Racing Rules Committee Minutes

The Racing Rules Committee met between 09:30 – 18:00 hrs on Wednesday 30 October 2019 at the Fairmont Southampton, Hamilton, Bermuda

Please refer to the World Sailing website www.sailing.org for the details of the submissions on this agenda.

1. Opening of the Meeting
   (a) Welcome from the Chairman
       The Chairman opened the meeting and welcomed the Committee to Bermuda.
   (b) Apologies for absence
       There were no apologies for absence.
   (c) Declaration of Conflicts of Interests
       Richard Slater declared an interest in Sail GP.

2. Minutes of the Previous Meeting
   (a) Minutes
       The Committee noted the minutes of its meeting of 31 October 2018 (circulated and approved after the meeting).
   (b) Matters Arising
       There were no matters arising.

3. Other Submissions
   The Committee considered the following submissions for which the Racing Rules Committee is an Other Committee:
   (a) Submission 010-19 – Advertising Code – Table 1
       Opinion: No opinion
Racing Rules Committee Minutes

(b) Submission 024-19 – Code of Ethics – Application to Events
   Opinion: No opinion

(c) Submission 025-19 – World Sailing Regulations – Investigations – Regulation 35.4
   Opinion: No opinion

(d) Submissions 049-19 to 064-19 – Equipment Rules of Sailing
   Opinion: The Committee supported the recommendations of the Equipment Committee

4. Racing Rules of Sailing Submissions

The Committee considered the following submissions concerning the Racing Rules of Sailing:

(a) Submission 123-19 – Racing Rules of Sailing – Race Signals
   Decision
   The Committee approved the submission with the following amendment:
   Approve Part 1 as edited: Orange and Blue flags.
   Reject Parts 2, 3 & 4: Flags D, O and R.
   Approve Part 5 as edited: Flag V and new rule 37
   See Appendix 1 to the Minutes
   (13 in favour, 0 against, 0 abstain)

(b) Submission 124-19 – Racing Rules of Sailing – Race Signals
   Decision
   The Committee approved the submission.
   (13 in favour, 0 against, 0 abstain)

(c) Submission 125-19 – Racing Rules of Sailing – Rule Notation [SP]
   Decision
   The Committee rejected the submission. The matter should be included in sailing instruction guidance.
   (0 in favour, 13 against, 0 abstain)

(d) Submission 126-19 – Racing Rules of Sailing – Basic Principle Sportsmanship and the Rules
   Decision
   The Committee rejected the submission.
   (0 in favour, 13 against, 0 abstain)

(e) Submission 128-19 – Racing Rules of Sailing – New Definition Exoneration
   Decision
   The Committee approved the submission with the following amendment:
   Add as new rule 43.2 definition Exoneration as follows:
   Option 1
   Exoneration A boat exonerated for breaking a rule
   (a) is freed from fault,
   (b) need not take a penalty, and
Racing Rules Committee Minutes

(c) shall not be penalized for breaking that rule.

OR

Option 2

43.2 Exoneration—A boat exonerated for breaking a rule is freed from fault, and she need not take a penalty and shall not be penalized, for breaking that rule.

See also Appendix 2 to the Minutes.

(13 in favour, 0 against, 0 abstain)

(f) Submission 129-19 – Racing Rules of Sailing – Definition Finish

Decision: The Committee approved the submission with the following amendment:

Change the definition of Finish (as agreed in 2018) as follows:

Finish A boat finishes when, after starting and sailing the course, any part of her hull crosses the finishing line from the course side. However, she has not finished if after crossing the finishing line she

(a) takes a penalty under rule 44.2, or
(b) corrects an error in sailing the course made at the line, or
(c) continues to sail the course.

(13 in favour, 0 against, 0 abstain)

(g) Submission 130-19 – Racing Rules of Sailing – Definition Mark

Chun Qu proposed an amendment to the submission.

Decision

The Committee rejected the proposed amendment

(1 in favour, 9 against, 2 abstain)

The amendment of the Racing Rules Committee Working Party was proposed.

Decision

The Committee approved the amendment

(12 in favour, 1 against, 0 abstain)

The Committee proceeded to vote on the alternatives proposed in the submission, as amended.

Decision

The Committee approved the submission, Alternative 1 (as amended), and rejected Alternative 2.

Change the definition mark to:

Mark An object the sailing instructions require a boat to leave on a specified side, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line or an object attached accidentally to a mark is not part of it. An object attached to a mark is part of the mark. An anchor line is not part of the mark.
Racing Rules Committee Minutes

(Alternative 1: 11 in favour, 2 against, 0 abstain, Alternative 2: 2 in favour, 11 against, 0 abstain)

(h) Submission 131-19 – Racing Rules of Sailing – Definition Mark-Room and Rule 18.1

Decision

The Committee approved the submission with the following amendment:

Delete Proposal 1

Approve Proposal 2

(Proposal 1: 0 in favour, 10 against, 3 abstain, Proposal 2: 12 in favour, 0 against, 1 abstain)

(i) Submission 132-19 – Racing Rules of Sailing – Definition Obstruction, Rules J2.2(17) and L10

Decision

The Committee approved the submission with the following amendment:

Amend definition Obstruction as follows:

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an object, an area or a line so designated by the sailing instructions are also obstructions. However, a boat racing is not an obstruction to other boats unless they are required to keep clear of her or, if rule 23 applies, avoid her. A vessel under way, including a boat racing, is never a continuing obstruction.

(13 in favour, 0 against, 0 abstain)

(j) Submission 134-19 – Racing Rules of Sailing – Definition Party, Rule 69.2(e) and 69.2(h)(2)

Decision

The Committee rejected the submission.

(0 in favour, 13 against, 0 abstain)

(k) Submission 135-19 – Racing Rules of Sailing – Definition Proper Course

Decision

The Committee approved the submission.

(13 in favour, 0 against, 0 abstain)

(l) Submission 136-19 – Racing Rules of Sailing – Definition Sail the Course

Decision

The Committee approved the submission with the following amendment:

Change the definition as follows:

Sail the Course A boat sails the course provided that a string representing her track from the time she begins to approach the starting line from its pre-start side to start until she finishes, when drawn taut,

(a) passes each mark of the course for the race on the required side and in the correct order,
(b) touches each rounding mark that is designated in the sailing instructions as to be a rounding mark, and
(c) passes between the marks of a gate from the direction of the course from the previous mark.

(13 in favour, 0 against, 0 abstain)
Racing Rules Committee Minutes

(m) Submission 137-19 – Racing Rules of Sailing – Definition Start, Finish, Case 145

Decision
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

(n) Submission 139-19 – Racing Rules of Sailing – Rule 1.1

Decision
The Committee approved the submission.
(8 in favour, 5 against, 0 abstain)

(o) Submission 140-19 – Racing Rules of Sailing – Rule 2

Decision
The Committee approved the submission
(11 in favour, 1 against, 1 abstain)

(p) Submission 141-19 – Racing Rules of Sailing – Rules 3.1(a), 20.4 and A2.1

Decision
The Committee approved the submission with the following amendment:
Change rule 20.4 as follows:

20.4 Additional Requirements for Hails
(a) When conditions are such that a hail may not be heard, the boat shall also make a signal that clearly indicates her need for room to tack or her response.
(b) The notice of race or sailing instructions may specify an alternative communication for a boat to indicate the boat’s need for room to tack or her response, and require boats to use it.

This rule also applies to a hail under rule 20.3(e) all hails under rule 20.
(13 in favour, 0 against, 0 abstain)

(q) Submission 143-19 – Racing Rules of Sailing – Rules 5, 6, 7, 80 and 84
Dick Rose proposed an amendment to Proposal 3

Decision
The Committee approved the amendment.
(10 in favour, 2 against, 1 abstain)

Decision
The Committee approved the submission with the following amendment:
Amend to “World Sailing Regulations” in Proposal 1, section 3.

5.1 Each competitor, boat owner and support person shall comply with the World Sailing Regulations found at [insert web address] which have been designated by World Sailing as having the status of a rule. These regulations as of 1 June 2020 include World Sailing Regulations which govern:

Amend the order of rules to read:

Rule 1 – Safety
Rule 2 – Fair Sailing
Rule 3 – Decision to Race
The Committee considers that rule 75.2 may be deleted as a consequence. The RRC WP is to consider this as part of editing of the new RRS.

(12 in favour, 0 against, 1 abstain)

Decision
The Committee rejected the submission.

(4 in favour, 8 against, 1 abstain)

Submission 146-19 – Racing Rules of Sailing – Part 2 Preamble

Decision
The Committee approved the submission with the following amendment:

Amend Part 2 Preamble as follows:

The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are racing, or have been racing. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 24.1.

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the sailing instructions, notice of race so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or government right-of-way rules.

(13 in favour, 0 against, 0 abstain)

Submission 147-19 – Racing Rules of Sailing – Rule 14

Decision
The Committee rejected the submission

(0 in favour, 13 against, 0 abstain)

Submission 148-19 – Racing Rules of Sailing – Rules 14(b), 21 and 64.1(a)

Decision
The Committee approved the submission with the amendment set out in Appendix 2 to the Minutes.

(13 in favour, 0 against, 0 abstain)

Submission 149-19 – Racing Rules of Sailing – Rule 16.2

Decision
The Committee approved the submission.

(13 in favour, 0 against, 0 abstain)

Submission 151-19 – Racing Rules of Sailing - Rule 18.3

Decision
The Committee approved the submission with the following amendment:
Amend title of rule 18.3 as follows:

18.3 **Tacking** Changing tack **Passing head to wind** in the Zone

(13 in favour, 0 against, 0 abstain)

(x) Submission 152-19 – Racing Rules of Sailing – Rules 20.2(c) and 61.1(a)

**Decision**
The Committee approved the submission with the following amendment:
Delete Proposal 1
Approve Proposal 2 amended as follows:

Add a new final paragraph to Introduction – Terminology:
In the Introduction, add the following new paragraph, titled Hails, between Terminology and Notation.

**Alternative 4**
Hails A language other than English may be used for a hail required by the rules provided that it is reasonable for it to be understood by all boats affected. However a hail in English is always acceptable.

(11 in favour, 0 abstain, 2 abstain)

(y) Submission 153-19 – Racing Rules of Sailing – Rule 21

**Decision**
The Committee approved the submission with the amendments set out in Appendix 2 to the Minutes.

(13 in favour, 0 against, 0 abstain)

(z) Submission 154-19 – Racing Rules of Sailing – Rules 22.1, 29.1, 30, 44.2, B3.30.2, B4.44.2, B10.29(a), C3.2, C4, C7.2(c), 7.2(d), E3.5, F3.29, F3.30, F4.44.2, and L.

