M6** Racing Rules and rule 86
- M7** 'Taut' in ORS 3.14.2 and RRS 49.2

Other Questions that may be relevant: B2, 6, 7, 9, D1, E1, 2, 3, J5, 6, 7, 9, K1, L3, 5, N4, 5, 6

ISAF Racing Rules Question and Answer Service



M 001

Q&A 2013-010

Published: 18 February 2013 (Re-issuing of Q&A 2004-006 M001)

This Q&A has been deleted. New ISAF Case 132 covers the matter of the Q&A

ISAF Racing Rules Question and Answer Service



M 002

Q&A 2013-011

Published: 18 February 2013 (Revision of Q&A 2010-019 M006)

Question

As a boat without speed sheets on to move forwards she initially drifts side-ways. Is this action considered a change of course under rule 16?

Answer

A boat moving from a stopped position to sailing in a direction would not be considered to be changing course, except when she went from having sailed backwards to sailing forwards or vice versa. (See Match Racing Call MR B 7).

In order for rule 16 to apply, there would need to be two boats and the right-of-way boat would need to be changing course.

ISAF Racing Rules Question and Answer Service



M 003

Q&A 2013-012

Published: 18 February 2013 (Re-issuing of Q&A 2010-027 M009)

Situation

Two boats, W and L, are sailing downwind in conditions where they would normally use spinnakers to finish as soon as possible.

Boat W has a problem with her spinnaker and boat L, sailing faster, establishes a leeward overlap from clear astern and is subject to rule 17. Boat L decides not to use her spinnaker to gain a tactical advantage over W.

Both boats are sailing their fastest VMG course for a boat sailing downwind with a headsail but they are sailing a higher course than they would be able to sail if using their spinnakers.

Boat W protests boat L alleging that, by not hoisting her spinnaker and not sailing a lower, faster course in order to finish as soon as possible, she is breaking rule 17. In the absence of boat W, L would have hoisted her spinnaker and sailed a faster and lower course to finish as soon as possible.

Question

Does boat L break rule 17 by not hoisting her spinnaker and not sailing a lower, faster course in order to finish as soon as possible?

Answer

No. The rules have no requirement as to which sails a boat must use at any time and a boat's proper course is the course she would sail to finish as soon as possible in the conditions and with the sails she has set. Nor is there any requirement in the rules for a boat to finish as soon as possible and there could be a variety of reasons why a boat would not use a spinnaker, including tactical considerations. (See ISAF Case 78).



ISAF Racing Rules Question and Answer Service

M 004

Q&A 2013-018

Published: 25 February 2013

Situation

Questions about 'significant advantage'.

Question 1

When, under rule 42.3(i), sailing instructions allow propulsion using an engine to get clear after going aground, how is a protest committee to decide whether a significant advantage has been gained? For instance, a boat uses her engine to get clear after grounding, making no progress in the race while using her engine. She would have remained aground much longer if she had not used her engine. Does she gain a significant advantage by this use of her engine, simply because she would have had a score for a significantly worse finishing place or DNF if she had not used her engine? Or if, after using her engine to get clear, she gets a better finishing position with respect to another boat in the same race that also goes aground and cannot get clear as quickly (or at all) because she has no engine?

Answer 1

Because the sailing instructions specifically allow a boat to use its engine to get clear, the boat is not considered to have gained a significant advantage, as long as the engine is used only for this purpose. Getting clear sooner using the engine, compared with not using the engine, may not constitute 'gaining a significant advantage' because that is the aim of that sailing instruction. However, the protest committee should consider a hearing to confirm this extent.

Question 2

When a boat takes a Two-Turns Penalty, is the question as to whether she should have retired for having gained a significant advantage in the race decided with reference only to the other boat in the incident, or with reference to the other competitors generally - or is there some other test?

Answer 2

Both the other boat in the incident and the other competitors generally should be considered.

