

# The Racing Rules of Sailing

## Q & A Booklet

Last Update: 8 January 2019



## Introduction

The Racing Rules of Sailing Questions and Answers are published on the World Sailing website as a joint responsibility of the Racing Rules Committee and the Race Officials Committee.

The Question and Answer Panel is set up to provide a service to Race Officials, Member National Authorities and World Sailing Class Associations whereby they may submit questions through World Sailing concerning the Racing Rules of Sailing (RRS).

The answers are prepared by a panel of experienced race officials. The answers are not authoritative interpretations, but they are explanations of the RRS and represent an important service by providing carefully considered opinions from the members of the panel, who are appointed under World Sailing Regulations.

Answers will always be given to the questioner, but only Questions and Answers of general interest are published in this booklet. It is intended that these Questions and Answers are further considered for submission for a rule change, for inclusion in the World Sailing Case Book or Call Books, or for educational material in Race Officials Manuals.

Past Questions and Answers are not updated when a new version of the Racing Rules of Sailing is published, so this booklet includes only Questions and Answers that have been considered relevant for the term from 2017 to 2020. It replaces the previous booklet, and the Questions and Answers in that are thus expired or retained in this booklet.

This service is not to be used as a 'substitute' appeal process; its purpose is to provide considered opinions on questions on the RRS.

Our thanks to Marina Psychogyiou (GRE) Chair, to Tatiana Ermakova (RUS) Vice-Chair and to the race officials who participate in the Panel's work:

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**A 001**

**Q&A 2017.007**

**Published: 23 November 2017**

Situation:

A boat breaks a rule, which may be a class rule or a rule of the RRS, but is not aware that she has broken the rule during the race or at any time up to the time limit for submitting protests or the time limit for submitting retirement declarations. Sometime after these time limits have expired she becomes aware that she has broken a rule.

Examples may be:

- a. While rounding an offset windward mark, the boat's spinnaker touches the mark, but the crew does not see, hear or feel the contact. Sometime after racing that day, and after any time limits have expired, they see a video of the mark rounding. The video clearly shows the contact.
- b. A boat is being repaired by a professional boat builder. The builder, in making the repair, uses techniques or materials such that the boat no longer complies with the class rules. The defect is not obvious to the owner or measurers that check the boat at various events. After completing several events, the owner discovers that the boat has not been class compliant for several events.
- c. A competitor is aware of an incident (either on or off the water) but his knowledge or interpretation of the applicable rule is incorrect, and therefore he believes that he has not broken a rule. Later on, he becomes aware of the correct interpretation and realises that he has broken a rule in a number of events.

In each of these situations, no penalty is taken at the time of the incident and no valid protest is lodged.

Question 1

Is the boat still obliged to retire and if so how?

Answer 1

Yes. There is no time limit under the Racing Rules of Sailing for retiring. Basic Principles – Sportsmanship and the Rules provides that when competitors break a rule they will promptly take a penalty, which may be to retire. Any procedure regarding retirement after finishing stated in the sailing instructions shall be followed as soon as the boat becomes aware of the breach.

Question 2

If a boat retires after a race or an event, should the results of the race/event be amended?

Answer 2

Yes. Rule A6.1 applies.

## Question 3

Would the answer be different depending on the level of the event (Olympics or a Wednesday evening beer race)?

## Answer 3

No.

## Question 4

Would the answer be different if the breach did, or did not, give the boat an advantage, or was a 'gross' breach of a *rule*?

## Answer 4

No.

## Question 5

Would the answer be different if the boat realised that she had broken a rule after the time limits for the day's race but before the end of the event or series?

## Answer 5

No.

## Question 6

If the answer is that a boat is obliged to retire after a race or event as soon as she becomes aware that she broke a rule, but does not do so, would this amount to misconduct in terms of rule 69?

## Answer 6

An action by the protest committee under rule 69 would only apply if the protest committee believes that the competitor may have committed misconduct.

