

Racing Rules of Sailing

Introduction; Online Rules Documents

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Housekeeping. The Rule Book does not contain appendices called K or L. Add a new section to the Introduction to remind the readers that the guides for the NoR and SI are available.

Proposal 1

Appendices When the rules of an appendix apply, they take precedence over any conflicting rules in Parts 1–7 and the Definitions. Each appendix is identified by a letter. A reference to a rule in an appendix will contain the letter and the rule number (for example, 8rule A19). The letters I, **K, L**, O and Q are not used to designate appendices in this book.

Current Position

See above.

Proposal 2

Delete current page 126 and add a new section to the Introduction.

Note that the URL sailing.org/racingrules/documents mentioned below is provisional and can be changed as an edit.

Guides to Notice of Race and Sailing Instructions Guides updated to conform to the rules in this edition of The Racing Rules of Sailing, are available, in various formats, at the World Sailing website at sailing.org/racingrules/documents. National authorities are encouraged to translate these guides. The guides, designated as Appendices KG (Notice of Race Guide) and LG (Sailing Instructions Guide) (may be downloaded either as PDF documents or as Word documents. This will enable users to easily and quickly create, using the tested wording in the guides, either the notice of race or the sailing instructions, or both, for a particular event.

Current Position

Page 126

Proposal 3

ONLINE RULES DOCUMENTS (page 4 of the RRS)

Notice of Race Guide **Appendix KG**

~~Appendix K Notice~~ **Introduction**

Sailing Instructions Guide **Appendix KL**

~~Appendix L Notice~~ **Introduction**

Move these two lines up to the appropriate place.

Reasons

1. Appendices K and L were moved out of the book in 2021 and are now published on the World Sailing Website as Appendices KG and LG. Letters K and L are not used currently to designate any other Appendix in the book.
 2. Move the information contained in page 126 of the rulebook to a more relevant place.
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Racing Rules of Sailing

Definition Finish, Rule D1.1(a) and Definition Finish in Appendix F

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

There is an undesirable and unintended consequence of the definition *Finish* that was adopted in the 2021-2024 RRS, as a result of Submissions 139-18 and 129-19. This proposal fixes the problem.

Proposal

Change the definition *Finish* as shown:

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

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

Current Position

As above.

Consequential Changes

In Appendix F, delete ‘, after *starting*,’ from the definition *Finish*.

In Appendix D, delete rule D1.1(a) and renumber rule D1.1(b) – D1.1(h) accordingly.

Note: Rule D1.1(a) was adopted on January 1, 2022 as a result of an urgent submission in 2021.

Reasons

1. For decades, a boat simply crossed the finishing line and cleared the finishing marks to *finish* a race. In 2018, when Submission 139-18 was approved, the requirements for a boat to *start* and *sail the course* were added to the definition *Finish*. In 2019, the approval of Submission 129-19 reversed part of the 2018 decision and removed ‘*sail the course*’ as a requirement to *finish*. One reason cited in Submission 129-19 was: ‘This reasoning is flawed in that now, if a boat has not *sailed the course*, it has not *finished*. The status of the boat is in limbo.’ Likewise, if a boat has not *started*, she cannot *finish*, and the status of the boat is in limbo.
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Many of the reasons for deleting *sail the course* in Submission 129-19 also apply to boats that have not *started*.

2. Here is an example of a problem caused by including the words *after starting* in the definition *Finish*: According to the definition *Racing*, a boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires. The addition of *after starting* to the definition *Finish* makes unintended changes to when a boat is *racing*. Under the 2021 definition *Finish*, a boat that did not *start* cannot *finish*. Consider this situation: Boat A breaks rule 30.3 in Race 1 and then she *sails the course* and crosses the finishing line. Because she did not *start*, she does not *finish*, and she is still *racing*, Boat B *started*, *sailed the course* and then crossed the finishing line; therefore, B is then not *racing*. This creates the potential for some bizarre applications of the rules in incidents between A, a boat that is still *racing* and B, a boat that is not *racing*. For example:
 - a. If Boat A breaks rule 30.3 in Race 1, is she still *racing* in Race 1 when she crosses the finishing line and sails to the starting line for Race 2? At what point does Boat A stop *racing* in Race 1 and start *racing* in Race 2?
 - b. Does rule 23.1 apply between Boat A and Boat B between races?
 - c. If Boat A uses her engine between Race 1 and Race 2, does she break rule 42.1?
 3. For safety reasons at events with fast boats, very large fleets or pursuit racing starting schemes, the organizers often want boats that are over the line at the start to continue in the race with a penalty instead of turning back to the starting line. In previous rule books, the race committee could simply delete rule 29.1 and change rule 28 to give OCS boats a starting penalty. That is no longer possible in 2021 when *finishing* is contingent upon *starting* and both definitions are unchangeable by the NoR and SIs.
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Racing Rules of Sailing

Definition Obstruction

A submission from Australian Sailing

Purpose or Objective

To clarify which rules apply at a finishing mark if that mark is a relatively large vessel.

Proposal

Amend the Definition - Obstruction as follows:

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be passed on only one side and an object, area or line so designated by the sailing instructions are also *obstructions*. However a boat racing is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 22 applies, avoid her. ~~A vessel under way~~, including a boat *racing*, is never a continuing *obstruction*. **A vessel under way, including a boat *racing* and a committee vessel which is also a mark are never continuing *obstructions*.**

Current Position

See above.

Reasons

It is possible that, in some conditions, a large Committee Vessel could be considered to be a continuing obstruction and we are aware of this matter being discussed at some events.

It is desirable for rule 18 to apply throughout the passing of the finish mark and not to confuse things by having to consider if the CV might be a continuing obstruction where rule 19 would apply.

This language makes it clear that a vessel used as a mark is never a continuing obstruction.

