

## Racing Rules Committee Minutes

The Racing Rules Committee met between 09:30 – 18:00 hrs on  
Wednesday 9 November 2016 at the Renaissance Barcelona Fira  
Hotel, Barcelona, Spain



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### Present:

John Doerr (GBR) – Vice-Chairman  
Neven Baran (CRO)  
Lance Burger (RSA)  
Jim Capron (USA)  
Kamen Fillyov (BUL)  
Ulrich Finkch (GER)  
Rick Hatch (CAN)  
Marianne Middelthon (NOR)  
Ricardo Navarro (BRA) (non-voting)

Bill O'Hara (IRL)  
Andrus Poksi (EST)  
Chun Qu (CHN)  
Dick Rose (USA)  
Ana Sanchez del Campo Ferrer (ESP)  
Katsumi Shibamura (JPN)  
Richard Slater (AUS)  
Richard Thompson (GBR)  
Zofia Truchanowicz (POL)

Gary Jobson (USA) – Vice President (in part)

Jon Napier – Director of Legal Affairs & Governance  
John Dyke – Lawyer

### Apologies:

Bernard Bonneau (FRA)  
Ricardo Lobato (BRA)  
Leo Pieter Stoel (NED)

## 1. Opening of the Meeting

In the absence of the Chairman, the Vice-Chairman took the chair of the meeting as Acting Chairman.

### (a) Welcome from the Chairman

The Acting Chairman welcomed the Committee to Barcelona and read a message from the Chairman to the Committee.

The Committee asked the Acting Chairman to pass its best wishes to the Chairman on his recovery.

## Racing Rules Committee Minutes (cont.)

- (b) Apologies for absence

Apologies for absence were received from the Chairman, Ricardo Lobato and Leo Pieter Stoel.

- (c) Declaration of Conflicts of Interests

Richard Slater declared an interest in all matters concerning the 35<sup>th</sup> America's Cup.

### 2. Minutes of the Previous Meeting

- (a) Minutes

The minutes of the meeting of 11 November 2015 (circulated and approved after the meeting) were noted.

- (b) Matters Arising

There were no matters arising not covered elsewhere on this agenda.

### 3. Other Submissions

The Committee considered the following submissions for which the Racing Rules Committee is an Other Committee and gave an opinion to Council:

- (a) Submission 019-16 – World Sailing Regulations – Deletion of Event Measurer Definition

Opinion: Approve (17 in favour, 0 against, 0 abstain)

### 4. Racing Rules of Sailing Submissions

The Committee considered the following submissions for which the Racing Rules Committee is the Reporting Committee and made a recommendation to Council:

- (a) Submission 060-16 – Racing Rules of Sailing – Rule 3.1(b)

Recommendation to Council: Reject (0 in favour, 15 against, 2 abstain)

*Unnecessary – the guardian of an adult sailor would be a support person.*

- (b) Submission 061-16 – Racing Rules of Sailing – Rule 29.1

Recommendation to Council: Approve with amendment (17 in favour, 0 against, 0 abstain)

*Logical addition. Subject to editing by the RRC WP.*

- (c) Submission 062-16 – Racing Rules of Sailing – Rules 30.3, 30.4 and A11

Recommendation to Council: Reject (0 in favour, 16 against, 1 abstain)

*Current rules are adequate and less complicated than those proposed.*

- (d) Submission 063-16 – Racing Rules of Sailing – Rule 36

Recommendation to Council: Reject (0 in favour, 16 against, 1 abstain)

*Undesirable. If a particular class or event wants this, it can be implemented with a sailing instruction.*

- (e) Submission 064-16 – Racing Rules of Sailing – Rule 50.1

*Submission 064-16 was withdrawn.*

- (f) Submission 065-16 – Racing Rules of Sailing – Rule 61.1(a)

Recommendation to Council: Approve with amendment (17 in favour, 0 against, 0 abstain)