**B 001**

**Q&A 2017.001**

**Published: 10 July 2017**

**Withdrawn: 15 September 2017**

This Q&A has been withdrawn by World Sailing for further consideration.



**B 002**

**Q&A 2017.002**

**Published: 21 July 2017**

**Withdrawn: 15 September 2017**

This Q&A has been withdrawn by World Sailing for further consideration.

**B 003**

**Q&A 2018.017**

**Published: 17 December 2018**

Question

In some situations, a boat does not break rule 31 by touching a mark. When a boat entitled to mark-room has been given room to leave the mark on the required side but is compelled to touch it, has mark-room been given?

Answer

No.

It is not seamanlike to compel a boat to touch a mark even if she does not break a rule by doing so. This is irrespective of any additional requirements in the definition 'mark-room' in Appendices B, C and F.

**B 004**

**Q&A 2019.002**

**Published: 7 January 2019**

## Question

When boats are overlapped, the definition Keep Clear (b) requires that the right-of-way boat can change course in both directions without immediately making contact. Rule 16.1 requires that when a right-of-way boat changes course, she shall give the other boat room to keep clear.

Similarly, in appendix F, the definition Keep Clear includes room for a right-of-way kiteboard to move her kite in any direction without immediately making contact. Rule 16.1 requires that when a right-of-way kiteboard changes the position of her kite, she shall give the other kiteboard room to keep clear.

How are these requirements compatible with each other?

## Answer

The two rules are independent of each other:

The definition *Keep Clear (b)* is a test that decides whether a boat is keeping clear of another either under rule 11 or under rule 10 when sailing downwind on opposite tacks while rule 16.1 puts a limitation on the rights of a right-of-way boat.

- When the keep-clear boat is sailing so close that if the right-of-way changed course there would be immediate contact, the keep clear boat breaks rule 10 or 11 by not complying with the definition *keep clear (b)*.
- When the keep-clear boat does not respond enough to the right-of-way boat's change of course when she could have done so, the keep clear boat breaks rule 10 or 11 by not complying with the definition *keep clear (a)*
- When the right-of-way boat changes course in such a way that, although there is no immediate contact, it is not possible for the keep-clear boat to continue to keep clear, the right-of-way breaks rule 16.1 and the keep-clear boat shall be exonerated under rule 21 for breaking rule 10 or 11.

When making a decision, a protest committee should consider among others the prevailing conditions, the speed and the manoeuvrability of the boats, the distance between them and their respective actions.

This principle is the same for boats, boards and kiteboards.

**D 001**

**Q&A 2018.010**

**Published: 4 September 2018**

## Situation

While racing, a boat becomes entangled in the anchor line of a mark of the course. To free the boat, the crew cuts the anchor line of the mark and continues racing, leaving the mark to drift. She did not touch the mark.

## Question 1

For the purposes of rule 44.1(b) and rule 60.3(a)(1), is the mark either damaged or seriously damaged?

## Answer 1

Damage is only relevant to rules 44.1(b) and 60.3(a)(1) if it is serious damage. The serious damage may be to anybody or anything in the racing area in order for any of those rules to apply.

For the purpose of rule 44.1(b):

The boat caused damage when her crew cut the mark's anchor line. Although this action caused serious damage, neither a rule of Part 2, nor rule 31 were broken, therefore rule 44.1(b) does not apply.

For the purpose of rule 60.3(a)(1):

The protest committee may call a hearing under this rule if it believes that an incident occurred which may have resulted in injury or serious damage. It is not required that the incident is between two boats. The committee may also consider a breach of rule 2 and would then need to clearly establish whether recognized principles of sportsmanship or fair play have been violated. When doing so the committee might find it helpful to consider whether safety made the act of cutting the anchor line a seamanlike action under the prevailing circumstances.

The protest committee may also consider acting under rule 69.

## Question 2

Is it relevant that it was the anchor line that was cut?

## Answer 2

Yes - see Answer 1.

### Question 3

Would the answer be different depending on whether the mark was a permanent mark, or a temporary mark laid by the race committee or others?