Racing Rules

Definition *Obstruction*

A submission from US Sailing

Purpose or Objective

State the conditions under which an obstruction is a continuing obstruction. Improve wording related to lines and areas as obstructions. Reformat the exceptions in the definition for ease of reading.

Note: Proposals 1, 2 and 3 are independent of one another.

Proposal 1

Change the definition *Obstruction* as shown:

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on only one side and an object, area or line so designated by the sailing instructions are also *obstructions*. **An obstruction becomes a continuing obstruction when boats are passing it and will pass alongside it for more than a short distance.** However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 22 applies, avoid her. A vessel under way, including a boat *racing*, is never a continuing *obstruction*.

Current Position

As above.

Reasons

There was a case that first appeared in *The Case Book* in 1974 that dealt with this issue, but it was removed from *The Case Book* in 2009 when vessels under way were no longer deemed to be continuing obstructions. That case was about boats that were obstructions, and made it clear that the key to being a continuing obstruction was that boats were sailing alongside it, not that it was large. When the definition *Obstruction* was changed to remove vessels as continuing obstructions, the discussion on the topic was dropped from *The Case Book*, leaving no cases that deal with the topic. Several writers of books explaining the RRS, including Dave Perry and Trevor Lewis, emphasize that a mark is only a continuing obstruction while boats are alongside it, not before they come to it. The proposed words state that long-standing principle.

An alternative approach would be to interpret <continuing obstruction> as any object large enough so that if boats were to pass it they might be alongside it for some distance. Such an interpretation would change the game substantially when boats are approaching a large object such as a pier or breakwater that is also a mark, and they are not sailing alongside it. If one boat is clear ahead at

the zone, she expects to be entitled to mark-room at the obstruction itself, just as she would be at any mark that was also an obstruction.

The only reason the RRS remove the protection of rule 18 at continuing obstructions is so that rule 19.2(c), which could be in direct opposition to rule 18.2(b), can take effect. There is no reason to do that until the boats are sailing alongside the obstruction.

Proposal 2

Change the definition *Obstruction* as shown:

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. **The following are also obstructions:** ~~an~~ ~~An~~ object that can be safely passed on only one side, and an ~~object~~, area or line **that the sailing instructions or applicable government rules prohibit boats from entering or crossing** ~~as designated by the sailing instructions~~ are also *obstructions*. However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 22 applies, avoid her. A vessel under way, including a boat *racing*, is never a continuing *obstruction*.

Current Position

As above.

Reasons

Designated prohibited areas and lines Currently, if sailing instructions prohibit boats from crossing certain lines or entering certain areas but do not also state that those lines or areas are obstructions, some have argued that rules 19 and 20 do not apply at them. Conversely, if the sailing instructions define such an area or line to be an obstruction but do not prohibit boats from entering or crossing it, it is not clear to sailors whether they can do so. This proposal relieves the race committee from having to make a seemingly redundant statement in the SIs and ensures that rules 19 and 20 will apply where they obviously should.

Applicable government rules Suppose there is an area into which boats are prohibited from entering. Regardless of whether that prohibition is repeated in the sailing instructions, it is reasonable to give a boat room to avoid such an area, as otherwise boats could force other boats to break the law. This does not relieve the organizing authority and the race committee from their responsibility to inform sailors of relevant exclusion zones for an event in the notice of race or sailing instructions, but if they fail to do so, this proposal protects the sailors.

Proposal 3

Change the definition *Obstruction* as shown:

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. An object that can be safely passed on

only one side and an object, area or line so designated by the sailing instructions are also *obstructions*. However,

- (a)** a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 22 applies, avoid her; **and**
- (b)** a vessel under way, including a boat *racing*, is never a continuing *obstruction*.

Current Position

As above.

Reasons

Both of the last two sentences in the current definition *Obstruction* are exceptions to the sentences that precede them. Therefore, the §However§ should apply to both of them. Giving them the designations (a) and (b) will help protest committees when writing decisions and will structure the definition so that it is easier for a reader to understand.

Clean Copy of the Definition *Obstruction* if Proposals 1, 2 and 3 are Approved

Obstruction An object that a boat could not pass without changing course substantially, if she were sailing directly towards it and one of her hull lengths from it. The following are also *obstructions*: an object that can be safely passed on only one side, and an area or line that the sailing instructions or applicable government rules prohibit boats from entering or crossing. An *obstruction* becomes a continuing *obstruction* when boats are passing it and will pass alongside it for more than a short distance. However,

- (a) a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or, if rule 22 applies, avoid her; and
 - (b) a vessel under way, including a boat *racing*, is never a continuing *obstruction*.
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Racing Rules of Sailing

Rules 6.1, 69.3 and N4.1

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To remove inconsistencies between the RRS and the World Sailing Regulations.

Proposal

Change rules 6.1, 69.3 and N1.4 as shown:

6 WORLD SAILING REGULATIONS

6.1 Each competitor, boat owner and *support person* shall comply with the World Sailing Regulations that have been designated by World Sailing as having the status of a *rule*. These regulations as of 30 June ~~2020~~ **2024** are the World Sailing:

- Advertising Code
- Anti-Doping Code
- Betting and Anti-Corruption Code
- Disciplinary, **Appeals and Review** Code
- Eligibility Code
- Sailor Categorization Code

69.3 Action by a National Authority and World Sailing

The disciplinary powers, procedures and responsibilities of national authorities and World Sailing that apply are specified in the World Sailing Disciplinary, **Appeals and Review** Code. National authorities and World Sailing may impose further penalties, including suspension of eligibility, under that code.

N4.1 The World Sailing Disciplinary, **Appeals and Review** Code contains procedures that apply to specific international events with regard to the appointment of a person to conduct any investigation. These procedures override any conflicting provision of this appendix.

Current Position

As above.

Reasons

1. The title «Disciplinary Code» shown in rules 6.1, 69.3 and N4.1 is not the same as the title given in the Regulations. The proposal brings those three rules into agreement with the Regulations.
 2. Changing the date in rule 6.1 is a change that should be made every time a revised edition of the RRS is issued.
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Racing Rules Committee

Rule 17

A submission from US Sailing

Purpose or Objective

Simplify rule 17 to make it clearer.