## Racing Rules Committee Minutes (cont.)

*Subject to editing by the RRC WP.*

- (g) Submission 066-16 – Racing Rules of Sailing – Rule 61.1(c)  
*Recommendation to Council: Reject (0 in favour, 16 against, 1 abstain)*  
*Current wording is better than proposed wording.*
- (h) Submission 067-16 – Racing Rules of Sailing – Rule 64.2  
*Recommendation to Council: Reject (0 in favour, 17 against, 0 abstain)*  
*The submission is not a proposal to amend the RRS. Rules for medal races are handled in the NOR or SIs on an event-by-event basis.*
- (i) Submission 068-16 – Racing Rules of Sailing – Rule 87  
*Recommendation to Council: Reject (0 in favour, 17 against, 0 abstain)*  
*Current procedure is preferable to the procedure proposed.*
- (j) Submission 069-16 – Racing Rules of Sailing – Definition Obstruction and Rule F20.1(a)  
*Recommendation to Council: Approve with amendment (15 in favour, 1 against, 1 abstain)*

### Proposal 1

*Amend the first sentence of Appendix F Definitions – Obstruction as follows:*

“An object that a kiteboard could not pass without **substantially** changing **her** course **or the position of her kite** ~~substantially~~, if she were sailing directly towards it and 10 metres from it.”

### Proposal 2

*Change Rule 20.1.(a) as follows:*

“she can avoid the obstruction safely without making a substantial **change of her** course **or the position of her kite** ~~change~~”

*Subject to editing by the RRC WP.*

- (k) Submission 070-16 – Racing Rules of Sailing – Rule G1.2(a)  
*Recommendation to Council: Reject (0 in favour, 15 against, 2 abstain)*  
*Unnecessary. Will be referred to the new RRS/ERS Working Party.*
- (l) Submission 071-16 – Racing Rules of Sailing – Rule G1.3(d)  
*Recommendation to Council: Reject (0 in favour, 15 against, 2 abstain)*  
*Unnecessary. Will be referred to the new RRS/ERS Working Party. The RRS should not differentiate between different types of spinnaker.*
- (m) Submission 072-16 – Racing Rules of Sailing – Rule G1.3(e)  
*Recommendation to Council: Reject (0 in favour, 15 against, 2 abstain)*  
*Unnecessary. Will be referred to the new RRS/ERS Working Party.*
- (n) Submission 073-16 – Racing Rules of Sailing – Rule J1.2(3) and Appendix K, Paragraph 4  
*Recommendation to Council: Approve with amendment (17 in favour, 0 against, 0 abstain)*

## Racing Rules Committee Minutes (cont.)

The Committee approves the submission but does not approve urgent implementation under Regulation 28.1.2 (0 in favour, 17 against, 0 abstain).

Subject to editing by the RRC WP and as follows:

### Proposal 1

Amend rule J1.2(3) as follows:

~~(3) any sailor classification requirements, or functional classification requirements for Para World Sailing events, that some or all competitors must satisfy (for sailor classification, see rule 79 and World Sailing Regulation 22, Sailor Classification Code; for functional classification see Para World Sailing Functional Classification System & Procedures Manual);~~

(3) any classification requirements that some or all competitors must satisfy:

(a) for sailor classification (see rule 79 and World Sailing Regulation 22, Sailor Classification Code), or

(b) for functional classification for Para World Sailing events (see Para World Sailing Functional Classification & Procedures Manual)

### Proposal 2

Amend Appendix K, paragraph 4 as follows:

~~4~~

#### **CLASSIFICATION**

~~Insert any requirements~~

~~The following [sailor classification requirements will apply (see RRS 79)] [functional classification requirements] will apply: \_\_\_\_\_.~~

~~:~~

Insert any requirements

4.1

The following sailor classification requirements of rule 79 and World Sailing Regulation 22 will apply: \_\_\_\_\_.

~~:~~

Insert any requirements

4.2

The following functional classification requirements for Para World Sailing events will apply: \_\_\_\_\_.

~~:~~

(o) Submission 074-16 – Racing Rules of Sailing – Rule L9.6

Recommendation to Council: Reject (0 in favour, 16 against, 1 abstain)

Submissions 074-16, 075-16, 076-16, 077-16 and 078-16 all propose changes to Appendix L. The RRC WP believes they all have some merit, but that they need substantial editing. The WP recommends that all five submissions be rejected, but sent for consideration by either the RRC WP or a special new WP established to work on racing rules related to NoR and SIs, as well as Appendices K and L.