### Answer 3

No.

### Question 4

Is the value of the damaged item relevant?

### Answer 4

Damage can affect either the value or the usefulness of the item. When deciding the case, the protest committee should consider the extent and the consequences of the damage.

**E 001**

**Q&A 2018.012**

**Published: 4 September 2018**

## Situation

Rule 44.3, Scoring Penalty, applies at an offshore event.

## Question 1

If a boat touches several marks of the course, does she need to take a Scoring Penalty for each incident?

## Answer 1

Yes. The Scoring Penalty replaces the One-Turn and the Two-Turns Penalties (see rule 44.1). Therefore, a boat may take a Scoring Penalty when she may have broken rule 31, and this applies to each individual incident, similarly to the One-Turn Penalty.

## Question 2

If a boat touches a finishing mark, is she required to cross the finishing line from the course side for a second time after she took a Scoring Penalty for touching it?

## Answer 2

No. As the Scoring Penalty replaces the One-Turn and the Two-Turns Penalty, rule 44.2 does not apply. Therefore exception (a) in the definition 'Finish' is not applicable. The boat finished when she initially crossed the finishing line from the course side.

**F 001**

**Q&A 2018.003**

**Published: 10 February 2018**

## Situation

In an event using a handicap/rating system, the notice of race and the sailing instructions make no reference regarding to how boats' corrected times should be rounded (to the nearest second, up or down, how many digits, etc.).

The result may vary significantly depending on what system is used for rounding the result. For example: Two boats with corrected times of 02:23:14.5 and 02:23:15.4 would both round to 02:23:15. The 0.9 seconds in the above example reflects about 15 feet/4.5 meters when a boat is moving at 10 knots.

## Question

Is it an error of the race committee to round the corrected time of the boats to the nearest second when the handicap/rating system makes no reference regarding rounding?

## Answer

Yes. Rule A3 requires the finishing place to be determined by a boat's corrected time.

Calculating a corrected time to any number of decimal places, implies a timing accuracy that does not exist. However, if no rule contains any provision for rounding a boat's corrected time, rounding to any unit of time is incorrect.

Many rating systems, including IRC and ORC, specify that corrected times shall be rounded to the nearest second. In the absence of a provision in the rating system, the notice of race or the sailing instructions may contain such a provision stating that rule A3 is changed.

**F 002**

**Q&A 2018.016**

**Published: 9 December 2018**

## Situation

45 boats registered and paid on-line for a two-day regatta. The Notice of Race stated that boats have to complete the on-site part of the registration which included presenting their sails for equipment inspection. 40 of the registered boats appeared on-site and met the requirements of the Notice of Race.

## Question

How many points should boats which did not start, did not finish, retired or were disqualified be scored?

## Answer

41 points.

40 boats complied with the requirements of the organizing authority and therefore entered the race according to rule 75.1. Rule A3 requires the finishing place to be determined by a boat's corrected time.

**G 001**

**Q&A 2018.005**

**Published: 2 July 2018**

## Question

May posting a notice to competitors on the official notice board without displaying flag L with a sound be considered an improper action or omission of the appropriate committee, for the purposes of rule 62.1(a) while all the other requirements for posting a notice have been met?

## Answer

It would depend on the circumstances.

Although flag L displayed ashore with one sound signal means, in Race Signals, that a notice to competitors has been posted, there is no rule requiring the display of flag L.

It is the responsibility of a competitor to check the official notice board, however, displaying flag L draws the attention of sailors and if the notice contains information which could affect a race result, failure to display flag L might be an improper action or omission for the purposes rule 62.1 (a).

Even if the protest committee is satisfied that in the given circumstances the failure to display flag L when posting a notice to competitors is an improper action or omission of a committee, in order to give redress, the other requirements of rule 62 shall also be met.

It is good practice from race officials to draw attention to the posting of the notice, especially when the notice concerns a matter with immediate effect.