Proposal

Change rule 17 by deleting its last sentence:

17 ON THE SAME TACK; PROPER COURSE

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 on the same *tack* and *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.~~

Current Position

As above.

Reasons

Removing the final sentence of rule 17 will make it easier for sailors to understand and comply with rule 17, and it will have little, if any, impact on fleet-race tactics.

- 1 This sentence was added largely for match racing to give the trailing boat more power in a 'slam dunk' situation, but now match racing has deleted rule 17 entirely. Because the 'slam dunk' very seldom occurs in fleet racing, the last sentence is not essential tactically and its deletion will therefore have minimal impact. By removing a potentially confusing and little-used sentence, rule 17 will be simpler and clearer.
 - 2 When the last sentence is deleted, a boat will be limited by rule 17 if she gets a leeward overlap after a tacking boat passes head to wind and the boats are then on the same tack. This change would protect the tacking boat slightly more because the leeward boat would be limited by rule 17 a little earlier. Removing the sentence will also reduce the risk of contact because the new leeward boat will no longer have the option of luffing up aggressively toward the tacking boat, which is a common tactic to defend against the 'slam dunk'.
 - 3 Two things about the last sentence of current rule 17 are difficult to judge:
 - (a) When is the tacking boat first on a close-hauled course?
 - and
 - (b) Is there an overlap at that moment?
-

When a boat crosses ahead of another boat and then tacks, just after she passes head to wind, she is almost always clear ahead of the other boat and so it will be easy for both boats to know whether rule 17 applies later if the non-tacking boat gets a leeward overlap. Also, for many sailors it's easier to judge when a boat is head to wind than when she has reached a close-hauled course.

Note that this is one of two submissions from US Sailing, each of which proposes a change in rule 17. The proposals in these submissions are independent and we ask that they be voted on separately.

Racing Rules Committee

Rule.19.1

A submission from US Sailing

Purpose or Objective

To make a complex rule easier for the reader to understand.

Proposal

19.1 When Rule 19 Applies

Rule 19 applies between two boats at an *obstruction* except **when rule 18 applies between them and**

- (a) ~~when~~ the *obstruction* is **the** a mark **that** the boats are required to leave on the same side, or
- (b) ~~when rule 18~~ applies between the boats and the *obstruction* is another boat *overlapped* with each of them.

However, at a continuing *obstruction*, rule 19 always applies and rule 18 does not.

Current Position

As above.

Reasons

Consider the current wording of rule 19.1(a). Two boats are ~~at~~ an obstruction, and that obstruction is a mark that that the boats are required to leave on the same side. When two boats are ~~at~~ an obstruction, then one or both of them must be in the zone, and rule 18 applies between them (see rule 18.1).

Rule 19.1(b) also applies ~~when~~ rule 18 applies between the boats~~9~~.

Therefore, it is logical to add the phrase about rule 18 applying to rule 19.1's first line and remove it from rule 19.1(b), and that addition to rule 19.1's first line makes it easier for the reader to understand the two exceptions in (a) and (b) that follow.

Racing Rules Committee

Rule.19.2

A submission from US Sailing

Purpose or Objective

To make it clear that in rule 19.2 the word *side* refers to a side of a boat, and not to a side of the obstruction. To change rule 19.2(b) so that it only applies when both boats pass the obstruction on the same side.

Proposal

Change rule 19.2 as shown.

19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on ~~either~~ **her port or her starboard** side.
- (b) When **the** boats are *overlapped* **and both boats choose to pass the obstruction on the same side**, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.
- (c) *[no change]*

Clean Copy if the Proposal is Approved

19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on her port or her starboard side.
- (b) When the boats are *overlapped* and both boats choose to pass the *obstruction* on the same side, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.
- (c) *[no change]*

Current Position

As above.

Reasons

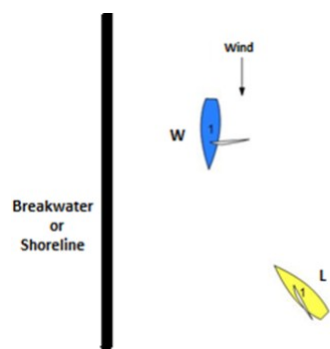
Reasons for the changes in rule 19.2(a) Obstructions have sides, even an obstruction that is round, such as a buoy marking the edge of a dredged channel. Such a buoy has a channel side and an inshore side. In the current wording of rule 19.2(a) it is not clear whether the word 'side' refers to a side of the right-of-way boat or to a side of the obstruction. The proposed change to rule 19.2(a) makes it clear that 'side' in rule 19.2 refers to a side of a boat and not a side of the obstruction. This clarification of 'side' enables the problems identified (and described below) in rule 19.2(b) to be fixed in a clear and simple way.

Reasons for the changes in rule 19.2(b) From 1961 through 2008, the rules only required an outside boat to give an inside boat room at an obstruction if each of the boats was leaving the obstruction to port or if each of them was leaving the obstruction to starboard. In the 2009-2012 RRS, room at an obstruction was, for the first time, covered by rule 19 and room at a mark was covered by rule 18. However, the language 'when passing the obstruction on the same side' was not included in new rule 19.

The unintended consequence of this omission is that there are a few situations in which one boat is passing an obstruction on her port side while another is passing it on her starboard side and their positions relative to the obstruction can create uncertainty as to which boat is inside and entitled to room. The proposed changes in rule 19.2(b) make it clear that rule 19.2(b) only applies when each of the boats is passing the obstruction on her port side or each is passing it on her starboard side. The proposed changes in rule 19.2(b) will help avoid what can be confusing and potentially dangerous situations. Situations 1 and 2 below are examples of such situations.

