
The
RACING RULES
of
SAILING
for 2001–2004

International Sailing Federation

© International Sailing Federation
Isle of Man
All rights reserved
January 2001

CONTENTS

	Race Signals	
	Introduction	1
	Basic Principle	3
Part 1	Fundamental Rules	5
Part 2	When Boats Meet	7
Part 3	Conduct of a Race	13
Part 4	Other Requirements When Racing	18
Part 5	Protests, Redress, Hearings, Misconduct and Appeals	24
Part 6	Entry and Qualification	34
Part 7	Race Organization	36
	Appendices, Section I	
A	Scoring	39
B	Sailboard Racing Rules	43
C	Match Racing Rules	45
D	Team Racing Rules	57
E	Radio-Controlled Boat Racing Rules	63
F	Appeals Procedures	71
G	Identification on Sails	73
H	Weighing Clothing and Equipment	78

CONTENTS

J	Notice of Race and Sailing Instructions	79
K	Sailing Instructions Guide	84
L	Recommendations for Protest Committees	104
M	International Juries	109
N	Immediate Penalties for Breaking Rule 42	112
 Appendices, Section II		
1	ISAF Advertising Code	115
2	ISAF Eligibility Code	123
3	ISAF Anti-Doping Code	126
	Protest Form	137
	Index	139
	Definitions	150

INTRODUCTION

The Racing Rules of Sailing includes two main sections. The first, Parts 1–7, contains rules that affect all competitors. The second section contains appendices that provide details of rules, rules that apply to particular kinds of racing, and rules that affect only a small number of competitors or officials.

Revision The racing rules are revised and published every four years by the International Sailing Federation (ISAF), the international authority for the sport. This edition becomes effective on 1 April 2001. With the exception of Appendices 1, 2 and 3, changes to the racing rules are permitted under ISAF Regulations 11.2 and 11.3. No changes are contemplated before 2005, but any changes determined to be urgent before then will be announced through national authorities and posted on the ISAF website (www.sailing.org).

ISAF Codes New Appendices 1, 2 and 3 contain the ISAF Advertising Code, the ISAF Eligibility Code and the ISAF Anti-Doping Code, which replace former Appendices G, K and L. These codes are ISAF regulations and are also racing rules. For more information see the preamble to Appendices, Section II.

Terminology A term used in the sense stated in the Definitions is printed in italics or, in preambles, in bold italics (for example, *racing* and ***racing***). Other words and terms are used in the sense ordinarily understood in nautical or general use. ‘Race committee’ includes any person or committee performing a race committee function. ‘Class rules’ includes rules of handicapping and rating systems.

Appendices When the rules of an appendix apply, they take precedence over any conflicting rules in Parts 1–7. Each appendix is identified by a letter or a number. A reference to a rule in a lettered appendix will contain the letter of the appendix and the rule number (for example, ‘rule A1’). There is no Appendix I. A reference to Appendix 1, 2 or 3 will contain the number of the appendix and the regulation number; for example, ‘Appendix 1, Regulation 20.1’.

Changes to the Rules The prescriptions of a national authority, class rules or the sailing instructions may change a racing rule only as permitted by rule 86.

BASIC PRINCIPLE

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 competitors break a *rule* they will promptly take a penalty or retire.

PART 1 – FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

A boat or competitor shall give all possible help to any person or vessel in danger.

1.2 Life-Saving Equipment and Personal Buoyancy

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.

2 FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.

3 ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each competitor and boat owner agrees

- (a) to be governed by the *rules*;
- (b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*; and
- (c) with respect to such determination, not to resort to any court or other tribunal not provided by the *rules*.

4 DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone.

5 DRUGS

A competitor shall neither take a substance nor use a method banned by the Olympic Movement Anti-Doping Code or the World Anti-Doping Agency and shall comply with Appendix 3 (ISAF Regulation 19, ISAF Anti-Doping Code). An alleged or actual breach of this rule shall be dealt with under Regulation 19. It shall not be grounds for a *protest* and rule 63.1 does not apply.

PART 2 – WHEN BOATS MEET

*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 22.1. The International Regulations for Preventing Collisions at Sea or government right-of-way rules apply between a boat sailing under these rules and a vessel that is not, and they replace these rules if the sailing instructions so state.*

Section A – Right of Way

*A boat has right of way when another boat is required to **keep clear** of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.*

10 ON OPPOSITE TACKS

*When boats are on opposite *tacks*, a *port-tack* boat shall *keep clear* of a *starboard-tack* boat.*

11 ON THE SAME TACK, OVERLAPPED

*When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.*

12 ON THE SAME TACK, NOT OVERLAPPED

*When boats are on the same *tack* and not *overlapped*, a boat *clear astern* shall *keep clear* of a boat *clear ahead*.*

13 WHILE TACKING

*After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall *keep clear*.*

Section B – General Limitations

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*

- (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room*, and
- (b) shall not be penalized under this rule unless there is contact that causes damage.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat's actions.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room to keep clear*.