Question 3

Is the advantage gained despite taking a turn(s) penalty measured simply by comparing places or positions before and after the incident? Or can what might have happened be taken into account? (For instance, not giving mark-room to a boat entitled to mark-room, and then take a Two-Turns Penalty for the breach, when the breach most likely caused the other boat to not gain all the places she could have gained had she been given mark-room.)

Answer 3

What might have happened is generally not considered when measuring whether a boat has gained a significant advantage. However, considering where the boat that broke a rule would have ended up had she not broken that rule should be considered. Generally, places lost by the other boat in the incident will not be considered unless it is clear that the boat breaking a rule acts deliberately and thereby also breaks rule 2, Fair Sailing.

Question 4

When a boat takes a One-Turn or a Two-Turns Penalty, when is the question about whether she has gained a significant advantage to be judged? Immediately after taking the penalty? At some later point in the race, including the finish?

Under what circumstances will a significant advantage gained through a breach of a rule be neutralized if the advantage is lost later in the race?

Answer 4

Whether a boat has gained a significant advantage in the race should be judged from the time of the incident to immediately after taking a penalty. Generally, an advantage, once obtained, should not be considered as neutralized if the situation changes later in the race. However, it may not be clear until later that a significant advantage in the series has been gained.



ISAF Racing Rules Question and Answer Service

M 005

Q&A 2013-026

Published: 3 June 2013

Situation

Appendix B, Windsurfing Competition Rules

Rule 61.1(a) is changed by rule B5, to state:

'... She shall also inform the race committee of her intention to protest as soon as practicable after she finishes or retires.'

Question 1

How soon is 'as soon as practicable'?

Answer 1

It depends. She may be able to inform the race committee promptly after finishing, in which case she must do so. However, she may be unavoidably delayed by keeping clear of or avoiding interfering with other boards, by capsizing or due to her distance from the race committee vessel at the moment of finishing. In addition, she may not want to distract the race committee during a tight finish.

The board complies with the rule when she gives priority to notifying the race committee of her protest without taking other actions such as sailing to her coach boat to get some water or advice about protesting. If the board retires, she may inform any official boat nearby, but it is acceptable to take the faster route to shore, proceeding directly to the race office. In case of injury or emergency, a delay should be accepted.

Question 2

What would be an acceptable interval between when a board crosses the finishing line and when she informs the race committee of her intention to protest?

Answer 2

The racing rules are written for a wide range of classes, disciplines, courses and sailing conditions. Therefore, it is difficult to define an acceptable interval of time that would be adequate for all. It is up to the protest committee to decide whether there are reasons to question the validity of the protest. Answer 1 provides guidance.

ISAF Racing Rules Question and Answer Service



M 006

Q&A 2014.009

Published: 21 May 2014

Situation

ISAF Q&A2013-036 N005 states in Answer 4: 'Class rules are not racing rules.'

Question 1

Is 'racing rules' (as the term is used in rule 86) limited to mean only the rules in the current version of The Racing Rules of Sailing?

Answer 1

Yes, in general.

Racing rules as used and specified in rule 86 means all rules in the Racing Rules of Sailing, including the Definition, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles, see definition Rule (a), it also means also ISAF Regulations 19, Eligibility Code; Regulation 20, Advertising Code; Regulation 21, Anti-Doping Code and Regulation 22, Sailor Classification Code, see Definition Rule (b).

Question 2

If the answer to Question 1 is 'Yes', may a notice of race change a provision of e.g. The Offshore Special Regulations or other documents that governs an event (provided the change is not prohibited by the document itself)?

Answer 2

Yes, the notice of race may change a provision or other documents that governs an event. However, when a document (such as the Offshore Special Regulations) is made applicable by a class rule, then rule 87 applies.

ISAF Racing Rules Question and Answer Service



M 007

Q&A 2014.013

Published: 4 June 2014

Situation

Offshore Special Regulation 3.14.2 – Pulpits, Stanchions and Lifelines was amended effective 1 January 2014.

The previous wording was:

'Lifelines required in Special Regulations shall be 'taut'.