Situation 1

W is sailing a downwind course on starboard tack alongside a breakwater while L is beating upwind on starboard tack approaching it. L is the right-of-way boat and is choosing to pass the obstruction on her port side. W and L are overlapped, so under current rule 19.2(b) W is on the windward side of L, which makes her the outside boat. However, W is closer to the breakwater than L and may think she is the inside boat, which could lead to a collision. The proposed rule is clear that, when L is at the obstruction, rule 19.2(b) does not apply because W is passing the obstruction on her starboard side and L is passing it on her port side. Therefore, neither boat is required to give the other boat room, and it does not matter which boat is the inside boat. W is subject to rule 11 and must keep clear of L.

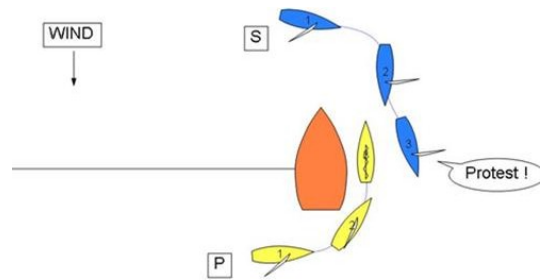


Situation 2

The incident occurs three minutes before the starting signal. The boats are clearly not approaching the line to start. S gybes onto starboard (position 2) and gives P room to keep clear under rule 15. P luffs and sails as close to the RC vessel as she can without risk of touching it.

Under current rule 19.2(b), P is the 'inside' boat entitled to room because S has chosen to pass the obstruction to starboard and P is on her starboard side. Therefore, P is exonerated for her breach of

rule 10. However, the proposed rule 19.2(b) does not apply because the P is passing the obstruction on her port side and S is passing it on her starboard side. Therefore, S is not required to give P room to sail between S and the race committee vessel.



Racing Rules of Sailing

Rule 27.2 or New Rule C2.14

A SUBMISSION FROM THE ROYAL YACHTING ASSOCIATION

Purpose or Objective

To extend the time from when the race committee is not permitted to move a starting mark.

Proposal 1

Insert new rule C2.14 and re-number accordingly:

C2.14 Rule 27.2 is changed to:

27.2 No later than the warning signal, the race committee may move a starting mark.

Proposal 2

Amend rule 27.2 as follows:

27.2 No later than the ~~warning preparatory~~ signal, the race committee may move a starting *mark*.

Current Position

As above.

Reasons

1. Proposal 1 would mean the race committee cannot move the starting pin mark or the committee boat in the last minute before the entry. At present, in match racing, the race committee can move the marks at the same time as the boats are entering the <H=. Such an incident has occurred in GBR and the RYA believes it obvious that such an action should not be permitted. Amending the rule for match racing is appropriate to make this clear.
 2. Proposal 2 would change the position for all forms of racing (sailing instructions could then alter it a different position if needed). The RYA considers that it is questionable whether it is fair to boats preparing for a start to move a starting mark once the warning signal has been displayed. There is nothing to alert boats to the fact the mark may have been moved.
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Racing Rules of Sailing

Rule 28.2 and a New Case

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To make the final phrase in rule 28.2 easier to apply and to provide a new case that interprets the meaning of 'continue to *sail the course*' in the definition Finish.

Proposal 1

Change rule 28.2 as follows:

28 SAILING THE RACE

28.1 [no change]

28.2 A boat may correct any errors in *sailing the course*, provided she has not ~~*finished*~~ ~~crossed~~ the finishing line to *finish*.

Current Position

As above.

Reasons for Proposal 1

In 2019 a proposal was approved changing the words 'provided she has not *finished*' to 'provided she has not crossed the finishing line to *finish*'. This change had an unintended consequence that was not noted during the discussion of rule 28 in 2019.

Under the current wording of rule 28.2, the words 'to *finish*' can be interpreted to mean 'for the purpose of *finishing*'. Those words make rule 28.2 depend on the intent of the competitors when their boat crosses the finishing line. Rules are easier to understand if they do not depend on the intent of competitors. Proposal 1 removes the necessity for determining the competitors' intent and, therefore, will make rule 28.2 easier to apply.

Proposal 2

Add the following new case:

CASE XXX

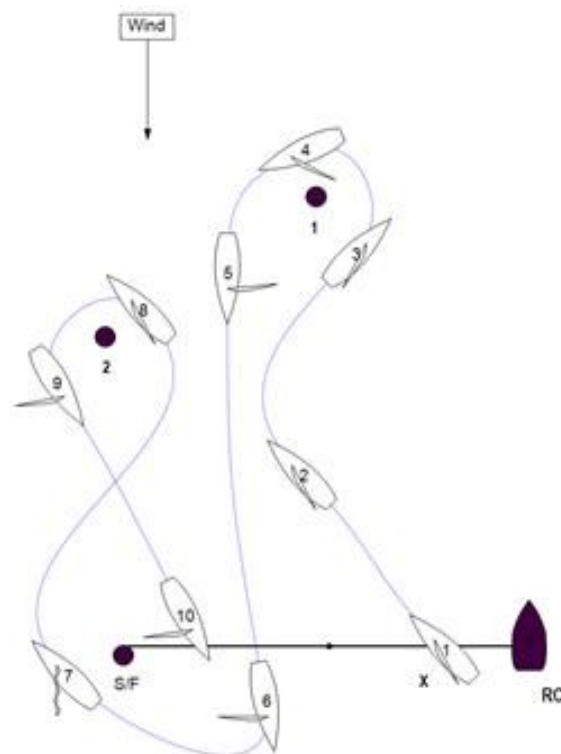
Definitions, Finish

Definition, Sail the Course

Rule 28, Sailing the Race

Rule 61.1(a)(3), Informing the Protestee

When a boat crosses the finishing line from the course side twice, her second crossing constitutes her finish if, at all times between her first and second crossing, her actions are consistent with continuing to sail the course.



