



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 2021 to 2024. 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.

There are two index lists. The first shows Q&As in publishing order and the second lists them per Racing Rules of Sailing sections, with 'other rules' listed last.

Our thanks to the race officials who participate in the Panel's work.

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Q&As reflect the opinion of experienced race officials, they are not authoritative interpretations of the rules.
Q&As only address the specific question and not all of the factors a protest committee will need to consider in a hearing.



World Sailing Racing Rules Question and Answer Service

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Q&A 2017.004

retained

Translated versions of the Racing Rules of Sailing. What applies when there are differences?

Situation

Many National Authorities publish translated versions of documents, for example of the Racing Rules of Sailing. Sometimes, mistakes in translation change the meaning of the original document.

Question

When there are discrepancies, which document shall take precedence – the translation or the original version?

Answer

The Racing Rules of Sailing 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 Racing Rules of Sailing will apply instead, does not comply with rules J1.1(2) and J2.1(1).

Q&A 2018.009

retained

Parties joining a hearing late

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?

Answer 1

If none of the parties are present at the time the hearing is scheduled, the protest committee should make sure that appropriate notice of the hearing has been given to the parties. It is then at the discretion of the protest committee to decide if they want to reschedule the hearing or continue with none of the parties present, under rule 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 and the protest committee decides to proceed with the hearing under to rule 63.3(b). 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 and if so, 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.

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 throughout the hearing of the evidence. See rule 63.3(a).

Q&A 2018.010

retained

Damage without breaking a rule of part 2 or rule 31

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

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

Answer

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 purposes 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 purposes 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.

Q&A 2019.006

retained

Appendix T and basic principle

Situation

Appendix T, Arbitration, applies.

At the start of a race a boat that was aware of touching a starting mark did not take a One-Turn-penalty at the time of the incident but instead took a Post-Race penalty under rule T1(a) upon returning ashore.

Question

Is the Post-Race Penalty under rule T1(a) appropriate for her breach?

Answer

No.

A fundamental principle of sportsmanship under the Racing Rules of Sailing is that when competitors break a rule, they will promptly take a penalty.

The Post-Race penalty under rule T1(a) is not an additional penalty option available to boats at the time of an incident. It is only available to boats realizing that they might have broken a rule when it is too late to comply with rule 44.2.

By being aware that she broke a rule and not promptly taking a penalty, the boat violated a fundamental principle of sportsmanship, therefore she also broke rule 2.



Q&A 2019.010

retained

World Sailing Classes as the organising authority of an event

Situation

Rule 89.1 lists the compliant organizing authorities. Rule 89.1(e) mentions an 'unaffiliated class association'. 'Affiliated' is defined further below as 'affiliated to the national authority of the venue'.

Question 1

What is an 'unaffiliated class association' for the purpose of the Racing Rules of Sailing?

Answer 1

Rule 89.1 states: 'In rule 89.1, an organization is affiliated if it is affiliated to the national authority of the venue; otherwise, the organization is unaffiliated'. A class association which is not affiliated to the national authority of the venue is unaffiliated.

Question 2

Where do World Sailing Class Associations fit into the scheme of rule 89.1?

Answer 2

A World Sailing Class Association that it is not affiliated to the national authority of the venue, is an unaffiliated organization for the purposes of rule 89.1, therefore rule 89.1(e) applies.



Q&A 2019.011

retained

Affiliation to the national authority

Situation

A national radio sailing association is affiliated to the World Sailing national authority but there is no provision to directly affiliate the radio sailing clubs to the national authority.

Question

Does an event organized by a club affiliated to a national radio sailing association conform to rule 89.1 when the national radio sailing association is affiliated to the national authority but the club itself is not directly affiliated?

Answer

Yes.

An organization may be affiliated to the national authority either directly or through affiliation to an entity which in turn is affiliated to the national authority. This is subject to any terms of affiliation from the national authority or the entity.

Q&A 2019.014

retained

A question on rules governing hearing reopenings

Situation

Rule 66 provides for the reopening of a hearing under various circumstances, including when significant new evidence becomes available.

Question 1

When a protest committee receives a request from a party to reopen a hearing, alleging that there is significant new evidence, how should it respond to that request?

Answer 1

Upon receiving a request to reopen a hearing, the protest committee should determine:

- if the request is timely under rule 66.2.
- if the evidence is new, including evidence due to a party being unavoidably absent. See rules 63.3(b), M4.2 and World Sailing Case 115.
- if the evidence is significant and might lead the protest committee to change its decision.

When all of the above requirements are met, the protest committee should decide to reopen the hearing.

Question 2

How do rules 61, 63.1, 63.2 and 65 apply in the circumstances?

Answer 2

Rules 61 and 63.1 apply only to a hearing and not to a request to reopen a hearing.

Rule 63.2 is not applicable to a request to reopen a hearing but if the protest committee decides to reopen a hearing, rule 63.2 requires that the parties are notified of the time and place of the reopening and are allowed reasonable time to prepare for it.

Rule 65 applies to both an original hearing and a reopened hearing. Although the requirement does not apply to a request to reopen a hearing, it is a well-established good practice to inform the party requesting a reopening of the outcome when the reopening is denied.

Question 3

Does a protest committee comply with rule 66 if it does not consider the alleged new evidence submitted with a request for reopening a hearing?

Answer 3

If the protest committee determines that either the request is not timely or the evidence is not new, it is not required to consider its significance. When the evidence is new and the request is timely, the protest committee should consider it. See answer 1.

Question 4

May a request for redress be based on an improper action or omission of a protest committee in relation to rule 66?

Answer 4

No.

A boat may not request redress if she was a party to the hearing. See rule 62.1(a).

Q&A 2020.001

retained

A question on rule 14

Question 1

In a breeze of 20-25 knots, two Lasers are sailing on a reach, on starboard tack, overlapped, with one boat length between them. While the windward boat is keeping clear, the leeward boat's rudder breaks, she luffs sharply and there is contact with damage between the boats. Did any of the boats break rule 14?

Answer 1

When the leeward, right-of-way boat changed course without giving the windward, keep-clear boat room to keep clear, she broke rule 16.1 and, since there was contact, rule 14. The fact that she was out of control is not relevant. See World Sailing Case 99. It was not reasonably possible for the windward boat to avoid the contact; therefore, she did not break rule 14.

Question 2

In a breeze of 20-25 knots, two Lasers are sailing on a reach. The boat clear ahead capsizes. The boat clear astern, two boat lengths behind, tries to avoid but there is contact with damage between the boats. Did any of the boats break rule 14?

Answer 2

It is not possible for a Laser to capsize on a reach without changing course, therefore, when the clear ahead Laser capsized on a reach, her course certainly changed. When the clear ahead, right-of-way boat changed course without giving the clear astern, keep-clear boat room to keep clear, she broke rule 16.1 and, since there was contact, rule 14. The fact that she was out of control is not relevant. See World Sailing Case 99. It was not reasonably possible for the clear astern boat to avoid contact; therefore, she did not break rule 14. Additionally, it was not possible for the clear astern boat to avoid the capsized boat; therefore, she did not break rule 22.