16.2 In addition, when after the starting signal boats are about to cross or are crossing each other on opposite *tacks*, and the *port-tack* boat is *keeping clear* of the *starboard-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE

17.1 If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain *overlapped* within that distance, unless in doing so she promptly sails *astern* of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

- 17.2** Except on a beat to windward, while a boat is less than two of her hull lengths from a *leeward* boat or a boat *clear astern* steering a course to *leeward* of her, she shall not sail below her *proper course* unless she gybes.

Section C – At Marks and Obstructions

To the extent that a Section C rule conflicts with a rule in Section A or B, the Section C rule takes precedence.

18 ROUNDING AND PASSING MARKS AND OBSTRUCTIONS

*In rule 18, **room** is **room** for an inside boat to round or pass between an outside boat and a **mark** or **obstruction**, including **room** to tack or gybe when either is a normal part of the manoeuvre.*

18.1 When This Rule Applies

Rule 18 applies when boats are about to round or pass a *mark* they are required to leave on the same side, or an *obstruction* on the same side, until they have passed it. However, it does not apply

- (a) at a starting *mark* surrounded by navigable water or at its anchor line from the time the boats are approaching them to *start* until they have passed them, or
- (b) between boats on opposite *tacks*, either on a beat to windward or when the *proper course* for one or both of them to round or pass the *mark* or *obstruction* is to tack.

18.2 Giving Room; Keeping Clear

- (a) OVERLAPPED – BASIC RULE

When boats are *overlapped* the outside boat shall give the inside boat *room* to round or pass the *mark* or *obstruction*, and if the inside boat has right of way the outside boat shall also *keep clear*. Other parts of rule 18 contain exceptions to this rule.

(b) OVERLAPPED AT THE ZONE

If boats were *overlapped* before either of them reached the *two-length zone* and the *overlap* is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat *room*. If the outside boat becomes *clear astern* or *overlapped* inside the other boat, she is not entitled to *room* and shall *keep clear*.

(c) NOT OVERLAPPED AT THE ZONE

If a boat is *clear ahead* at the time she reaches the *two-length zone*, the boat *clear astern* shall thereafter *keep clear*. If the boat *clear astern* becomes *overlapped* outside the other boat she shall also give the inside boat *room*. If the boat *clear astern* becomes *overlapped* inside the other boat she is not entitled to *room*. If the boat that was *clear ahead* passes head to wind, rule 18.2(c) no longer applies.

(d) CHANGING COURSE TO ROUND OR PASS

When rule 18 applies between two boats and the right-of-way boat is changing course to round or pass a *mark*, rule 16 does not apply between her and the other boat.

(e) OVERLAP RIGHTS

If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not. If the outside boat is unable to give *room* when an *overlap* begins, rules 18.2(a) and 18.2(b) do not apply.

18.3 Tacking at a Mark

If two boats were approaching a *mark* on opposite *tacks* and one of them completes a tack in the *two-length zone* when the other is fetching the *mark*, rule 18.2 does not apply. The boat that tacked

- (a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the *mark*, and
- (b) shall give *room* if the other boat becomes *overlapped* inside her, in which case rule 15 does not apply.

18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* or *obstruction* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* or *obstruction* than needed to sail that course.

18.5 Passing a Continuing Obstruction

While boats are passing a continuing *obstruction*, rules 18.2(b) and 18.2(c) do not apply. A boat *clear astern* that obtains an inside *overlap* is entitled to *room* to pass between the other boat and the *obstruction* only if at the moment the *overlap* begins there is *room* to do so. If there is not, she is not entitled to *room* and shall *keep clear*.

19 ROOM TO TACK AT AN OBSTRUCTION

19.1 When safety requires a close-hauled boat to make a substantial course change to avoid an *obstruction* and she intends to tack, but cannot tack and avoid another boat on the same *tack*, she shall hail for *room* to do so. Before tacking she shall give the hailed boat time to respond. The hailed boat shall either

- (a) tack as soon as possible, in which case the hailing boat shall also tack as soon as possible, or
- (b) immediately reply 'You tack', in which case the hailing boat shall tack as soon as possible and the hailed boat shall give *room*, and rules 10 and 13 do not apply.

19.2 Rule 19.1 does not apply at a starting *mark* surrounded by navigable water or at its anchor line from the time boats are approaching them to *start* until they have passed them or at a *mark* that the hailed boat can fetch. When rule 19.1 applies, rule 18 does not.

Section D – Other Rules

When rule 20 or 21 applies between two boats, Section A rules do not.

20 STARTING ERRORS; PENALTY TURNS; MOVING ASTERN

A boat sailing towards the pre-start side of the starting line or its extensions after her starting signal to comply with rule 29.1 or 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side. A boat making a penalty turn shall *keep clear* of one that is not. A boat moving astern by backing a sail shall *keep clear* of one that is not.