- a) *As a guide, when a deflecting force of 50N (5.1kgf, 11,2 lbf) is applied to a lifeline midway between supports, the lifeline should not deflect more than 50mm.'*

[Note: Italics in OSR = Recommendation (Not mandatory)]

Wording Effective 1 January 2014:

"Lifeline deflection shall not exceed the following:

- a) When a deflecting force of 40N is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 50mm. This measurement shall be taken at the widest span between supports that are aft of the mast.
- b) When a deflecting force of 40N is applied midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 120mm from a straight line between the stanchions."

Question 1

Considering that the word 'taut' is deleted from OSR 3.14.2, how should 'taut' in RRS 49.2 be interpreted?

Answer 1

See the answer to Q2

Question 2

Is it possible that a lifeline that satisfies the requirements of the OSR 3.14.2(b) will be deemed as not being 'taut' under RRS 49.2, or does OSR 3.14.2 overrule RRS 49.2?

Answer 2

120 mm deflection is clearly not taut under the general use of the word 'taut' and the OSR 3.14.2 is therefore in conflict with, but does not change or override, the RRS 49.2 requirement. It therefore leaves open the possibility that a boat could be compliant with the OSR deflection test in the Special Regulation but still be successfully protested for breaking RRS 49.2 by not having taut lifelines.

Event Organisers wishing to have the OSR Special Regulations overrule the requirement of RRS 49.2 need to change the rule in their sailing instructions as permitted by RRS 86.1(b). A possible change could be:

The first sentence of RRS 49.2 is deleted and replaced with:

'Lifelines shall comply with the deflection requirements of OSR Regulation 3.14.2 and competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task.'

Individual classes can also make the same change in their class rules as permitted by RRS 86.1(c).



ISAF Racing Rules Question and Answer Service

Section N

Prescriptions and other rules

- N1** Trash?
 - N2** Another question about trash.
 - N3** Follow up question about hoisting spinnakers and rubber bands.
 - N4** Changing rules to develop and test.....
 - N5** About class rule changes.
 - N6** The balance between the RRS and the IRPCAS
-

Other Questions that may be relevant: G6, J8, 9, 11, K5, L1, 3, 6, M6, 7

ISAF Racing Rules Question and Answer Service



N 001

Q&A 2013-004

Published: 18 February 2013

Question

Is human excremental matter considered to be trash for the purpose of RRS 55?

Answer

No, human excremental matter is sewage and not trash. Competitors should however note that there may be other laws and regulations that apply.



ISAF Racing Rules Question and Answer Service

N 002

Q&A 2013-028

Published: 17 June 2013

Situation

It is common practice to prepare the spinnaker by tying it together with rubber bands at intervals, to prevent the spinnaker from filling during the hoist. Once hoisted and sheeted, the rubber bands will break, the spinnaker will open, and ultimately, the rubber bands will end up in the water.

Question 1

Does this action break new rule 55?

Answer 1

Yes

Question 2

If the answer to Question 1 is yes, would it make any difference if the material used was bio-degradable?

Answer 2

No



ISAF Racing Rules Question and Answer Service

N 003

Q&A 2013-029

Published: 5 August 2013 (revised January 15, 2014)

Situation

Q&A 2013-028 N002 confirms that the common practice of preparing spinnakers using elastic or wool bands at intervals to prevent them from filling during the hoist breaks rule 55 when the spinnakers are hoisted and sheeted and the bands break and end up in the water, even if the material used is bio-degradable.

Question

What can be done to prevent boats from being protested under rule 55 each time they hoist spinnakers?

Answer

Rule 55 was introduced to support a development of sailing in a direction towards a higher level of environmental responsibility. Event organizers and officials should also comply with the basic principle in the rulebook about environmental responsibility. Simply deleting rule 55 is the opposite of that.