**G 002**

**Q&A 2018.014**

**Published: 1 October 2018**

## Situation

After all boats had finished a race, the race committee realised that a mark had drifted out of position during the race. The race committee decided that, as a result of the drifting mark, the race was unfair for some boats.

## Question 1

May the race committee abandon the race after all boats have finished?

## Answer 1

Yes, see rule 32.1.

However, after one or more boats have finished, the race committee should make every effort to 'save' the race, if necessary by requesting redress on behalf of all affected boats. The RC should only abandon a race if, after considering the consequences, it is satisfied that this is the fairest arrangement for all boats in the race or series.

## Question 2

If the answer is yes, how shall the race committee signal that the race is abandoned?

## Answer 2

The race committee should post a notice about its decision. This may include the reasons for the decision.

If the boats are still in the racing area waiting for a further race when the race committee decides to abandon a completed race, the race committee may also display flag L from the race committee vessel and attempt to notify competitors afloat.

Displaying flag N is not suitable for abandoning a race that has been completed, as its meaning presupposes that the race is abandoned while it is in progress.



**G 003**

**Q&A 2019.001**

Published: 7 January 2019

Situation

The sailing instructions state that ‘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, which will be a yellow inflatable buoy’.

The race committee anchored a boat at the port end of the starting line and attached the yellow inflatable buoy to its starboard side.

Question 1

Does a boat that touches the anchored vessel but not the yellow inflatable buoy, break rule 31?

Answer 1

Yes.

The race committee vessel became part of the mark when the race committee intentionally attached the vessel to the mark, therefore, a boat racing that touches the race committee vessel breaks rule 31.

Question 2

Would the answer to Question 1 be different if the anchor was attached to the yellow inflatable buoy and not the race committee vessel?

Answer 2

No.

Question 3

Would the answer to Question 1 be different if the race committee vessel and the yellow inflatable buoy were both anchored and in contact with each other?

Answer 3

No.

Question 4

Would the answer to Question 1 be different if the yellow inflatable buoy was on board the race committee vessel?

Answer 4

No.

Question 5

Is it an improper action of the race committee to anchor a boat at the port end of the starting line and attach the yellow inflatable buoy to its starboard side when the sailing instructions state that the port end starting mark will be a yellow inflatable buoy?

Answer 5

No.

**J 001**

**Q&A 2017.003**

**Published: 2 October 2017**

## Situation

A regatta is held over five days with eight races scheduled. During the second race, there was a collision between boat A on port tack and boat B on starboard tack. A takes a Two-Turns Penalty and B retires from the race as a result of the incident. On the water, B shouts using profanities and unpleasant language. When A returns ashore she signs a retirement declaration.

After the prizegiving ceremony, A delivers a report under rule 69 to the protest committee secretary.

## Question 1

May the protest committee secretary refuse to accept the report because it is being delivered after the protest time limit and the event has ended?

## Answer 1

No. There is no time limit for informing the protest committee of a possible breach of rule 69. Furthermore, only the protest committee may make decisions about validity. Protests, requests and reports delivered must always be forwarded to a protest committee.

## Question 2

Is there a deadline for making a report under rule 69?

## Answer 2

The rules do not specify a time limit for making a report under rule 69. However, a protest committee may take into consideration the timeliness of a report and the reasons for any delay when deciding whether to call a hearing.

**J 002**

**Q&A 2017.005**

**Published: 5 October 2017**

## Situation

The situation and facts are the same as in WS Case 140 Question 1, except that boat B is found to have broken rule 2:

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

A lodges a valid protest against B. The protest committee disqualifies B for breaking a rule of Part 2. The committee finds that B, as a consequence of breaking a rule, has compelled A to break rule 30.3 or 30.4. It also finds that there was no injury or physical damage, and that B did break rule 2, Fair Sailing.

## Question

Is boat A entitled to redress under rule 62.1(d)?