Question 3

In a breeze of 20-25 knots two Lasers are overlapped on a reach with four boat lengths between them. The windward boat becomes clear ahead and capsizes two boat lengths ahead of the other boat, who tries to avoid but there is contact with damage between the boats. Did any of the boats break rule 14?

Answer 3

See answer 2.

Q&A 2020.004

retained

Calculating the appropriate redress

Situation

Boat A sailed 5 races in a qualifying series (races Q1-Q5) in which there was more than one fleet, and she qualified for the gold fleet in a subsequent final series of the regatta. There were 5 races scheduled in the final series (races F1-F5) and a boat's series score would be calculated from the scores from all of races Q1 to Q5 and F1 to F5.

Boat A sailed races F1 and F2 and finished first in both. In race F3, she was damaged beyond repair by a boat that was breaking a rule of part 2. She could not finish race F3 and could not sail in races F4 and F5. The protest committee decided that boat A was entitled to redress but that the redress given could not be based on her results in races Q1-Q5 because there was more than one fleet in those races. Instead, they decided that her score in races F3, F4 and F5 should be the same as a first place, which was the average of her results in races F1 and F2.

Question 1

Did the protest committee comply with World Sailing Case 116?

Answer 1

Yes.

World Sailing Case 116 requires that when giving redress, fewer than half of a boat's race scores included in her series score are based on average points. In this situation, the boat in question has finished in 7 out of 10 races, therefore less than half her race scores were based on average points.

Question 2

In making this decision, did the protest committee determine the correct redress?

Answer 2

It depends.

World Sailing Case 116 limits the number of races for which average points may be given but is silent regarding how the average points are calculated.

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. Depending on the boat's scores in the qualification races, calculating the average on just two races might be unfair to the other boats, as it almost certainly excludes the chances of any other boat winning the event. Other options available to the protest committee would be to include races Q1 to Q5 when calculating the average score, to take into account the competitive differences between the qualifying and the final series, or to give redress only in race F3.



Q&A 2020.009

retained

Rule 18.4 at the finishing line

Situation

The finishing line is between two marks. Boats are finishing downwind.

Question

Does rule 18.4 apply to an inside overlapped right-of-way boat approaching the finishing line?

Answer

Yes.

Rule 18.4 will apply provided that the inside overlapped right-of-way boat must gybe to sail her proper course. A finishing line is not a gate; a string representing the boat's track, when drawn taut, is not required to pass between the marks of a finishing line. See definition Sail the Course, Finish and rule 28.1.

Q&A 2020.010

retained

COVID 19 regulations at events

Question

How shall COVID-19 government regulations, protocols and guidance be implemented in race documents?

Answer

It is not recommended to include legislation, protocols or guidance from external authorities in an event's rules, as breaches of such legislation are outside the jurisdiction of event officials and are subject to changes at short notice.

Most events will need to produce or adopt protocols to ensure compliance with government COVID-19 regulations and guidance.

Instructions or requests by an event official based on published guidance, protocols or legislation in effect at a venue at any time are likely to be reasonable. Failure by a competitor or support person to comply with a reasonable request or instruction may be misconduct and may be reported to the protest committee under rule 69.

It is recommended that:

1. Any specific guidance or protocols that govern the event are published on the official notice board in English or in a language that it is reasonable to be understood by all boats affected.
2. Events consider the appointment of an event medical officer to be able to assess any symptomatic issues and act in accordance with the event protocols.
3. The following sailing instructions are added:
 - *[DP] Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct.*
 - *Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.*



World Sailing Racing Rules Question and Answer Service

Q&A 2020.012

retained

Improper omission

Situation

Rule 62.1(a) refers to 'an improper action or omission'.

Question

Does the word 'improper' apply to an omission?

Answer

Yes.

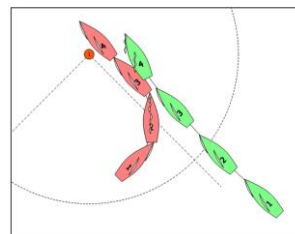
Q&A 2020.014

retained

Interpretation of 'shall not cause' in rule 18.3

Situation 1

Red completes her tack slightly to leeward and on the limit of being overlapped with Green. Green's only option is to sail above close hauled to avoid contact with Red



Question

Did Red break rule 18.3?

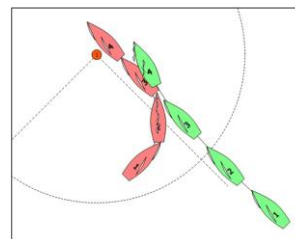
Answer

Yes.

Red caused Green to sail above close-hauled to avoid contact. All other requirements of rule 18.3 were met.

Situation 2

Red completes her tack a quarter of a boat length ahead of Green. Green could have sailed either to windward or to leeward of Red. If Green had sailed to leeward of Red, she would not be able to pass the mark on the required side. Green sailed to windward of Red and sailed above close-hauled to avoid contact with Red



Question

Did Red break rule 18.3?

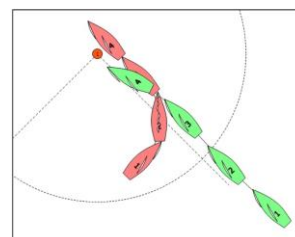
Answer

Yes.

See answer 1.

Situation 3

Red completes her tack a quarter of a boat length ahead of Green. Green could have sailed either to windward or to leeward of Red. Green sailed to leeward of Red. Red does not give Green mark-room. Green passes the mark on the wrong side.



Question

Did Red break rule 18.3?

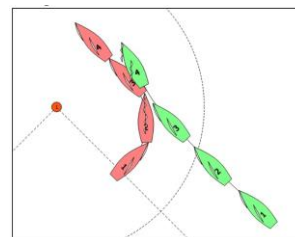
Answer

Yes.

After passing head to wind from port to starboard tack inside the zone, Red did not give mark-room to Green who was overlapped inside her.

Situation 4

Red completes her tack a quarter of a boat length ahead of Green. Green could have sailed either to windward or to leeward of Red. If Green had sailed to leeward of Red, she would clearly be able to pass the mark on the required side. Green sailed to windward of Red and sailed above close-hauled to avoid contact with Red



Question

Did Red break rule 18.3?

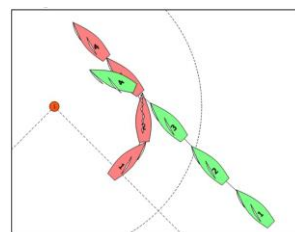
Answer

Yes.

Green may choose between the two options available to her, and there is no rule that binds Green into one of the two options.

Situation 5

Red completes her tack a quarter of a boat length ahead of Green. Green could have sailed either to windward or to leeward of Red. Green sailed to leeward of Red. Red gives Green mark-room.



Question

Did Red break rule 18.3?

Answer

No.

Red complied with the requirements of rule 18.3.

NOTE

Rule 18.3 does not only apply when luffing above close hauled is the only viable solution.