Boats can use different systems when hoisting a spinnaker other than elastic bands or wool (i.e. snuffers or socks). However, if the OA of an event considers it is advisable to allow the use of elastic or wool bands for reasons of safety or proper seamanship, **and provided that no national or local law or regulation is broken**, they may change rule 55 by, for example, including in the notice of race and sailing instructions words to the effect of:

Notice of Race

RRS 55 will be changed in the sailing instructions by adding the following sentence to the rule: 'However, discarding elastic or wool bands when setting a sail will not be considered a breach of rule 55.'

Sailing Instructions

RRS 55 is changed by adding the following sentence to the rule: 'However, discarding elastic or wool bands when setting a sail will not be considered a breach of rule 55.'



ISAF Racing Rules Question and Answer Service

N 004

Q&A 2013-032

Published: 12 September 2013

Situation for questions 1 to 5

A member national authority has the following prescription to rule 86.3:

'The restrictions in rule 86.1 do not apply if rules are changed to develop and test proposed rules. No approval from the national authority is required.'

Question 1

For the purpose of rule 86.3, what is meant by 'proposed rules'?

Answer 1

A 'proposed' rule is a rule that is either new or that changes, adds to or deletes one or more existing rules for the purpose of testing whether it should be submitted to ISAF for inclusion in a future edition of the Racing Rules of Sailing.

Question 2

Are there any requirements that the 'proposed rules' (as used in rule 86.3) are approved by ISAF, submitted to ISAF or registered by ISAF in any way?

Answer 2

No.

Question 3

May the sailing instructions change any rule (for example 'A leeward boat shall keep clear of a windward boat, this changes rule 11' or 'Appeals are not allowed, this changes rule 70.') and refer to rule 86.3?

Answer 3

In theory yes, as there are no restrictions about which rules can be changed. However, the examples used would not be within the intent of this rule, and such proposals also appear to lack good judgment. A proposal to change rule 11 is unlikely to be a serious proposal for a rule change, and denying the right of appeal is a change that does not need to be tested. Neither example is 'a rule changed to develop or test proposed rules' (see Answer 1) and therefore, they are not covered by the exception in rule 86.3. Testing a new format of racing is an example of a rule change that would be permitted under rule 86.3, provided the national authority had the required prescription.

Note: Changing basic rules of Part 2 is always confusing for the competitors and will increase the risk of collisions on the water. It is therefore irresponsible to do it and the exception in rule 86.3 should be used only when there is a clear necessity for testing how to improve the rules and propose changes.

Question 4

Would the answer to Question 3 be different if the national authority approved the sailing instructions?

Answer 4

No. The approval of the national authority is irrelevant in this situation, as this national authority had prescribed that its approval was not needed.

Question 5

May a national authority recommend the organizing authorities under its jurisdiction that their sailing instructions should test the same 'proposed rules' for several consecutive years without submitting the 'proposed rules' to ISAF?

Answer 5

No. Although there is no established time frame for a 'proposed rule' to be submitted to ISAF, a change that is not intended to be submitted to ISAF is not covered by rule 86.3.

Question 6

Situation

A national authority requires that sailing instructions shall change a rule that cannot be changed according to rule 86.1(a). The same national authority does not have a prescription to rule 86.3 permitting changes of rules for the purpose of developing or testing rules.

What actions should an ISAF international judge take, if invited to be a judge on a protest committee/international jury at an event where the organizing authority has followed this national authority's requirements?

Answer 6

The ISAF judge must inform the organizing authority and the race committee about the conflict. Other members of the committee must also be made aware of the problem. The protest committee might also publish its official interpretation, to inform the competitors about existing conflict before the event starts.

Should there be any protests or requests for redress involving any illegally changed rules, the protest committee must make its decision based on the rules as they appear in the Racing Rules of Sailing.



ISAF Racing Rules Question and Answer Service

N 005

Q&A 2013-036

Published: 25 November 2013

Question 1

Rule 87 allows sailing instructions to change class rules when the change is permitted in the class rules, or when written permission of the class association for the change is displayed on the official notice board. Does this also apply to ISAF classes?