## Answer

If boat A did not return to the pre-start side of the starting line, start correctly, sail the course and finish, she would not be entitled to redress as nothing prevented her from complying with rule 28.1 and therefore she did not fulfill the 'through no fault of her own' condition in rule 62.1. Her scoring would be DNS, as in Answer 1 of WS Case 140.

If boat A did return to the pre-start side of the starting line, start correctly, sail the course and finish, the protest committee should exonerate her for breaking either rule 30.3 or 30.4, determine her finishing place in accordance with rule A3 and adjust the scores of other boats accordingly.

Boat A might also, under rule 62.1(d), be entitled to redress with a score that is better than her finishing position if the protest committee establishes as a fact that her elapsed time or finishing place has been made significantly worse by an action of boat B breaking rule 2.

**J 003**

**Q&A 2018.002**

**Published: 6 February 2018**

## Situation

At an event with a qualifying series of up to 6 races, a boat was damaged in a collision with a vessel required to keep clear (an un-flagged media boat between races in the pre-start area of the course) and was unable to compete in races 4,5 and 6. The competitor had completed races 1, 2 and 3.

## Question

When an event consists of multiple series (i.e. opening series, qualifying series, or final series) how should the protest committee proceed in order to give redress and uphold the principles established in World Sailing Case 116?

## Answer

If the protest committee decides that the boat is entitled to redress under rule 62, the qualifying series shall be considered as a separate series for the purpose of applying Case 116. The preamble of Case 116 states that it is not fair to the other boats in the series to give average points for half or more of the races that comprise her series score (in this case the qualifying series). If there is no discard, 6 races will comprise her score in the qualifying series, and if there is a discard, 5 races will comprise her score in the qualifying series. In both cases, average points may be given to a maximum of two races, to comply with Case 116.

The fairest arrangement would be to give redress of average points for only races 4 and 5. Race 6 will then have to be scored DNC, which might be discarded, depending on the scoring system applying for the event.

**J 004**

**Q&A 2018.006**

**Published: 8 July 2018**

## Question

May a national authority change its own decision when it decides that it may have made a significant error, or when significant new evidence or when new interpretations from World Sailing become available?

## Answer

Decisions by a national authority under rule 71, National Authority Decisions, are governed by rule 71.4. These decisions are final, as that rule says, and so cannot be changed by anyone, the national authority included.

Decisions by a national authority following a report under rule 69.2(j) are governed by World Sailing regulation 35 (see rule 69.3). The interpretation of World Sailing regulations is the responsibility of the World Sailing Constitution Committee (see regulation 16.1) and is beyond the authority of the Q&A Panel.

**J 005**

**Q&A 2018.009**

**Published: 4 September 2018**

## Question 1

At the beginning of a protest hearing, the protest committee checks if the parties are present. If none of the parties are present, how should the protest committee proceed according to RRS 63.3(b)?

## Answer 1

If none of the parties are present at the time the hearing is scheduled, the protest committee should check carefully that proper notice of the protest has been given to the parties as required by the relevant rules. It is then at the discretion of the protest committee to decide if they want to reschedule the hearing or continue the hearing with none of the parties present, under RRS 63.3(b).

If the protest committee proceeds under 63.3(b), it should check the validity of the protest.

If the protest is found valid, the protest committee should try to establish the facts necessary to come to a conclusion and a decision. If there is not enough information in order to find the facts necessary to come to a conclusion, the protest must be dismissed.

## Question 2

At the beginning of a protest hearing only one of the parties is present. After 5 minutes the protest committee decides to proceed with the hearing according to RRS 63.3(b). Later during the hearing, the other party arrives. What should the protest committee do?

## Answer 2

Although it is not required by the rules, it is a good time-saving practice to promptly investigate whether the late party was unavoidably absent. If this is the case, the protest committee should recommence the hearing. If the late party was not unavoidably absent, the protest committee must allow the late party to join the hearing at the current stage.

Rule 63.3(a) gives the parties the right to be present throughout the hearing of all the evidence, however evidence already given is not required to be given again for the benefit of a party that is late for no good reason. The protest committee may summarise evidence that has already been heard.