Assumed Facts

The course required boats to start, leave mark 1 to port, leave mark 2 to port, and finish. Boat X started, left mark 1 to port, and then sailed to the finishing line and crossed it from the course side. As X sailed from mark 1 to the finishing line she passed mark 2 to starboard. After crossing the finishing line, at position 7, X eased her main sheet, luffed her sail and stopped for 30 seconds. Then she sailed to mark 2, left it to port and crossed the finishing line from the course side a second time.

Boat Y saw X pass mark 2 to starboard and protested her alleging that she had not sailed the course as required by rule 28.1. Y9s first opportunity to inform X that she was protesting her was after both boats had returned to shore, and X informed Y of her protest at that time. The protest committee decided that Y9s protest met the requirements of rule 61.1(a)(3).

The protest committee asked Questions 1 and 2.

Question 1

When did X finish?

Answer 1

Boat X satisfied the first sentence of the definition Finish when her bow crossed the finishing line for the first time, shortly before position 6. The second sentence of the definition contains three conditions, (a), (b) and (c). If one of those three conditions applies, X's first crossing of the finish line does not qualify as her finish.

X did not take a penalty at or near the finishing line and, therefore, she did not satisfy condition (a). Boat X had made an error in sailing the course when she failed to leave mark 1 to port, which she corrected an error by sailing to mark 2 and rounding it to port.

The error in sailing the course that X made was made at mark 2, not at the finishing line. Therefore, X did not satisfy condition (b).

Additional facts are needed to determine whether or not X satisfied condition (c). Condition (c) states that a boat's first crossing of the finishing line does not qualify as her finish if she 'continues to sail the course'. A boat is 'continuing to sail the course' if, at all times after her first crossing of the line her actions are consistent with making her track comply with the string test in the definition Sail the Course.

There are situations in which a boat can stop for a period of time and still be 'continuing to sail the course' while she is stopped. Here are examples of such situations: a boat stops because she capsizes and remains stopped until her crew rights the boat; a member of a boat's crew falls overboard and the boat stops to recover the person; a boat stops while repairing a piece of equipment. The assumed facts stated in this case state that X stopped at position 7 for 30 seconds. The protest committee must find as facts why X stopped. If X stopped because her crew thought they had finished when they first crossed the line and then, 30 seconds later, she resumed sailing the course when the crew realized that they had failed to leave mark 2 to port, then X was not 'continuing to sail the course' during those 30 seconds.

The protest committee should have determined as fact X's reason for stopping at position 7. If the protest committee decides that, at any time between her first and second crossing of the finishing line, X's actions were not consistent with sailing the course, then she finished when she crossed the line for the first time. If, at all times between her first and second crossing of the line, her actions were consistent with sailing the course, then she met exception (c) and she finished when she crossed the line for the second time.

Question 2

What race score should X receive?

Answer 2

If X finished the first time she crossed the finishing line, then she broke rule 28.1 by failing to leave mark 2 to port before she finished. In that case the protest against her by Y should be upheld, and X should be scored DSQ.

If X finished the second time she crossed the line, then she corrected her error in sailing the course (as permitted by rule 28.2) by sailing to mark 2 and rounding it to port. In that case, the protest against

X should be dismissed and X should be scored points for her finishing place at the time of her second crossing of the line.

World Sailing 2022

Note: The wording of the proposed case assumes that, Proposal 1 is approved. If Proposal 1 is not approved, then some editing of the Answers may be needed.

Current Position

None. The proposed case is new.

Reasons for Proposal 2

1. The new case provides interpretations of exceptions (a), (b) and (c) in the definition Finish and, in particular the phrase 'continue to *sail the course*' in exception (c). There are situations in which a boat stops for a period of time between her first crossing of the finishing line and a second crossing made after the boat corrected an error in 'sailing the course'. The case provides examples of such situations, and it points out that, depending on her reason for stopping, a boat may, or may not, be considered to be 'continuing to *sail the course*' while she is stopped.
 2. Questions asked and differences of opinion expressed by experienced race officials indicate that the proposed discussion of exception (c) in the new case may be helpful.
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Racing Rules of Sailing

Rules 32.1(b), 35 and J2.1(6)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Housekeeping changes to make three rules consistent with a 2021 change in rule 35's opening phrase.

Proposal

1. Change rule 32.1(b) as shown:

- (b) because of insufficient wind making it unlikely that any boat **that started** will **sail the course and finish** within the race time limit,

2. Change rule 35 as shown:

35 RACE TIME LIMIT AND SCORES

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

3. Change rule J2.1(6) as follows:

- (6) the race time limit, if any, for the first boat to **start, sail the course and finish** (see rule 35);

Current Position

As above.

Reasons

In 2021, the opening phrase in rule 35's first sentence was changed to:

¶If one boat *starts, sails the course and finishes* with the time limit for that race¶

Each of the three changes proposed here (in rule 32.1(b), in the second sentence of rule 35, and in rule J2.1(6)) is made for consistency with the 2021 change in rule 35 quoted above.

Each of these changes is also consistent with the second sentence of rule 90.3(a) and with the 2nd and 3rd bullet points in sailing instruction 12.1 in Appendix S.

Rule 37 and Race Signals

[Insert Subtitle]

A submission from Yachting New Zealand

Purpose or Objective

There are times when race committees require boats to return to shore quickly for safety reasons – imminent bad weather, electrical storms, tsunami etc. There is no universal visual signal for this. Submission xxx-21 was rejected by racing rules committee, but the issue of not having a signal to require boat return ashore remains for race committees, particularly those where fleet safety is paramount.

Proposal

Rule 37

Change Rule 37 title from ~~SEARCH AND RESCUE INSTRUCTIONS~~ to **SAFETY**

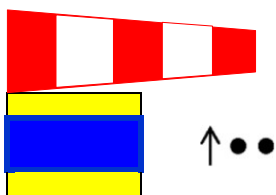
37.1 When the race committee displays flag AP over D with two sounds or N over D with three sounds, all boats shall immediately return ashore and complete any safety procedures required by the sailing instructions.

