

This supporting paper is intended to provide a brief explanation of each change proposed to the current Appendix D for 2009 to 2012. The proposals include further changes to text that was approved by ISAF in 2009 and 2010. Changes approved by ISAF will take effect in January 2013.

Submission 199-11 was prepared by the Team Racing Rules Working Group of the ISAF Racing Rules Committee.

| Rule for 2013 | Current 2009 Rule | Proposed Text for 2013 | Comment |
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| Preamble | Preamble | <i>Team races shall be sailed under The Racing Rules of Sailing as changed by this appendix.</i> | Existing second sentence combined into rule D2.1. |
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| D1 | | CHANGES TO THE RACING RULES | |
| D1.1 | | Changes to the Definitions and the Rules of Part 2 and Part 4 | The renumbering brings all changes to the rules into rule D1 other than protests, redress and penalties. |
| (a) | D1.1(a) | In the definition <i>Zone</i> the distance is changed to two hull lengths. | No change. |
| (b) | D1.1(b) | Rule 18.2(b) is changed to: If boats are <i>overlapped</i> when the first of them reaches the <i>zone</i> , the outside boat at that moment shall thereafter give the inside boat <i>mark-room</i> . If a boat is <i>clear ahead</i> when she reaches the <i>zone</i> , or she later becomes <i>clear ahead</i> when another boat passes head to wind, the boat <i>clear astern</i> at that moment shall thereafter give her <i>mark-room</i> . | No change but the whole rule is quoted for clarity. |
| (c) | D1.1(c) | Rule 18.4 is deleted. | No change. |
| (d) | D1.1(d) | Add new rule 23.3 A boat that has <i>finished</i> shall not act to interfere with a boat that has not <i>finished</i> . | No change. |

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| (e) | D1.1(e) | Add new rule 23.4 When boats in different races meet, any change of course by either boat shall be consistent with complying with a <i>rule</i> or trying to win her own race. | No change. |
| (f) | D1.1(f) | Unless deleted by the sailing instructions, when rule 20 applies the following arm signals by the helmsman are required in addition to the hails: (1) for ‘Room to tack’, repeatedly and clearly pointing to windward; and (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward. | No change. Submission 191-10 refers. |
| (g) | D1.2(b) | Add to rule 41: ‘However, a boat may receive help from another boat on her team provided electronic communication is not used.’ | No change. |
| (h) | D1.2(d) | Rule 45 is deleted. | Delete the whole of rule 45, not only first sentence. |
| D1.2 | | Protests and Requests for Redress | These are also changes to the RRS as in the main D1 title. |
| (a) | D2.1(a) | Rule 60.1 is changed to: A boat may (1) protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in the incident or the incident involved contact between members of the other team; or (2) request redress. | No change but whole rule quoted for clarity and to avoid cross-referencing. |
| (b) | D2.1(b) | Rule 61.1(a) is changed so that a boat may remove her red flag after it has been conspicuously displayed. | Simplified to avoid cross-referencing. Also changed so that, in non-umpired races, a red flag is not required when a boat is less than 6m long; as is generally current practice. |

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| (c) | New | A boat intending to request redress for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire. | No change. Submission 193-10 refers. |
| (d) | D2.4(a) | The race committee or protest committee shall not protest a boat for breaking a rule of Part 2 or rule 31 or 42 except (1) based on evidence in a report from an umpire after a white flag has been displayed; or (2) under rule 14 upon receipt of a report from any source alleging damage or injury. | Rule moved so it applies to all team racing, not only when umpired. Otherwise as submission 200-10 with some editing to improve clarity and implementation. |
| (e) | D2.4(b) | <i>Protests</i> and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally. | Rule moved so it applies to all team racing, not only when umpired. Otherwise no change. Submission 192-10 also refers. |
| (f) | D1.2(c) | A boat is not eligible for redress based on damage or injury caused by another boat on her team. | Rule moved to protest/redress section. Otherwise no change. |
| D1.3 | | Penalties | |
| (a) | D2.1(c) | Rule 44.1 is changed to A boat may take a One-Turn Penalty when, while <i>racing</i> , she may have broken a rule of Part 2 or rule 31 or 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31. | No change in intent but whole rule is quoted for clarity and to avoid cross-referencing. These words make clear that the changed rule replaces the whole of rule 44.1. The consistent use of One-Turn and Two-Turns Penalties elsewhere in this appendix makes clear that rule 44.2 applies to all such penalties. |
| (b) | New | When a boat takes a penalty by retiring, she shall notify the race committee as soon as possible and shall have 6 points added to her score. | To resolve the issue in non-umpired races whereby a boat that retires after, or shortly before, finishing may claim that her score should be points for last place. |

