



# International Sailing Federation

## The Racing Rules of Sailing Q & A's Booklet

Last update: 25 October 2013

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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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## **ISAF Racing Rules Question and Answer Service**

### **Section A**

#### **Fair Sailing**

There is currently no Q&A in this section.

**A1**

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**Other Questions that may be relevant: J9**



## ISAF Racing Rules Question and Answer Service

### **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** Port tries to cross in front of starboard
- B3** Rights and obligations at obstructions
- B4** 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.

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**Other Questions that may be relevant: J4, J8, J10, M1, M2, M3**

## ISAF Racing Rules Question and Answer Service

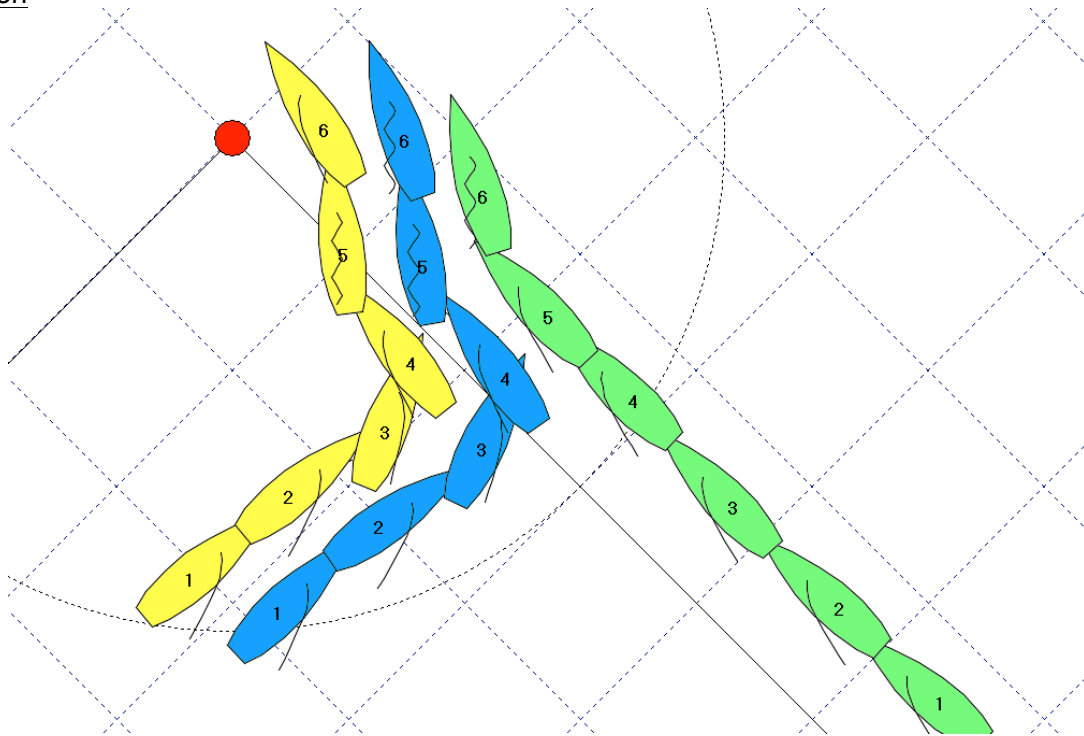


**B 001**

**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.

## ISAF Racing Rules Question and Answer Service



**B 002**

**Q&A 2013-005**

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

### Situation 1

In a fleet race with 10 knots wind, two one-design boats, S and P are approaching each other on close-hauled courses on opposite tacks. P, thinking she can cross ahead of S, does not change course or speed and there is contact between S's bow and P's starboard quarter, about 20cms from P's stern, causing damage. S had the opportunity to bear away earlier to avoid contact, but S thought P was going to cross and did not alter course before the contact occurred.

### Question 1

Did S break rule 14?

### Answer 1

In this situation P made an erroneous judgment that she would cross in front of S, thereby breaking rules 10 and 14.

Rule 14 requires a boat, including a right-of-way boat, to avoid contact if reasonably possible. In the described situation it was reasonably possible for S to avoid contact. However, rule 14(a) also states that a right-of-way boat does not need to act to avoid contact until it is 'clear' that the other boat is not keeping clear.