21 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

22 INTERFERING WITH ANOTHER BOAT

22.1 If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

22.2 A boat shall not deliberately interfere with a boat making penalty turns to delay her.

PART 3 – CONDUCT OF A RACE

25 SAILING INSTRUCTIONS AND SIGNALS

Sailing instructions shall be made available to each boat before a race begins. The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the sailing instructions.

26 STARTING RACES

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<i>Signal</i>	<i>Flag and sound</i>	<i>Minutes before starting signal</i>
Warning	Class flag; 1 sound	5*
Preparatory	P, I, Z, Z with I, or black flag; 1 sound	4
One-minute	Preparatory flag removed; 1 long sound	1
Starting	Class flag removed; 1 sound	0

*or as stated in the sailing instructions

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

27.1 No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another, signal that a designated short course will be used (display flag S with two sounds), and signal that wearing personal buoyancy is required (display flag Y with one sound).

27.2 No later than the preparatory signal, the race committee may move a starting *mark* and may apply rule 30.

27.3 Before the starting signal, the race committee may for any reason *postpone* (display flag AP, AP over H, or AP over A, with two sounds) or *abandon* the race (display flag N over H, or N over A, with three sounds).

28 SAILING THE COURSE

28.1 A boat shall *start*, leave each *mark* on the required side in the correct order, and *finish*, so that a string representing her wake after *starting* and until *finishing* would when drawn taut pass each *mark* on the required side and touch each rounding *mark*. After *finishing* she need not cross the finishing line completely. She may correct any errors to comply with this rule, provided she has not already *finished*.

28.2 A boat may leave on either side a *mark* that does not begin, bound or end the leg she is on. However, she shall leave a starting *mark* on the required side when she is approaching the starting line from its pre-start side to *start*.

29 STARTING; RECALLS

29.1 On the Course Side at the Start

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line, she shall sail completely to the pre-start side of the line before *starting*.

29.2 Individual Recall

When at a boat's starting signal she must comply with rule 29.1 or 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line or its extensions and have complied with rule 30.1 if it applies, but not later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier.

29.3 General Recall

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.

30 STARTING PENALTIES

30.1 Round-an-End Rule

If flag I has been displayed before, with, or as a boat's preparatory signal, and any part of her hull, crew or equipment is on the course side of the starting line or its extensions during the minute before her starting signal, she shall sail to the pre-start side of the line around either end before *starting*.

30.2 20% Penalty Rule

If flag Z has been displayed before, with, or as a boat's preparatory signal, she shall not enter the triangle formed by the ends of the starting line and the first *mark* with any part of her hull, crew or equipment during the minute before her starting signal. If she is identified as having done so, 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, resailed or rescheduled, but not if it is *postponed* or *abandoned* before the starting signal.

30.3 Black Flag Rule

If a black flag has been displayed before, with, or as a boat's preparatory signal, she shall not enter the triangle formed by the ends of the starting line and the first *mark* with any part of her hull, crew or equipment during the minute before her starting signal. If she is identified as having done so, she shall be disqualified without a hearing, even if the race is restarted, resailed or rescheduled, 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, 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.

31 TOUCHING A MARK

31.1 While *racing*, a boat shall not touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*.

31.2 A boat that has broken rule 31.1 may, after getting well clear of other boats as soon as possible, take a penalty by promptly making one complete 360° turn including one tack and one gybe. When a boat takes the penalty after touching a finishing *mark*, she shall sail completely to the course side of the line before *finishing*. However, if a boat has gained a significant advantage in the race or series by touching the *mark* she shall retire.

32 SHORTENING OR ABANDONING AFTER THE START

32.1 After the starting signal, the race committee may *abandon* the race (display flag N, N over H, or N over A, with three sounds) or shorten the course (display flag S with two sounds), as appropriate,

- (a) because of an error in the starting procedure,
- (b) because of foul weather,
- (c) because of insufficient wind making it unlikely that any boat will *finish* within the time limit,
- (d) because a *mark* is missing or out of position, or
- (e) for any other reason directly affecting the safety or fairness of the competition.

However, after one boat has sailed the course and *finished* within the time limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boats in the race or series.

32.2 After the starting signal, the race committee may shorten the course (display flag S with two sounds) to enable further scheduled races to be sailed.

33 CHANGING THE POSITION OF THE NEXT MARK

At any rounding *mark* the race committee may signal a change of the direction of the next leg of the course by displaying flag C with repetitive sounds and the compass bearing of that leg before any boat begins it. The race committee may change the length of the next leg by displaying flag C with repetitive sounds and a ‘-’ if the leg will be shortened or a ‘+’ if the leg will be lengthened.

34 MARK MISSING

When a *mark* is missing or out of position, the race committee shall, if possible,

- (a) replace it in its correct position or
- (b) substitute one of similar appearance, or a buoy or vessel displaying flag M with repetitive sounds.