Rule 63.5 requires the protest committee to decide the validity of the protest at the beginning of the hearing. The protest committee is not required to revisit the question of validity, unless evidence presented later causes them to do so.

Rule 63.6 requires the protest committee to take the evidence of the parties and their witnesses, so a late party is allowed to give evidence and call witnesses.

### Question 3

In the situation of question 2, how late into the hearing should the missing party be allowed to join the hearing?

### Answer 3

A party shall be allowed to join the hearing at any time when that party is entitled to be present, namely while evidence is still being given, according to rule 63.3(a).

J 006

Q&A 2018.011

Published: 4 September 2018

## Situation

As result of a hearing, a protest committee issues a warning to a support person. After the warning, the support person again breaks a rule against the will of the supported competitor.

## Question 1

May the protest committee penalize the competitor without a hearing?

## Answer 1

No.

## Question 2

If the answer is no, under which rule shall the protest committee protest the competitor?

## Answer 2

A *protest* is an allegation that a boat has broken a *rule*. If a boat (the competitor) did not break a *rule* herself, there is no grounds for the protest committee to protest her.

In a hearing called by the protest committee under rule 60.3(d) to consider whether a support person has broken a rule, the supported boat is a *party*. A hearing under rule 60.3(d) shall be conducted in accordance with rule 63.9. Therefore, the boat's representative has the right to be present in accordance with rule 63.3(a). For a hearing under rule 60.3(d), rule 64.4(b) sets the conditions under which the supported boat may be penalized.

## Note

The following changes to the Racing Rules of Sailing were approved in November 2017 at the World Sailing Annual Conference and come into effect on 1 January 2018.

In Definitions, change **Party** (e) to:

- (e) a *support person* subject to a hearing under rule 60.3(d) or 69; any boat that person supports; a person appointed to present an allegation under rule 60.3(d).

Change rule 63.1 to:

### **63.1 Requirement for a Hearing**

A boat or competitor shall not be penalized without a protest hearing, except as provided in rules 30.2, 30.3, 30.4, 64.3(d), 64.4(b), 69, 78.2, A5 and P2. A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* 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 63.9:

## **63.9 Hearings under Rule 60.3(d) – Support Persons**

If the protest committee decides to call a hearing under rule 60.3(d), it shall promptly follow the procedures in rules 63.2, 63.3, 63.4 and 63.6, except that the information given to the *parties* shall be details of the alleged breach and a person may be appointed by the protest committee to present the allegation.

Change rule 64.4 to:

## **64.4 Decisions Concerning Support Persons**

- (a) When the protest committee decides that a *support person* who is a *party* to a hearing under rule 60.3(d) or 69 has broken a *rule*, it may
  - (1) issue a warning,
  - (2) exclude the person from the event or venue or remove any privileges or benefits, or
  - (3) take other action within its jurisdiction as provided by the *rules*.
- (b) The protest committee may also penalize a boat that is a *party* to a hearing under rule 60.3(d) or 69 for the breach of a *rule* by a *support person* by changing the boat's score in a single race, up to and including DSQ, when the protest committee decides that
  - (1) the boat may have gained a competitive advantage as the result of the breach by the *support person*, or
  - (2) the *support person* committed a further breach after the protest committee warned the boat in writing, following a previous hearing, that a penalty may be imposed.

**J 007**

**Q&A 2018.015**

**Published: 7 December 2018**

## Question

Will an English variant of the word 'Protest', or a translation of the word 'Protest' into the language of the protestor, satisfy the hail requirement in rule 61.1(a)?

## Answer

The purpose of rule 61.1 is to make sure that the protestee is informed about the protestor's intention to protest.

The following complies with rule 61.1(a):

- The English word 'Protest'.
- A translation of the word 'Protest' that is found in an official translation of rule 61.1(a), provided that its meaning is understood by the protestee.