Once it became clear to S that P was not going to tack, S was obliged under rule 14 to assess whether there was a likelihood of contact or whether P was 'clearly' keeping clear. In the situation described, S made a miscalculation when assuming there would not be contact. S therefore broke rule 14, as it would have been reasonably possible for her to change course in the last moment to avoid the contact.

ISAF Case 50 states as a general principle: 'When the committee finds that S did change course and that there was reasonable doubt that P could have crossed ahead of S if S had not changed course, then P should be disqualified.'

### Situation 2

The situation is the same, but just before the contact occurs, S tries to avoid P by bearing away slightly, however S misjudges the manoeuvre.

### Question 2

Did S break rule 14?

### Answer 2

In this situation P made an erroneous judgment that she would cross ahead of S, thereby breaking rules 10 and 14.

Although S made an attempt to avoid the collision, she too made an erroneous judgment in regard to rule 14 and whether P would keep clear. Once it became clear to S that P was not going to keep clear, S needed to commence her manoeuvre in such time as to avoid the collision. S could easily make a judgment as to how much to bear away and she had the opportunity, but misjudged it.

Under the Racing Rules of Sailing, misjudgements or poor seamanship does not normally in itself excuse a boat from complying with its obligations.

Since neither boat took a penalty, the decision of the protest committee should have been to score both boats DSQ.

## ISAF Racing Rules Question and Answer Service

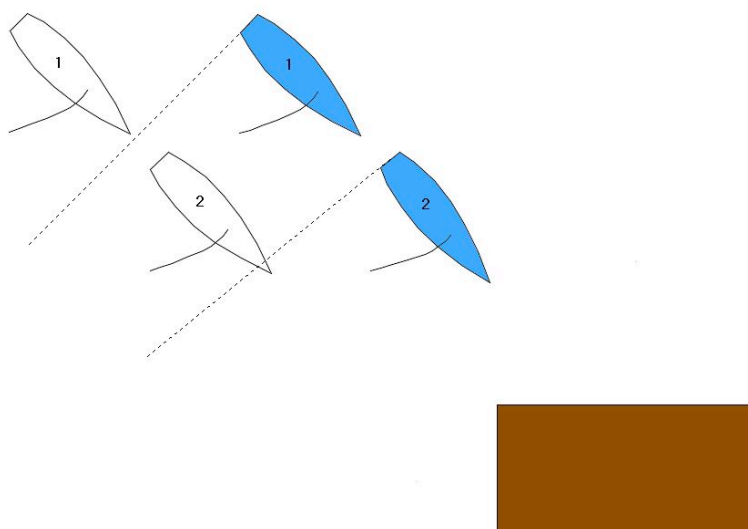
**B 003**

**Q&A 2013-013**

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

### Background

Two boats, Blue and White, are racing. They are approaching a big obstruction that can be passed on either side. The courses steered by both boats are towards the middle of the obstruction. At position 1 Blue is clear ahead (by a very narrow margin) and on a track to windward of White. When Blue bears away slightly, she immediately becomes overlapped to windward of White.



Rule 19.2(a) states that the right-of-way boat may choose to pass the obstruction on either side. In position 1 Blue is clear ahead, and thus has right of way under rule 12. When Blue bears away and becomes overlapped to windward of White, White becomes the right-of-way boat under rule 11.

### Question

How can we determine which boat has the right to choose the side for passing the obstruction?

### Answer

At any point in time the right-of-way boat at that moment is entitled by rule 19.2(a) to choose on which side she will pass the obstruction. Therefore, when the boats are at position 1, Blue has the right to choose to pass the obstruction on either side. However, when the boats reach position 2 Blue has lost that right, and at that time White has the right to choose.

When a right-of-way boat acts to implement a choice she has made under rule 19.2(a), she must comply with any applicable rules of Sections A and B. In addition, rule 19.2(b) applies if the boats are overlapped. In that case, the outside boat must give the inside boat room between her and the obstruction, unless she has been unable to do so from the time the overlap began.