37.2 Search and rescue instructions (No change to the current rule)

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

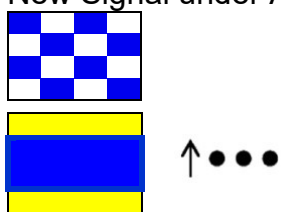
Race Signals

New Signal under Postponement Signals



AP over D Races not started are postponed. Rule 37.1 is in effect.

New Signal under Abandonment Signals



Flag N over D All races are abandoned. Rule 37.1 is in effect.

Current Position

Appendix LG 5.3 enables race committees to control when boats are permitted to go afloat but there is no provision to require boats return ashore.

Reasons

While the decision to race is the responsibility of each boat, there is a duty of care of the race committee for all boats and vessels on the water. The race committee is able to monitor safety related factors much more comprehensively than the boats themselves.

Flag D is used by race committees where boats depart from a central point and is usually not displayed until suitable safety measures are in place – safety vessels launched and adequately manned etc. It seems reasonable that if circumstances change on the water that the race committee should be able to require boats to return to shore.

The duty of care requires race committees to consider the safety of everyone on the water.

There are many race committees around the world who need this signal and therefore there should be universal signals for this eventuality. Having the signals in Race Signals ensures this universality.

Racing Rules of Sailing

Rule 40.2

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify the meaning of the rule.

Proposal

40.2 When Rule 40.1 Applies

Rule 40.1 applies

- (a) if flag Y was displayed afloat with one sound before or with the warning signal, while *racing* in that race; ~~or~~
- (b) if flag Y was displayed ashore with one sound, at all times while afloat that day;
- (c) **when a rule in the notice of race or sailing instructions states that it applies.**

~~However, rule 40.1 applies when so stated in the notice of race or sailing instructions.~~

Current Position

As above.

Reasons

1. The deleted last sentence can be read to mean that 40.2(a) and (b) do not apply when the NoR or SIs state some other conditions or criteria under which 40.1 applies. This would be reasonable because at about 30 different places in the RRS ~~However~~ is used to signal that the words following the ~~However~~ actually negate the rule that was stated just before the ~~However~~. Prime examples of this are in rule 18.1 and 44.1, although many other examples can easily be found within the RRS.
 2. Note there are already rules that use the ~~However ... (a), (b), (c)~~ formatting without an ~~or~~ or an ~~and~~ following the penultimate lettered paragraph. For examples, see rules 41, 44.1 and 61.1(a).
-

Racing Rules of Sailing

Rules 61.3 and 62.2

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Clarify the time limit for when protests or requests for redress are required to be delivered to the race office.

Proposal 1:

Change the text of rule 61.3 as follows:

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

Proposal 2:

Change the text of rule 62.2 as follows:

A request shall be in writing and identify the reason for making it. If the request is based on an incident in the racing area, it shall be delivered to the race office within the protest time limit or two hours after the incident, whichever is later. Other requests shall be delivered as soon as reasonably possible after **the relevant information** ~~learning of the reasons~~ for making the request **is made available**. The protest committee shall extend the time if there is good reason to do so. No red flag is required.

- ~~(a)~~ However, on the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted.

Current Position

As above.

Reasons

1. Ignoring common actions associated with sailing should not be a reason to effectively extend a time limit to deliver a protest or request for redress.
 2. In a recent appeal, the event scores were posted on the electronic noticeboard as required by the notice of race and a boat chose to ignore reviewing the scores for three days. The current rule requires any request for redress to be delivered as soon as reasonably possible after the boat learned of the reasons, in this case, three days after they were published.
-

3. If information that could lead to a protest or request for redress is known to be available, there should be an expectation for a boat to promptly review such information.
 4. Both rules in this submission still provide for the protest committee to extend the time if the protest committee believe there is a good reason to do so.
-

Racing Rules of Sailing

Rules 62.1(b) and B5

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Housekeeping. To make rule 62.1(b) easier to read and to shorten the change in rule 62 made in rule B5.

Proposal

Reformat rule 62.1(b) as shown below:

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 score or place in a race or series has been or may be, through no fault of her own, made significantly worse by

(a) *[no change]*

(b) injury or physical damage because of the action of

(1) a boat that was breaking a rule of Part 2 and took an appropriate penalty or was penalized, or ~~of~~

(2) a vessel not *racing* that was required to keep clear or is determined to be at fault under the *IRPCAS* or a government right-of-way rule;

[no further changes]

In rule B5, change the entry for rule 62 as follows:

62 REDRESS

In rule 62.1(b), change 'injury or physical damage' to 'injury, physical damage or capsize'.

Rule 62.1(b) is changed to:

~~(b) injury, physical damage or capsize because of the action of~~

~~(1) a boat that broke a rule of Part 2 and took an appropriate penalty or was penalized, or~~

~~(2) a vessel not racing that was required to keep clear.~~

Current Position

As above.

Reasons

1. The change in rule 62.1(b) in Part 5 uses formatting to make a very long sentence easier to understand. Formatting in this way is used in several current racing rules (for examples, see rules 33(a), 42.2(b), 61.1(a), 64.5(a) and 69.2(h)).
 2. The change in the entry for rule 62 in rule B5 shortens the entry and draws the reader's attention to the only intended change in rule 62 for windsurfing competition.
-

Racing Rules of Sailing

Rule 66.1

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

A housekeeping change for consistency between the rules in the RRS that deal with reopening a hearing.

Proposal

Change rule 66.1 as shown:

66 REOPENING A HEARING

- 66.1** 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 **or under rule 63.3(b) if a party to the hearing was unavoidably absent**. It shall reopen a hearing when required by the national authority under rule 71.2 or R5.

[No further changes]

Current Position

As above.