## Racing Rules Committee Minutes (cont.)

- (p) Submission 075-16 – Racing Rules of Sailing – Rule L12.1  
Recommendation to Council: Reject (0 in favour, 16 against, 1 abstain)  
See comment to Submission 074-16
- (q) Submission 076-16 – Racing Rules of Sailing – Rule L18.2  
Recommendation to Council: Reject (0 in favour, 16 against, 1 abstain)  
See comment to Submission 074-16
- (r) Submission 077-16 – Racing Rules of Sailing – Rule L19.1  
Recommendation to Council: Reject (0 in favour, 16 against, 1 abstain)  
See comment to Submission 074-16
- (s) Submission 078-16 – Racing Rules of Sailing – Rule L27  
Recommendation to Council: Reject (0 in favour, 16 against, 1 abstain)  
See comment to Submission 074-16
- (t) Submission 079-16 – Racing Rules of Sailing – Rule P2.1  
Recommendation to Council: Reject (0 in favour, 17 against, 0 abstain)  
Unnecessary complication.
- (u) Submission 080-16 – Racing Rules of Sailing – Rule P4  
Recommendation to Council: Reject (1 in favour, 16 against, 0 abstain)  
If an event or class feels this is needed, it can make the change with a sailing instruction.
- (v) Submission 081-16 – Racing Rules of Sailing  
Submission 081-16 was withdrawn.

## 5. The Case Book

- (a) Case Book Working Party Report  
The Committee received a report from Dick Rose. He noted that the Working Party is aiming to publish the new Case Book in early January 2017.
- (b) Case Submissions  
The Committee considered the following submissions for which the Racing Rules Committee is the Reporting Committee and made a recommendation to Council:
  - i) Submission 082-16 – Racing Rules of Sailing – Case 10  
Recommendation to Council: Approve with amendment (17 in favour, 0 against, 0 abstain)  
Subject to editing by the Case Book WP. Change the abstract to:  
  
~~When~~ **If** a boat hails for room to tack ~~and~~ **when** she is neither approaching an obstruction nor sailing close-hauled or above, she breaks rule 20.1. The hailed boat is required to respond even if the hail breaks rule 20.1.
  - ii) Submission 083-16 – Racing Rules of Sailing – Case 54  
Recommendation to Council: Approve with amendment (16 in favour, 1 against, 0 abstain)

## Racing Rules Committee Minutes (cont.)

*Subject to editing by the Case Book WP. Amended as per Addendum A to the Minutes.*

- iii) Submission 084-16 – Racing Rules of Sailing – New Case

*Recommendation to Council: Reject (0 in favour, 17 against, 0 abstain)*

*Accept the principle. Danish Sailing Federation, RRC WP and Case Book WP will collaborate on a new submission for 2017.*

- iv) Submission 085-16 – Racing Rules of Sailing – New Case

The proposed amendments from the Racing Rules Committee Working Party were put to a vote.

### **Decision**

**The Committee rejected the proposed amendments (3 in favour, 8 against, 6 abstain)**

The Committee proceeded to vote on the submission un-amended.

*Recommendation to Council: Reject (6 in favour, 10 against, 1 abstain)*

*The Case needs substantial further drafting.*

- v) Submission 086-16 – Racing Rules of Sailing – New Case

*Recommendation to Council: Approve with amendment (9 in favour, 6 against, 2 abstain)*

### **Assumed Facts**

~~Keelboats were starting on a 300 metres start line between the masts of two committee vessels.~~ At the starting signal, the race officer judged three boats to be over the line. Flag X was promptly displayed with a sound signal. The assistant race officer, at the other end of the line in the other committee vessel, confirmed the identity of the three boats and that they had not returned and restarted correctly. All three boats were scored OCS. One of these three boats completed the course and finished first. On learning that she had been scored OCS, she requested redress, maintaining that she had returned and started correctly. She called as witnesses two other competitors who had been close by and who believed that she had returned and started correctly.

...

### **Answer 1**

Yes, if the protest committee is satisfied on the weight of the evidence that the race officer was not watching while the boat was crossing the starting ing line or carrying out the returning manoeuvre, or was mistaken as to the identity of the boat.

...

### **Answer 2**

The evidence of the race officer, who is in the best position to judge, is usually more reliable.