The word 'cause' in the rule refers to a cause-effect relation between the actions of the port-tacker and the boat sailing on starboard. In the situations above, when the action of Green is a result of Red's actions, the 'cause' clause of rule 18.3 is satisfied, even if there was another way to avoid the boat that tacked.

Q&A 2020.015

retained

Damage while not racing

Situation

A boat is sailing in the starting line area before her warning signal. No government rules apply to the racing area. The sailing instructions state that the starting line will be between a mark at the port end and a race committee vessel at the starboard end. The boat hits the anchored race committee vessel, causing serious damage to both. The race committee protests the boat.

Question 1

Which rules apply?

Answer 1

The race committee vessel is a mark but, as the boat is not racing, rule 31, Touching a Mark does not apply. The boat is sailing in or near the racing area and intends to race while the race committee vessel is not sailing under the Racing Rules of Sailing, therefore, according to the Part 2 preamble, the boat shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) with respect to the race committee vessel.

There are several IRPCAS rules that apply in this situation:

IRPCAS rule 2(a) which refers to 'the ordinary practice of seamen' as a general requirement to act sensibly, overlays the detailed requirements of the IRPCAS. That would seem to include avoiding an anchored vessel.

IRPCAS rule 5 specifically requires a vessel to maintain a proper look-out and IRPCAS rule 6 requires a vessel to proceed at a safe speed so that she can take proper and effective action to avoid collision.

Question 2

Provided that the protest is valid, if the boat is found to have broken an IRPCAS rule, may the protest committee penalize her under rule 64.2?

Answer 2

Yes.

By breaking an IRPCAS rule when meeting a vessel that was not sailing under the rules of Part 2, the boat did not comply with the preamble to Part 2. Since the boat was not racing at the time of the incident and provided that no other penalty applies, the protest committee shall disqualify her from the race sailed nearest in time to that of the incident.

Q&A 2020.020

retained

Clarification of the term 'fetching' in rule 18.3

Situation

At a windward mark to be left to port, boat A entered the zone on starboard tack while boat B passed head to wind in the zone and completed her tack to starboard, below her layline and overlapped to leeward of boat A. In order to round the mark, she luffed, touching the mark and causing boat A to sail above close-hauled to avoid contact.

Question 1

Was boat B fetching the mark when she tacked to starboard?

Answer 1

Yes.

A boat is fetching the mark if she is able to pass to windward of the mark and leave it on the required side without changing tack. Boat B was able to pass the mark without changing tack; the fact that she touched it is not relevant. See definition 'Fetching'.

Question 2

Would the answer be different if boat B additionally broke rule 42 in order to round the mark?

Answer 2

No.

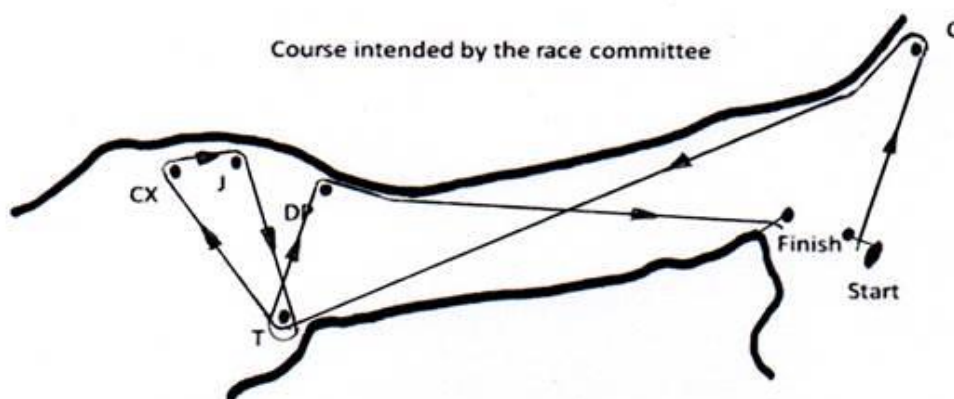
The definition 'Fetching' does not have exceptions.

Q&A 2020.021

retained

Description of marks and sailing the courseSituation

The race committee communicates orally, under rule 90.2(c), that the course will be: start, mark C to port, mark T to starboard, mark CX to starboard, mark J to starboard, mark T to starboard, mark DP to starboard, finish. The intention of the race committee is that the boats sail the course shown in the drawing below.

Question 1

Is mark T a rounding mark?

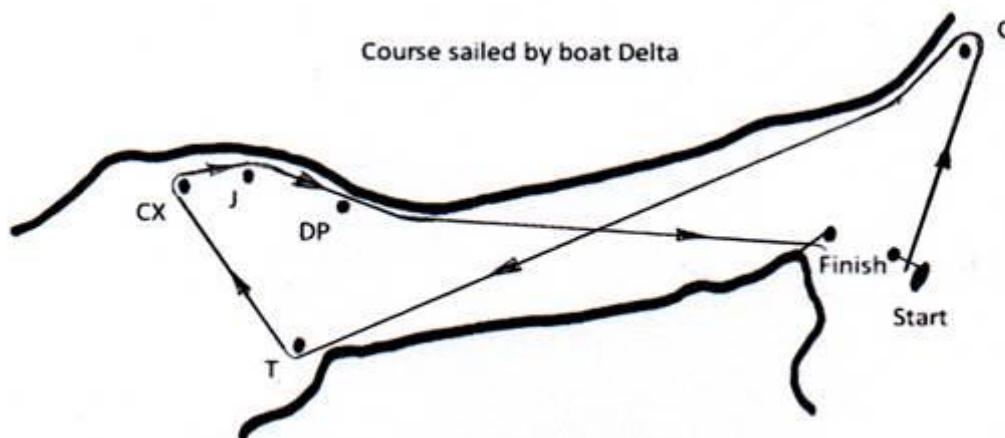
Answer 1

No.

Rule J2.1(4) requires the race committee to identify all rounding marks in relation to the definition Sail the Course. Mark T is not identified as a rounding mark.

Question 2

One of the boats sailed the course shown in the drawing below. Did she sail the course according to the definition?



Answer 2

Yes.

For the purposes of the definition Sail the Course, the string representing a boat's track passes each mark on the required side and in the correct order.

Q&A 2021.001

Published: 2 November 2020

Clarification regarding hearsay evidence

Situation

Rule 63.6(a) requires the protest committee to take the evidence presented, including hearsay evidence, of the parties present at the hearing and of their witnesses.

Rule 63.6(c) gives the parties present the right to question any person giving evidence.

Rule M3.2 dot 9 states that the protest committee 'accept written evidence from a witness who is not available to be questioned only if all parties agree. In doing so they forego their rights to question that witness.'

Question

Is there a conflict between those rules?

Answer

No.

Written evidence may be presented; the parties present and the protest committee may question the party presenting the evidence as permitted by rule 63.6(c) and may call other witnesses to help resolve any disputed evidence. If the parties agree with the evidence, it shall be accepted by the protest committee as undisputed. If the parties disagree, the protest committee shall take into consideration any dispute between the parties when it decides the weight of the evidence presented.