35 TIME LIMIT AND SCORES

If one boat sails the course as required by rule 28.1 and *finishes* within the time limit, if any, all boats that *finish* shall be scored according to their finishing places unless the race is *abandoned*. If no boat *finishes* within the time limit, the race committee shall *abandon* the race.

36 RACES TO BE RESTARTED OR RESAILED

If a race is restarted or resailed, a breach of a *rule*, other than rule 30.3, in the original race shall not prohibit a boat from competing or, except under rule 30.2, 30.3 or 69, cause her to be penalized.

PART 4 – OTHER REQUIREMENTS WHEN RACING

Part 4 rules apply only to boats racing.

40 PERSONAL BUOYANCY

When flag Y is displayed with one sound before or with the warning signal, competitors shall wear life-jackets or other adequate personal buoyancy. Wet suits and dry suits are not adequate personal buoyancy.

41 OUTSIDE HELP

A boat may receive outside help as provided for in rule 1. Otherwise, she shall not receive help except for an ill or injured crew member or, after a collision, from the crew of the other boat.

42 PROPULSION

42.1 Basic Rule

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

- (a) pumping: repeated fanning of any sail either by trimming and releasing the sail or by vertical or athwartships body movement;
- (b) rocking: repeated rolling of the boat, induced either by body movement or adjustment of the sails or centreboard, that does not facilitate steering;
- (c) ooching: sudden forward body movement, stopped abruptly;
- (d) sculling: repeated movement of the helm not necessary for steering;
- (e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

42.3 Exceptions

- (a) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (b) Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind.
- (c) Any means of propulsion may be used to help a person or another vessel in danger.
- (d) To get clear after grounding or colliding with another boat or object, a boat may use force applied by the crew of either boat and any equipment other than a propulsion engine.

43 COMPETITOR CLOTHING AND EQUIPMENT

- 43.1**
- (a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight.
 - (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 sailing instructions may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 2 kilograms, except that class rules may specify a higher weight up to 4 kilograms. Weights shall be determined as required by Appendix H.
 - (c) When a measurer in charge of weighing clothing and equipment believes a competitor may have broken rule 43.1(a) or 43.1(b) he shall report the matter in writing to the race committee, which shall protest the boat of the competitor.

- 43.2** Rule 43.1(b) does not apply to boats required to be equipped with lifelines.

44 PENALTIES FOR BREAKING RULES OF PART 2

44.1 Taking a Penalty

A boat that may have broken a rule of Part 2 while *racing* may take a penalty at the time of the incident. Her penalty shall be a 720° Turns Penalty unless the sailing instructions specify the use of the Scoring Penalty or some other penalty. However, if she caused serious damage or gained a significant advantage in the race or series by her breach she shall retire.

44.2 720° Turns Penalty

After getting well clear of other boats as soon after the incident as possible, a boat takes a 720° Turns Penalty by promptly making two complete 360° turns (720°) in the same direction, including two tacks and two gybes. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before *finishing*.

44.3 Scoring Penalty

- (a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident, keeping it displayed until *finishing*, and calling the race committee's attention to it at the finishing line. At that time she shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, she shall do so at the first reasonable opportunity within the time limit for *protests*.
- (b) If a boat displays a yellow flag, she shall also comply with the other parts of rule 44.3(a).
- (c) The boat's penalty score shall be the score for the place worse than her actual finishing place by the number of places stated in the sailing instructions, except that she shall not be scored worse than Did Not Finish. When the 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.

44.4 Limits on Penalties

- (a) When a boat intends to take a penalty as provided in rule 44.1 and in the same incident has touched a *mark*, she need not take the penalty provided in rule 31.2.
- (b) A boat that takes a penalty shall not be penalized further with respect to the same incident unless she failed to retire when rule 44.1 required her to do so.

45 HAULING OUT; MAKING FAST; ANCHORING

A boat shall be afloat and off moorings at her preparatory signal. Thereafter, she shall not be hauled out or made fast except to bail out, reef sails or make repairs. She may anchor or the crew may stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

46 PERSON IN CHARGE

A boat shall have on board a person in charge designated by the member or organization that entered the boat. See rule 75.

47 LIMITATIONS ON EQUIPMENT AND CREW

47.1 A boat shall use only the equipment on board at her preparatory signal.

47.2 No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A person leaving the boat by accident or to swim shall be back on board before the boat continues in the race.

48 FOG SIGNALS AND LIGHTS

When safety requires, a boat shall sound fog signals and show lights as required by the *International Regulations for Preventing Collisions at Sea* or applicable government rules.

49 CREW POSITION

49.1 Competitors shall use no device designed to position their bodies outboard, other than hiking straps and stiffeners worn under the thighs.

49.2 When lifelines are required by the class rules or the sailing instructions they shall be taut, and competitors shall not position any part of their torsos outside them, except briefly to perform a necessary task. On boats equipped with upper and lower lifelines of wire, a competitor sitting on the deck facing outboard with his waist inside the lower lifeline may have the upper part of his body outside the upper lifeline.