Answer 1

Yes

Question 2

If the answer to question 1 is 'Yes', does this conflict with ISAF regulation 10.5 (f)?

Answer 2

No. If the rules of an ISAF class allow class rules to be changed in the sailing instructions, this will already have been permitted by ISAF under regulation 10.5(f). If an ISAF class wants to permit a class rule change for a single event, it must first obtain ISAF permission for the change.

Question 3

May an ISAF class, under rule 87, change any of its class rules in the sailing instructions?

Answer 3

No, not unless the class is part of the organizing authority, and then subject to the requirements of rule 87 and regulation 10 when applicable. See also Answers 1 and 2.

Question 4

May a national authority change a class rule without consulting the class association?

Answer 4

No. Rule 86.1(a) refers only to changes to the racing rules by national authority prescriptions. Class rules are not racing rules, and therefore a national authority may not change a class rule by prescription.

However, when a national authority is the class authority, it is also the authority to permit changes to the class rules.

Question 5

Will the answer to Question 4 depend upon whether it is a local, national or ISAF class?

Answer 5

Yes. For all classes, any class rule changes depend on what the class rules state about changing class rules.

For ISAF classes, only ISAF may permit changes to the class rules under rule 87. For national classes, when the national authority is the class authority, it is also the authority to permit changes to the class rules. See also Answer 4.

Question 6

May a local class association override a rule of an ISAF class without asking permission from the class association?

Answer 6

No. A local or national association of an ISAF class is not an independent class association and is governed by the ISAF class association class rules and the ISAF regulations.

ISAF Racing Rules Question and Answer Service



N 006

Q&A 2014.008

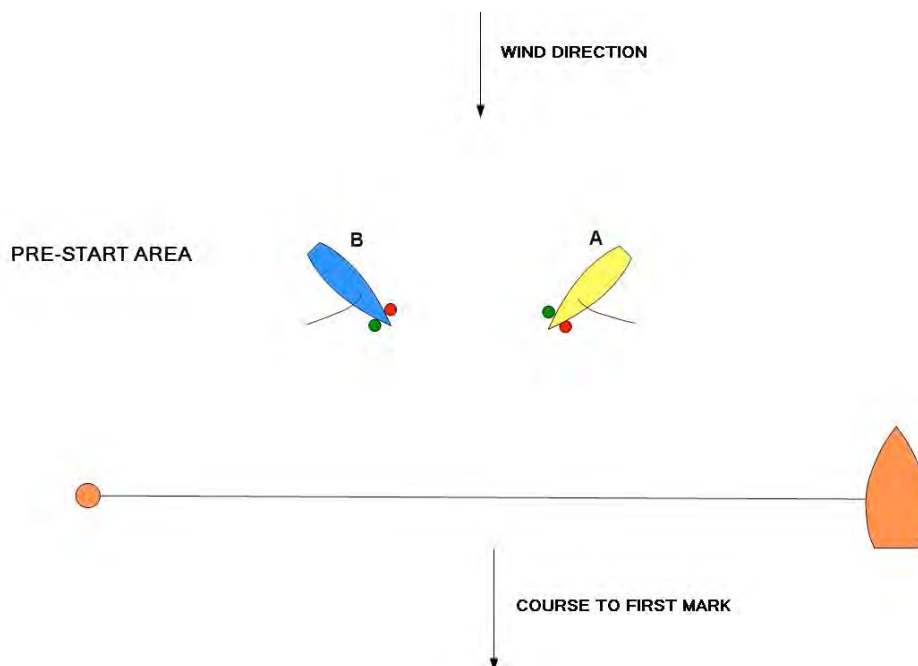
Published: 17 April 2014

Situation

The event is a 90 miles offshore race, and the start is at 22.30hrs, after sunset. Weather conditions are clear sky with unrestricted visibility. The sailing instructions state that after 18.30hrs, the rules of Part 2 of the Racing Rules of Sailing are replaced by the right-of-way rules of the IRPCAS.