NOTE

Appendix M describes protest committee procedures and is advisory only.



Q&A 2021.002

Published: 2 November 2020

Updated: 19 April 2021

Meaning of 'hull' in the Racing Rules of Sailing

Situation

The term 'hull' is mentioned in several places in the Racing Rules of Sailing.

Question 1

What is the applicable definition of 'hull'?

Answer 1

The term 'hull' is not defined in the Racing Rules of Sailing, therefore, under the introduction/terminology, the word is used in the sense ordinarily understood in the nautical or general use.

Question 2

Are bowsprits, fixed or retractable, part of the hull?

Answer 2

No, unless otherwise defined in the class, rating or empirical handicap rules.

Question 3

Are the wings of a skiff, fixed or retractable, part of the hull?

Answer 3

Yes, unless otherwise defined in the class, rating or empirical handicap rules.

Question 4

Are fittings associated with the transom, the deck or any superstructure, considered part of the hull?

Answer 4

No.

Q&A 2021.003

Published: 26 April 2021

Exclusion of a boat

Situation

Boat A sailed in the first race of an event. Boat A did not comply with the entry requirements of the organizing authority of the event.

Question 1

May the race committee cancel the entry of boat A from the event without a hearing?

Answer 1

Not applicable.

Boat A did not comply with the requirements of the organizing authority, therefore she did not enter the event. See Rule 75.

Question 2

If the answer to the previous question is yes, may boat A be removed by the race committee from the event even after one race has been completed?

Answer 2

Not applicable.

Question 3

If the answer to Question 1 is yes, would it be an improper action or omission of the organizing authority or the race committee not to remove boat A from the results?

Answer 3

Not applicable.



Q&A 2021.005

Published: 30 April 2021

Alternative penalty for a boat that was OCS

Question

May the notice of race or the sailing instructions include a penalty other than disqualification for a boat that was OCS?

Answer

The Racing Rules of Sailing do not permit the notice of race or the sailing instructions to change the definition Start.

However, World Sailing has approved, under regulation 28.1.5(b), a development rule, [DR21-01 Alternative Starting Penalty](#), which includes a change to the definition Start and some examples for penalties that can be used. This development rule has the status of a test rule and it includes instructions on how to use it.

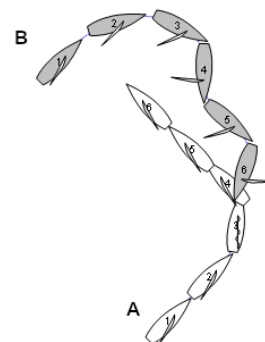
Q&A 2021.006

Published: 30 April 2021

Interrupting taking a penalty

Situation

On a beat to windward, boat B is on port tack, well clear of other boats, and she bears away to take a penalty. Boat A tacks to starboard onto a collision course with boat B. Boat B luffs to keep clear of boat A and then gybes and promptly completes her penalty.



Question 1

Did any boat break a rule?

Answer 1

No.

When a boat that is well clear of other boats starts to take a penalty, and the actions of another boat cause her to interrupt her penalty to comply with rule 21.2, she complies with rule 44.2 if she then promptly completes her penalty.

Boat A is sailing her proper course at all times, therefore rule 23.2 does not apply to her.

Question 2

Would the answer be different if the race was umpired?

Answer 2

No.



Q&A 2021.009

Published: 28 August 2021

Appeal procedures

Situation

While considering an appeal a national authority required the protest committee to provide additional facts as provided in rule R5. The protest committee promptly sent the additional facts to the national authority.

Question 1

Is the national authority required to disclose the additional facts to the parties?

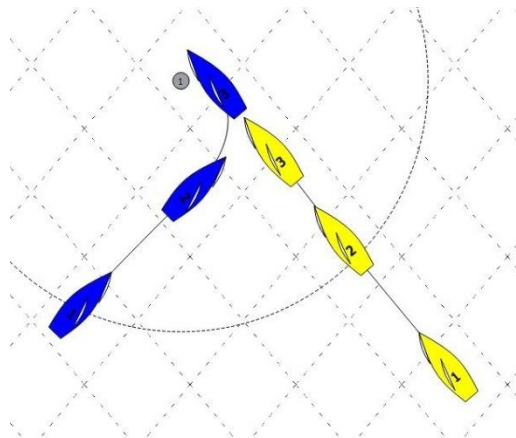
Answer 1

Yes.

Additional facts provided by the protest committee under appendix R5 are clarifications; therefore the national authority shall disclose them to the parties as required by rule R4.3.

Q&A 2021.010**Published: 22 November 2021****Rule 18.3 application**Situation

Blue passed head to wind, from port to starboard tack, in the zone of a mark to be left to port, and was then fetching the mark. After completing her tack, Blue was clear ahead of Yellow and there was enough room for Yellow to either luff or bear away in a seamanlike way without any contact. Yellow didn't change her course and after position 3 there was contact between her bow and Blue's stern without damage or injury. Yellow was protested and was disqualified for breaking rules 12 and 14.

Question

Did Blue break rule 18.3?

Answer

No.

Blue did not cause Yellow to sail above close-hauled to avoid contact and Yellow did not become overlapped inside Blue. Therefore Blue did not break rule 18.3. No other parts of rule 18 apply to the situation.

Q&A 2022.001

Published: 06 January 2022

Meaning of race committee's own records or observations in rule 90.3(c)

Question 1

What are the race committee's own records and what are the race committee's own observations for the purposes of rule 90.3(c)?

Answer 1

For the purposes of rule 90.3(c), the race committee's own records include any material produced by the race committee, such as written, audio or video records, while the race committee's own observations extend to anything that the race committee sees or hears, irrespective of the source.

Question 2

In which of the following cases may the race committee make its own observations for the purposes of rule 90.3(c)?

1. Information arising from an invalid protest
2. Media content or social media posts produced by:
 - the organising authority
 - a party
 - a support person
 - an independent source

Answer 2

In all of the above.

There is no limitation on what the race committee may observe.

See answer 1.

Q&A 2022.002

Published: 21 February 2022

Conflict of interest of a protest committee member

Situation

Rule 89.2(a) states that the organizing authority shall publish a notice of race that conforms to Rule J1. Rule 90.2 states that the race committee shall publish written sailing instructions that conform to rule J2.

Question 1

Can an organizing authority ask a potential member of the protest committee for assistance in writing the notice of race or sailing instructions?

Answer 1

Yes.

An organizing authority or a race committee may ask anyone, including a potential protest committee member, for assistance in preparing the notice of race or sailing instructions. Furthermore, when an international jury is appointed to an event, it shall, when asked, assist these bodies in any matter directly affecting the fairness of the competition. See rule N2.1.

Question 2

Does the official who assisted in writing the notice of race or sailing instruction have a Conflict of Interest being a member of the protest committee of this event?

Answer 2

No.

See definition of Conflict of Interest.