In the case shown in the diagram, if after position 2 White chose to leave the obstruction to starboard and if the boats remained overlapped, White would have to comply with rules 16.1 and 17, and Blue would have to give White room between her and the obstruction as required by rule 19.2(b).

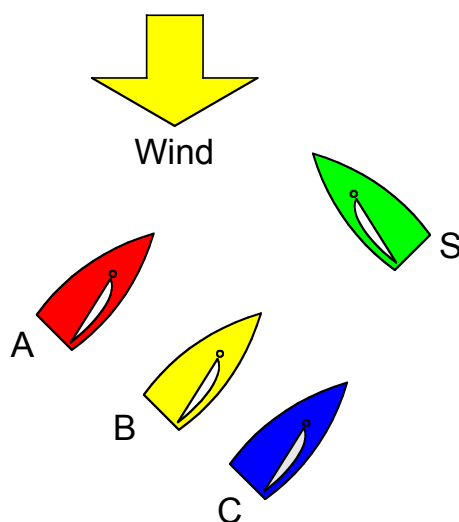
## ISAF Racing Rules Question and Answer Service



**B 004**

**Q&A 2013-15**

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



### Assumed facts

Boats A, B and C are close-hauled on port tack, A being to windward of B who is to windward of C.

Boat S is close-hauled on starboard tack with a risk of collision with A. If B and C did not change course, both would pass astern of S.

Boat A bears away to duck S, and B bears away to give her space to pass astern of S. C holds her course and there is a collision between B and C, which results in neither damage nor injury.

Neither boat takes a penalty. There is a protest between B and C.

### Question

How do the rules apply to this incident and which boat or boats should be disqualified?

### Answer

A, B and C are required to keep clear of S. S is therefore an obstruction to all three. Because C has right of way over both B and A, C may elect which side of S to pass (see rule 19.2(a)). However, because C does not need to change course to avoid S, rule 20.1(a) makes it clear that C may not call for room to tack under rule 20. As C passes astern of S she is required by rule 19.2(b) to give room to both B and A to pass between her and S. Similarly, B is also required by rule 19.2(b) to give A room.

The room that C is required to give to B includes enough space for B to give A room and for B to keep clear of C (see definition Room). C does not give that room and, therefore, breaks rule 19.2(b), and so C should be disqualified. C also breaks rule 14 as, had she given that room, the contact could have been avoided. However, because there was no damage or injury, C cannot be penalized under rule 14. B breaks rule 11, but she is exonerated under rule 64.1(a) because she was compelled to do so by C's breach of rule 19.2(b).