*Subject to editing by the Case Book WP.*

*The Committee supports this submission as a Case now, but recommends that future amendments are considered to Appendix M to cover these areas.*

## Racing Rules Committee Minutes (cont.)

- vi) Submission 087-16 – Racing Rules of Sailing – New Case

Recommendation to Council: Approve with amendment (16 in favour, 1 against, 0 abstain)

*Subject to editing by the Case Book WP and RRC WP.*

- vii) Submission 088-16 – Racing Rules of Sailing – New Case

Recommendation to Council: Approve with amendment (17 in favour, 0 against, 0 abstain)

### Answer 1

...

~~In amplification of rule 69.1(a), t~~The following actions should be considered as examples of misconduct, but they are not exclusive examples and not a definitive list:

...

### Answer 2

A boat ~~may be protested~~ ~~or race committee may protest a boat~~ for a breach of rule 2, and the protest committee ~~is are~~ required to hear and decide the protest. To uphold a protest for an alleged breach of rule 2, the protest committee ~~is are~~ required to clearly establish that a boat has not competed in compliance with the recognised principles of sportsmanship and fair play. It follows that the action must directly ~~involve affect~~ the competition for a breach of rule 2 to be established.

...

### Question 4

~~When does misconduct become gross misconduct?~~

### Answer 4

~~The definition of gross misconduct is set out in World Sailing Regulation 35, Disciplinary Code. Rule 69 does not refer to gross misconduct, only misconduct. The question of which term applies is only relevant to MNAs and World Sailing when considering reports and deciding the appropriate action.~~

*Subject to further editing by the Case Book WP and RRC WP.*

- viii) Submission 089-16 – Racing Rules of Sailing – New Case

Recommendation to Council: Approve with amendment (17 in favour, 0 against, 0 abstain)

*Subject to editing by the Case Book WP and the RRC WP and amended as follows:*

### Preamble

*It is appropriate to report a breach of rule 69 to an MNA or World Sailing when the case may constitute ~~gross~~ misconduct and further sanction beyond the jurisdiction of the protest committee may be appropriate.*

## Racing Rules Committee Minutes (cont.)

### Answer 2

The report is only sent to World Sailing when the breach occurs at specific international events as listed in World Sailing Regulation 35, Disciplinary Code. Otherwise the report is to be sent to the MNA of the person(s) found to have breached rule 69. ~~(not necessarily to the MNA of the boat owner or venue)~~

- ix) Submission 090-16 – Racing Rules of Sailing – New Case

Recommendation to Council: Approve with amendment (13 in favour, 2 against, 2 abstain)

*Subject to editing by the Case Book WP.*

- x) Submission 091-16 – Racing Rules of Sailing – New Case

Recommendation to Council: Approve with amendment (17 in favour, 0 against, 0 abstain)

*Subject to editing by the Case Book WP and as amended as per Addendum B to these Minutes.*

- xi) Submission 092-16 – Racing Rules of Sailing – New Case

Recommendation to Council: Reject (0 in favour, 17 against, 0 abstain)

*The wording of the rule itself needs to be reviewed.*

- xii) Submission 093-16 – Racing Rules of Sailing – New Case

*Submission 093-16 was withdrawn.*

## 6. The Call Books

- (a) Match and Team Racing Working Party Reports

The Committee received a report from Marianne Middelthon on behalf of the Match Racing Rules Working Party and Richard Thompson on behalf of the Team Racing Rules Working Party.

- (b) Call Submissions

The Committee considered the following submissions for which the Racing Rules Committee is the Reporting Committee and made a recommendation to Council:

- i) Submission 094-16 – Racing Rules of Sailing – New Call

Recommendation to Council: Approve with amendment (17 in favour, 0 against, 0 abstain)

*Subject to editing by the Match Racing Rules WP.*

- ii) Submission 095-16 – Racing Rules of Sailing – New Call

Recommendation to Council: Approve with amendment (17 in favour, 0 against, 0 abstain)

*Subject to editing by the Match Racing Rules WP. Amend Answer 1 as follows:*

Blue is entitled to mark-room. Mark-room for Blue is to sail her proper course to pass the mark (rule 18.2(a)(~~42~~)). While Blue's course to take her penalty is not a proper course (rule C2.~~23~~), once Blue has taken her penalty, she is entitled to sail her proper course from that point until she has finished. Blue breaks rule 10, but is exonerated under rule 21.