Q&A 2022.003

Published: 21 February 2022

Rule 45 and the meaning of “made fast”

Situation

Rule 45 says that a boat “shall not be made fast” (with exceptions).

Question

Does the term “made fast” apply to:

- (a) attachment of a boat by a single line to a buoy or post, so that the boat is able to swing? or
- (b) attachment of a boat fore and aft to buoys or posts, so that the boat is not able to swing?

Answer

The term applies to all of the above.

A boat is made fast when she is fastened or attached to something.

Q&A 2022.004

Published: 24 March 2022

Discretionary Penalties for the breach of rules of Part 2, rule 31 or class rules

Question 1

Can the Notice of Race or the Sailing Instructions state that a breach of a rule of Part 2 or rule 31 will be subject to a discretionary penalty?

Answer 1

Yes.

Rule 64.2 allows applying a penalty other than disqualification. This includes making the penalty discretionary.

Question 2

Can the Notice of Race or the Sailing Instructions state that a breach of a class rule will be subject to a discretionary penalty?

Answer 2

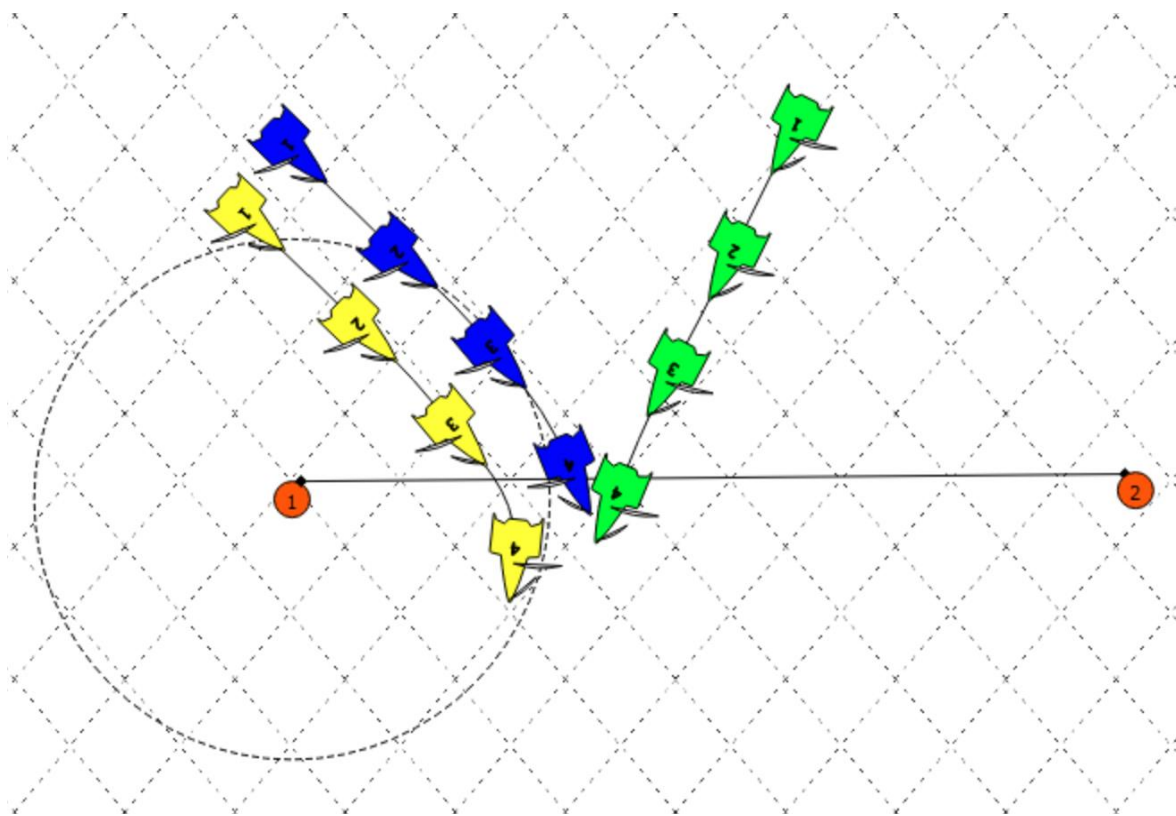
Yes.

Q&A 2022.005

Published: 11 April 2022

Three boats situation on a downwind finishSituation

49ers are finishing between the marks. In position 4, while Blue is still in the zone, there is contact without damage or injury between Blue and Green.

Question 1

Is Blue exonerated for breaking rules 10 and 14?

Answer 1

Yes.

Yellow was overlapped inside Blue and Green when Yellow entered the zone and Green is an obstruction to Blue and Yellow.

- If the protest committee finds that Yellow was sailing within the mark-room she is entitled to between positions 3 and 4, rule 18 applies and rule 19 does not. See rule 19.1(b). Blue is sailing within the mark-room she is entitled to, therefore she is exonerated from breaking rule 10 under rule 43.1(b).
- If the protest committee finds that mark-room has been given to Yellow, rule 18 no longer applies and rule 19 does. Blue is entitled to room between Yellow and Green and is compelled to break rule 10 by Yellow who broke rule 19.2, therefore she is exonerated under rule 43.1(b).

There was no damage or injury caused by the contact, therefore Blue, entitled to mark room from Green or to room from Yellow, is exonerated from breaking rule 14 under rule 43.1(c).



World Sailing Racing Rules Question and Answer Service

Question 2

If the answer to the previous question is no, which course should Blue sail to be considered as sailing within the mark-room she is entitled, if she is so?

Answer 2

Not applicable.

See answer 1.

Question 3

Did Yellow or Green break any rule?

Answer 3

It depends.

See answer 1.

Question 4

Would the answers be the same, if instead of finishing, boats are sailing through a gate and the next course to be sailed is a beat?

Answer 4

Yes.

Q&A 2022.006

Published: 25 August 2022

Rule T1(a) application

Situation for Question 1

Appendix T applies to a race. A protest is heard over an incident related to a rule of Part 2 (or to rule 31). No boat took a Post-Race Penalty before the start of the hearing. After the protest is decided, the protest committee decides to reopen the hearing.

Question 1

Can a boat take a Post-Race Penalty before the beginning of the reopened hearing?

Answer 1

No.

App T1(a) states that the latest time a Post-Race Penalty can be taken is prior to the beginning of a protest hearing involving the incident. The hearing on this incident had already begun, even if it is re-opened.

Situation for Question 2

Appendix T applies to a race. A protest is heard over an incident related to a rule of Part 2 (or to rule 31). No boat took a Post-Race Penalty before the start of the hearing. After the protest is decided, there is an appeal to the national authority under rule 70.1(a).

Question 2

If the national authority's decision is that the hearing is to be re-opened, or that there is to be a new hearing, can a party take a Post-Race Penalty before the new or re-opened hearing begins?

Answer 2

No.

That entitlement ended when the original hearing began. See rule T1(a).

Situation for Question 3

Appendix T applies to a race. A protest related to an incident involving a rule of Part 2 (or to rule 31) is lodged. The protest is not heard, and there is an appeal to the national authority under rule 70.1(b).