50 SETTING AND SHEETING SAILS

50.1 Changing Sails

When headsails or spinnakers are being changed, a replacing sail may be fully set and trimmed before the replaced sail is lowered. However, only one mainsail and, except when changing, only one spinnaker shall be carried set at a time.

50.2 Spinnaker Poles, Whisker Poles

Only one spinnaker pole or whisker pole shall be used at a time except when gybing. When in use, it shall be attached to the foremost mast.

50.3 Use of Outriggers

- (a) No sail shall be sheeted over or through an outtrigger, except as permitted in rule 50.3(b). An outtrigger 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 planking. For the purpose of this rule, bulwarks, rails and rubbing strakes are not part of the hull or deck planking and the following are not outriggers: a bowsprit used to secure the tack of a working sail, a bumkin used to sheet the boom of a working sail, or a boom of a boomed headsail that requires no adjustment when tacking.
- (b)
 - (1) Any sail may be sheeted to or led above a boom that is regularly used for a working sail and is permanently attached to the mast from which the head of the working sail is set.
 - (2) A headsail may be sheeted or attached at its clew to a spinnaker pole or whisker pole, provided that a spinnaker is not set.

50.4 Headsails

The difference between a headsail and a spinnaker is that the mid-girth of a headsail, measured from the mid-points of its luff and leech, does not exceed 50% of the length of its foot, and no other intermediate girth exceeds a percentage similarly proportional to its distance from the head of the sail. A sail tacked down behind the foremost mast is not a headsail.

51 MOVABLE BALLAST

All movable ballast shall be properly stowed, and water, dead weight or ballast shall not be moved for the purpose of changing trim or stability. Floorboards, bulkheads, doors, stairs and water tanks shall be left in place and all cabin fixtures kept on board.

52 MANUAL POWER

A boat's standing rigging, running rigging, spars and movable hull appendages shall be adjusted and operated only by manual power.

53 SKIN FRICTION

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.

54 FORESTAYS AND HEADSAIL TACKS

Forestays and headsail tacks, except those of spinnaker staysails when the boat is not close-hauled, shall be attached approximately on a boat's centre-line.

PART 5 – PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

Section A – Protests and Redress

60 RIGHT TO PROTEST AND REQUEST REDRESS

60.1 A boat may

- (a) protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in or saw the incident; or
- (b) request redress.

60.2 A race committee may

- (a) protest a boat, but not as a result of a report by a competitor from another boat or other *interested party* or of information in an invalid *protest*;
- (b) request redress for a boat; or
- (c) report to the protest committee requesting action under rule 69.1(a).

60.3 A protest committee may

- (a) protest a boat, but not as a result of a report by a competitor from another boat or other *interested party* except under rule 61.1(c), or as a result of information in an invalid *protest* except under rule 60.4;
- (b) call a hearing to consider redress; or
- (c) act under rule 69.1(a).

60.4 If a protest committee receives a report of an incident that may have resulted in serious damage or serious injury, it may protest any boat involved.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

- (a) A boat intending to protest shall always inform the other boat at the first reasonable opportunity. When her *protest* concerns an incident in the racing area that she is involved in or sees, she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. However, boats of hull length less than 6 metres need not display the flag, and if the other boat is beyond hailing distance the protesting boat need not hail but shall inform the other boat at the first reasonable opportunity. A boat required to display a flag shall do so until she is no longer *racing*.
- (b) A race committee or protest committee intending to protest a boat under rule 60.2(a) or 60.3(a) shall inform her as soon as reasonably possible, except that if the *protest* arises from an incident it observes in the racing area the committee shall inform the boat after the race within the time limit of rule 61.3.
- (c) During the hearing of a valid *protest* or request for redress, if the protest committee decides to protest a boat that was involved in the incident but is not a *party* to that hearing, it shall inform the boat as soon as reasonably possible of its intention, then protest her as required by rule 61.2 and proceed with a hearing as required by rule 63.

61.2 Protest Contents

A *protest* shall be in writing and identify

- (a) the protestor and protestee;
- (b) the incident, including where and when it occurred;
- (c) any *rule* the protestor believes was broken; and
- (d) the name of the protestor's representative.

Provided the written *protest* identifies the incident, other details may be corrected before or during the hearing.

61.3 Protest Time Limit

A *protest* by a boat, or by the race committee or protest committee about an incident the committee observes in the racing area, shall be delivered to the race office no later than the 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 race committee or protest committee *protests* shall be delivered to the race office within two hours after the committee receives the relevant information. The protest committee shall extend the time if there is good reason to do so.