**Decision**
The Committee approved the submission with the amendments set out in Appendix 3 to the Minutes.

(13 in favour, 0 against, 0 abstain)

(aa) Submission 155-19 – Racing Rules of Sailing – Rules 25.1, Appendix J, 44.1, D2.1, 70.5, 86.2, N1.7, Introduction, 43.1(b), 87 and 88

**Decision**
The Committee approved the submission with the amendments set out in Appendix 4 to the Minutes.

(13 in favour, 0 against, 0 abstain)

(bb) Submission 156-19 – Racing Rules of Sailing – Rule 28.2

**Decision**
The Committee rejected the submission.

(0 in favour, 13 against, 0 abstain)

(cc) Submission 157-19 – Racing Rules of Sailing – Rules 33 and 34

**Decision**
The Committee approved the submission.
Racing Rules Committee Minutes

(13 in favour, 0 against, 0 abstain)

(dd) Submission 158-19 – Racing Rules of Sailing – New Rule 34.2

Decision
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

(ee) Submission 159-19 – Racing Rules of Sailing – Rule 35

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(ff) Submission 160-19 – Racing Rules of Sailing – Part 4

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(gg) Submission 161-19 – Racing Rules of Sailing – Rule 40

Decision
The Committee approved Proposal 1 of the submission with the amendments set out in Appendix 5 to the Minutes.
(13 in favour, 0 against, 0 abstain)

Decision
The Committee rejected Proposal 2 of the submission.
(1 in favour, 12 against, 0 abstain)

(hh) Submission 162-19 – Racing Rules of Sailing – Rule 42.3(c)

Decision
The Committee approved the submission with the following amendment:
Change rule 42.3(c) as follows:

(c) When surfing (rapidly accelerating down the front of a wave), planning or foiling is possible, the boat’s crew may pull in any sail in order to

(1) to initiate surfing or planning, but each sail may be pulled in only once for each wave or gust of wind, or

(2) to initiate foiling, in which case each sail may be pulled in any number of times.

(13 in favour, 0 against, 0 abstain)

(ii) Submission 163-19 – Racing Rules of Sailing – Rule 43.1(c)

Decision
The Committee approved the submission with the following amendment:

43.1 (c) A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time. A class rule may change this rule to permit trapeze harnesses that are not of the quick release variety, but a class rule may not change the
requirement that a quick release trapeze harness comply with ISO 10862. Class rules may change this rule, but not any ISO standard mentioned in this rule.

86.1 A racing rule shall not be changed unless permitted in the rule itself or as follows:

(c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

(jj) Submission 164-19 – Racing Rules of Sailing – New Rule 43 and Rules 14, 21, 64.1(a) and 86.1(a)

Decision
The Committee approved the submission with the amendments set out in Appendix 2 to the Minutes.

(kk) Submission 165-19 – Racing Rules of Sailing – Rule 48.1

Decision
The Committee approved the submission.

(ll) Submission 166-19 – Racing Rules of Sailing – Rule 48.2, New Appendix TS

Decision
The Committee approved the submission with the amendments set out in Appendix 6 to the Minutes.

(mm) Submission 167-19 – Racing Rules of Sailing – Rule 50.3

Decision
The Committee approved the submission with the amendments set out in Appendix 7 to the Minutes.

(nn) Submission 168-19 – Racing Rules of Sailing – Rule 50.4

Decision
The Committee approved the submission with the following amendments:
Change rule 50.4 as follows:

50.4 Headsails
For the purposes of rules 50, 52, 53 and 54, and Appendix G, headsails and spinnakers are defined in the Equipment Rules of Sailing. The difference between a headsail and a spinnaker becomes is that the width of a headsail when the measurement measured between the midpoints of its luff and leech, is less than 75% of the length of its foot.

(o0) Submission 169-19 – Racing Rules of Sailing – Rule 55

Decision
The Committee approved the submission with the following amendment:
55 TRASH DISPOSAL

A competitor Competitors and support persons shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification and shall be applied to the boat with which the competitor or support person is associated.

(13 in favour, 0 against, 0 abstain)

(pp) Submission 170-19 – Racing Rules of Sailing – Part 5

Decision
The Committee rejected Proposal 1 of the submission
(1 in favour, 12 against, 0 abstain)

Decision
The Committee approved Proposal 2 of the submission
(13 in favour, 0 against, 0 abstain)

Decision
The Committee approved Proposal 3 of the submission with the following amendments:
Change rule 63.2, rule 63.3(b) and 63.8 as follows:

63.2 Time and Place of the Hearing; Time for Parties to Prepare
All parties to the hearing shall be notified of the time and place of the hearing, the protest, redress information or the allegations of a breach shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing.

63.3 Right to be Present
(b) If a party to the hearing of a protest or request for redress does not come to the hearing, the protest committee may nevertheless proceed with the hearing decide the case protest or request. If the party was unavoidably absent, the committee may reopen the hearing.

63.8 Protests Between Boats in Different Races Hearings Involving Parties in Different Races
A protest hearing involving parties boats sailing in different races conducted by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

(qq) Submission 171-19 – Racing Rules of Sailing – Basic Principle Sportsmanship, Rules 60.1(c), 60.2, 61.3, 63.1, 63.10, New Rule 44.4

Decision
The Committee approved the submission with the amendments set out in Appendix 8 to the Minutes.
(13 in favour, 0 against, 0 abstain)

(rr) Submission 172-19 – Racing Rules of Sailing – Rule 61.1(a)

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(ss) Submission 173-19 – Racing Rules of Sailing – Rule 61.1(a)

Decision
The Committee approved the submission with the following amendments:

Change rule 61.1(a) as follows:

61.1 Informing the Protestee

(a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw, she shall hail ‘Protest’ and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer racing. However,

Consequential Changes

For windsurfing (see rule B5), change rule 61.1(a) as follows:

(a) A board intending to protest shall inform the other board at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw, she shall hail ‘Protest’ at the first reasonable opportunity. [no further change]

For radio sailing (see rule E6.3), change rule 61.1(a) as follows:

(a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw, she shall hail ‘(Her own sail number) protest (the sail number of the other boat)’.

For kiteboards (see rule F5), change rule 61.1(a) as follows:

(a) A kiteboard intending to protest shall inform the other kiteboard at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw, she shall hail ‘Protest’ at the first reasonable opportunity. [no further change]

(13 in favour, 0 against, 0 abstain)

(tt) Submission 174–19 – Racing Rules of Sailing – Rule 61.1(b)

Decision

The Committee approved the submission with the following amendments:

Alternative 1

61.1 Informing the Protestee

(b) If the race committee, technical committee or protest committee intends to protest a boat concerning an incident the committee observed in the racing area, it shall inform her after the race within the time limit of rule 61.3. In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible. A notice posted on the official notice board within the protest appropriate time limit shall satisfy this requirement.

Alternative 2

61.1 Informing the Protestee

(b) If the race committee, technical committee or protest committee intends to protest a boat concerning an incident the committee observed in the racing area, it shall inform her after the race within the time limit of rule 61.3. A notice posted on the official notice board within the time limit...
Racing Rules Committee Minutes

satisfies this requirement. In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible.

(12 in favour, 1 against, 0 abstain)

(uu) Submission 175-19 – Racing Rules of Sailing – Rule 61.3

Decision
The Committee approved the submissions with the following amendments:

Change rule 61.3 as follows:

61.3 Protest Time Limit
A protest by a boat, or by the race committee, technical committee or protest committee about an incident observed in the racing area, shall be delivered to the race office within the protest time limit stated in the sailing instructions. If none is stated, the time limit is two hours after the last boat in the race finishes. Other boat, race committee, technical committee or protest committee protests shall be delivered to the race office no later than two hours after the boat or committee protestor receives the relevant information. The protest committee shall extend the time if there is good reason to do so.

(13 in favour, 0 against, 0 abstain)

(vv) Submission 176-19 – Racing Rules of Sailing – Rule 62

Decision
The Committee rejected the submission.

(0 in favour, 13 against, 0 abstain)

(ww) Submission 177-19 – Racing Rules of Sailing – Rule 62.1(d)

Decision
The Committee approved the submission.

(13 in favour, 0 against, 0 abstain)


Decision
The Committee rejected the submission.

(0 in favour, 13 against, 0 abstain)


Decision
The Committee approved the submission with the following amendments:

Amend rule 66 as follows:

66.2 When a request to reopen is being considered or the hearing is reopened

(a) when based only on new evidence, if practicable, a majority of the members of the protest committee shall, if possible, be members of the original protest committee.

(b) when based on a significant error by the protest committee, if practicable, the protest committee shall have at least one new member appointed, if practicable.

(13 in favour, 0 against, 0 abstain)

(zz) Submission 180-19 – Racing Rules of Sailing – Rule 63.1
Racing Rules Committee Minutes

**Decision**
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

(aaa) Submission 181-19 – Racing Rules of Sailing – New Rule 64.1

**Decision**
The Committee deferred consideration of the proposed amendment to rule 64.1(c) to an electronic vote of the Committee.
(12 in favour, 0 against, 0 abstain)

**Decision**
The Committee approved the remainder of the submission with the following amendments:
Add new rule 64.1 as follows and renumber other rules accordingly:

64.1 Standard of Proof, Majority Decisions and Reclassifying Requests

(a) A protest committee shall make its decision based on a balance of probabilities, unless provided otherwise in the rule alleged to have been broken. There is no onus on any party unless specified in the rule in question.

(b) Decisions of the protest committee shall be by simple majority vote of all members. When there is equal division of votes cast, the chair of the hearing may cast an additional vote with the chair having a casting vote if necessary.

Delete current rule N3.1 and renumber other rules accordingly:

N3.1 Decisions of the jury, or of a panel, shall be made by a simple majority vote of all members. When there is an equal division of votes cast, the chairman of the meeting may cast an additional vote.

(12 in favour, 0 against, 0 abstain)

(bbb) Submission 182-19 – Racing Rules of Sailing – Rule 64.4(b)(2)

**Decision**
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)


**Decision**
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

(ddd) Submission 184-19 – Racing Rules of Sailing – Rule 69

**Decision**
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

(eee) Submission 185-19 – Racing Rules of Sailing – Rule 69.1(b)(2)

**Decision**
Racing Rules Committee Minutes

The Committee approved the submission with the following amendments:
Add comma after "has brought"
(13 in favour, 0 against, 0 abstain)

Submission 186-19 – Racing Rules of Sailing – New Rule 69.1(b)(3)

Decision
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

Submission 187-19 – Racing Rules of Sailing – Rule 70.1(a)

Decision
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

Submission 188-19 – Racing Rules of Sailing – Rule 70.3

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

Submission 189-19 – Racing Rules of Sailing – Rule 70.5(b)

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

Submission 190-19 – Racing Rules of Sailing – Rule 78.2

Decision
The Committee approved the submission with the following amendments:

78.2 When a rule requires a valid certificate to be produced or its existence verified before a boat races, and this cannot be done, the boat may race provided that the race committee receives a statement signed by the person in charge that a valid certificate exists. The boat shall produce the certificate or arrange for its existence to be verified by the race committee before the start of the last race, last scheduled race, last day of the event, or of the first series, whichever is earlier. The penalty for breaking this rule is disqualification without a hearing from all races of the event.

(13 in favour, 0 against, 0 abstain)

Submission 191-19 – Racing Rules of Sailing – Rule 86.1(b)

Decision
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

Submission 192-19 – Racing Rules of Sailing – Rule 89.2

Decision
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

Submission 193-19 – Racing Rules of Sailing – Rule 90.3

Decision
The Committee approved the submission with the following amendments:
Add new rule 90.3(d) and (e)

90.3 Scoring

(d) The race committee shall implement scoring changes directed by the protest committee or national authority as a result of decisions made in accordance with the rules Part 5.