## ISAF Racing Rules Question and Answer Service

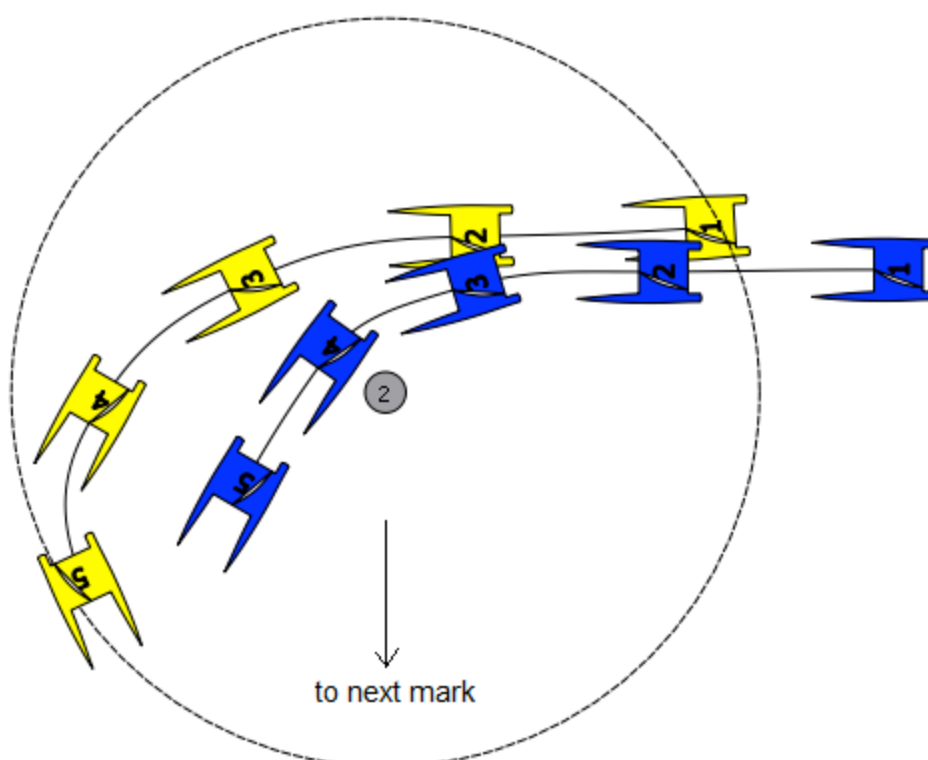
**B 005**

**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**

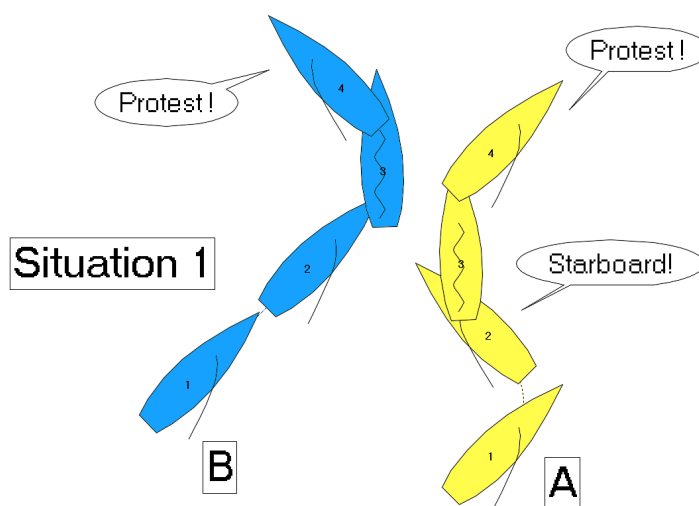
**Q&A 2013-034**

*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.

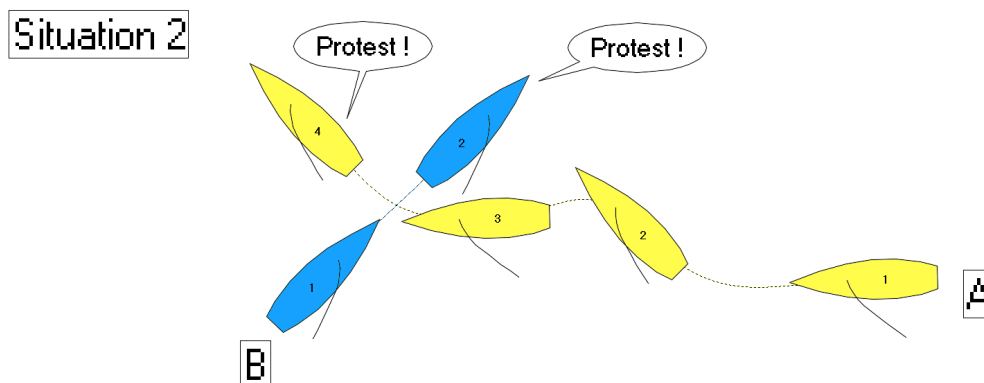
## Situation 1

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.



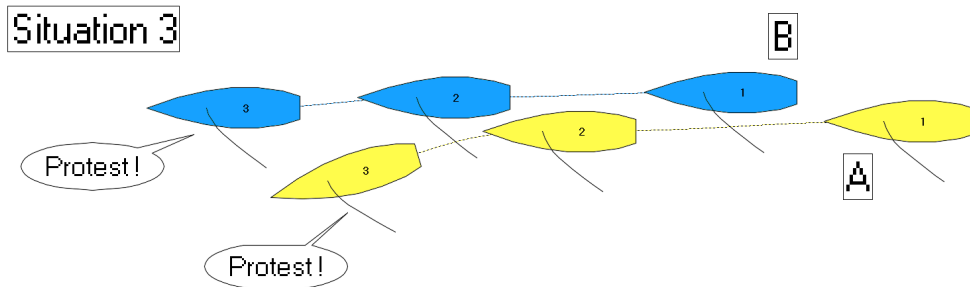
## Situation 2

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.