62 REDRESS

62.1 A request for redress or a protest committee's decision to consider redress shall be based on a claim or possibility that a boat's finishing place in a race or series has, through no fault of her own, been made significantly worse by

- (a) an improper action or omission of the race committee or protest committee,
- (b) physical damage because of the action of a boat that was breaking a rule of Part 2 or of a vessel not *racing* that was required to *keep clear*,
- (c) giving help (except to herself or her crew) in compliance with rule 1.1, or
- (d) a boat against which a penalty has been imposed under rule 2 or disciplinary action has been taken under rule 69.1(b).

62.2 The request shall be made in writing within the time limit of rule 61.3 or within two hours of the relevant incident, whichever is later. The protest committee shall extend the time if there is good reason to do so. No red flag is required.

Section B – Hearings and Decisions

63 HEARINGS

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, 67, 69, A5 and N2. 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 boat to withdraw her *protest* or request.

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* or redress information shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing.

63.3 Right to Be Present

- (a) The *parties* to the hearing, or a representative of each, have the right to be present throughout the hearing of all the evidence. When a *protest* claims a breach of a rule of Part 2, 3 or 4, the representatives of boats shall have been on board at the time of the incident, unless there is good reason for the protest committee to rule otherwise. Any witness, other than a member of the protest committee, shall be excluded except when giving evidence.
- (b) If a *party* to the hearing does not come to the hearing, the protest committee may nevertheless decide the *protest* or request for redress. If the *party* was unavoidably absent, the committee may reopen the hearing.

63.4 Interested Party

A member of a protest committee who is an *interested party* shall not take any further part in the hearing but may appear as a witness. A *party* to the hearing who believes a member of the protest committee is an *interested party* shall object as soon as possible.

63.5 Validity of the Protest or Request for Redress

At the beginning of the hearing the protest committee shall decide whether all requirements for the *protest* or request for redress have been met, after first taking any evidence it considers necessary. If all requirements have been met, the *protest* or request is valid and the hearing shall be continued. If not, it shall be closed. If the *protest* has been made under rule 60.4, the protest committee must also determine whether or not serious damage or serious injury resulted from the incident in question. If not, the hearing shall be closed.

63.6 Taking Evidence and Finding Facts

The protest committee shall take the evidence of the *parties* to the hearing and of their witnesses and other evidence it considers necessary. A member of the protest committee who saw the incident may give evidence. A *party* to the hearing may question any person who gives evidence. The committee shall then find the facts and base its decision on them.

63.7 Protests Between Boats in Different Races

A *protest* between boats sailing in different races conducted by different organizing authorities shall be heard by a protest committee acceptable to those authorities.

64 DECISIONS

64.1 Penalties and Exoneration

- (a) When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule*, it shall disqualify her unless some other penalty applies. A penalty shall be imposed whether or not the applicable *rule* was mentioned in the *protest*.
- (b) When as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, rule 64.1(a) does not apply to the other boat and she shall be exonerated.
- (c) If a boat has broken a *rule* when not *racing*, her penalty shall apply to the race sailed nearest in time to that of the incident.

64.2 Decisions on Redress

When the protest committee decides that a boat is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all boats affected, whether or not they asked for redress. This may be to adjust the scoring (see rule A10 for some examples) or finishing times of boats, to *abandon* the race, to let the results stand or to make some other arrangement. When in doubt about the facts or probable results of any arrangement for the race or series, especially before *abandoning* the race, the protest committee shall take evidence from appropriate sources.

64.3 Decisions on Measurement Protests

- (a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and do not improve the performance of the boat, it shall not penalize her. However, the boat shall not *race* again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.
- (b) When the protest committee is in doubt about the meaning of a measurement rule, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.
- (c) When a boat disqualified under a measurement rule states in writing that she intends to appeal, she may compete in subsequent races without changes to the boat, but will be disqualified if she fails to appeal or the appeal is decided against her.
- (d) Measurement costs arising from a *protest* involving a measurement rule shall be paid by the unsuccessful *party* unless the protest committee decides otherwise.

65 INFORMING THE PARTIES AND OTHERS

- 65.1** After making its decision, the protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any penalties imposed or redress given.
- 65.2** A *party* to the hearing is entitled to receive the above information in writing, provided she asks for it in writing from the protest committee within seven days of being informed of the decision. The committee shall then promptly provide the information, including, when relevant, a diagram of the incident prepared or endorsed by the committee.
- 65.3** When the protest committee penalizes a boat under a measurement rule, it shall send the above information to the relevant measurement authorities.

66 REOPENING A HEARING

The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule F5. A *party* to the hearing may ask for a reopening no later than 24 hours after being informed of the decision. When a hearing is reopened, a majority of the members of the protest committee shall, if possible, be members of the original protest committee.

67 RULE 42 AND HEARING REQUIREMENT

When so stated in the sailing instructions, the protest committee may penalize without a hearing a boat that has broken rule 42, provided that a member of the committee or its designated observer has seen the incident, and a disqualification under this rule shall not be excluded from the boat's series score. A boat so penalized shall be informed by notification in the race results.

68 DAMAGES

The question of damages arising from a breach of any *rule* shall be governed by the prescriptions, if any, of the national authority.