(e) When stated in the notice of race, notwithstanding the provisions in rule 90.3(a), (b), (c) and (d), there shall be no changes to race or series scores resulting from action, including the correction of errors, initiated more than 24 hours after:

(i) the protest time limit of last race of the series (including a single race series);

(ii) being informed of a protest committee decision after the last race of the series; or

(iii) the results are published.

However, in exception, changes to scores shall be made resulting from a decision action under rules 5, 6 or 69, by a protest committee acting under a valid hearing, or by a national authority acting under rule 70. The sailing instructions notice of race may change ‘24 hours’ to a different appropriate time.

(13 in favour, 0 against, 0 abstain)

(nnn) Submission 194-19 – Racing Rules of Sailing – Rule 90.3(a)

**Decision**

The Committee approved the submission.

(13 in favour, 0 against, 0 abstain)


**Decision**

The Committee rejected the submission.

(0 in favour, 13 against, 0 abstain)

(ppp) Submission 197-19 – Racing Rules of Sailing – Rules A9, J1.2(14) and J2.1(9)

**Decision**

The Committee approved the submission with the amendments set out in Appendix 9 to the Minutes.

(13 in favour, 0 against, 0 abstain)

(qqq) Submission 198-19 – Racing Rules of Sailing – Appendix B

**Decision**

The Committee approved the submission.

(13 in favour, 0 against, 0 abstain)

(rrr) Submission 199-19 – Racing Rules of Sailing – Windsurfing Expression Competition Rules

*sport / nature / technology*
Decision

The Committee approved the submission.

(13 in favour, 0 against, 0 abstain)

Submission 200-19 – Racing Rules of Sailing – Windsurfing Slalom Racing Rules

Decision

The Committee approved the submission.

(13 in favour, 0 against, 0 abstain)

Submission 201-19 – Racing Rules of Sailing – Rule C2.1

Decision

The Committee approved the submission with the following amendments:

C2.1 The definition Finish is changed to:

Finish A boat finishes when any part of her hull crosses the finishing line in the direction of the course from the last mark from the course side after completing any penalties. However, when penalties are cancelled under rule C7.2(d) after one or both boats have finished each shall be recorded as finished when she crossed the line. A boat has not finished if it continues to sail the course.

(13 in favour, 0 against, 0 abstain)

Submission 202-19 – Racing Rules of Sailing – Rule C2.9, MR Call E9

Decision

The Committee approved the submission with the following amendments:

Proposal 1: Approve with edit to rule C2.9 as follows

C2.9 – Change 18.1 to:

18.1 When Rule 18 Applies
Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the zone. However, it does not apply between a boat approaching a mark and one leaving it. Rule 18 no longer applies between boats when mark-room has been given and the boat entitled to mark-room is on the next leg and has cleared the mark is astern of her and is on the next leg.

Proposal 2: Approve

Proposal 3: Approve with edit to the Answer in MR Call E9 as follows

Answer

Yes. When Yellow first enters the zone clear ahead of Blue, she is entitled to mark-room under rule 18.2(a)(2). Rule 18 ceased to apply when Yellow cleared the mark and was on the next leg and the mark astern of her (see rule C9 18.1). Yellow’s entitlement to mark-room ceases at position 1 when she leaves the zone, under rule 18.2(c). At this point the boats are not overlapped.

When Yellow left the zone, the boats were not overlapped. As Blue remains in the zone she is considered the first boat to reach the zone when rule 18.2(a) is re-applied. Blue is therefore entitled to mark-room under rule 18.2(a)(2).

(13 in favour, 0 against, 0 abstain)
Racing Rules Committee Minutes


Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(www) Submission 204-19 – Racing Rules of Sailing – New Rule D1.1(x)

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(xxx) Submission 205-19 – Racing Rules of Sailing – Rules D1.3 and D3.1

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(yyy) Submission 206-19 – Racing Rules of Sailing – New Rule D1.3(b), Rules D2.2(b) & (c), and D2.3(e)

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(zzz) Submission 207-19 – Racing Rules of Sailing – Rules D2.2, D2.3, New D2.5 and D2.6

Decision
The Committee approved the submission with the following amendment:
Approve Alternative 1 and delete Alternative 2.
(13 in favour, 0 against, 0 abstain)

(aaaa) Submission 208-19 – Racing Rules of Sailing – Rule D2.2(d)

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(bbbb) Submission 209-19 – Racing Rules of Sailing – Rule D2.3

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(cccc) Submission 210-19 – Racing Rules of Sailing – Rule D4

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(dddd) Submission 211-19 – Racing Rules of Sailing – Rule E3.6

Decision
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

(eeee) Submission 212-19 – Racing Rules of Sailing – Rule E3.9
Racing Rules Committee Minutes

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(ffff) Submission 213-19 – Racing Rules of Sailing – Appendix F

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)


Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(hhhh) Submission 216-19 – Racing Rules of Sailing – Rules G1.2, G1.3 and G5

Decision
The Committee approved the submission with the amendments set out in Appendix 10 to the Minutes.
(13 in favour, 0 against, 0 abstain)

(iii) Submission 217-19 – Racing Rules of Sailing – Appendix J

Decision
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

(jjjj) Submission 218-19 – Racing Rules of Sailing – New Rule J1.2(x)

Decision
The Committee approved the submission with the following amendments:

To include in Appendix J1.2 the following

J1.2(x) any requirements necessary for the compliance with data protection legislation that applies in the venue appropriate to the territory of the event.

(x) means that the RRC WP will determine the appropriate place to insert this into the list in J1.2 and re-number other items accordingly.
(13 in favour, 0 against, 0 abstain)

(kkkk) Submission 219-19 – Racing Rules of Sailing – Rule J2.2(33)

Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(illl) Submission 220-19 – Racing Rules of Sailing – Appendix K

The Committee considered Submissions 220-19 and 221-19 together.

Decision
The Committee approved Proposal 1.
(8 in favour, 4 against, 1 abstain)

Decision
Racing Rules Committee Minutes

The Committee approved Proposal 2.
(13 in favour, 0 against, 0 abstain)

**Decision**
The Committee approved Proposal 3 with the following amendments:
Establish a set of continuously updated notice of race templates for the World Sailing website, *for translation and use beginning no later than 31 July 2020 based on the format and language found in proposal 1.*
(13 in favour, 0 against, 0 in favour)

**Decision**
The Committee rejected Proposal 4.
(6 in favour, 7 against, 1 abstain)

There being an equality of votes, the Chairman exercised his second and casting vote.

(mmmm) Submission 221-19 – Racing Rules of Sailing – Appendix L
Considered with Submission 220-19

(nnmm) Submission 222-19 – Racing Rules of Sailing – Rule L13

**Decision**
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(oooo) Submission 223-19 – Racing Rules of Sailing – Rule M3.2

**Decision**
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(pppp) Submission 224-19 – Racing Rules of Sailing – Rule M5.3

**Decision**
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

(qqqq) Submission 226-19 – Racing Rules of Sailing – Rule N1.1, N2.1, N2.3, K and L

**Decision**
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(rrrr) Submission 227-19 – Racing Rules of Sailing – Rule N1.4(b)

**Decision**
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)


**Decision**
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(tttt) Submission 229-19 – Racing Rules of Sailing – Appendix RV
Racing Rules Committee Minutes

**Decision**
The Committee approved the submission as a test rule.
(13 in favour, 0 against, 0 abstain)

(uuuu) Submission 230-19 – Racing Rules of Sailing – Appendix S

**Decision**
The Committee approved the submission with the amendments set out in Appendix 11 to the Minutes.
(13 in favour, 0 against, 0 abstain)

(vvvv) Submission 231-19 – Racing Rules of Sailing – Appendix S

**Decision**
The Committee deferred consideration of the submission to an electronic vote of the Committee.
(13 in favour, 0 against, 0 abstain)

(wwww) Submission 232-19 – Racing Rules of Sailing – Protest Form

**Decision**
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(xxxx) Submission 233-19 – Racing Rules of Sailing – Protest Form

**Decision**
The Committee approved the submission with the following amendments:
Delete the 2-page protest form template from the back of the RRS and include a reference to the protest form template in the list of Online Rules Documents.

5. **The Case Book**
To consider the following submissions concerning the Case Book:

(a) Submission 234-19 – Racing Rules of Sailing – Case 116

**Decision**
The Committee approved the submission with the following amendments:
To change the summary and answer 2 of case 116 as follows:

**Summary**
A discussion of redress in a situation in which a boat is damaged early in a series, is entitled to redress under rule 62.1(b), and is prevented by the damage from sailing the remaining races. In such a situation it is not fair to the other boats in the series to award score her average points for half or more of the races included in that comprise her series score.

**Answer 2**
When giving redress, the protest committee should ensure that less than half of a boat's race scores included in her series score are based on average points. The protest committee should ensure that, after excluding her worst score, more than half of a boat's race scores are based on her finishing positions in races that she starts. Different situations may require different redress arrangements. One possibility in this particular case is that the protest committee could have awarded given A redress only for the race in which the collision took place.

(b) Submission 235-19 – Racing Rules of Sailing – New Case
Racing Rules Committee Minutes

Decision
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

(c) Submission 237-19 – Racing Rules of Sailing – New Case
Decision
The Committee rejected the submission.
(0 in favour, 13 against, 0 abstain)

6. The Call Books
To consider the following submissions concerning the Call Books:
(a) Submission 239-19 – Racing Rules of Sailing – New MR Call B19
Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(b) Submission 240-19 – Racing Rules of Sailing – MR Calls D5, D6, E9, G4, K1, K2, K3, K5, L5, L9, N7
Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(c) Submission 241-19 – Racing Rules of Sailing – New MR Call E8
Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(d) Submission 242-19 – Racing Rules of Sailing – New MR Call E11
Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(e) Submission 243-19 – Racing Rules of Sailing – MR Call K2
Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(f) Submission 244-19 – Racing Rules of Sailing – MR Call K5
Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(g) Submission 245-19 – Racing Rules of Sailing – New MR Call K6
Decision
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(h) Submission 246-19 – Racing Rules of Sailing – MR Call L10
Racing Rules Committee Minutes

**Decision**
The Committee approved the submission.
(13 in favour, 0 against, 0 abstain)

(i) Submission 247-19 – Racing Rules of Sailing – New TR Call

**Decision**
The Committee approved the following amendments:
Approve Answer Option 2 (No Penalty) and delete Answer Option 1.
(13 in favour, 0 against, 0 abstain)

7. **Reports**
The Committee received reports of the Working Parties and Groups of the Committee:

(a) Racing Rules Committee Working Party
The Committee noted the report of the Working Party.

**Decision**
The Committee agreed the notation [DP] should appear at the start of a rule.

(b) Case Book Working Party
The Committee noted the report of the Working Party.

(c) Q&A Panel
The Committee noted the report of the Panel.

(d) Team Racing Rules Working Party
The Committee noted the report of the Working Party.

(e) Match Racing Rules Working Party
The Committee noted the report of the Working Party.

(f) High Speed Rules Working Party
The Committee noted the report of the Working Party.

(g) Boards Working Party
The Committee noted the report of the Working Party.

(h) Appendices JKLS Working Party
The Committee noted the report of the Working Party.

(i) RRS – ERS Working Party
The Committee noted the report of the Working Party.

(j) Special Rules Panel
The Committee noted the report of the Working Party.