2 minutes before the start boat A on starboard tack and boat B on port tack are on converging courses. Neither boat changes course, and a collision occurs without serious damages. Boat B protest boat A for breaking a rule of the IRPCAS.

At the hearing, boat A declares that she did not change course because she was on starboard tack and therefore the right-of-way boat (RRS). Boat B declared that she did not change course because she could see the green side light displayed by boat A, and therefore she was the right-of-way boat (IRPCAS).



NOTE about the diagram: The display of lights in the diagram does not conform with the requirements for lights in that lights are missing on the sailboats as well as the anchored committee vessel, and the sectors (arcs) through which the lights are visible are not indicated.

Question 1

The Racing Rules of Sailing's preamble to Part 2, When Boats Meet, states that 'If the sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or ...'.

In the IRLCAS, the steering and sailing rules are in SECTION II CONDUCT OF VESSELS IN SIGHT OF ONE ANOTHER. This section does not require boats to display navigation lights, irrespective of the visibility conditions; Part C 'Lights and Shapes' imposes those obligations.

Are there any requirements that both boats display navigation lights?

Answer 1

Yes.

The sailing instructions state that the rules of Part 2 are replaced by the 'right-of-way rules' of the IRLCAS. As such the sailing instructions only incorporate IRLCAS Rules 4 to 19 (steering and sailing rules), and not IRLCAS rules 20 (Application) and 25 (Sailing vessels under way and vessels under oars). See ISAF Case 109.

RRS 48.1 incorporates the compliance with fog signals and lights as required by the IRLCAS 'when safety requires'. Safety would normally require compliance with these requirements after dark, but not necessarily at all times between sunset and sunrise.

There may be times when there is a legal requirement to display navigation lights, but failure to do so will not break a racing rule. However, as stated in Answer 6, safety will usually require lights to be displayed when other boats are in the vicinity, particularly at a starting line, where they are likely to make frequent changes of course.

Question 2

Rules 11 and 12 of Section II of the IRLCAS do not make reference to navigation lights. For the purpose of deciding who has right of way, the Racing Rules of Sailing makes reference to starboard or port tack, and the IRLCAS makes reference to which side the boats have the wind from.

Is boat A, with the wind on the starboard side and being on starboard tack, therefore the right-of-way boat and boat B not, since boat B has the wind on her port side, irrespective of the green side light seen by boat B (IRLCAS rule 12(a)(i))?

Answer 2

Yes.

Question 3

Does IRLCAS rule 12(a)(ii) apply in this situation irrespective of the green sidelight seen by boat B?

Answer 3

No, IRLCAS rule 12(a)(ii) does not apply, as the boats do not have the wind on the same side.

Question 4

The only reference to lights in IRLCAS SECTION II is made in rule 13, Overtaking. What would the situation have been if boat B were overtaking boat A?

Answer 4

IRPCAS rule 13 applies to sailing vessels as well; the overtaking vessel must keep out of the way of the vessel being overtaken.

Question 5

Is the reference in IRPCAS rule 13(b) about the stern light only for the purpose of clarifying the rule, or does it place any obligations on a boat with regard to display of lights or to keep clear?

Answer 5

The reference is to define the meaning of 'overtaking vessel'. It does not impose any obligation to display lights in addition to the obligations contained in IRPCAS Part C or the obligation to keep out of the way contained in IRPCAS Rule 13(a).

Question 6

IRPCAS SECTION III requirements refer to conditions of 'restricted visibility', and RRS 48.1 states that 'When safety requires, a boat shall sound fog signals and show lights as required by the IRPCS or applicable governmental rules'.

- (a) Does darkness after sunset qualify as a 'condition of restricted visibility' as referred to in IRPCAS Section III, and
- (b) does darkness after sunset trigger the safety requirement required by RRS 48.1, or
- (c) are the obligations imposed by IRPCAS rule 19 only applicable to fog or equivalent weather conditions restricting visibility?