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| (c) | D1.2(a) | There shall be no penalty for breaking a rule of Part 2 when the incident is between boats on the same team and there is no contact. | Rule moved to penalty section. Otherwise no change. |
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| D2 | | UMPIRED RACES | |
| D2.1 | | When Rule D2 Applies | |
| | Preamble D2.2 | Rule D2 applies to umpired races. Races to be umpired shall be identified either in the sailing instructions or by the display of flag U no later than the warning signal. | No change in intent. Submission 194-10 refers to first sentence. Second sentence is merged from the Preamble and the first sentence of rule D2.2. |
| D2.2 | D2.2(a) | Protests by Boats | The single flag protest system becomes the default. This system is not changed but is rewritten as a step-by-step procedure for both competitors and umpires. |
| | | When a boat protests under a rule of Part 2 or under rule 31 or 42 for an incident in the racing area | Reference to rule 44 omitted. Submission 198-10 refers. |
| (a) | | She shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. | In umpired races a red flag is required for all boats regardless of size. See D1.2(b) above. |
| (b) | | She is not entitled to a hearing. | |
| (c) | | The protested boat shall be allowed time to respond. | |
| (d) | | A boat involved in the incident may promptly take the appropriate penalty or clearly indicate that she will do so as soon as possible. | |
| (e) | | If a protested boat fails to take a penalty, an umpire shall decide whether to penalize any boat. | Submission 199-10 refers. |
| (f) | | An umpire shall signal a decision in compliance with rule D2.4. | Umpire signals are now a separate rule. |

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| (g) | D2.2(c) | A boat penalized by an umpire shall take a Two-Turns Penalty. | |
| D2.3 | D2.2(d) | Penalties Initiated by an Umpire | Rule clarified with no intent to change any principle. |
| | | An umpire may penalize a boat without a <i>protest</i> by another boat, or report the incident to the protest committee, or both, when | |
| (a) | (1) | the boat breaks rule 31 or 42, and does not take a penalty; | |
| (b) | New | the boat clearly indicates that she will take a One-Turn Penalty and then fails to complete the penalty; | Rule makes clear that an umpire is responsible for monitoring a penalty taken voluntarily under rule D2.2(d). |
| (c) | (2) | the boat fails to complete a penalty signalled by an umpire; | |
| (d) | (3) | the boat commits a breach of sportsmanship; | |
| (e) | (4) | the boat breaks rule 14 when damage or injury has been caused; | |
| (f) | (5) | the boat breaks a rule and as a result her team gains an advantage despite taking a penalty; | Rule clarifies that the boat can be penalised only when she has broken a rule. |
| (g) | (1) | the boat breaks a rule of Part 2 through contact with another boat on her team or a boat in another race, and does not take a penalty. | Separated out from (1). Rule also applies to contact with a boat in another race. |
| D2.3 final paragraph | | The umpire shall signal a decision in compliance with rule D2.4. A boat penalized by an umpire shall take a Two-Turns Penalty or, when so hailed by an umpire, one or more One-Turn Penalties. | Rule creates a default Two-Turns Penalty. |
| D2.4 | D2.2(b) D2.2(d) | Signals by an Umpire | Umpire signals are consolidated here. |
| | | An umpire shall signal a decision as follows: | |

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| (a) | | For no penalty, display a green and white flag. | |
| (b) | | To penalize one or more boats, display a red flag. The umpire shall hail or signal to identify each boat penalized. | |
| (c) | | To report the incident to the protest committee, display a white flag. | Submission 197-10 refers to change from black flag to white flag. |
| D2.4 final paragraph | | A signal shall be made with one long sound. | Submission 196-10 refers. |
| D2.5 | D2.3(b) | Limited Umpiring | |
| | | <p><i>This rule changes rule D2.2(b) and applies only if the sailing instructions so state.</i></p> <p>When a boat protests and either there is no decision signalled, or an umpire displays a yellow flag with one long sound signalling he has insufficient facts to make a decision, the protesting boat is entitled to a hearing.</p> | Minor editing with no change in intent. |

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| D2.6 | D2.3(a) | Alternative Protest Procedure | The two-flag protest procedure. |
| | | <p><i>This rule replaces rule D2.2(e) only if the sailing instructions so state.</i></p> <p>(1) After allowing the protested boat time to take a penalty, the protesting boat may request a decision by conspicuously displaying a yellow flag and hailing 'Umpire'.</p> <p>(2) An umpire shall then decide whether to penalize any boat and shall signal a decision in compliance with rule D2.4.</p> <p>If a boat hails for an umpire decision without complying with the protest procedure, the umpire shall disregard her hail.</p> | Rule is rewritten to merge into rule D2.2 with minimum changes. The last paragraph is new and is to clarify that a boat shall not be penalised unless the protesting boat complies with the required procedure. |
| D2.7 | New | Limitations | New rule to clarify options following an umpire error. |
| | D2.4(c) | <p>A decision, action or non-action of an umpire shall not be</p> <p>(a) grounds for redress,</p> <p>(b) subject to an appeal under rule 70, or</p> <p>(c) grounds for abandoning a race after it has started.</p> <p>The protest committee may decide to consider giving redress when it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.</p> | Item (c) is new to prohibit the race committee circumventing the existing rule by abandoning the race. |
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| D3 | | SCORING A RACE | |
| D3.1(a) | D3.1(a) | Each boat <i>finishing</i> a race shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to <i>race</i> . | Reference to rule 28.1 deleted. See D3.1(c) below and also RRS Appendix A5. |
| (b) | D3.1(b) | A boat that is scored OCS shall be presumed to have gained an advantage and shall have 10 points added to her score. | Rule clarified. It is so rare that a boat is OCS, fails to return and start and gains no advantage that simplicity is preferred to adding complex exceptions. |
| (c) | D3.1(c) | When a protest committee decides that a boat that is a <i>party</i> to a protest hearing has broken a rule, the following applies: (1) if the boat has not taken a penalty, it shall add 6 points to her score; (2) if the boat or her team has gained an advantage despite any penalty taken or imposed, it shall increase that boat's score; (3) when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a <i>rule</i> when not <i>racing</i> , it may penalize the boat's team by half or more race wins, but the opposing team shall not be awarded those race wins, or it may impose no penalty. | This rule allows a protest committee, after a hearing, to penalise a boat under any rule other than when subject to umpire action under rule D2. For example, either a boat or an umpire may protest under rule 28 or rule 40. |
| (d) | D3.1(d) | The team with the lower total points wins the race. If the totals are equal, the team that does not have first place wins. | No change. |
| D3.2 | D3.2 | When all boats on one team have <i>finished</i> , retired or failed to <i>start</i> , the race committee may stop the race. The other team's boats <i>racing</i> at that time shall be scored the points they would have received had they <i>finished</i> . | No change. |