(k) Fleet Race Umpiring Working Party
The Committee noted the report of the Working Party.

(l) Rule 69 & Judicial Matters Working Party
The Committee noted the report of the Working Party.

(m) Radio Sailing Rules Working Party
Racing Rules Committee Minutes

The Committee noted the report of the Working Party
(n) Appendix CBS Working Party
The Committee noted the report of the Working Party
(o) Missing Marks Working Party
The Committee noted the report of the Working Party
(p) Definition Finish & Rule 28 Working Party
The Committee noted the report of the Working Party
(q) Waypoint App Working Party
The Committee noted the report of the Working Party
(r) Appendix SY Working Party
The Committee noted the report of the Working Party

8. Reports from Representatives on Other Committees
The Committee received and noted the reports from the Committee’s representatives on Other Committees.

9. Recommendations Not Based on Submission
There were no other recommendations to Council.

10. Annual Report
The Committee noted the Chairman’s report to Council.

There being no other business, the Chairman closed the meeting.
Racing Rules of Sailing

Race Signals

A submission from the Chairman of the Race Officials Committee

Purpose or Objective

To include other common flags used in conducting races in race signals.

Proposal

Part 1: The flags shown below are to be included or changed in Race Signals.

Orange Flag ↑ (no sound) Note this flag may have the word START on it

When specified in the sailing instructions, when used in Appendix L it means the staff displaying this flag is one end of the starting line.

Blue Flag (no sound) Note this flag may have the word FINISH on it

When specified in the sailing instructions, when used in Appendix L it means the staff displaying this flag is one end of the finishing line.

Part 2: The flag shown below is to be included in Race Signals

Flag D

When specified in the sailing instructions, it means boats may leave the shore for the racing.

Part 3: The flag shown below is to be included in Race Signals

Flag O

When used in Appendix P it means Rule P5.2(a) or P5.3(a) apply.

Part 4: The flag shown below is to be included in Race Signals

Flag R

When used in Appendix P it means Rule 5.2(b) or 5.3(b) apply.
Part 5:

(a) The flag shown below is to be included in Race Signals

Flag V —

Monitor communication channel for safety instructions. (see rule 37). When used in Appendix L it means all official and support boats shall monitor the race committee radio channel for that racing area for search and rescue instructions. The race committee will announce ‘Flag Victor’ using the designated VHF channel

(b) Add new rule 37 to Part 3 of the Racing Rules of Sailing:

37 SEARCH AND RESCUE INSTRUCTIONS

When the race committee displays flag V with one long sound, all boats and official and support vessels shall, if possible, monitor the race committee communication channel for search and rescue instructions.

Current Position

These flags and their meaning are not included in Race Signals.

Reasons

1. These are commonly used signals and race managers and sailors would find it useful if these were included in Race Signals.

2. This would help give consistency in usage of these signals.

3. New rule 37 creates a standard signal commonly required for safety.
Submissions 128-19, 148-19, 153-19 and 164-19 all propose changes to the rules involving exoneration.

These four will be taken up together during the discussion in Bermuda of Category 2 submissions.


Here is a clean copy of new rule 43, Exoneration, showing how that will be worded if those four submissions are approved as recommended by the RRC WP:

43   EXONERATION

43.1  (a) When as a consequence of breaking a rule a boat has compelled another boat to break a rule, the other boat is exonerated for her breach.

(b) When a boat is sailing within the room or mark-room to which she is entitled, she is exonerated for her breach if, as a consequence of an incident with a boat required to give her that room or mark-room, she breaks a rule of Section A of Part 2, rule 15, 16, or 31.

(c) A right-of-way boat or one entitled to room or mark-room is exonerated for breaking rule 14 if the contact does not cause damage or injury.

43.2  A boat exonerated for breaking a rule need not take a penalty and shall not be penalized for breaking that rule.

Renumber current rule 43 as 49. Renumber current rules 49 – 55 as 50 – 56.

Change rule 86.1(a) by adding new rule 43 to the list of rules in rule 86.1(a).

Consequential Changes

Change rule 14 as follows:

14    AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to room or mark-room need not act to
avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*, and

(b) shall be exonerated if she breaks this rule and the contact does not cause damage or injury.

Delete rule 21, Exoneration, and renumber current rules 22, 23, and 24 as 21, 22 and 23.

Change rule 64.1 as follows:

- Change the title of rule 64.1 from ‘Penalties and Exoneration’ to ‘Penalties’.
- Delete rule 64.1(a) and renumber current rules 64.1(b) and (c) as 64.1(a) and (b).

In Appendix F, rule F2, delete rule 14.

In Appendix F, rule F4, renumber current rule 43 as 49 and insert new rule 43 as follows:

43 **EXONERATION**

Rule 43.1(c) is changed to:

(c) A right-of-way boat or one entitled to *room* or *mark-room* is exonerated for breaking rule 14 if the contact does not cause damage, injury or a tangle.
Racing Rules of Sailing

Rules 22.1, 29.1, 30, 44.2, B3.30.2, B4.44.2, B10.29(a), C3.2, C4, C7.2(c), 7.2(d), E3.5, F3.29, F3.30, F4.44.2, and L.

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Make the following consequential changes needed as a result of deleting ', crew or equipment' from the definitions Start and Finish:

Proposal

1. **Definition of Start (as modified by 148-18)**

   **Start** A boat *starts* when, her *hull* having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side.

23. **Rule 22.1**

   A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to *start* or to comply with rule 30.1 shall *keep clear* of a boat not doing so until she *her hull* is completely on the pre-start side.

2. **Rule 29.1**

   **Individual Recall**

   When at a boat’s starting signal any part of her *hull, crew or equipment* is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until *the hull of each all* such boats *has been* have sailed completely to *is completely on* the pre-start side of the starting line or one of its extensions, and until *all such the boats* have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 29.2, 30.3 or 30.4 applies this rule does not.

3. **Rule 30**

   **30.1 I Flag Rule**

   If flag I has been displayed, and any part of a boat’s *hull, crew or equipment* is on the course side of the starting line or one of its extensions during the last minute before her starting signal, she shall sail across an extension so that her *hull is completely on* the pre-start side before she starts.

   **30.2 Z Flag Rule**

   If flag Z has been displayed, no part of a boat’s *hull, crew or equipment* shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall receive, without a hearing, a 20% Scoring Penalty calculated as stated in rule 44.3(c). She shall be penalized even if the race is restarted or resailed, but not if it is postponed or abandoned.
before the starting signal. If she is similarly identified during a subsequent attempt to start the same race, she shall receive an additional 20% Scoring Penalty.

30.3 **U Flag Rule**
If flag U has been displayed, no part of a boat’s hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or resailed.

30.4 **Black Flag Rule**
If a black flag has been displayed, no part of a boat’s hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, even if the race is restarted or resailed, but not if it is postponed or abandoned before the starting signal. If a general recall is signalled or the race is abandoned after the starting signal, the race committee shall display her sail number before the next warning signal for that race, and if the race is restarted or resailed she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score.

45. **Rule 44.2**

44.2 **One-Turn and Two-Turns Penalties**
After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail her hull shall be completely to on the course side of the line before finishing she finishes.

56. **B4.44.2**

360°-Turn Penalty
After getting well clear of other boards as soon after the incident as possible, a board takes a 360°-Turn Penalty by promptly making a 360° turn with no requirement for a tack or a gybe. When a board takes the penalty at or near the finishing line, she shall sail her hull shall be completely to on the course side of the line before finishing she finishes.

67. **B10.29(a)**

When at a board’s starting signal any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall signal a general recall.

78. **C3.2**

C3.2 **Changes to Related Rules**
(a) Rule 29.1 is changed to:
(1) When at a boat’s starting signal any part of her hull, crew or equipment is on the course side of the starting line or one of its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat with one sound. The flag shall be displayed until the hull of the boat is completely on the pre-start side of the
starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

(2) When after her starting signal any part of her hull crosses sail(s) from the pre-start side to the course side of the starting line across an extension without having started correctly, the race committee shall promptly display a blue or yellow flag identifying the boat. The flag shall be displayed until the hull of the boat is completely on the pre-start side of the starting line or one of its extensions or until two minutes after her starting signal, whichever is earlier.

89. C4

C4 REQUIREMENTS BEFORE THE START

C4.1 At the her preparatory signal, the hull of each boat shall be completely outside the line that is at a 90° angle to the starting line through the starting mark at her assigned end. In the pairing list, the boat listed on the left-hand side is assigned the port end and shall display a blue flag at her stern while racing. The other boat is assigned the starboard end and shall display a yellow flag at her stern while racing.

C4.2 Within the two-minute period following her preparatory signal, the hull of a boat shall cross and clear the starting line, the first time from the course side to the pre-start side.

910. C7.2(c)

(c) A boat completes a leg of the course when any part of her bow hull crosses the extension of the line from the previous mark through the mark she is rounding, or on the last leg when she finishes.

1011. C7.2(d)

(d) A penalized boat shall not be recorded as having finished until she takes her penalty and sails her hull is completely on the course side of the line and she then finishes, unless the penalty is cancelled before or after she crosses the finishing line.

1112. E3.5

Rule 29.1 is changed to:
When at a boat’s starting signal any part of the boat her hull is on the course side of the starting line or when she must comply with rule 30.1, the race committee shall promptly hail ‘Recall (sail numbers)’. If rule 30.3 or 30.4 applies this rule does not.

1213. F3.29 and F3.30 as follows:

(A) If submission 213-19 is accepted:

29 RECALLS

Rule 29.1 is deleted

30 STARTING PENALTIES

Rules 30.1 and 30.2 are deleted

In rules 30.3 and 30.4, ‘hull’ is changed to ‘hull or competitor’.

[no further changes]
(B) If submission 213-19 is rejected:

29 RECALLS

In rule 29.1 ‘hull’ ‘crew or equipment’ is changed to ‘hull or competitor’.

30 STARTING PENALTIES

In rules 30.1, 30.2, 30.3 and 30.4, ‘hull’ ‘crew or equipment’ is changed to ‘hull or competitor’.

[no further changes]

4314. F4.44.2

One-Turn Penalty

After getting well clear of other kiteboards as soon after the incident as possible, a kiteboard takes a One-Turn Penalty by promptly making one turn with her hull in the water. The turn shall include one completed tack and one completed gybe. Forward motion shall be established between the tack and the gybe (or vice versa) with the competitor on the correct side of the hull in normal sailing position. When a kiteboard takes the penalty at or near the finishing line, she shall sail her hull and competitor shall be completely to on the course side of the line before finishing she finishes.

4415. L - SI 11.5

If any part of a boat’s hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel ______. Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes RRS 62.1(a).

Current Position

See above

Reasons

1. To make all the rules and definitions listed in the proposal consistent with the changes made last year that result in the definitions Finish and Start, which mean that boats finish and start and rules associated with finish and start is based on the hull and not the hull, crew and equipment.