L 001

Q&A 2018.004

Published: 13 August 2018

Question

Rule G 1.2 requires the use of a commercially available typeface giving the same or better legibility than Helvetica for sail numbers. Do sail numbers in digital font comply with rule G1.2(a)?

Answer

No. When considered one by one, sail numbers in digital font are clearly legible. However, when applied to both sides of a sail, they may create confusion, therefore they do not comply with rule G1.2(a).

L 002

Q&A 2018.008

Published: 23 July 2018

## Situation

Rule 53, SKIN FRICTION, states:

A boat shall not eject or release a substance, such as a polymer, or have specially textured surfaces that could improve the character of the flow of water inside the boundary layer.

## Question

What actions can be performed on a boat's hull and what products may be applied without breaking rule 53?

## Answer

In compliance with rule 53:

- Paint, polish and antifouling on the hull, provided that it has a smooth and continuous surface texture.
- Sanding of the hull, provided that it has a smooth and continuous surface texture.
- A sticker or other hull film with a smooth and continuous surface texture, including the edges of the sticker or film.
- Any other application, provided that it has a smooth and continuous surface texture.

Not in compliance with rule 53:

- Ejecting or releasing a substance at or near the hull surface
- A hull application that has a varied texture surface which may include features or other distinct textures to modify or trip the boundary layer at that specific point.

*Attention is drawn to Class Rules that may have individual limitations on sanding and hull applications.*

**M 001**

**Q&A 2018.007**

**Published: 14 August 2018**

## Question 1

The Introduction to the Racing Rules of Sailing (RRS) define some terms as they are used in the RRS. 'Boat' has been defined with the following meaning: A sailboat and the crew on board.

- a) Does this mean a sailboat for which the RRS apply could it be any sailboat?
- b) Does the term 'boat' also cover boards and/or other forms of equipment used in sailing competitions, like kiteboards or windsurfers?

## Answer 1

- a) A 'boat' means a sailboat and the crew on board to which the Racing Rules of Sailing apply. The Racing Rules of Sailing use the word 'vessel' for a boat to which its rules do not apply. See the preamble to Part 2.
- b) Yes. See the preambles to Appendix B and Appendix F.

## Question 2

Rule 14, Avoiding Contact, says: A boat shall avoid contact with another boat if reasonably possible, and rule 14(b) uses the term 'shall be exonerated if she breaks the rule and the contact does not cause 'damage or injury.'

In the preamble to part 2 and in rule 44.1(b) the terms 'injury or serious damage' are used.

Do the terms 'damage or injury' and 'injury or serious damage' in these rules refer to (serious) damage or injury to the boats involved, or do they include (serious) damage or injury to, for example, marks, race committee vessels, jury vessels, leisure or spectator vessels etc.?

## Answer 2

The terms 'damage or injury' and 'injury or serious damage' in the preamble to part 2 and in rule 14(b) refer to 'damage or injury' and 'injury or serious damage' on boats that are sailing in or near the racing area and intend to race, are racing or have been racing.

The terms 'injury or serious damage' in rule 44.1(b) refer to injury or serious damage to anybody or anything in the racing area, including the examples in the question, provided that it occurred as a direct consequence of a boat breaking either a rule of part 2 in an incident with another boat or rule 31.

When the IRPCAS apply, the rules of part 2, including rule 14(b), do not apply and the option of taking a penalty under rule 44 is not available. Therefore, in an incident between a boat governed by the Racing Rules of Sailing and a vessel that is not, the terms 'damage or injury' and 'injury or serious damage' as used in those rules are not relevant.

## Question 3

Rule 62.1(b) uses the term 'injury or physical damage'.

Does the term 'injury or physical damage' in this rule refer to injury or physical damage on the boat requesting redress, or could it be injury or physical damage to other boats or objects?

For example, a mark is being pushed by another boat onto the boat requesting redress. If the mark deflated, and caused the boat to get entangled with the mark for some time, but the boat does not have any damage, is the deflated mark seriously damaged as the term is being used in rule 62.1(b)?