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| D4 | | SCORING A SERIES | |
| D4.1 | | Terminology | |
| | New | In a round-robin series teams are assigned to one or more groups and scheduled to sail against all other teams in their group one or more times. In a knock-out series one or more pairs of teams are scheduled to sail against each other until one team has scored the number of race wins stated in the sailing instructions. | Scoring terms are defined for clarification. |
| D4.2 | | Scoring a Series | |
| | D4.1 | When two or more teams are competing in a series, the teams shall be ranked in order of number of race wins, highest number first. If the teams in a round-robin group have not completed an equal number of races, they shall be ranked in order of the percentage of races won, highest number first. | Second sentence added. |
| D4.3 | | Terminating a Series | |
| | New | The race committee may terminate a series at any reasonable time taking into account the entries, weather, time constraints and other relevant factors. When a round-robin series is terminated, any round-robin in the series in which <ul style="list-style-type: none"> (a) 80% or more of the full schedule of races has been completed shall be scored as complete; (b) less than 80% of the full schedule of races has been completed shall be excluded from the results, but may be used to break ties. | To provide a standard and encourage consistency. |

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| D4.4 | | Ties in a Completed Round-Robin Series | |
| | D4.2 | <p>Ties in a completed series shall be broken using only the results in the series, in order,</p> <ul style="list-style-type: none"> (a) the highest number of race wins in all races between the tied teams; (b) the lowest total points scored in all races between the tied teams; (c) if two teams remain tied, the winner of the last race between them; (d) the lowest average points scored in all races against common opponents; (e) a sail-off if possible, otherwise a game of chance. <p>If a tie is partially broken by one of these, the remaining tie shall be broken by starting again at rule D4.4(a).</p> | Rule clarified with no intent to change it. |
| D4.5 | | Ties in an Incomplete Round-Robin Series | |
| | D4.3 | <p>If a round-robin series is not completed, teams shall be ranked according to the results from all completed round-robins in the series. Ties shall be broken whenever possible using the results from races between the tied teams in the incomplete round-robin. Other ties shall be broken in accordance with rule D4.4.</p> | No change |
| D4.6 | | Incomplete Knock-Out Series | |

| Rule for 2013 | Current 2009 Rule | Proposed Text for 2013 | Comment |
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| | New | <p>If a knock-out series is not completed (including 0-0), the result shall be determined using, in order,</p> <ul style="list-style-type: none"> (a) the highest number of race wins in the incomplete series; (b) the highest number of race wins in all races between the teams in the event; (c) the highest place in the most recent round-robin series, applying D4.4(a) if necessary; (d) the winner of the most recent race between the teams. <p>If this rule fails to determine a result, the series shall be tied unless the sailing instructions provide for some other result.</p> | Resolves a significant omission in the appendix. |
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| D5 | | BREAKDOWNS WHEN BOATS ARE SUPPLIED BY THE ORGANIZING AUTHORITY | |
| D5.1 | | <p>A supplied boat suffering a breakdown, and seeking redress as a result, shall display a red flag at the first reasonable opportunity and, if possible, continue <i>racing</i>. The race committee shall decide redress as provided in rules D5.2 and D5.3.</p> | No change. |

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| D5.2 | | When the race committee decides that the team's finishing position was made significantly worse, that the breakdown was through no fault of the crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, it shall make as equitable a decision as possible. This may be to order the race to be resailed or, when the boat's finishing position was predictable, award her points for that position. Any doubt about a boat's position when she broke down shall be resolved against her. | In line one, "boat's finishing position" is changed to "team's finishing position". Otherwise no change. |
| D5.3 | | A breakdown caused by defective supplied equipment or a breach of a <i>rule</i> by an opponent shall not normally be determined to be the fault of the crew, but one caused by careless handling, capsizing or a breach by a boat on the same team shall be. If there is doubt, it shall be presumed that the crew are not at fault. | Last sentence changed by submission 150-09. |