Section C – Gross Misconduct

69 ALLEGATIONS OF GROSS MISCONDUCT

69.1 Action by a Protest Committee

- (a) When a protest committee, from its own observation or a report received, believes that a competitor may have committed a gross breach of a *rule* or of good manners or sportsmanship, or may have brought the sport into disrepute, it may call a hearing. The protest committee shall promptly inform the competitor in writing of the alleged misconduct and of the time and place of the hearing.
- (b) A protest committee of at least three members shall conduct the hearing, following rules 63.2, 63.3, 63.4 and 63.6. If it decides that the competitor committed the alleged misconduct it shall either
 - (1) warn the competitor or

- (2) impose a penalty by excluding the competitor, and a boat when appropriate, from a race, or the remaining races of a series or the entire series, or by taking other action within its jurisdiction.
- (c) The protest committee shall promptly report a penalty, but not a warning, to the national authorities of the venue, of the competitor and of the boat owner.
- (d) If the competitor has left the venue and cannot be notified or fails to attend the hearing, the protest committee shall collect all available evidence and, when the allegation seems justified, make a report to the relevant national authorities.
- (e) When the protest committee has left the event and a report alleging misconduct is received, the race committee or organizing authority may appoint a new protest committee to proceed under this rule.

69.2 Action by a National Authority

- (a) When a national authority receives a report required by rule 69.1(c) or 69.1(d), or a report alleging a gross breach of a *rule* or of good manners or sportsmanship or conduct that brought the sport into disrepute, it may conduct an investigation and, when appropriate, shall conduct a hearing. It may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor or boat, or other person involved, including suspending eligibility, permanently or for a specified period of time, to compete in any event held within its jurisdiction, and suspending ISAF eligibility under Appendix 2, Regulation 21.3.1(a).
- (b) The national authority of a competitor shall also suspend the ISAF eligibility of the competitor as required in Appendix 2, Regulation 21.3.1(a).
- (c) The national authority shall promptly report a suspension of eligibility under rule 69.2(a) to the ISAF, and to the national authorities of the person or the owner of the boat suspended if they are not members of the suspending national authority.

69.3 Action by the ISAF

Upon receipt of a report required by rules 69.2(c) and Appendix 2, Regulation 21.4.1, the ISAF shall inform all national authorities, which may also suspend eligibility for events held within their jurisdiction. The ISAF Executive Committee shall suspend the competitor's ISAF eligibility as required in Appendix 2, Regulation 21.3.1(a) if the competitor's national authority does not do so.

Section D – Appeals

70 RIGHT OF APPEAL AND REQUESTS FOR INTERPRETATION

70.1 Provided that the right of appeal has not been denied under rule 70.4, a protest committee's interpretation of a *rule* or its procedures, but not the facts in its decision, may be appealed to the national authority of the venue by

- (a) a boat or competitor that is a *party* to a hearing, or
- (b) a race committee that is a *party* to a hearing, provided the protest committee is a jury.

70.2 A protest committee may request confirmation or correction of its decision.

70.3 A club or other organization affiliated to a national authority may request an interpretation of the *rules*, provided that no *protest* or request for redress that may be appealed is involved.

70.4 There shall be no appeal from the decisions of an international jury constituted in compliance with Appendix M. Furthermore, if the notice of race and the sailing instructions so state, the right of appeal may be denied provided that

- (a) it is essential to determine promptly the result of a race that will qualify a boat to compete in a later stage of an event or a subsequent event (a national authority may prescribe that its approval is required for such a procedure),
- (b) a national authority so approves for a particular event open only to entrants under its own jurisdiction, or

- (c) a national authority after consultation with the ISAF so approves for a particular event, provided the jury is constituted as required by Appendix M, except that only two members of the jury need be International Judges.

70.5 Appeals and requests shall conform to Appendix F.

71 APPEAL DECISIONS

- 71.1** No *interested party* or member of the protest committee shall take any part in the discussion or decision on an appeal or a request for confirmation or correction.
- 71.2** The national authority may uphold, change or reverse the protest committee's decision, declare the *protest* or request for redress invalid, or return the *protest* or request for a new hearing and decision by the same or a different protest committee.
- 71.3** When from the facts found by the protest committee the national authority decides that a boat that was a *party* to a protest hearing broke a *rule*, it shall penalize her, whether or not that boat or that *rule* was mentioned in the protest committee's decision.
- 71.4** The decision of the national authority shall be final. The national authority shall send its decision in writing to all *parties* to the hearing and the protest committee, who shall be bound by the decision.

PART 6 – ENTRY AND QUALIFICATION

75 ENTERING A RACE

75.1 To enter a race, a boat shall comply with the requirements of the organizing authority of the race. She shall be entered by

- (a) a member of a club or other organization affiliated to a national authority,
- (b) such a club or organization, or
- (c) a member of a national authority.