2. For kiteboards, the definition Start will not change. It will continue to state that ‘A kiteboard starts when . . . any part of her hull or the competitor crosses the starting line in the direction of the first mark.’ Therefore, in rules 29 and 30 for kiteboards, ‘hull’ should be changed to ‘hull or competitor’.
Racing Rules of Sailing

Rules 25.1, Appendix J, 44.1, D2.1, 70.5, 86.2, N1.7, Introduction, 43.1(b), 87 and 88

A submission from the Chairman of the Racing Rules Committee

Objectives
1. To remove all requirements that a rule included in the NoR be repeated in the SIs.
2. To make changes in the rules of Parts 1 – 7 and of Appendix to reflect the fact that statements in the NoR are rules (see the definition Rule (e)).
3. To require the NoR to contain rules a reasonable competitor would want to know when deciding whether to enter an event or when preparing for the event in the weeks before the event begins.
4. To update Appendix J to include items related to rules in Parts 1 -7 that reference the NoR or SIs.
5. To make other small changes that clarify rules that reference the NoR or the SIs.

Note: The proposals below are independent of one another and can be considered separately.

Proposal 1

Change rule 25.1 as follows:

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

25.1 The notice of race shall be made available to each boat that enters an event before or at the time she enters, and it shall be posted on the official notice board. The notice of race and sailing instructions shall be made available to each boat before a race begins.

Current Position
As above.

Reason
The notice of race contains rules that a boat must comply with before the event and rules that would help competitors decide whether to attend the event and information that they will need before the sailing instructions become available. However, there is no rule in the current RRS that states that when the notice of race must be made available. At many local and regional events, some boats may enter without the notice of race being made available to them. Because the notice of race contains rules that govern the event, it is prudent to require that it be posted on the official notice board for competitors who may not have seen it or who may not have saved a copy of it when they read it a considerable time before the event.
Proposal 2

Change Appendix J as follows:

APPENDIX J
NOTICE OF RACE AND SAILING INSTRUCTIONS

See rules 89.2 and 90.2. In this appendix, the term ‘event’ ‘race’ includes a race or regatta or other series of races.

A rule in the notice of race need not be repeated in the sailing instructions.

Care should be taken to ensure that there is no conflict between a rule in the notice of race, and a rule in the sailing instructions, or a rule in any other document that governs the event.

J1 NOTICE OF RACE CONTENTS

J1.1 The notice of race shall include the following information:

(1) the title, place and dates of the event race and name of the organizing authority;
(2) that the event race will be governed by the rules as defined in The Racing Rules of Sailing;
(3) a list of any other documents that will govern the event (for example, The Equipment Rules of Sailing, to the extent that they apply), stating where or how each document or an electronic copy of it may be obtained seen;
(4) the classes to race, any handicap or rating system that will be used and the classes to which it will apply; conditions of entry and any restrictions on entries;
(5) the procedures and times for registration or entry, including fees and any closing dates;
(6) the times of registration and warning signals for the practice race, if one is scheduled, and the first race, and succeeding races if known;

J1.2 The notice of race shall include any of the following that will apply:

(1) times or procedures for equipment inspection or event measurement, or requirements for measurement or rating certificates;
(2) changes to the racing rules authorized by World Sailing under rule 86.2, referring specifically to the rule changed and stating the change;
(3) changes to class rules, as permitted under rule 87, referring specifically to each rule and stating the change;
(4) 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);

(5) that boats will be required to display advertising chosen and supplied by the
organizing authority (see rule 80 and World Sailing Regulation 20, Advertising
Code) and other information related to Regulation 20;

(6) when for an event where entries from other countries are expected, any national
prescriptions that may require advance preparation (see rule 88);

(7) prescriptions that will apply if boats will pass through the waters of more than one
national authority while racing, and when they will apply (see rule 88.1);

(8) alternative communication required in place of hails under rule 20 (see rule
20.4(b));

(9) a change in the weight limit for a competitor’s clothing and equipment
permitted by rule 43.1(b).

(10) any requirements regarding data protection required in the territory of the
venue.

(11) an entry form, to be signed by the boat’s owner or owner’s representative,
containing words such as ‘I agree to be bound by The Racing Rules of Sailing and
by all other rules that govern this event.’;

J1.3 The notice of race shall include any of the following that will apply and that would help
competitors decide whether to attend the event or that conveys other information they
will need before the sailing instructions become available:

(1) changes to the racing rules permitted by rule 86, referring specifically to each rule
and stating the change (also, if rule 86.2 applies, include the statement from
World Sailing authorizing the change);

(2) changes to the national prescriptions (see rule 88.2);

(3) the time and place at which the sailing instructions will be available;

(4) a general description of the course, or the type of courses to be sailed;

(5) the scoring system, if different from the Low Point System in Appendix A,
included by reference to class rules or other rules governing the event, or stated in
full. State the number of races scheduled and the minimum number that must be
completed to constitute a series;

(6) the penalty for breaking a rule of Part 2, other than the Two-Turns Penalty;

(7) the time after which no warning signal will be made on the last scheduled day of
racing;

(8) denial of the right of appeal, subject to rule 70.5;

(9) for chartered or loaned boats, whether rule G3 applies;

(10) prizes.
J2  SAILING INSTRUCTION CONTENTS

J2.1 Unless included in the notice of race, the sailing instructions shall include the following information:

(1) the information in rules J1.3(1), (2) and (5) and, when applicable, rules J1.3(6), (7), (8), (9) and (10);

(2) the schedule of races, the classes to race and times of warning signals for each class;

(3) a complete description of the course(s) to be sailed, or a list of marks from which the course will be selected and, if relevant, how courses will be signalled;

(4) descriptions of marks, including starting and finishing marks, stating the order in which marks are to be passed and the side on which each is to be left and identifying all rounding marks (see the definition Sail the Course);

(5) descriptions of the starting and finishing lines, class flags and any special signals to be used;

(6) the time limit, if any, for the first boat to finish finishing (see rule 35);

(7) location(s) of official notice board(s) or address of online notice board: location of the race office.

J2.2 Unless included in the notice of race, the sailing instructions shall include those of the following that will apply:

(1) replacement of the rules of Part 2 with the right-of-way rules of the International Regulations for Preventing Collisions at Sea or other government right-of-way rules, the time(s) or place(s) they will apply, and any night signals to be used by the race committee;

(2) whether Appendix P will apply;

(3) when appropriate, at an event where entries from other countries are expected, a copy in English of the national prescriptions that will apply;

(4) procedure for changing the sailing instructions;

(5) procedure for giving oral changes to the sailing instructions on the water (see rule 90.2(c));

(6) safety requirements, such as requirements and signals for personal flotation devices, check-in at the starting area, and check-out and check-in ashore;

(7) signals to be made ashore and location of signal station(s);

(8) restrictions controlling changes to boats when supplied by the organizing authority;

(9) when and under what circumstances propulsion is permitted under rule 42.3(i);

(10) restrictions on use of support boats, plastic pools, radios, etc.; on trash disposal; on hauling out; and on outside assistance provided to a boat that is not racing;

(11) the racing area (a chart is recommended);

(12) location of the starting area and any restrictions on entering it;

(13) any special procedures or signals for individual or general recall;
Submission: 155-19 Cont’d

(14) approximate course length and approximate length of windward legs;
(15) any special procedures or signals for changing a leg of the course (see rule 33);
(16) description of any area designated by the race committee to be an obstruction (see the definition Obstruction);
(17) boats identifying mark locations;
(18) any special procedures for shortening the course or for finishing a shortened course;
(19) the time limit, if any, for the first boat to finish and the time limit, if any boats other than the first boat to finish and any other time limits or target times that apply while boats are racing;
(20) declaration requirements;
(21) time allowances;
(22) time limits, place of hearings, and special procedures for protests, requests for redress or requests for reopening;
(23) the national authority’s approval of the appointment of an international jury, when required under rule 91(b);
(24) if rule N1.4(b) will apply, the time limit for requesting a hearing under that rule;
(25) when required by rule 70.3, the national authority to which appeals and requests may be sent;
(26) substitution of competitors;
(27) the minimum number of boats appearing in the starting area required for a race to be started;
(28) when and where races postponed or abandoned for the day will be sailed;
(29) tides and currents;
(30) other commitments of the race committee and obligations of boats.

Current Position
As above. Changes in current Appendix J, Rules J1.2(3) and J2.1(5) were approved in 2016 and 2018. They are indicated by a vertical line in the right margin.

Reasons

1. The proposal eliminates all requirements for the SIs to duplicate a rule in the NoR.
2. Rule J1.2 in the proposal is a new rule. It requires the NoR to include, when they will apply, ten items that need to be in the NoR rather than the SIs because learning about them in the SIs after arriving at the venue is just too late. For example, if the weight limit in rule 43.1(b) is changed, competitor will need to know that change in order to bring appropriate clothing and equipment to the event.
3. Rule J2.1(1) is also new. It lists 8 items that sometimes are appropriate to include in the NoR, but, when they are not in the NoR, they definitely should be in the SIs.
4. New rules J1.2 and J2.1(1) permit removing all items that are today duplicated in current rules J1 and J2. This results in the deletion of the following 10 items in current rule J2: J2.1(1), (2) and (9) and J2.2(1), (3), (7), (18), (27), (32) and (39).

5. Several racing rules refer to an item that can be in the NoR or SI, but no corresponding item is in current Appendix J. The proposal corrects these omissions by adding new rules J1.2(8) and (9) and new wording in rules J2.1(7) and J2.2(19).

6. Within rules J1.1, J1.2, J1.3, J2.1 and J2.2 the order of items corresponds to the order in which items appear in Appendices K and L.

Proposal 3

Change the preamble to Part 2, rules 44.1, 44.3(c) and D2.1, and the preambles to Appendices H and R, and the footnote to the table in rule 26 as follows:

Part 2, Preamble

[No change in first paragraph]

*When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the notice of race or sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules.*

44.1 Taking a Penalty

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. She may take a One-Turn Penalty when she may have broken rule 31. Alternatively, the notice of race or sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty. [no further change]

44.3 Scoring Penalty

(a) [no change]

(b) [no change]

(c) The race score for a boat that takes a Scoring Penalty shall be the score she would have received without that penalty, made worse by the number of places stated in the notice of race or sailing instructions. However, she shall not be scored worse than Did Not Finish. When the number of places is not stated sailing instructions do not state the number of places, the number shall be the whole number (rounding 0.5 upward) nearest to 20% of the number of boats entered. The scores of other boats shall not be changed; therefore, two boats may receive the same score.
D2 UMPIRED RACES

D2.1 When Rule D2 Applies

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

Appendix H, Preamble

See rule 43. This appendix shall not be changed by the notice of race, sailing instructions or prescriptions of national authorities.

Appendix R, Preamble

See rule 70. A national authority may change this appendix by prescription, but it shall not be changed by the notice of race or sailing instructions.

Footnote to rule 26:

*or as stated in the notice of race or sailing instructions.

Current Position

As above.

Reason

Prior to 2001, the notice of race was not included in the definition Rule and, therefore, statements in the NoR were not rules. The proposals in this submission make changes that should have been made in the 2001-2004 RRS when, for the first time, all statements in the NoR were rules. These changes are long overdue.