Question 3

When the national authority decides that a protest committee will hear the protest, can a party take a Post-Race Penalty before the beginning of this hearing?

Answer 3

Yes.

It complies with rule T1(a).

Q&A 2022.007

Published: 25 August 2022

Obligation to publish written sailing instructions

Situation 1

The organizing authority published the notice of race for an event. The results of the event are to contribute to the scoring of an overall annual ranking. The race committee did not publish sailing instructions; nevertheless, it conducted a series of races and scored them.

Question 1

Can the race committee score the races and therefore have a valid event?

Answer 1

It depends.

The Race Committee is required by rule 90.2(a) to publish written sailing instructions and by rule 25.1 to make them available to each boat before the race starts. However, it is not mandatory to publish separate documents for the Notice of Race and the Sailing Instructions; hence, a single document can be published provided that it complies with the requirement of rule J2.

If this does not happen, it is impossible to determine if any boat has started, sailed the course, and finished; therefore, the race may not be scored as the requirements of rule 90.3(a) are not met.

Situation 2

A sailor entered this event but did not sail in it because of the lack of sailing instructions.

Question 2

If the answer to question 1 is yes, can the sailor get redress based on the claim that his score in the annual ranking was made significantly worse through no fault of his own?

Answer 2

Failing to publish the information required by rule J2 is an improper omission of the race committee and a boat may seek redress based on that. Before granting redress, the protest committee shall determine if the other conditions to grant redress are met (i.e. did that omission made the boat's score significantly worse without any fault of the boat?). However, when deciding the request for redress, the protest committee shall not consider how the 'annual ranking' is affected unless it is a series of races as understood by the RRS.

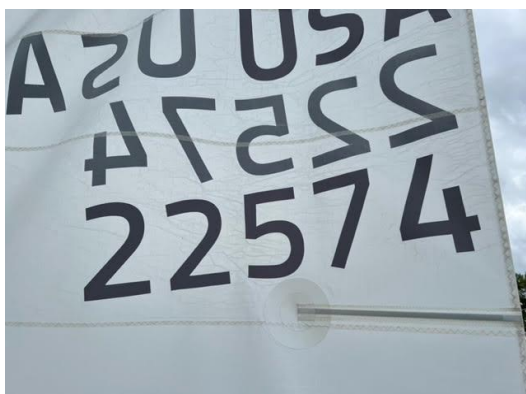
Q&A 2022.008

Published: 25 August 2022

Typeface used on sail numbers

Question 1

Does a sans-serif typeface that uses an open 4 as a sail number as shown on the picture comply with the rules?



Answer 1

Yes.

The sail numbers shown in this picture satisfy all the requirements of rule G1.2(a):

- they are written using Arabic numerals,
- all the numbers are of the same colour,
- the colour used has a strong contrast to the body of the sail,
- the typeface is sans-serif, and
- the numbers are clearly legible when the sail is set.

It should be noted that not all variations of an open 4 will satisfy the last requirement and that legibility shall be assessed case-by-case. For example, numbers or letters created using a typeface resembling a digital 8 display or obtained as a cut-out of a squared number 8 will not comply with it: although they are clearly legible when considered one by one, when they are applied to both sides of a sail they may create confusion, therefore they do not comply with rule G1.2(a).



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Q&A 2022.009

Published: 17 October 2022

Permission to replace an item

Situation

Class rules state that “Each boat may measure only one complete set of equipment except battens for an event. The race committee may allow replacement of any items lost or damaged beyond repair.”

The organizing authority appointed a technical committee for the event.

Question

Can the technical committee approve replacements?

Answer

No.

Q&A 2022.010

Published: 28 November 2022

Wearing modified harness

Situation

Class rules permit the use of a harness, with a maximum weight of 4kgs.

A competitor uses a harness which weighed 2.5kg when purchased and 3,9 kg after being modified.

Question

Will it qualify as wearing equipment for the purpose of increasing competitor's weight?

Answer

It depends.

If the primary purpose for modifying the harness is to increase its weight by adding heavyweight elements or components, wearing such equipment will be considered as purposeful increasing of competitor's weight and therefore it will break rule 50.1(a), even if the harness is within the maximum weight allowed by the class rules.

The same principle applies to wearing an unnecessarily heavy unmodified equipment.

Q&A 2023.003

Published: 13 April 2023

Collision between two kites

Situation

Two kiteboards were sailing downwind on the same tack, in a breeze of 10 -15 knots.

Kiteboard B was clear astern of and on the same line with kiteboard A, with a distance of 10 metres between them.

Kiteboard A's foil ran across an invisible nylon sheet suspended underwater and suddenly dropped off the foil, but with her kite not touching water. The rider remained attached to the board but did not have steerage way. One second later, kiteboard B collided with kiteboard A and there was damage.

Question 1

When kiteboard A suddenly dropped off the foil, while her kite was still flying, should it be immediately considered as recovering?

Answer 1

Yes.

A kiteboard is recovering from the time she loses steerage way until she regains it unless she is capsized. See definition 'recovering'.

Kiteboard A is not capsized, as neither is her kite in the water, nor are her lines tangled with another kiteboard's lines.

Question 2

Did kiteboard B break rule 14?

Answer 2

No.

It was not reasonably possible for kiteboard B to avoid contact with kiteboard A, given the distance between them, the wind conditions, and the speed at which they were sailing.

Q&A 2023.004

Published: 03 May 2023

Shortening the course

Situation 1

A sailing instruction for a coastal race states that, when the course is shortened, boats will be notified before the first boat crosses a stated line of latitude.

The race committee decides to shorten the course and makes the notification.

There are no protests or requests for redress, the race is scored and prizes are given.

The race committee later learns that it had made the notification after one boat had already crossed the line of latitude.

The race committee takes no action.

Question 1

May the race committee take no action if it learns that it has made a mistake?

Answer 1

Yes.

The procedures available for the race committee when it makes a mistake, are:

(a) abandoning the race when there is a reason directly affecting the fairness of the competition, or

(b) requesting redress for a boat affected by an improper action or omission of the race committee.

See rules 32.1(d) and 60.2(b).

If the fairness of the competition is not affected or a boat's score has not been made significantly worse, though no fault of her own, by the error of the race committee, the race committee is not required to take any action.

Question 2

Would the answer be different if the race committee becomes aware of its error before the race is scored?

Answer 2

No.

See Answer 1.

Situation 2

A sailing instruction states: 'Courses will not be shortened. This changes rule 32'.

In a three-laps race, boats are required to cross the line at the end of each lap. The same line is identified as a finishing line. There is no time limit for the race.

The wind drops and the race committee displays flag S with two sounds before the boats crossed the line for the second time.

Boat A, aware of the sailing instruction, continues to sail the course and completes the third lap. All the other boats leave the racing area after sailing two laps.

Question 1

What boat(s) did sail the race complying with rule 28?

Answer 1

Only boat A complied with rule 28 by sailing the course designated in the sailing instructions.