## Racing Rules Committee Minutes (cont.)

- iii) Submission 096-16 – Racing Rules of Sailing – New Call

Recommendation to Council: Approve with amendment (16 in favour, 1 against, 0 abstain)

*Subject to editing by the Match Racing Rules WP.*

- iv) Submission 097-16 – Racing Rules of Sailing – New Call

Recommendation to Council: Approve with amendment (17 in favour, 0 against, 0 abstain)

*Subject to editing by the Team Racing Rules WP.*

- v) Submission 098-16 – Racing Rules of Sailing – TR Call C3

Recommendation to Council: Approve with amendment (16 in favour, 0 against, 1 abstain)

### Question

After the start B is sailing on port tack from the course side of the starting line without having started. ~~Boat~~ Y has started correctly and bears away below her proper course onto a collision course with B. B protests. What should the call be?

*Subject to editing by the Team Racing Rules WP.*

- vi) Submission 099-16 – Racing Rules of Sailing – TR Call D2

Recommendation to Council: Approve with amendment (16 in favour, 0 against, 1 abstain)

*Subject to editing by the Team Racing Rules WP.*

- vii) Submission 100-16 – Racing Rules of Sailing – TR Call J7

Recommendation to Council: Approve with amendment (16 in favour, 0 against, 1 abstain)

*Change italicized paragraph to read:*

*A boat entitled to mark-room is exonerated under rule 21 for breaking rule 16.1 when her change of course is consistent with ~~rounding the mark in a seamanlike manner~~ **sailing within the mark-room to which she is entitled** or, if rule 18.2(c) applies, when it is consistent with sailing her proper course.*

*Subject to editing by the Team Racing Rules WP.*

- viii) Submission 101-16 – Racing Rules of Sailing – New Call

*Submission 101-16 was withdrawn.*

- ix) Submission 102-16 – Racing Rules of Sailing

Recommendation to Council: Approve with amendment (16 in favour, 0 against, 1 abstain)

*Subject to editing by the Team Racing Rules WP.*

- x) Submission 103-16 – Racing Rules of Sailing

*Submission 103-16 was withdrawn.*

## Racing Rules Committee Minutes (cont.)

### 7. 2017 – 2020 Racing Rules of Sailing

#### (a) 2017 – 2020 Racing Rules of Sailing

The Committee received a report from Dick Rose on the work done this year to issue the new rule book.

#### (b) Translation Issues

The Committee discussed any issues arising from the translation of the 2017 – 2020 Racing Rules of Sailing. Andrus Poksi noted the increasing complexity of language in the rule book was becoming an issue for translators.

#### (c) General feedback on the 2017 – 2020 Racing Rules of Sailing that may need urgent action

Dick Rose updated the Committee on a potential issue concerning penalties to be applied to boats under rule 64.4(b) because of conduct by their support persons. It was felt it would be clearer to reference this rule in the list of rules in rule 63.1.

The Acting Chairman updated the Committee on the work done integrating the term “technical committee” in the new rule book.

#### **Decision**

**No urgent action is required by the Committee on these issues at this meeting.**

### 8. Fair Sailing & Misconduct

#### (a) Rule 69 and Judicial Matters Working Party Report

The Committee received a report from the Acting Chairman on behalf of the Working Party.

#### **Decision**

**The next Committee should review the composition of the Working Party.**

#### (b) Application of the principles of sportsmanship and fair sailing to ‘team racing’ in fleet racing and World Sailing Case 78.

The Committee received a paper from Lance Burger and was informed by the Acting Chairman that the World Sailing Board had asked the Committee to review this issue following experiences at the Olympic qualification events.

The Committee felt there were several factors both in favour and against allowing external qualification systems to be factored into fair sailing decisions. However, the Committee did not feel there was any great fault with the wording of the Case itself. It felt that a more wide-ranging review was needed with input from other groups.

#### **Decision**

**The Committee recommends to Council that the Board establishes a working party to consider Case 78, the principles of sportsmanship and their effect on qualification systems, particularly for the Olympic and Paralympic Games. The working party should have representation from sailors, coaches, race officials and the Committee.**

### 9. Re-openings and Finality of Decisions

The Committee received a paper from the Acting Chairman on the rules concerning the reopening of hearings and the finality of protest decisions (including the availability and use of video and tracking evidence).