Proposal 4

Change Revisions in the Introduction, rules 70.5 and 86.2, the preamble to Appendix C, and rule N1.7 as follows:

Introductions, Revisions

Revision The racing rules are revised and published every four years by World Sailing, the international authority for the sport. This edition becomes effective on 1 January [2021] except that for an event beginning in [2020] the date may be postponed by the notice of race or and sailing instructions. [no further change]

Rule 70.5

70.5 There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix N. Furthermore, if the notice of race or and the sailing instructions so state, the right of appeal may be denied provided that [no further change]

Rule 86.2
86.2 In exception to rule 86.1, World Sailing may in limited circumstances (see World Sailing Regulation 28.1.3) authorize changes to the racing rules for a specific international event. The authorization shall be stated in a letter of approval to the event organizing authority and in the notice of race or and sailing instructions, and the letter shall be posted on the event’s official notice board.

Appendix C, Preamble

*Match races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Matches shall be umpired unless the notice of race or and sailing instructions state otherwise. [no further change]*

Rule N1.7

N1.7 In exception to rules N1.1 and N1.2, World Sailing may in limited circumstances (see World Sailing Regulation 25.8.13) authorize an international jury consisting of a total of only three members. All members shall be International Judges. The members shall be from three different national authorities (two, in Groups M, N and Q). The authorization shall be stated in a letter of approval to the organizing authority and in the notice of race or and sailing instructions, and the letter shall be posted on the event’s official notice board.

Current Position

As above.

Reason

Before 2001, when statements in the NoR were not rules, it was necessary to repeat any rule stated in the NoR in the SIs. Since 2001 it has not been necessary to repeat in the SIs a rule included in the NoR. Now, almost 20 years after 2001, there are still five place in the RRS where a rule in the NoR is required to be repeated in the SIs. These five changes remove those five requirements to repeat a rule in both the NoR and the SIs.

Proposal 5

Change rules 43.1(b), 87 and 88.1 as follows:

Rule 43.1(b)

(b) Furthermore, a competitor’s clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or the notice of race sailing instructions may specify a lower weight or a higher weight up to 10 kilograms. [no further change]

Rule 87
87 CHANGES TO CLASS RULES

The notice of race or sailing instructions may change a class rule only when the class rules permit the change, or when written permission of the class association for the change is displayed on the official notice board.

Rule 88.1

88.1 Prescriptions that Apply

The prescriptions that apply to an event are the prescriptions of the national authority with which the organizing authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while racing, the notice of race or sailing instructions shall identify the prescriptions that will apply and when they will apply.

Current Position
As above.

Reason
A change in the weight limit in rule 43.1(b) or a change in a class rule is information that must be made available to competitors in the NoR so that they can bring appropriate clothing and equipment to the event. When competitors may be required to comply with the prescriptions of various national authorities, the requirements should be in the NoR so that they have adequate time to obtain those prescriptions.

Proposal 6

Change rules 86.2 and N1.7 as follows:

86.2 In exception to rule 86.1, World Sailing may in limited circumstances (see World Sailing Regulation 28.1.3) authorize changes to the racing rules for a specific international event. The authorization shall be stated in a letter of approval to the event organizing authority and in the notice of race and sailing instructions, and the letter shall be posted on the event’s official notice board.

N1.7 In exception to rules N1.1 and N1.2, World Sailing may in limited circumstances (see World Sailing Regulation 25.8.13) authorize an international jury consisting of a total of only three members. All members shall be International Judges. The members shall be from three different national authorities (two, in Groups M, N and Q). The authorization shall be stated in a letter of approval to the organizing authority and in the notice of race and sailing instructions, and the letter shall be posted on the event’s official notice board.

Current Position
As above.

Reason
For consistency and to remove unnecessary words. Many rules refer to ‘the organizing authority’ or ‘the official notice board’ and do so without adding ‘event’ or ‘event’s’. Only rule 86.2 uses ‘event’ before ‘organizing authority’ or ‘event’s’ before ‘official notice board’.

Proposal 7

Change rule 87 as follows:

87    CHANGES TO CLASS RULES

The notice of race or sailing instructions may change a class rule only when the class rules permit the change, or when written permission of the class association for the change is posted displayed on the official notice board.

Current Position

As above.

Reason

For consistency. There are several rules that refer to items ‘posted’ on the official notice board. Rule 87 is the only rule in RRS that refers to an item ‘displayed’ on the official notice board.
Racing Rules of Sailing

Rule 40

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To change current rule 40 and update it with a number of proposals.

Proposal 1

Delete the text of rule 40 and replace it as follows:

40 PERSONAL FLOTATION DEVICES

40.1 Each competitor shall wear a personal flotation device except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

40.2 When Rule 40.1 applies

(a) when flag Y is displayed afloat with one sound signal before or with the warning signal it applies while racing in that race;

(b) when flag Y is displayed ashore with one sound signal it shall apply at all times while afloat that day; or

(c) when so stated in the sailing instructions or notice of race.

Current Position

40 PERSONAL FLOTATION DEVICES

When flag Y is displayed with one sound before or with the warning signal, competitors shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment. When flag Y is displayed ashore, this rule applies at all times while afloat. Wet suits and dry suits are not personal flotation devices.

Reasons

1. This proposal removes the currently ineffective penultimate sentence that does not actually require personal flotation devices to be worn at all times afloat.

2. The rule now specifies ‘each’ competitor. It could be argued in the current rule that the rule is not broken if some competitors on a boat wear a pfd.
3. The NoR or SI will simply need to state: ‘RRS 40.1 shall apply at all times while afloat.’ if that is wanted by the event.

4. There is no change in this proposal to the current rule with regards to when pfd may be worn, but it is clear that flag Y ashore applies for the whole day.

5. By making the rule apply to ‘that race’ in 40.2(a), if, for subsequent races the race committee decide flag Y is not necessary, they simply remove it and no other signal is needed.

Proposal 2a – If Proposal 1 is approved

Add the following sentence to new rule and renumber (c) in Proposal 1 rule 40.2 as (d).

(c) However, if flag Y over R is displayed afloat with one sound signal before or with the warning signal, rule 40.1 40.2(b) ceases to apply does not apply during that race.

Proposal 2b – If Proposal 1 is not approved

Add the following to current rule 40:

However, if flag Y over R is displayed afloat with one sound signal before or with the warning signal, competitors are not required to wear personal flotation devices during that race.

Current Position

None. The proposed rule is new.

Note: The order of rules 40.1 and 40.2 may be subject to editing.

Reasons

1. This proposal permits a Y flag ashore to be cancelled afloat.

2. ‘No Y flag’ at the warning signal was considered as it reduces the number of flags. However, that would make it mandatory for the race committee to display Y flag to keep the rule active. Should they forget to do that for any reason, safety may be compromised. This option would also cause confusion when a sailing instruction invokes the rule as the proposed Rule 40(c).

3. Under this proposal a race committee will never need to display either flag Y or flag Y over R if they stated when PFDs must be worn in the NoR or SIs.

4. Note: Appendix P also uses flag R, but similarly to Y over R, the ‘R’ reverses and existing signal. There is a remote possibility that a race committee would want to display R and Y over R at the warning signal, but O and R under appendix P almost exclusively apply to classes that will invoke 40(c)
Racing Rules of Sailing

Rule 48.2, New Appendix TS

A submission from the Chairman of the Oceanic and Offshore Committee

Purpose or Objective

To provide the race committee with advice, background information, and suggested wording for use in their sailing instruction and notice of race to clarify how boats may sail in or near Traffic Separation Schemes (TSS). Further objectives are to avoid boats spuriously protesting one-another under the hard-to-interpret parts of IRPCAS rule 10, and to provide protest committees with rules that can be rigorously interpreted.

This submission contains 2 proposals. Proposal 2 is a TS Appendix to the Racing Rules of Sailing. Proposal 1 is a note to be added to the RRS that is relevant only if Proposal 2 is approved.

Proposal 1

Rule 48.2

Add this note under rule 48.2:

Note: Appendix TS, Traffic Separation Schemes, is available at the World Sailing website. The notice of race or sailing instructions may change rule 48.2 by stating that Section A, Section B, or Section C of Appendix TS applies.

Current Position

None.

Proposal 2

Add Approve new Test Rules - Appendix TS as follows:

APPENDIX TS
Traffic Separation Schemes
Version 1 – November 2019

Under Regulation 28.1.5(b), World Sailing has approved the use of Appendix TS as a test rule. The appendix applies only if the relevant version of the test appendix is referred to in the notice of race and if a copy of the appendix (or a specific link to it) is provided to competitors. Comments on this test rule are welcome. Please send them to xxxx@yyyy.zz
This appendix proposes wording for race committees to consider to replace rule 48.2 that can be more strictly interpreted by boats and protest committees. Rule 48.2 makes all parts of IRPCAS rule 10 applicable to boats that are racing. IRPCAS rule 10 is shown below to point out certain phrases that would be difficult for boats or protest committees to interpret. Those phrases, which are not precise and not usually found in the RRS, are underlined in the text below.

INTERNATIONAL
Steering and Sailing Rules

RULE 10
Traffic Separation Schemes

(a) This Rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.

(b) A vessel using a traffic separation scheme shall:
   (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
   (ii) so far as practicable keep clear of a traffic separation line or separation zone;
   (iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

(c) A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.

(d) (i) A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme. However, vessels of less than 20 meters in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
   (ii) Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.

(e) A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
   (i) in cases of emergency to avoid immediate danger;
   (ii) to engage in fishing within a separation zone.

(f) A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.

(g) A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.

(h) A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

(i) A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.

(j) A vessel of less than 20 meters in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.

Section A, Section B, or Section C of this appendix applies to a specified traffic separation scheme (TSS) if the notice of race or the sailing instructions so states. For long races that encounter multiple TSSs, the race committee may choose to handle specific TSSs in different ways and decide that Section A, Section B, or Section C be used for one or more TSS.

Note that neither the RRS nor race committees can modify IRPCAS. Local maritime authorities, however, can make special rules regarding their harbors and roadsteads under rule 1(b) of the IRPCAS. As noted below, a race committee may change rule 48.2 using
Section A or Section C of this appendix only if it has obtained the agreement of local maritime authorities.

Section A

Section A is appropriate for a TSS in which marine authorities only require boats to not impede power-driven vessels in traffic lanes. This change requires the agreement of the local maritime authorities.

Suggested wording for the notice of race or sailing instructions:

Appendix TS, Version __, Section A applies to the following TSS _____________.

Insert the name of the TSS.

TS1 Rule 48.2 is changed to:

48.2 (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race or sailing instructions, as a TSS.

(b) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane.

(c) If a commercial, government, or naval power-driven vessel in a traffic lane makes five short and rapid blasts on her whistle (a danger signal, see IRPCAS rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under rule 48.2(b).

(d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken rule 48.2(b).

(e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.

Application and background:

Approaches similar to TS1 have been shown to work in areas like San Francisco, where extensive racing takes place within multiple TSSs, precautionary areas, and deep-water routes that are tightly managed by San Francisco’s vessel traffic service (VTS). The VTS and pilots appreciate the consideration shown by racers, and racers appreciate being able to race in the waters of the TSSs and other VTS controlled areas. In the San Francisco experience, boats nearly always lose protests filed by the race committee in response to an
official complaint/action lodged against a boat by a ship pilot, ship captain, or the VTS, and so boats pay careful attention to not impeding the passage of ships.

**Section B**

*Section B is appropriate for a TSS where there is sufficient surrounding water for the boats to avoid the TSS entirely.*

Suggested wording for the notice of race or sailing instructions:

Appendix TS, **Version__**, Section B applies to the following TSS ______________.