Reasons

1. There are three rules in Parts 1-7 of the RRS and one in Appendix R that mention when a protest committee may reopen a hearing. They are rule 66, Reopening a Hearing, and rules 63.3(b), 71.2 and R5. If the proposed addition to rule 66.1 is made, then rule 66.1 will treat each of the three rules, rules 63.3(b), 71.2 and R5, in a consistent manner.

Racing Rules of Sailing

Title to Part 7 and Rule 91(b)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Minor wording changes made for consistency.

Proposal

Change the title to Part 7 as follows:

PART 7

EVENT ~~RACE~~ ORGANIZATION

Change rule 91(b) as follows:

- (b) an international jury appointed by the organizing authority or as prescribed in the World Sailing Regulations. It shall be composed as required by rule N1 and have the authority and responsibilities stated in rule N2. A national authority may prescribe that its approval is required for the appointment of international juries for events ~~aces~~ within its jurisdiction, except World Sailing events or when international juries are appointed by World Sailing under rule 89.2(c); or

Current Position

As above.

Reasons

1. The rules in Part 7 apply to all aspects of an event and not just to the race or races that may be conducted during the event.
 2. International juries are appointed for an event, not just for the races in the event. The jury assumes all protest committee duties during the event, including dealing with issues that may arise before the first race, between races and after the last race.
-

Racing Rules of Sailing

RRS 90.3 (e)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Rule 90.3(e) was new to the RRS 2021-2024. This submission clarifies some of the issues found after two years of using it.

These proposals are independent of each other.

Proposal 1

90.3 Scoring

- (e) When so stated in the notice of race, notwithstanding the provisions of rules 90.3(a), (b), (c) and (d), there shall be no changes to race or series scores resulting from action, including the correction of errors, initiated more than 24 hours after
 - (1) the protest time limit for the last race of the series (including a single-race series);
 - (2) being informed of a protest committee decision after the last race of the series (including a single-race series); or
 - (3) the **series** results **(including a single-race series)** are published.

However, in exception, changes to scores shall be made resulting from a decision under rules 6, 69 or 71. The notice of race may change 824 hours⁹ to a different time.

Current Position

As Above.

Note: In 2021 the RRC approved changing §70⁹ to §71⁹ in the last paragraph of rule 90.3 (see submission 038-21).

Reasons

1. To clarify that rule 90.3 (e) refers to the series results and not to the results of any individual race.
2. To make it clear the rules refers to 24 hours after the final results for the event are published. The term §results⁹ might be read to refer to any results issued by the race committee during an event, at the end of each racing day. The intention of submission 193-19 (edited later to add point (3)), was to set a limit to fix the results after an event had finished and not while the event was still on.

Proposal 2**903 Scoring**

- (e) When so stated in the notice of race, notwithstanding the provisions of rules 90.3(a), (b), (c) and (d), there shall be no changes to race or series scores resulting from action, including the correction of errors, initiated more than 24 hours after **the later of**
- (1) the protest time limit for the last race of the series (including a single-race series);
 - (2) being informed of a protest committee decision after the last race of the series (including a single-race series); or
 - (3) the results are published.

However, in exception, changes to scores shall be made resulting from a decision under rules 6, 69 or 71. The notice of race may change 824 hours⁹ to a different time.

Current Position

As Above

Reasons

1. To resolve how to decide which of the three options applies in a particular case.

Proposal 3**903 Scoring**

- (e) ~~When so stated in the~~ notice of race, n **Notwithstanding** the provisions of rules 90.3(a), (b), (c) and (d), there shall be no changes to race or series scores resulting from action, including the correction of errors, initiated more than 24 hours after
- (1) the protest time limit for the last race of the series (including a single-race series);
 - (2) being informed of a protest committee decision after the last race of the series (including a single-race series); or
 - (3) the results are published.

However, in exception, changes to scores shall be made resulting from a decision under rules 6, 69 or 71. The notice of race may change 824 hours⁹ to a different time **or can state that rule 90.3(e) does not apply.**

Current Position

As Above

Reasons

1. This rule was initially written so Organising Authorities could opt-in to have a time when a series score is final. Experience has been that a number of clubs that would have benefited from this rule but did not as they didn't know to add this to their NoR.
 2. It is better to have this rule as a default while still providing the ability for Organising Authorities to have the ability to opt-out.
-

Racing Rules of Sailing

Rule A4

A submission from Japan Sailing Federation

Purpose or Objective

To remove the ambiguity and potential conflict between rules in RRS that has arisen from the changes made in 2021.

Only one of Proposals 1 and 2 is to be approved.

Proposal 1

Change Rule A4 as follows:

A4 SCORING SYSTEM

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

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

[no further changes]

Current Position

As above.

Proposal 2

Change Rule A4 as follows:

A4 SCORING SYSTEM

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

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

[no further changes]

Current Position

As above.

Reasons

1. In 2021, Rules A5.1, A5.2 and A10 (Rules A4.2, A5 and A10 in the previous RRS) have been changed so that a boat that did not sail the course shall be scored NSC by the race committee without hearing, on one hand. On the other hand, Rule A4 (Rule A4.1 in the previous RRS) has not been changed.

As a result, it seems as if a boat that started and did not sail the course but finished would be scored differently depending on which rule a race committee bases on, rule A4 or rule A5.1.

2. The way to remove this ambiguity depends on whether a boat that is scored NSC as per rules A5.1, A5.2 and A10 is regarded as a boat <thereafter being penalized= for the purpose of Rule A4.
 3. Proposal 1 is to be approved if an NSC boat is not a penalized boat. Otherwise, a boat that started and did not sail the course but finished shall be scored points for her finishing place as provided by Rule A4 unless she retires after finishing, which obviously conflicts with what Rules A5.1 and A5.2 state.
 4. If an NSC boat is regarded as a penalized boat, a boat that did not start (either OCS, DNS or DNC boat) must be a penalized boat as well. If so, the first sentence of Rule A4 can be <Each boat *finishing* and ...= instead of <Each boat *starting* and *finishing* and ...=. Moreover, the definition Finish has been changed so that a boat did not start now never finishes. There seems no reason to have the word <*starting*= in Rule A4. This inconsistency, i.e. having <*starting*= while not having <*sailing the course*= in Rule A4, shall be removed.
-

Racing Rules of Sailing

Rules 28.1, 63.1, A5.1, A5.2 and A10, or A6.1

A submission from Japan Sailing Federation

Purpose or Objective

To restore the scoring positions of boats with worse finishing places than a boat scored NSC in Low Point System which has been changed unintendedly by the new RRS in 2021.