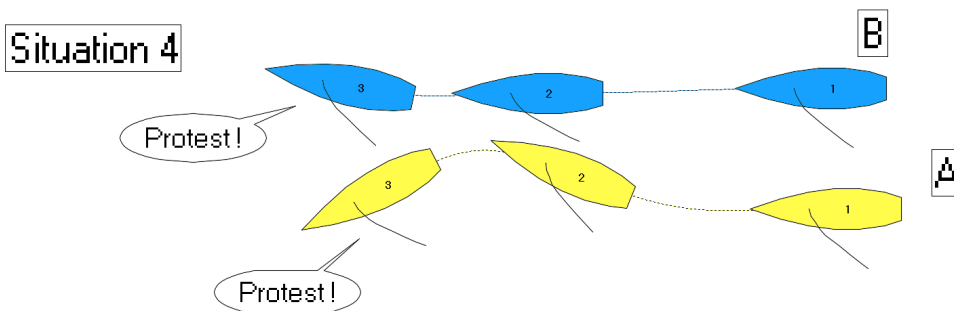
### Situation 3

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**

### **Section C**

#### **Starting**

There is currently no Q&A in this section.

#### **C1**

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**Other Questions that may be relevant:**



## **ISAF Racing Rules Question and Answer Service**

### **Section D**

#### **Sailing the Course**

**D1**      The rights of an OCS boat that is sailing the course

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**Other Questions that may be relevant: E2, G2, J6**

## ISAF Racing Rules Question and Answer Service



**D 001**

**Q&A 2013-14**

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

### Situation

A fleet race starts and on the first run there is a luffing match between L and W. Both boats protest, and there is contact with no damage or injury.

After the race it is discovered that W was OCS.

### Question

Is it open to W to allege that she and L were not on the same leg, and that when L initiated a luffing match L was not only sailing above her proper course, she was also breaking rule 24.2 because she was interfering with W?

### Answer

Both L and W are on the same leg. While W may not have started correctly, and may subsequently be scored OCS, she continues to sail the race with full rights and obligations under the rules.

Nothing in the rules would prevent W from making any allegation against L, but the protest committee would be bound by the rules and as both boats are on the same leg, rule 24.2 does not apply.



## ISAF Racing Rules Question and Answer Service

### Section E

#### Finishing

- E1** When has a boat 'cleared' the finishing line and marks?
- E2** Race committee action when a boat passes the pin end of the finishing line on the wrong side or touches a finishing mark
- E3** About shortening of course, finishing when the race committee is positioned at the 'wrong' end of the line
- 

**Other Questions that may be relevant: G2**



## ISAF Racing Rules Question and Answer Service

**E 001**

**Q&A 2013-006**

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

### Question

With respect to the definition *Racing*, when has a boat 'cleared' the finishing line and marks?

### Answer

A boat clears the finishing line and marks when no part of her hull, crew or equipment is on the line and when neither mark is influencing her course.

A boat that clears the finishing line close-hauled and continues to sail toward the finishing line pin end mark, where current sets her into the mark, is still racing and has broken 31. A boat that crosses the finishing line, sails away from the line and marks, and then later hits the finishing line mark, does not break rule 31 as she is no longer racing.