Question 2

Was there an improper action or omission of the race committee to display flag S with two sounds?

Answer 2

Yes.

Rule 32 was changed by the sailing instructions in compliance with rules 85 and 86 therefore the procedures for shortening the course provided by rule 32 were not available.

Question 3

Would the answer to the previous question be different if there was a time limit and the race officer decided it was unlikely that any boat would finish within it, but boat A did complete three laps within the time limit?

Answer 3

No.

See answer 2.

Question 4

Will the answer to question 2 be different if the race officer had overlooked the sailing instruction?

Answer 4

No.

The race committee shall be governed by the rules in the conduct and judging of the event as required by rule 5.

Question 5

What procedures are available for the race committee if there was a time limit and the race officer decided it was unlikely that any boat would finish the three-laps within it?

Answer 5

When the option to shorten the course is not available to the race committee and it is unlikely that any boat will finish within the race time limit, the race committee may decrease the length of a leg by displaying of flag C with repetitive sounds and a '—' or abandon the race. See rules 32.1(b) and 33(b).



Q&A 2023.005

Published: 03 May 2023

Rule 17 while manoeuvring to take a penalty

Situation

Appendix MR applies. Yellow on starboard tack and clear astern, becomes overlapped within two of her hull lengths to leeward of Blue, also on starboard tack. Yellow sails above her proper course.

Question 1

Does Yellow break rule 17?

Answer 1

Yes.

Question 2

If the answer to question 1 is yes, does Yellow break rule 17 if, while sailing above her proper course, she is maneuvering to take a penalty?

Answer 2

Yes.

A boat taking a penalty or manoeuvring to take a penalty is not sailing her proper course, as stated in MR1.1(a).

However rule 17 continues to apply while the boats remain overlapped within two hull lengths and on the same tack. Therefore when Yellow sails above her proper course, she breaks rule 17.

**Q&A 2023.006****Published: 17 May 2023****Protest withdrawal after the arbitration**Situation

Appendix T applies.

An arbitration meeting is held prior to a protest hearing concerning an alleged breach of a rule of Part 2. There was no damage or injury, no boat took a penalty on the water.

The arbitrator offers an opinion that the protest committee is likely to disqualify the protestor.

No boat took a Post-Race Penalty.

The protestor asks to withdraw the protest.

Question 1

Should the arbitrator allow the withdrawal?

Answer 1

No.

Rule T4 permits the arbitrator to act on behalf of the protest committee and allow a protest to be withdrawn.

However, after the arbitrator offers an opinion, the withdrawal may be allowed after one of the parties has accepted a Post-Race Penalty.

When the arbitrator thinks the reason why the protestor wants to withdraw his protest is to avoid a penalty, the arbitrator should not permit the protest to be withdrawn. See Jury Policies Section B4.1 and Judges Manual F.4.

Q&A 2023.007

Published: 19 May 2023

IRPCAS for the support boats

Situation

The sailing instructions require support boats to be located within a specified area from the time of the warning signal for the first fleet until boats in all fleets have finished racing.

During the starting sequence for the first fleet, a boat from the third fleet is involved in a collision with a support person vessel within the area where support person vessels are permitted to be, resulting in damage to the competitor's boat.

The competitor complains to the protest committee and wishes them to penalise the support person.

Question 1

Can a protest committee call a support person for a hearing in accordance with rule 60.3(d)?

Answer 1

Yes.

A protest committee may call a hearing to consider whether a support person has broken a rule (as defined in the definition Rule), based on the information received from any source. See rule 60.3(d).

Question 2

Are support persons vessels required to comply with IRPCAS or government-right-of way rules?

Answer 2

Yes.

IRPCAS or government right-of-way rules shall apply to all vessels including support person vessels. See rule 1(a) IRPCAS.

Question 3

Does a protest committee have jurisdiction to consider and apply penalties for breaches of the IRPCAS or government right-of-way rules to support persons?

Answer 3

A protest committee has jurisdiction to consider and decide whether a support person vessel has broken a rule of IRPCAS or a government right-of-way rule, whichever applies, if that is necessary to decide a request for redress by a boat. See rule 62.1(b).

A protest committee cannot penalize a support person for breaking a rule of the IRPCAS or the government right-of-way rules unless these rules are mentioned in the notice of race as other rules that govern the event as required by rule J1.1(3).

In addition, a protest committee may call a hearing under rule 69, if it decides that the support person also committed misconduct.

Q&A 2023.008

Published: 29 June 2023

Calling OCS

Situation

Rule 29.1 was not changed and the race was started using P flag.

At the start of a race, boat A was in doubt whether she was OCS or not.

The race committee did not display flag X and did not make an additional sound signal. Boat A kept sailing.

About 40 seconds after her starting signal, the race committee announced via VHF that boat A was OCS and she heard the VHF call.

Question 1

Was boat A recalled in compliance with the rules?

Answer 1

No.

Rule 29.1 requires the race committee to promptly display flag X with one sound and this rule has not been changed. The radio call was not an official means of communication for an individual recall.

Question 2

If the answer to the previous question is no, what are the rights and obligations of boat A after this radio call?

Answer 2

Even though the requirements of rule 29.1 were not met, at the moment boat A heard the radio communication she realized that she was on the course side of the starting line and she was hence required to return to the starting line to comply with rule 28.1. See case 31.

If she returns to the starting line and starts correctly, she is entitled to redress since the race committee did not signal the individual recall according to rule 29.1. Otherwise, she shall be scored OCS and she failed to comply with the basic principle. See case 31.

Q&A 2023.009

Published: 29 August 2023

Appeal validity

Situation

There was a hearing at which a decision was announced by the protest committee. Eight days later, a party requested the protest committee for a copy of the decision. The protest committee provided a copy of the completed hearing decision form to the requesting party the next day (day 9). The following day (day 10), the party sent an appeal, together with the decision form and a reason why the decision was believed to be incorrect, to the national authority.

Question 1

Is it an error or omission by the protest committee to provide this information to the party after the time limit for requesting it?

Answer 1

No.

The protest committee is not required by rule 65.2 to respond to a late request, but no rule prevents it from doing so.

Question 2

Can the protest committee decide not to provide a written copy of the decision to a party of the hearing if the request for it is made after the time requirement of rule 65.2?

Answer 2

Yes.

See Answer 1. However, when an appeal is then lodged, Rule R3 requires the national authority to ask the protest committee for missing information, which the protest committee must then supply. The national authority will then send copies to all parties.

Question 3

If the answer to Question 2 is Yes, does the protest committee have to provide a written answer to the party as to why the request was denied?

Answer 3

No.

If the request is made after the time limit specified in rule 65.2, rule 65.2 does not impose any obligation on the protest committee to provide a response, including a written explanation for denying the request, to the party seeking the written information. However, it would be courteous for the protest committee to give an explanation to the party.

Question 4

Is this appeal, as received by the national authority, valid?

Answer 4

Yes.