*Insert the name of the TSS.*

**TS2** Rule 48.2 is changed to:

48.2 (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race or sailing instructions, as a TSS.

(b) A boat shall not enter a TSS and, while near a TSS, shall not impede, or present a threat of impeding, a vessel using a TSS traffic lane.

(c) Add to the definition *Obstruction*: ‘A TSS is an obstruction.’

**Application and background:**

Rule TS2 has been shown to be an effective way to keep racing boats out of a TSS and away from the commercial vessels using the TSS. A good example of how this option has worked is the Fastnet Race. Similar language is used by the Royal Ocean Racing Club in its sailing instructions.

**Section C**

*Section C is appropriate for a TSS where the race committee chooses to allow boats to use the TSS while racing.* The wording below, including the 100-degree threshold, has been used by the Volvo Ocean Race in past races and enables boats to use the TSS in nearly any wind direction. This change requires the agreement of the local maritime authorities.

Suggested wording for the notice of race or sailing instructions:

Appendix TS, **Version__**, Section C applies to the following TSS ______________.

*Insert the name of the TSS.*
TS3  Rule 48.2 is changed to:

48.2  (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race or sailing instructions, as a TSS.

(b) While a boat is in a TSS traffic lane, she shall sail a course that is within 100 degrees of the direction of travel of the lane.

(c) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane.

(d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken rule 48.2.

(e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.

Application and background:

This approach allows rigorous interpretation by boats and protest committees but may only be used with the agreement of local maritime authorities.

Current Position

None.

Reasons

1. The existing rule 48.2 incorporates IRPCAS rule 10 into the RRS. As seen in the preamble of the Appendix TS, IRPCAS rule 10 is difficult for boats and protest committees to rigorously interpret. The proposed alternative wordings provide race committees with suggestions that may meet the needs of the race and of local maritime authorities and that can be strictly interpreted.

2. Appendix TS treats all TSSs the same, whether they are IMO-Adopted or not, even though IRPCAS rule 10 only applies to IMO-Adopted TSSs. It isn’t practical for boats to determine whether a TSS on a chart is IMO-Adopted. Further, if there is a non-IMO-Adopted TSS, precautionary area, or deep-water route in the race area it was put there by local maritime authorities to control traffic for safety. Local maritime authorities, under the provisions of IRPCAS rule 1(b), can make their own special rules in their roadsteads, harbors, rivers, lakes, or inland waterways connected with the high seas and navigable by seagoing vessels. It is preferable for the race committee to discuss the TSS and local navigation rules with the local maritime authorities.
Racing Rules of Sailing

Rule 50.3

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Change terminology used in the rule so that it is consistent with the ERS.

Proposal – Alternate 1

Change rule 50.3 as follows:

50.3 Sheeting Sails

(a) No sail shall be sheeted over or through any device that exerts outward pressure on a sheet or clew of a sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck, except:

(a) (1) over or through a bumkin used to sheet the boom of a sail;

(b) (2) over or through a boom that is regularly used for that sail of a boomed headsail that requires no adjustment when tacking; or

(2) as permitted in rule 50.3(b) or 50.3(c).

An outrigger, except as permitted in rule 50.3(b) or 50.3(c). An outrigger is any fitting or other device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck. For the purpose of this rule, bulwarks, rails and rubbing strakes are not part of the hull or deck and the following are not outriggers: a bowsprit used to secure the tack of a sail, a bumkin used to sheet the boom of a sail, or a boom of a boomed headsail that requires no adjustment when tacking.

(b) Any sail may be sheeted to or led above a boom that is regularly used for a sail and is permanently attached to the mast from which the head of the sail is set.

(c) A headsail may be sheeted or attached at its clew to a spinnaker pole, or clew connected (as defined in the Equipment Rules of Sailing) to a whisker pole, provided that a spinnaker is not set.

Current Position

See above

Reasons

1. Removes definitions from the rule that were in conflict with the ERS.
2. Aligns the rule with the ERS but the rule is still a stand alone rule (for those races not using the ERS).

Proposal—Alternate 2

Change rule 50.3 as follows:

50.3 Use of Outriggers Sheetin Sails

(a) No sail shall be sheeted over or through an outrigger, except as permitted in rule 50.3(b) or 50.3(c). An no sail shall be sheeted to, over or through an outrigger is any fitting or other device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck. For the purpose of this rule, bulwarks, rails and rubbing strakes are not part of the hull or deck and the following are not outriggers: such a device: a bowsprit used to secure the tack of a sail; a bumbkin used to sheet the boom of a sail or a boom of a boomed headsail that requires no adjustment when tacking.

Current Position

As above.

Reasons

3. The definition of ‘outrigger’ in current rule 50.3 is much broader than the definition of ‘outrigger’ that was adopted for the ERS last year. The proposal achieves the purpose of the submission, while making as few changes as possible in current rule 50.3. The proposal does not make any change in the requirements in rule 50.3, which is desirable because current rule 50.3 is, essentially, a class rule for all classes and rating systems.

To save readers searching for new ERS definition of ‘outrigger’ adopted in 2018 as a result of Submission 121-18, it is copied below:

F.1.4(c)(iv) OUTRIGGER

A hull spar extending transversely to shoot a sail and/or attach running rigging.
Racing Rules of Sailing

Basic Principle Sportsmanship, Rules 60.1(c), 60.2, 61.3, 63.1, 63.10, New Rule 44.4

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective
To include in the RRS provision for breaches of rules that are subject to discretionary penalties.

Proposal —Alternate 1

Change the rules as follow:

SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when a boat breaks a rule and is not exonerated she will promptly take an appropriate penalty or action, which may be to retire, or if the rule is subject to discretionary penalty, to acknowledge the breach.

Add new rule 60.1(c)

60.1 A boat may
(a) protest another boat, but not for an alleged breach of a rule of Part 2 or rule 31 unless she was involved in or saw the incident; or

(b) request redress;

(c) acknowledge breaking a rule subject to discretionary penalty.

Add to rule 61.3 Protest Time Limit

A boat that acknowledges breaking a rule subject to discretionary penalty shall notify the race committee within the protest time limit.

Change rule 63.1 last sentence — Requirement for a hearing

The protest committee shall hear all protests, decide all discretionary penalties and requests for redress that have been delivered to the race office unless it allows a protest or request to be withdrawn.

Add new rule 63.10 64.5

64.5 Discretionary Penalties
When a boat acknowledges breaking a rule subject to discretionary penalty the protest committee shall decide the appropriate penalty after hearing evidence from the boat and calling any witnesses it decides are appropriate.

When a boat reports within the protest time limit that she has broken a rule subject to a discretionary penalty, the protest committee shall decide the appropriate penalty after taking evidence from the boat and any witnesses it decides are appropriate.

Current Position

There is no provision for the [DP] other than the statement that the penalties are at the discretion of the protest committee.

Reasons

1. The rules now provide for discretionary penalties, however the basic principle does not recognise this and there is no provision in the rules for dealing with a boat that acknowledges a breach of such a rule.

2. The World Sailing Discretionary Penalty guidance will need to recognise these rule changes and ensure that a boat is assessed a lower penalty that if she had not acknowledged the breach.

Proposal—Alternative 2

Add new rule 44.4 as follows:

44.4 Taking a Penalty for Breaking a Rule Subject to Discretionary Penalty

When a boat breaks a rule subject to discretionary penalty, she takes a penalty by reporting her breach to the race committee at the finishing line, or if this is impracticable, at the first reasonable opportunity within the protest time limit.

Change rule 60.2 as follows:

60.2 A race committee may

(a) may protect a boat, but not as a result of information arising from a request for redress or an invalid protest, or from a report from a person with a conflict of interest other than the representative of the boat herself;

(b) shall protest a boat that reports to it that she has broken a rule subject to discretionary penalty;

(c) may request redress for a boat; or

(d) may report to the protest committee requesting action under rule 69.2(b).
Current Position

Proposed rule 44.4 is new. Rule 60.2, as above.

Reasons

1. The Basic Principle, Sportsmanship and the Rules, states that ‘when a boat breaks a rule and is not exonerated she will promptly take a penalty, which may be to retire.’ When a rule is subject to a discretionary penalty (a ‘DP rule’), the current rules contain no provision for a boat that breaks such a rule to take a penalty. Rule 44 applies to ‘Penalties at the time of the incident.’ Proposed new rule 44.4 provides a simple means for a boat that breaks a DP rule to take a penalty right after the incident.

2. Rule 63.1 states that a boat shall not be penalized without protest hearing. Therefore, in order to penalize a boat for breaking a DP rule, there must be a protest hearing. Proposed new rule 60.2(b) requires the race committee to protest a boat that reports to it that she broke a DP rule. However, the race committee’s role in the protest hearing will be short and easy. At the hearing, the race committee need only testify to the protest committee what was reported and when it was reported. After that, the race committee representative to the protest hearing could ask to be excused.

3. This proposal requires no change in the Basic Principle, Sportsmanship and the Rules. It is best for the sport to keep that principle simple and easy to remember. Given the principle stated in rule 63.1, the proposal specifies a straightforward procedure and only two rule changes to establish a process for penalizing a boat that admits to breaking a DP rule and chooses to take a penalty for her breach.
**Purpose or Objective**

To clarify the procedure for implementing current rule A9

**Proposal**

1. **Renumber and change rule A9** Change the heading and the preamble of A4 as follows:

   **A4 LOW POINT SCORING SYSTEM**

   This Low Point System will apply unless the notice of race or sailing instructions specify another system; see rule 90.3(a).

2. **Combine A4.2, A5 with a changed A9 as clauses of A5** (and renumber A10 and A11 accordingly):

   **A5 SCORES DETERMINED BY THE RACE COMMITTEE**

   **A4.2 A5.1** A boat that did not start, did not sail the course, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).

   **A9-A5.2** If the notice of race or sailing instructions state that rule A5.2 will apply, rule A5.1 is changed so that if a series that is held over a period of time longer than a regatta, a boat that came to the starting area but did not start, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area and a boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

   **A5.3** A boat that did not start, sail the course or finish or comply with rule 30.2, 30.3, 30.4 or 78.2, or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat’s score.

   **Alternate 1**

   **A4.3 9** If the notice of race or sailing instructions state that rule A4.3 will apply, rule A4.2 is changed so that a boat that came to the starting area but did not start, did not start, did not sail the course, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area.
finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area, and a boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

Renumber rules A10 and A11 accordingly.

Alternate 2

A4.3.9 If the notice of race or sailing instructions state that rule A4.3 will apply, or for a long series where the number of starters varies substantially, rule A4.2 is changed so that a boat that came to the starting area but did not start, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area, and a boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

Renumber rules A10 and A11 accordingly.

3. Change rules J1.2(14) and J2.1(9) as follows:

J1.2(14) the scoring system, if different from the Low Point System in Appendix A, included by reference to class rules or other rules governing the event. State the number of races scheduled and the minimum number that must be completed to constitute a series. If appropriate, for a series where the number of starters may vary substantially, state that rule A4.3A5.2 applies;

J2.1(9) unless stated in the notice of race, the scoring system, if different from the Low Point System in Appendix A, included by reference to class rules or other rules governing the event, or stated in full. State the number of races scheduled and the minimum number that must be completed to constitute a series. If appropriate, for a series where the number of starters may vary substantially, state that rule A4.3A5.2 applies;

Current Position
As above.