## Racing Rules Committee Minutes (cont.)

### **Decision**

**The new Committee is to appoint a working party to review this issue.**

## **10. Special Rules**

### **(a) Special Rules Panel Report**

The Committee received a report from the Director of Legal Affairs & Governance on special rule permissions granted in 2016 under rule 86.2.

### **(b) Addendum Q Working Party Report**

The Committee received a report from Jan Stage on behalf of the Addendum Q Working Party. He highlighted issues that had arisen recently, the most pressing of which was the time from which Addendum Q begins to apply. He noted also the need to allow parts of Addendum Q to be amended by events.

The Committee noted the proposed discussions in Council concerning the format of events for the 2020 Olympic Sailing Competition.

### **Decision**

**The Addendum Q Working Party is to develop Addendum Q based on any event/equipment/format decisions for the 2020 Olympic Sailing Competition.**

### **(c) Special Rules Development**

The Committee received reports from Neven Baran and Richard Slater and reviewed the efficiency and usefulness of the rule 86.2 special rules process over the four-year period. In particular, the Committee noted it was time to have one high-speed catamaran appendix.

### **Decision**

**Richard Slater and Bill O'Hara are to review the hi-speed catamaran rules with a view to World Sailing issuing one consolidated set for use. Once approved, World Sailing should not authorise special rules under rule 86.2 that are not in compliance with this package.**

**The Acting Chairman and the Director of Legal Affairs & Governance will review rule 86.2 and the supporting Regulations to ensure they are fit for purpose.**

**Jim Capron will propose new procedures to the Special Rules Panel to improve its work.**

**World Sailing should investigate the principle of requiring late applications for permission to pay a fee.**

## **11. Q&A Panel**

### **(a) Q&A Panel Report**

The Committee received a report from Ana Sanchez on behalf of the Panel. It was noted that the next Panel will require technical and equipment based expertise.

### **(b) Review of Q&As**

#### **i) Use of postponement signals ashore.**

The Committee received a paper from Ana Sanchez on a difference of opinion concerning the interpretation of the rules.

### **Decision**

**The Q&A Panel is to draft a submission to resolve this issue.**

#### **ii) Interaction between RRS 28, 35 and 90.3(a) when the first boat to finish did not start correctly.**

## Racing Rules Committee Minutes (cont.)

The Committee received a paper from Ana Sanchez concerning the interpretation of the rules.

### **Decision**

**The Q&A Panel is to draft a submission to resolve this issue.**

- iii) Continuing to sail the course after finishing.

The Committee received a paper from Rick Hatch on a difference of opinion within the Panel on the interpretation of the rules.

### **Decision**

**The Q&A Panel is to draft a submission to resolve this issue.**

## 12. Missing Marks

The Committee received a paper from Lance Burger and discussed the issue of redress for missing marks when there was no improper action or omission of a race committee, and the obligations of boats in missing mark scenarios.

### **Decision**

**The next Committee is to appoint a working party to examine this issue with a possible view of developing test sailing instructions.**

## 13. Notices of Race and Sailing Instructions

- (a) Appendices, J, K, L and LE Working Party Report

The Committee received a report from Jim Capron on behalf of the Working Party.

- (b) Simplification of notices of race and sailing instructions.

The Committee received a paper from Dick Rose and Richard Slater.

### **Decision**

**The next Committee is to appoint a working party to examine the simplification of NOR and SIs and to reduce duplication between the two documents.**

## 14. Working Parties & Other Reports

- (a) To receive reports from the following Working Parties of the Committee:

- i) Boards (Windsurfing and Kite) Rules Working Party

The Committee received a report from Andrus Poksi on behalf of the Working Party.

The Committee received a presentation from Kamen Fillyov on experimental slalom rules.

### **Decision**

**The Committee supports the principle behind the experimental slalom rules, but their use must be authorised in accordance with the normal procedures.**

- ii) Rule 42 Working Party

The Committee received a report from Jacob Mossin Andersen on behalf of the Working Party. The Committee discussed whether the Working Party had moved to a more educational role rather than rules development role.

### **Decision**

**The Working Party should continue in 2017 as a working party of the Race Officials Committee only.**

## Racing Rules Committee Minutes (cont.)

(b) Discipline Rule Books

The Acting Chairman informed the Committee that the next Chairman would be responsible for implementing Council's decision in Submission 268-15.