## ISAF Racing Rules Question and Answer Service

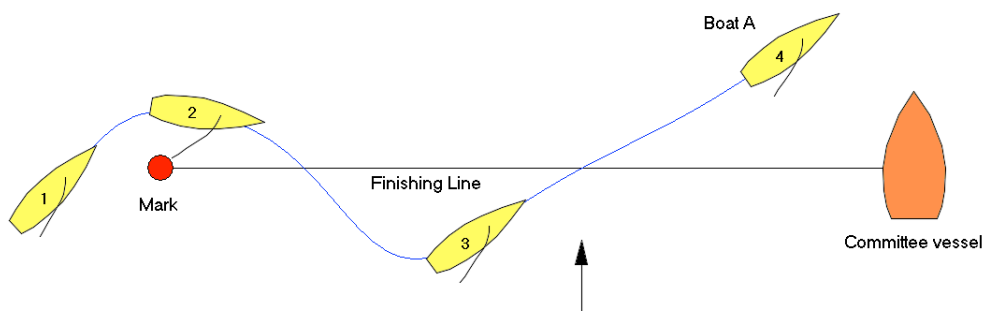


**E 002**

**Q&A 2013-007**

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

### Situation A



### Question 1

In situation A, the race committee observes Boat A passing the pin end of the finishing line on the wrong side and then dipping below the line, finishing, and sailing into the harbor. What should the race committee do in this situation?

### Answer 1

The race committee must score the boat in her finishing place because she complied with the definition Finish. The race committee should protest A for breaking rule 28.1. After crossing the finishing line, a boat may correct an error in sailing the course made at the finishing line, but if she does not, she must be scored as finished when she crossed the line from the course side.

### Question 2

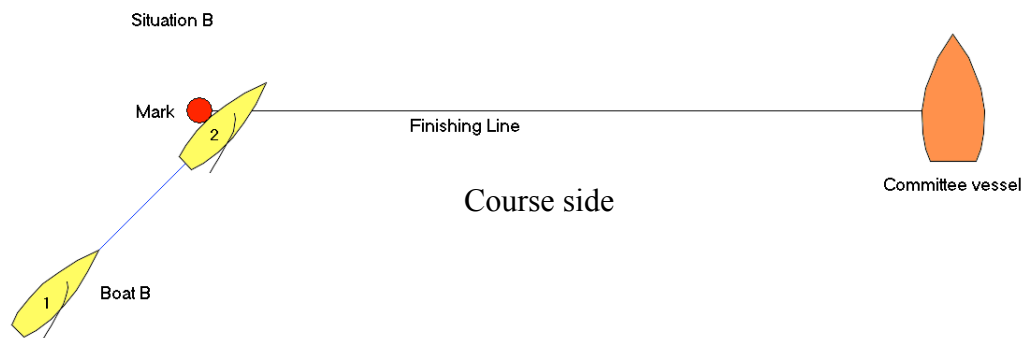
Does the race committee need to remain on station until after the race time limit in case A returns to correct her error?

### Answer 2

No, unless it is likely that A will return to correct her error and finish within the time limit.



## Situation B



### Question 3

In Situation B, the race committee observes Boat B breaking rule 31 as she crosses the finishing line. B does not take a penalty and sails home. What should the race committee do?

### Answer 3

The race committee must score B in her finishing place when she crossed the finishing line from the course side. See the definition Finish. The race committee may protest the boat for breaking rule 31. See rule 60.2(a).