## Answer 3

The deflated mark in the example may or may not be damaged but rule 62.1(b) doesn't apply in the given situation. The term 'injury or physical damage' in this rule refers to injury or physical damage on the boat requesting redress.

For a boat to be given redress under rule 62.1(b), her finishing position must have been made worse by the physical damage or injury and through no fault of her own. It is not sufficient that the incident resulted in injury or physical damage.

## Question 4

What is the difference between 'damage' and physical damage'.

## Answer 4

The word 'physical' in rule 62.1(b) makes clear that a boat may not be given redress based on damage to a competitor's state of mind as a result of an incident.

**M 002**

**Q&A 2018.013**

**Published: 4 September 2018**

## Question 1

Who is the owner of a boat for the purposes of the Racing Rules of Sailing?

## Answer 1

The term 'owner' is not defined in the Racing Rules of Sailing and is therefore used in the sense ordinarily understood in nautical or general use.

It may be the individual, the partnership or the organization to whom the boat belongs.

## Question 2

May a temporary possessor or a person who has chartered a boat be considered to be the owner for the purposes of the Racing Rules of Sailing?

## Answer 2

No; see answer 1.

## Question 3

Can a boat have more than one owner for the purposes of the Racing Rules of Sailing?

## Answer 3

Yes; see answer 1.

## Question 4

What are the rights of the registered owner for the purposes of the Racing Rules of Sailing?

## Answer 4

The Racing Rules of Sailing do not give any rights to the owner of the boat. Rules 2, 3.1(a), 3.2, 3.3(d), 6, 7, and 69.1(a) and 78.1, place obligations but without giving rights to an owner.

## Question 5

Does the registered owner have the right to protest, to request redress or to appeal a decision if they were not on board the boat or if they have chartered the boat to another person?

## Answer 5

No. In this case the owner is not part of the boat (see Terminology).

**N 001**

**Q&A 2017.004**

**Published: 5 October 2017**

## Situation

Many National Authorities publish translated versions of documents, for example of the RRS. In doing so, they make an effort to ensure the translation is precise and correct. However, mistakes in translation may happen and such mistakes sometimes change the meaning of the original document.

## Question 1

If the Notice of Race and/or Sailing Instructions list a translated version of an official rules document under 'Rules', without mentioning anything about potential discrepancies between the translated and the original version, and there are discrepancies, which document shall take precedence - the translation or the original version?

## Answer 1

The Racing Rules of Sailing (RRS) are published in English by World Sailing and will always take precedence over any translation, unless the translation of a particular racing rule has the status of a rule change as provided for in rules 85 and 86. A difference arising from a translation is not a valid rule change as it will not specifically refer to a rule and state the change. A statement in the notice of race or in the sailing instructions that a translation of the RRS will apply instead, does not comply with rules J1.1(2) and J2.1(1).

Likewise, World Sailing Codes are published in English, and may not be changed, whether intentionally or otherwise. The Sailor Classification Code is additionally published by World Sailing in French, Italian, Spanish and German, but the published translations clearly state that if there is a conflict between languages the English version will take precedence.

Some racing rules may be changed by national authority prescriptions, the notice of race, the sailing instructions or class rules as provided for in rules 85 and 86. A translation of a racing rule that provides a meaning, intentionally or otherwise, that is different from the RRS in English, will take precedence only if it complies with the restrictions and procedures in rules 85 and 86.

If the notice of race or the sailing instructions are published in different languages, without stating which version will take precedence, rule 63.7 applies.

Rules 85, 86 and 88.2 apply to changes to national authority prescriptions, including changes in a translation, whether intentional or otherwise.

The language in which a class rule is published will take precedence. Any translation that has the effect of changing a class rule would need to comply rules 85 and 87 in order for the change to be valid and apply.

The same principles apply to differences resulting from translation of other documents governing an event.

## Question 2

If the answer to Question 1 is that the translated version takes precedence and there is more than one translation of a specific document (translated by different National Authorities) at an international event, which version will take precedence?

## Answer 2

Not applicable.

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