**Decision**

**The current Working Parties are to progress the development of discipline rule books pending the appointment of the next Chairman**

(c) Report from the representatives of the Committee on other committees.

The Acting Chairman informed the Committee he had nothing further to report from the meeting of the Race Officials Committee.

Dick Rose reported on the Equipment Committee and reminded the Committee that the joint working party between the two Committees must be appointed.

### 15. Recommendations

The Committee discussed the withdrawal of Submission 101-16 and the effect of the Committee's review of that submission on TR Call E8.

**Decision**

**The Committee considered Submission 101-16, as a result of which it was withdrawn. As a consequence of its discussions on this Submission, the Committee recommends to Council that TR Call E8 be withdrawn.**

### 16. Annual Report

The Committee noted that the Acting Chairman would make a verbal report to Council at its forthcoming meeting, and then liaise with the Chairman on a full written report.

### 17. Any Other Business

Gary Bodie addressed the Committee on the increasing complexity of the rules and, in particular, the answers issues in Calls. He felt that World Sailing should seek to minimise the complexity of answers, even if it meant less accuracy in terms of the rules.

The Acting Chairman reminded the Committee that it will need to continue to monitor developments in the Olympic formats and respond accordingly.

There being no other business, the Acting Chairman closed the meeting.

## Addendum A – Submission 083-16

### CASE 54

#### Rule 20, Room to Tack at an Obstruction

*A boat is entitled to hail for room to tack at the time when she needs to begin the process described in rule 20 to avoid the obstruction safely. A boat that hails must give the hailed boat sufficient time to respond before tacking herself. The hail must clearly convey the hailing boat's need to tack and be sufficiently loud to be heard in the prevailing conditions. If the hailed boat does not respond, the hailing boat can repeat her hail if time permits, or avoid the obstruction and protest.*

~~*A boat that hails for room to tack at an obstruction must give the hailed boat sufficient time to respond before tacking herself. The hailing boat is entitled to hail as soon as safety requires her to act under rule 20.*~~

~~*The hail must make the requirement clear and be as loud as necessary to be heard under the prevailing conditions and should, if necessary, include additional signals. If the hailed boat does not respond, the hailing boat should repeat her hail. The lack of a response from the hailed boat does not require the hailing boat to hold her course.*~~

#### ~~Assumed~~ Facts

Boat A is sailing close-hauled on port tack towards an obstruction that she must tack to avoid. Boat B is sailing close-hauled one boat length to windward and one boat length astern of A. A hails B for room to tack.

#### Question 1 ~~Question 3~~

As A is approaching the obstruction, how soon is she entitled to hail for room to tack?

#### Answer 1 ~~Answer 3~~

A may hail for room to tack at the time that, to avoid the obstruction safely, she needs to begin the process described in rule 20. She may hail at the moment that allows her sufficient time in the prevailing conditions to

- hail B for room to tack, **and make a second hail in the event B does not respond;**
- give B time to respond (see Answer 2 below);
- give time for any **additional** ~~third~~ boat that must respond for A to have room to tack (see Case 113); **and**
- tack herself, as soon as possible thereafter, in a seamanlike manner and avoid the obstruction.

#### Question 2 ~~Question 1~~

How quickly must B respond?

## Racing Rules Committee Minutes (cont.)

### Answer 2 ~~Answer 1~~

When the boats are clearly approaching an obstruction at which A will need room to tack, B must be alert to the situation and anticipate a hail from A ~~so that her response is prompt.~~ Anticipation is necessary because rule 20.2(c) requires B to respond either by immediately replying 'You tack' or by tacking as soon as possible. If B does not immediately hail ~~there is no immediate hail of~~ 'You tack', A must give B the time required for a competent, but not necessarily expert, crew, ~~in the prevailing conditions,~~ to prepare for and execute her tack in a seamanlike manner as soon as possible in the prevailing conditions.

### Question 3 ~~Question 2~~

What should A do if B does not respond to her hail?

### Answer 3 ~~Answer 2~~

~~Although the rule does not require a further hail, it is strongly recommended that, if the circumstances permit, A should hail again as loudly as possible.~~

Although the rules only requires one hail, if time permits it is prudent for A to repeat her hail. The lack of a response from B does not mean that A must hold her course. If needed, A should avoid the obstruction in the safest manner, which may include luffing up to head to wind or gybing. A can then protest if B has not responded as required by rule 20.2(c). ~~In the situation described, A is right of way boat and is entitled to luff as far as head to wind provided that, in doing so, she gives B room to keep clear (rule 16.1). However, if A passes head to wind, she must keep clear of B (rule 13).~~

### Question 4

What action by A constitutes a hail as required by rule 20?