Reasons

1. Relocates rule A9 to a more appropriate place in Appendix A.

2. Provides certainty that A5.1 applies unless A5.2 is set in the NoR or SIs. Allows an OA a choice to use A5.2. Makes it clear that current rule A4.2 is the default rule and that proposed rule 4.3 (current rule A9) applies only if the NoR or SIs so state.

3. Adds to Appendix J provisions for applying proposed rule A4.3A5.2.
Below is a clean copy of Appendix A if this submission is accepted.

APPENDIX A

SCORING

See rule 90.3.

A1 NUMBER OF RACES
The number of races scheduled and the number required to be completed to constitute a series shall be stated in the notice of race or sailing instructions.

A2 SERIES SCORES
A2.1 Each boat’s series score shall, subject to rule 90.3(b), be the total of her race scores excluding her worst score. However, the notice of race or sailing instructions may make a different arrangement by providing, for example, that no score will be excluded, that two or more scores will be excluded, or that a specified number of scores will be excluded if a specified number of races are completed. A race is completed if scored; see rule 90.3(a). If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The boat with the lowest series score wins and others shall be ranked accordingly.

A2.2 If a boat has entered any race in a series, she shall be scored for the whole series.

A3 STARTING TIMES AND FINISHING PLACES
The time of a boat’s starting signal shall be her starting time, and the order in which boats finish a race shall determine their finishing places. However, when a handicap or rating system is used a boat’s corrected time shall determine her finishing place.

A4 SCORING SYSTEM
This Low Point System will apply unless the notice of race or sailing instructions specify another system; see rule 90.3(a).

Each boat starting and finishing and not thereafter retiring, being penalized or given redress shall be scored points as follows:

<table>
<thead>
<tr>
<th>Finishing place</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>First</td>
<td>1</td>
</tr>
<tr>
<td>Second</td>
<td>2</td>
</tr>
<tr>
<td>Third</td>
<td>3</td>
</tr>
<tr>
<td>Fourth</td>
<td>4</td>
</tr>
<tr>
<td>Fifth</td>
<td>5</td>
</tr>
<tr>
<td>Sixth</td>
<td>6</td>
</tr>
<tr>
<td>Seventh</td>
<td>7</td>
</tr>
</tbody>
</table>

Each place thereafter Add 1 point
A5 SCORES DETERMINED BY THE RACE COMMITTEE

A5.1 A boat that did not start, did not sail the course, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).

A5.2 If the notice of race or sailing instructions state that rule A5.2 will apply, rule A5.1 is changed so that a boat that came to the starting area but did not start, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area, and a boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

A5.3 A boat that did not start, sail the course or finish or comply with rule 30.2, 30.3, 30.4 or 78.2, or that retires or takes a penalty under rule 44.3(a), shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat’s score.

A6 CHANGES IN PLACES AND SCORES OF OTHER BOATS

A6.1 If a boat is disqualified from a race or retires after finishing, each boat with a worse finishing place shall be moved up one place.

A6.2 If the protest committee decides to give redress by adjusting a boat’s score, the scores of other boats shall not be changed unless the protest committee decides otherwise.

A7 RACE TIES

If boats are tied at the finishing line or if a handicap or rating system is used and boats have equal corrected times, the points for the place for which the boats have tied and for the place(s) immediately below shall be added together and divided equally. Boats tied for a race prize shall share it or be given equal prizes.

A8 SERIES TIES

A8.1 If there is a series-score tie between two or more boats, each boat’s race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). No excluded scores shall be used.

A8.2 If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats’ scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

A9 GUIDANCE ON REDRESS

If the protest committee decides to give redress by adjusting a boat’s score for a race, it is advised to consider scoring her

(a) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races in the series except the race in question;

(b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races before the race in question; or

(c) points based on the position of the boat in the race at the time of the incident that justified redress.
A10  SCORING ABBREVIATIONS

These scoring abbreviations shall be used for recording the circumstances described:

DNC  Did not start; did not come to the starting area

DNS  Did not start (other than DNC and OCS)

OCS  Did not start; on the course side of the starting line at her starting signal and failed to start, or broke rule 30.1

ZFP  20% penalty under rule 30.2

UFD  Disqualification under rule 30.3

BFD  Disqualification under rule 30.4

SCP  Scoring Penalty applied

ESC  Did not correct error in sailing the course

DNF  Did not finish

RET  Retired

DSQ  Disqualification

DNE  Disqualification that is not excludable

RDG  Redress given

DPI  Discretionary penalty imposed
Racing Rules of Sailing

Rules G1.2, G1.3 and G5

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To specify the sail number and their positioning for better identification

Proposal:

G1.2 Specifications

(a) National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. Commercially available typefaces giving the same or better legibility than Helvetica are acceptable.

(a) National letters and sail numbers shall be:

(i) in capital letters and Arabic numerals,

(ii) of the same colour,

(iii) of a contrasting colour to the body of the sail, and

(iv) of a sans-serif typeface such that each letter and number shall be clearly discernible legible when viewed from either side of the sail when the sail is set.

G1.3 Positioning

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

(a) Except as provided in rules G1.3(d) and G1.3(e), class insignia, national letters and sail numbers shall, if possible, be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length. They shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.

(b) The class insignia shall be placed above the national letters. If the class insignia is of such a design that two of them coincide when placed back to back on both sides of the sail, they may be so placed.

(c) National letters shall be placed above the sail number.

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

(e) The national letters and sail number shall be displayed on both sides of a headsail whose clew can extend behind the mast 30% or more of the mainsail foot length. They shall be displayed wholly below an arc whose centre is the head point and
whose radius is half the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.

(a) General
   (i) Class insignia, national letters and sail numbers, where applicable, shall be placed on both sides and such that those on the starboard side are uppermost.
   (ii) National letters shall be placed above the sail numbers on each side of the sail.

(b) Mainsails
   (i) The class insignia, national letters and sail numbers shall, if possible, be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length.
   (ii) The class insignia shall be placed above the national letters. If the class insignia is of a design that it may be placed back to back, then it may be so placed.

(c) Headsails and Spinnakers
   (i) National letters and sail numbers are only required on a headsail whose foot length is greater than $1.3 \times$ foretriangle base.
   (ii) The national letters and sail numbers shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is 70% of the foot median.
   (ii) The national letters and sail numbers of headsails shall be displayed wholly below an arc whose centre is the head point and whose radius is 50% of the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.
   (iii) The national letters and sail numbers of spinnakers shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is 60% of the foot median.

G5 CHANGES BY CLASS RULES

World Sailing Classes may change the rules of this appendix provided the changes have first been approved by World Sailing. Other boats may change the rules of this appendix provided the changes have been approved by their Class Rules Authority or national authority as appropriate.

Current Position

See above.

Reasons

In order to provide identification for race committees, the press and public spectators, the submission seeks to provide better guidance on the specification of the sail numbers and also on the positioning on the relevant sails.
A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Minor editing and reordering of RRS Appendix S text. The Appendix S courses are addressed in a separate submission.

Proposal

APPENDIX S

STANDARD SAILING INSTRUCTIONS

This appendix applies only if the notice of race so states.

These Standard Sailing Instructions may be used at an event in place of printed sailing instructions made available to each boat. To use them, state in the notice of race that ‘The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions, and supplementary sailing instructions in the Supplement that will be posted on the official notice board located at _____.’

The supplementary sailing instructions will include:

1. The location of the race office and of the flag pole on which signals made ashore will be displayed (see SI 4.1 below).
2. A table showing the schedule of races, including the day and date of each scheduled day of racing, the number of races scheduled each day, the scheduled time of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing (see SI 5 below).
3. The location of the race office and of the flag pole on which signals made ashore will be displayed (SI 4.1).
4. A list of the marks that will be used and a description of each one (SI 8). How new marks will differ from original marks (SI 10).
5. The time limits, if any, that are listed in SI 12.
6. Any changes or additions to the instructions in this appendix.

A copy of the supplementary sailing instructions will be available to competitors on request.
SAILING INSTRUCTIONS

1 RULES
1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.

2 NOTICES TO COMPETITORS
2.1 Notices to competitors will be posted on the official notice board.
2.2 Supplementary sailing instructions (called ‘the supplement’ below) will be posted on the official notice board.

3 CHANGES TO SAILING INSTRUCTIONS
3.1 Any change to the sailing instructions will be posted before 0800 on the day it will take effect, unless this time is changed in the supplement except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

4 SIGNALS MADE ASHORE
4.1 Signals made ashore will be displayed from the flag pole. The supplement will state its location.
4.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 60 minutes’ in the race signal AP.

5 SCHEDULE OF RACES
5.1 The supplement will include a table showing the days, dates, number of races scheduled, the scheduled times of the first warning signal each day, and the latest time for a warning signal on the last scheduled day of racing.
5.2 [repeat words from L5.4]

6 CLASS FLAGS
6.1 Each class flag will be the class insignia on a white background or as stated in the supplement.

7 THE COURSES
7.1 No later than the warning signal, the race committee will designate the course by displaying one or two letters followed by a number, and it may also display the approximate compass bearing of the first leg.
7.2 The course diagrams are on the pages following SI 13. They show the courses, the order in which marks are to be passed, and the side on which each mark is to be left. The supplement may include additional courses.

8 MARKS
8.1 A list of the marks that will be used, including a description of each one, will be included in the supplement.

9 THE START
9.1 Races will be started by using RRS 26.
9.2 The starting line will be between a staff displaying an orange flag on the race committee vessel and the course side of the starting mark.

9.3 The orange flag will be displayed with one sound at least five minutes before a warning signal is made.

10 CHANGE OF THE NEXT LEG OF THE COURSE

10.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

11 THE FINISH

11.1 The finishing line will be between a staff displaying an orange or blue flag on the race committee vessel and the course side of the finishing mark.

12 TIME LIMITS

12.1 The supplement will state which of the following time limits, if any, will apply and, for each, the time limit.

- Mark 1 Time Limit: Time limit for the first boat to pass Mark 1.
- Race Time Limit: Time limit for the first boat to sail the course and finish.
- Finishing Window: Time limit for boats to finish after the first boat sails the course and finishes.

12.2 If no boat has passed Mark 1 within the Mark 1 Time Limit, the race shall be abandoned.

12.3 Boats failing to finish within the Finishing Window shall be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

13 PROTESTS AND REQUESTS FOR REDRESS

13.1 Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

13.2 For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.

13.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses and where the hearings will be held.

13.4 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 61.1(b).

13.5 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

Current Position

See above.
Reasons

1. Changes shown above are made to this appendix to align with the way the majority of organizers are applying the appendix over the last three years. The addition of the display of the blue flag for the finishing line in paragraph 11.1 is made to reflect the growing practice of race committees to use the blue flag for the finishing line at all events.

2. Some additional requested changes to Appendix S are addressed in the template for the supplementary sailing instructions (the supplement).

3. Many users suggested that the 60 minutes in SI 4.2 did not work for their venues. The time delay after AP is lowered has been moved to the supplement.

4. The largest number of requested changes involve providing additional courses in Appendix S. Changes and additions to the Appendix S courses are addressed in a separate submission.