75.2 Competitors shall comply with Appendix 2.

76 EXCLUSION OF BOATS OR COMPETITORS

76.1 The organizing authority or the race committee may reject or cancel the entry of a boat or exclude a competitor, subject to rule 76.2, provided it does so before the start of the first race and states the reason for doing so. However, the organizing authority or the race committee shall not reject or cancel the entry of a boat or exclude a competitor because of advertising, provided the boat or competitor complies with Appendix 1.

76.2 At world and continental championships no entry within stated quotas shall be rejected or cancelled without first obtaining the approval of the relevant international class association (or the Offshore Racing Council) or the ISAF.

77 IDENTIFICATION ON SAILS

A boat shall comply with the requirements of Appendix G governing class insignia, national letters and numbers on sails.

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

78.1 A boat's owner and any other person in charge shall ensure that the boat is maintained to comply with her class rules and that her measurement or rating certificate, if any, remains valid.

78.2 When a *rule* requires a certificate to be produced before a boat *races*, and it is not produced, the boat may *race* provided that the race committee receives a statement signed by the person in charge that a valid certificate exists and that it will be given to the race committee before the end of the event. If the certificate is not received in time, the boat's scores shall be removed from the event results.

78.3 When a measurer for an event concludes that a boat or personal equipment does not comply with the class rules, he shall report the matter in writing to the race committee, which shall protest the boat.

79 ADVERTISING

A boat and her crew shall comply with Appendix 1.

80 RESCHEDULED RACES

When a race has been rescheduled, rule 36 applies and all boats entered in the original race shall be notified and, unless disqualified under rule 30.3, be entitled to sail the rescheduled race. New entries that meet the entry requirements of the original race may be accepted at the discretion of the race committee.

PART 7 – RACE ORGANIZATION

85 GOVERNING RULES

The organizing authority, race committee and protest committee shall be governed by the *rules* in the conduct and judging of races.

86 RULE CHANGES

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

- (a) Prescriptions of a national authority may change a racing rule, but not the Definitions; a rule in the Introduction; Sportsmanship and the Rules; Part 1, 2 or 7; rule 43.1, 43.2, 69, 70, 71, 75, 76.2 or 79; a rule of an appendix that changes one of these rules; or Appendix H, M, 1, 2 or 3.
- (b) Sailing instructions may change a racing rule by referring specifically to it and stating the change, but not rule 76.1, Appendix F, or a rule listed in rule 86.1(a).
- (c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

86.2 If a national authority so prescribes, these restrictions do not apply if rules are changed to develop or test proposed rules in local races. The national authority may prescribe that its approval is required for such changes.

87 ORGANIZING AUTHORITY; NOTICE OF RACE; APPOINTMENT OF RACE OFFICIALS

87.1 Organizing Authority

Races shall be organized by an organizing authority, which shall be

- (a) the ISAF;
- (b) a member national authority of the ISAF;
- (c) a club or other organization affiliated to a national authority;
- (d) a class association, either with the approval of a national authority or in conjunction with an affiliated club; or

- (e) an unaffiliated body in conjunction with an affiliated club, except that in a major event designated by the ISAF, the unaffiliated body shall be owned and controlled by an affiliated club which shall have the approval of the relevant national authority.

87.2 Notice of Race; Appointment of Race Officials

The organizing authority shall publish a notice of race that conforms to rule J1, appoint a race committee and, when appropriate, appoint a jury. However, the race committee, an international jury and umpires may be appointed by the ISAF as provided by the ISAF regulations.

88 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

88.1 Race Committee

The race committee shall conduct races as directed by the organizing authority and as required by the *rules*.

88.2 Sailing Instructions

- (a) The race committee shall publish written sailing instructions that conform to rule J2.
- (b) The sailing instructions for an international event shall include, in English, the applicable prescriptions of the national authority.
- (c) Changes to the sailing instructions shall be in writing and posted within the required time on the official notice board or, on the water, communicated to each boat before her warning signal. Oral changes may be given only on the water, and only if the procedure is stated in the sailing instructions.

88.3 Scoring

- (a) The race committee shall score a race or series as provided in Appendix A using either the Low Point or Bonus Point system, or as otherwise specified in the sailing instructions.

- (b) When a scoring system provides for excluding one or more race scores from a boat's series score, the score for a breach of rule 2, rule 30.3's next-to-last sentence, or rule 42 if rule 67, N2.2 or N2.3 applies, shall not be excluded. The next-worse score shall be excluded instead.

89 PROTEST COMMITTEE

A protest committee shall be

- (a) a committee appointed by the race committee;
- (b) a jury appointed by the organizing authority, which is separate from and independent of the race committee; or
- (c) an international jury appointed by the organizing authority or as prescribed in the ISAF regulations and meeting the requirements of Appendix M. A national authority may prescribe that its approval is required for the appointment of international juries for races within its jurisdiction, except ISAF events or when international juries are appointed by the ISAF under rule 87.2.