## ISAF Racing Rules Question and Answer Service



**E 003**

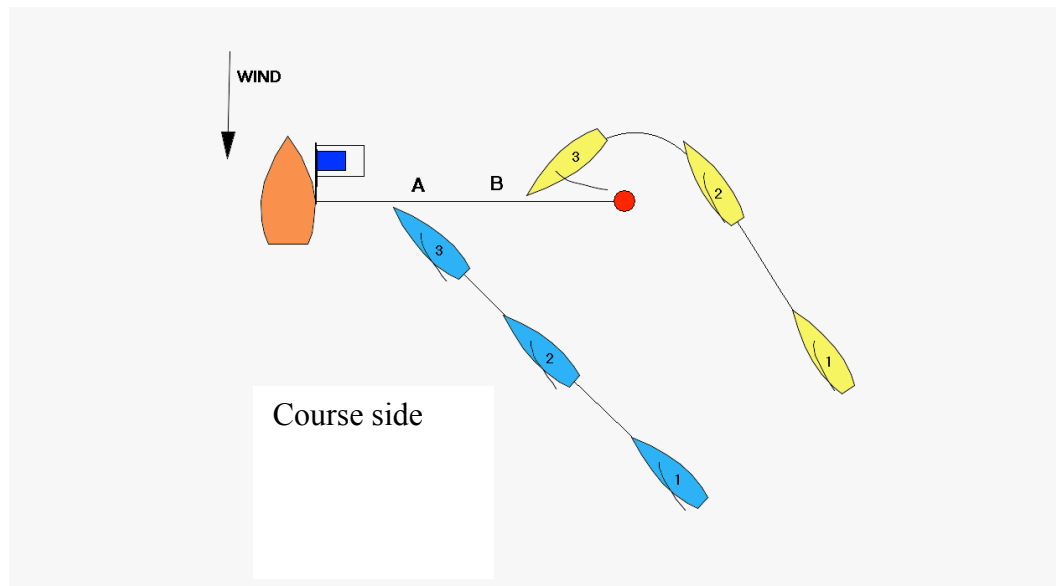
**Q&A 2013-008**

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

### Situation

According to the sailing instructions marks were to be left to port. Due to insufficient wind the race committee shortened the course by displaying flag S with two sounds at a staff on a committee boat near the windward mark.

Due to bad anchoring conditions at the starboard side of the mark the committee anchored the boat at the port side of the windward mark and so laid the finishing line at the 'wrong side' of the mark.



### Question 1

Are boats after the race committee has shortened the course still required to leave the mark to port and make a hook round finish as boat B (yellow) in the diagram, or is this mark no longer a rounding mark but rather a finishing mark so that boats are required to cross the finishing line from the course side as boat A (blue) in the diagram?

### Answer 1

Because the race committee has signalled a shortened course, the mark is now a finishing mark rather than a rounding mark, and boats must cross the finishing line from the course side in accordance with the definition Finish. In the diagram, boat A finishes correctly.

## Question 2

Could the protest committee consider laying the finishing line at the 'wrong side' of the mark an improper action of the race committee, refer to case 45 *Revised 2007* and decide to score all the boats in the order they crossed the finishing line without regard to the direction in which they crossed it?

## Answer 2

No. As long as the line clearly is at an angle to the course side, the definition Finish gives the correct finishing direction, irrespective of which side the finishing vessel is situated.

Had the race committee issued a sailing instruction that required the boats to cross the finishing line from the wrong direction, that would have been an improper action, and redress could have been considered (see ISAF Case 45).



## ISAF Racing Rules Question and Answer Service

### Section F

#### Scoring

**F1** Deleted - now covered in ISAF Case 116. (Average points for multiple races)

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**Other Questions that may be relevant: E2, E3, G2, J9**

## 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**

### **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

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**Other Questions that may be relevant: E1, J6, K1**

## 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**

### **Section H**

#### **International Jury**

There is currently no Q&A in this section.

#### **H1**

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**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** 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** Identifying the incident - protest validity.

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**Other Questions that may be relevant: B2, G2, 3, J9, M4, M5, N2, N3, N4**

## 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)*

### Question 1

Is an equipment inspector or measurer at an event a member of the race committee for that event?

### Answer 1

Not normally. Equipment inspectors or event measurers are responsible for checking that the boats or the personal equipment used by competitors comply with the class rules.

According to the Terminology in the Introduction to the Racing Rules of Sailing, 'Race committee' includes any person performing a race committee function. The race committee functions are stated in different rules in Part 7 (conduct races, publish written sailing instructions, score races, etc) and equipment inspection is not one of them. If however the equipment inspectors or event measurers were appointed by the race committee to conduct such responsibilities on behalf of the race committee, then they are members of the race committee.

### Question 2

If the answer to Question 1 is yes, can the equipment inspector or the event measurer protest a boat under rule 60.2 without the need for the written report required by rule 78.3?

### Answer 2

The equipment inspector or the event measurer can only protest the boat if the race committee delegates this responsibility to him or if the sailing instructions change rules 78.3 and 60.2 accordingly.

### Question 3

The rules at an event require that a certificate is produced before a boat races. One boat does not produce a certificate, but the race committee receives a statement signed by the person in charge that a valid certificate exists and that it will be given to the race committee before the end of the event. The race committee does not receive the certificate in time. Can that boat be scored DSQ for all races without a protest as rule 78.2 indicates?

### Answer 3

No. The race committee should protest the boat. Rule A5 lists the scoring actions the race committee may take without a hearing. An action under rule 78.2 is not in that list.