Submitting the appeal, the reason for it and the copy of the hearing decision form to the national authority ten days after the hearing and a day after receiving the form complied with rule R2.1(a) and was within the time limit in that rule.

Note: The answers to the above questions are based on the rules assuming they are not changed by the prescriptions of a national authority.

Q&A 2024.001

Published: 01 April 2024

Meaning of “may be” in rule 62.1

Situation

A request under rule 62.1, Redress can be based on a ‘possibility’ that a boat’s score or place ‘may be’ made significantly worse.

Question 1

What situations will this apply to?

Answer 1

This provision applies to any situation when the protest committee decides that a boat’s score in races not sailed yet or in the series may be made significantly worse by any of the reasons stated in rule 62.1 (a) to (d), and hence it will apply when a boat’s score has not been affected yet but the facts found determined that it will be eventually affected if the circumstances do not change.

Some examples of such scenarios could include:

- A rule in the notice of race or the sailing instructions, or an amendment to either of those documents, has been written ambiguously or is not consistent with the racing rules, the class rules or another document governing the event.
- After boats had prepared, entered, and travelled to an event, a rule in the notice of race has been changed in a way that was disadvantageous or unfair to one or more of the boats entered.
- A right-of-way boat has been damaged in an incident with another boat who took an appropriate penalty (or was penalized) and cannot be repaired on time for racing on the following day.

The appropriate redress in each case will depend on the facts the protest committee finds, and in the first two scenarios the redress might be to direct that the relevant document is amended. In the last scenario listed above, the protest committee may be able to decide immediately how that redress for a future race or races will be calculated, or it may wish to reopen the case to include new facts or to delay the decision until the situation is clearer.

Question 2

Can the words ‘may be’ also apply to a boat’s request when she already has a finishing position or score (including DNF) in the race concerned?

Answer 2

No. In such a case, her claim will be that her score or place in that race ‘has been’ affected. This may or may not be justified, but that is a matter for the protest committee to decide.

Q&A 2024.002

Published: 18 May 2024

Interpretation of the term "danger" in Rule 41(a)

Situation

Rule 41(a) states: "A boat shall not receive help from any outside source, except help for a crew member who is ill, injured or in danger".

Question 1

If a solo (single handed) sailor is separated from his boat does he first need to demonstrate that he cannot swim to his boat or is he considered in danger the moment he loses contact with his boat?

Answer 1

No, he is not required to demonstrate that he is ill, injured or in danger before receiving help afloat.

Help should always be provided whenever someone asks for it or if someone reasonably assesses the situation as dangerous.

Being separated from a boat is not inherently dangerous, but may be when combined with other factors like:

- level of experience and age of the sailor,
- weather conditions (water temperature, sea state, visibility, etc.)
- speed of the other boats around,
- distance from the boat,
- presence of injuries,
- dangerous wildlife,
- etc.

However, a boat seeking and receiving help when not ill, injured or in danger breaks rule 41(a) and should retire from the race.

Q&A 2024.003

Published: 18 May 2024

An interpretation of World Sailing Case 116

Situation

Due to the high number of entries, a single-handed dinghies event was split into groups; they all completed six races in the Qualifying Series, and then progressed to the Final Series with another six races scheduled in two days.

In the second race of the first day of the Final Series, the skipper of Alpha suffered injuries due to an incident with Bravo and was hospitalized. Alpha was scored DNF in that race. Bravo retired from that race for breaking rules 10 and 14. Alpha lodged a protest against Bravo under rules 10 and 14 and requested redress under rule 62.1(b). The day after the incident, Alpha presented a medical certificate validating its inability to compete further in the event. The protest committee decided that Alpha is entitled to redress. The event progressed with 6 races completed in the Final Series.

The sailing instructions provide that each boat's series score shall be the total of her Qualifying Series race scores and Final Series race scores excluding her worst score.

Question 1

Case 116 refers to a situation where damage occurred: "Before the start of Race 3, A collides with boat B and the damage is so extensive that A is unable to compete in the remaining races of the series".

Does Case 116 apply also when there is an injury considering that any part of a boat can be repaired or replaced but an injury can't?

Answer 1

Yes.

Case 116 states that when a boat is damaged, is entitled to redress under rule 62.1(b), and is prevented by the damage from sailing the remaining races, the protest committee should ensure that fewer than half of the race scores included in her series score, after any exclusion(s), are based on average points.

The same principle in Case 116 would apply whether the reason to give redress is based on physical damage or injury.

Q&A 2024.004

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Limits set by National Prescriptions

Situation 1

A national authority's prescriptions state that its approval is required to change them and they have been approved by World Sailing.

They also state that when an international jury has received approval from the national authority under rule 91(b), then only certain prescriptions apply.

The Notice of Race or the Sailing Instructions for an event not organized by World Sailing at which an international jury is appointed and approved by the national authority state that 'no national prescriptions will apply'. The national authority has not approved this change.

Question 1

Does any national authority's prescription still apply despite the wording in the race documents?

Answer 1

Yes.

Rule 88.2 allows a prescription to be changed, unless changing it has been restricted by the national authority and the restriction is approved by World Sailing.

Attempting to disregard national prescriptions without the required authorization would make the rule in the notice of race or the sailing instructions improper and void, and therefore the prescriptions would still apply.

Situation 2

A national authority's prescriptions state that its written approval for the appointment of an international jury is required, except when the International Jury is appointed by World Sailing.

At an international event not organized by World Sailing the jury is composed in accordance with rule N1.2. However, the national authority has not issued its approval for an international jury.

Question 2

Is the international jury properly constituted?

Answer 2

No.

Although the composition of the international jury complies with rule N1.2, it does not comply with rule 91(b) and N1.1, since its appointment has not been approved by the national authority.

Question 3

If the answer to question 2 is no, may a party appeal a decision?

Answer 3

Yes.

Rule 70.5 states that "there shall be no appeal from the decisions of an international jury constituted in compliance with Appendix N". Since the international jury was not properly appointed, it fails to comply with rule N1.1 and it can only act as a protest committee.

**Q&A 2024.005****Published: 18 May 2024****Scoring a race when all boats sail the wrong course**Situation 1

The race committee signalled an inside trapezoid course, but all boats sailed an outside trapezoid course.

Question 1

How should the race committee score the race?

Answer 1

The race should not be scored as no boat has sailed the course signalled by the race committee, see rule 90.3(a). In such a case, the race committee should abandon the race.

Question 2

If the race committee were to score the race and there was no hearing request lodged, what would happen?

Answer 2

Scoring a race when no boat has started, sailed the course and finished is an improper action of the race committee. However, if no action is taken against the race committee decision, the published results would stand.

Situation 2

The race committee intended to signal an inside trapezoid course. The race committee signalled an outside trapezoid course. All boats sailed an outside trapezoid course. The race committee thinks it might have displayed the outside trapezoid course by mistake. There was no hearing request lodged.

Question 3

How should the race committee score the race?

Answer 3

The race shall be scored as per Appendix A since all boats sailed the course signalled by the race committee, see rule 90.3(a).