### Answer 4

~~A hail is primarily a verbal signal Rule 20~~ Unlike rule 20.2(c), rule 20.1 does not require A to use specific words in her hail ~~prescribe the words to be used~~ but, to meet the requirements of the rule, those words ~~the hail~~ must clearly convey that A requires room to tack. The hail must be directed towards B and be as loud as is required in the prevailing conditions to be capable of being heard by B. A hail is primarily an oral signal, but in addition the hailing boat may draw attention to the hail by ~~If the conditions are such that even the loudest possible hail may not be heard, it would be prudent for A to make additional signals to draw the attention of B to the obstruction and of A's need to tack to avoid it. Such additional signals might include,~~ for example, physical gestures, a whistle or horn signal, ~~radio transmission,~~ or, at night, light signals. If boats are required to monitor a particular radio channel while racing, the hail may also be made over that channel.

These requirements for hailing apply equally to B if she responds, 'You tack'.

## Addendum B – Submission 091-16

### Case XXX

#### Rule 30.3, U Flag Rule

Rule 30.4, Black Flag Rule

Rule 64.1(b), Penalties and Exoneration

Rule 62.1, Redress

*Situations when a boat is forced over the starting line by another boat that was breaking a rule of Part 2.*

#### Situation 1

A race is started under rule 30.3 or 30.4, U or Black Flag Rule. 25 seconds before the starting signal there is an incident between boats A and B. The race committee identifies part of A on the course side. A does not return to the pre-start side of the starting line, but continues sailing the course and finishing. The race committee scores her UFD or BFD, as appropriate.

A lodges a valid protest against B. The protest committee disqualifies B for breaking a rule of Part 2. The committee finds that B, as a consequence of breaking a rule, has compelled A to break rule 30.3 or 30.4. It also finds that there was no injury or physical damage, and that B did not break rule 2, Fair Sailing.

#### Question 1

May the protest committee exonerate A for her breach of rule 30.3 or 30.4, and score her in her finishing position, even though A has never started according to the definition Start?

#### Answer 1

No. A has broken rule 30.3 or 30.4, but she has also failed to comply with the definition Start. B's breach compelled A to break rule 30.3 or 30.4. However, it did not prevent A from sailing back to the pre-start side of the starting line and start correctly. The protest committee may exonerate A under rule 64.1(a) for her breach of rule 30.3 or 30.4, and if so, the race committee shall score her DNS under A5.

Had A returned to the pre-start side of the starting line and then started correctly, the protest committee could have exonerated her for the breach of rule 30.3 or 30.4 and scored A in her finishing position.

#### Question 2



## Racing Rules Committee Minutes (cont.)

**The race is started under rule 30.4, Black Flag Rule.** The situation before the starting signal is the same **as for Question 1**, but this time there is a general recall. A's sail number is **properly** displayed ~~on the race committee starting vessel~~. Before the restart, A informs the race committee that she intends to protest B for breaking a rule of Part 2 in the recalled start. A starts, sails the course and finishes the restarted race. The race committee scores her DNE. A lodges a protest against B for the breach in the initial start and requests redress for the DNE score.

May the protest committee consider the breach in the recalled start and give A redress under rule 64.1(a) by scoring her in her finishing position in the re-started race?

### Answer 2

No. A initially broke the first sentence of rule 30.4, was identified on the course side of the starting line and her sail number was properly displayed according to rule 30.4 **or the sailing instructions**.

If the race committee displays A's sail number after a general recall, A cannot sail in the restarted or resailed race. If she starts in the restarted race, she breaks rule 30.4 without being compelled to do so. The race committee will make no mistake when it scores her DNE.

### Question 3

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

### Answer 3

If the protest committee decides that A was compelled by B to break rule 30.4, it will exonerate A for breaking that rule and will correct her score from BFD to DNS in the restarted race. Exoneration under rule 64.1(a) may result in a finishing position being retained, but cannot be used to award a score for a finishing position to a boat that did not start.