## 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*

### Situations

A series with 6 races are sailed over two days with 3 races each day. There are incidents in Race 5, which is sailed on the second day, and several protests are lodged within the time limit.

### Question 1

Boat A lodges a protest against boat B, referring to an incident in Race 6. At the opening of the hearing, B's representative does not object to the validity of the protest, but says that the incident was in Race 5 and not Race 6. On reflection, A's representative agrees that B is correct. May the hearing proceed on the basis that the incident, if any, was in Race 5?

### Answer 1

No. Rule 61.2(b) requires that the incident, including where and when it occurred, is identified when a protest is lodged.

### Question 2

Boat C lodges a protest against boat D, referring to an incident in Race 5 when Mark 1 was rounded for the first time. D's representative does not object to the validity of the protest, but says that the incident happened when Mark 1 was passed for the second time. On reflection, C's representative agrees that D is correct. May the hearing proceed on the basis that the incident, if any, occurred at the second rounding of the mark?

### Answer 2

No. See answer 1.

### Question 3

Boat E lodges a protest against boat F, referring to an incident in Race 2. In response to a question from the protest committee chairman at the opening of the hearing, F's representative says that 'Race 2' refers to the second race of the second day – which was Race 5 of the series. May the hearing proceed on the basis that the incident, if any, was in Race 5?

### Answer 3

Yes. This is a different, but equally valid identification. The protest identifies when and where the incident happened.

### Question 4

Would the answer to any of the questions above be different if the protestee had, at the opening of the hearing, objected to the validity of the protest based on the reasons mentioned?



#### Answer 4

No. For the purpose of the contents of a protest, the validity requirements are as stated in rule 61.2.

#### Question 5

N lodges a protest against P, referring to Race 5. Under 'Time and place of incident', N's representative has written 'second passage of windward mark'. P's representative objects to the validity of the protest on the grounds that the time of the incident has not been stated. Is the protest valid?

#### Answer 5

Yes, provided all other validity requirements are met.

Referring to a specific rounding of a specific mark will normally meet the requirements for identifying where and when an incident occurred. Only in very special circumstances will the actual time of the incident be required in order for a protest to comply with rule 61.2(b).



## **ISAF Racing Rules Question and Answer Service**

### **Section K**

#### **Match Racing and Team Racing**

**K1** Match Racing and class rules.

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**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

### Section L

#### Technical Questions

**L1** Advertising on personal equipment.

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**Other Questions that may be relevant: B6, J3, J6, J8, J9, J10, K1, N3, N4**



## 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

### Section M

#### Terminology

- M1** 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

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**Other Questions that may be relevant: B2, B6, D1, E1, E2, E3, J5, J6, J7, J9, J10, K1, N4**

## 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)*

### Question

Except on a beat to windward, rule 42.3(c) permits a boat to pull in any sail to initiate surfing or planing. When is a boat on a beat to windward?

### Answer

The phrase 'on a beat to windward' is used in rules 18.1(a) and 42.3(c). For the purposes of each rule, a boat is 'on a beat to windward' when her proper course is close-hauled; when she is 'beating.' Therefore, if a boat is sailing on a leg to the windward mark and the wind direction changes so that the boat's proper course to the mark is no longer close-hauled, then the boat is no longer 'on a beat to windward.'

Similarly, when a boat is sailing on a downwind leg and there is a wind shift so that it is clear the boat's proper course to the mark is close-hauled, then the boat is 'on a beat to windward'.

When judging this, the last point of certainty principle is used. For example, a boat approaching a windward mark on the starboard tack layline gets a lifting shift. The judges need to be certain that the boat's proper course is no longer close-hauled before permitting 'one pump per wave'. If there is any doubt, the judgment will be that the boat is still 'on a beat to windward'.

## 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**

### **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.....
- 

**Other Questions that may be relevant: J8, J9, L1**

## 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 August 27 2013)*

### 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, 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 is permitted.'*

### Sailing Instructions

*RRS 55 is changed by adding the following sentence to the rule: 'However, discarding elastic or wool bands when setting a sail is permitted.'*





## 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**



### **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.

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