Answer 6

- (a) No. IRPCAS Rule 19(a) states that Rule 19 (Conduct of vessels in restricted Visibility) applies to vessels not in sight of one another when navigating in or near an area of restricted visibility. See definitions in IRPCAS rule 3(k) and (l).
- (b) Yes, where other boats might be in the vicinity. Sunset itself would not trigger the safety requirement, but darkness would almost invariably do so. In addition, failure to comply with the requirements of IRPCAS might also be a breach of rule 69.1. See ISAF Case 67.
- (c) Yes.



ISAF Racing Rules Question and Answer Service

Deleted Q&A's 2013

Q&A 2013.021 F001 deleted. Now covered in new ISAF Case 116.

All previously published Q&A's have been deleted from the ISAF website. This Q&A Booklet starts fresh with Q&A's from 2013 and onwards.

Deleted Q&A's January 15, 2014

Q&A 2013.005 B002 deleted.	Now covered in new ISAF Case 123.
Q&A 2013.013 B003 deleted.	Now covered in new ISAF Case 124.
Q&A 2013.015 B004 deleted.	Now covered in new ISAF Case 125.
Q&A 2013.014 D001 deleted.	Now covered in new ISAF Case 126.
Q&A 2013.006 E001 deleted.	Now covered in new ISAF Case 127.
Q&A 2013.007 E002 deleted.	Now covered in new ISAF Case 128.
Q&A 2013.008 E003 deleted.	Now covered in new ISAF Case 129.
Q&A 2013.009 J003 deleted.	Now covered in new ISAF Cases 130 and 131.
Q&A 2013.010 M001 deleted.	Now covered in new ISAF Case 132.

Withdrawn Q&A December 2014

Q&A 2013.035 J010 withdrawn.

Contents by Numbers – Including New Names

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Q&A 13-003	May arbitrators sit on panel hearing a case that has been through arbitration?	J 002
Q&A 13-004	Trash?	N 001
Q&A 13-005	Deleted. Now covered by ISAF Case 123.	B 002
Q&A 13-006	Deleted. Now covered by ISAF Case 127.	E 001
Q&A 13-007	Deleted. Now covered by ISAF Case 128.	E 002
Q&A 13-008	Deleted. Now covered by ISAF Case 129.	E 003
Q&A 13-009	Deleted. Now covered by ISAF Cases 130 and 131.	J 003
Q&A 13-010	Deleted. Now covered by ISAF Case 132.	M 001
Q&A 13-011	Changing course and rule 16.	M 002
Q&A 13-012	Proper course and sail configuration.	M 003
Q&A 13-013	Deleted. Now covered by ISAF Case 124.	B 003
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Q&A 13-015	Deleted. Now covered by ISAF Case 125.	B 004
Q&A 13-016	Timing of individual recall signals.	G 001
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Q&A 13-019	Shortening, abandoning and redress.	G 002
Q&A 13-020	Collision and damage.	J 004
Q&A 13-021	Deleted. Now covered by ISAF Case 116.	F 001
Q&A 13-022	Radio Sailing - Penalties vs advantage gained	J 005
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Q&A 14-008	The balance between the RRS and the IRPCAS.	N 006
Q&A 14-009	Racing Rules and rule 86.	M 006
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Q&A 14-013	'Taut' in OSR 3.14.2 and RRS 49.2.	M 007
Q&A 14-014	Radio-controlled boats on different legs.	B 010
Q&A 14-015	Forced over the starting line.	C 001
Q&A 14-016	Rule 49; Using halyard attached to harness.	L 004

Q&A 14-017	Race committee signals.	G 004
Q&A 14-018	Alternative penalties for OCS.	G 005
Q&A 14-019	Incidents on Medal Race days. Addendum Q.	K 005
Q&A 14-020	Stowing heavy sails.	L 005
Q&A 15-001	When flag O has already been displayed.	G 006
Q&A 15-002	Damage, boats actions and redress.	J 011
Q&A 15-003	Numbers and letters in sails.	L 006
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Q&A 15-005		
Q&A 15-003		