Only one of Proposals 1 and 2 is to be approved.

Proposal 3 is to be approved only if one of Proposals 1 and 2 is approved.

Proposal 1

Change Rule A6.1 as follows:

A6.1 If a boat **did not sail the course and is scored accordingly, or** is disqualified from a race, or retires after finishing, each boat with a worse finishing place shall be moved up one place.

Current Position

As above.

Proposal 2

Change Rules 28.1, 63.1, A5.1, A5.2 and A10 as follows:

28.1 A boat shall start, sail the course and finish. While doing so, she may leave on either side a mark that does not begin, bound or end the leg she is sailing. After finishing she need not cross the finishing line completely. **If a boat breaks this rule for not sailing the course and is identified, she shall be disqualified without a hearing, but not if the race is resailed.**

63.1 Requirements for a Hearing

A boat or competitor shall not be penalized without a protest hearing, except as provided in rules **28.1**, 30.2, 30.3, ... [no further changes]

A5.1 A boat that did not ~~start, sail the~~ course or finish, or comply with rule **28.1**, 30.2, 30.3, ... [no further changes]

A5.2 A boat that did not *start*, ~~did not sail the course~~, did not *finish*, retired or ... [no further changes]

A10 SCORING ABBREVIATIONS

[no changes above]

NSC ~~Did not sail the course~~ **Disqualification under rule 28.1.**

[no further changes]

Current Position

As above.

Proposal 3

If either Proposal 1 or 2 is approved, it shall take effect on 1 January 2023.

Current Position

Any rule change will normally take effect on 1 January 2025.

Reasons

1. In the previous RRS, if a boat started, did not sail the course described in the sailing instruction, and finished and thereafter is disqualified for breaking Rule 28.1, each boat with a worse finishing place is moved up one place according to Rule A6.1.

In 2021, Rules A5.1, A5.2 and A10 (Rules A4.2, A5 and A10 in the previous RRS) has been changed so that the abovementioned boat shall be scored NSC by the race committee without hearing. As she is not disqualified in the present RRS any longer, each boat with a worse finishing place is NOT moved up one place under Rule A6.1 or any other rule, unless she retires after finishing.

This is a change to the game. A significant fraction of boats that sailed the race may be affected, though by a single point in most cases.

2. Such a change has not been made by the new RRS for the other cases where a boat is scored the same points as NSC under rule A5.2 (rule A5 in the previous RRS), namely DNC, DNS, OCS, UFD, BFD, DNF, RET, DSQ and DNE. Only a race with an NCS boat is now scored differently from the others, namely OCS, UFD, etc. Japan Sailing Federation believes this change to the game was not intended.
 3. It is inappropriate to expect organizing authorities and/or race committees to continually use notice of race or sailing instructions to reverse this issue until 2025. If either Proposal 1 or Proposal 2 is approved, it is proposed that it should be approved as an urgent rule change from 1 January 2023.
-

Racing Rules of Sailing

Appendix D – Rules D1.2 to D3.3

A submission from the Chair of Racing Rules Committee

Purpose or Objective

To improve and simplify the wording of RRS D1.2 to D3.3, and correct some minor flaws and ambiguities.

Proposal

Amend RRS D1.2 to D3.3 as follows:

D1.2 Protests and Requests for Redress

- (a) Rule 60.1 is changed to:
A boat may
 - (a) protest another boat, but not for an alleged breach of **under** a rule of Part 2 unless she was involved in the incident or the incident involved contact between ~~members~~ **boats** of the other team; or
 - (b) request redress, **but not for damage or injury caused by another boat on her team.**
- (b) ~~Rule 61.1(a) is changed so that the A~~ boat may remove her red flag after it has been conspicuously displayed. **This changes rule 61.1(a).**
- (c) ~~The boat To~~ requesting redress for an incident in the racing area, **a boat** shall **conspicuously** display a red flag at the first reasonable opportunity after the incident. ~~She shall display the red flag until it is acknowledged by the race committee or by an umpire.~~
- (d) The race committee **and** protest committee shall not protest a boat for breaking a rule of Part 2 ~~or rule 31 or 42~~ except
 - (1) based on evidence in a report from an umpire after a black and white flag has been displayed; or
 - (2) under rule 14 upon receipt of a report from any source alleging damage or injury.
- (e) *Protests* and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- ~~(f) A boat is not entitled to redress based on damage or injury caused by another boat on her team.~~
- ~~(g)~~ When a supplied boat suffers a breakdown, rule D5 applies.

D1.3 Penalties

- (a) Rule 44.1 is changed to:
-

A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, rule 31 or 42, in an incident while *racing*. However, she or her team may be further penalized under rule D2.3 or D3.3 if the incident caused injury or damage, or despite taking a penalty her team has gained an advantage. ~~when she may have broken a rule of Part 2 and rule 31 in the same incident she need not take a penalty for breaking rule 31.~~

- (b) When a boat clearly indicates that she will take a penalty under rule 44.1, she shall take that penalty.
- (c) A boat may take a penalty by retiring and informing the race committee or an umpire.
- (d) There shall be no penalty for breaking a rule of Part 2 when the incident is between boats on the same team and there is no contact.

D2 UMPIRED RACES

D2.1 When Rule D2 Applies; Restriction of Right to a Hearing

- (a) Rule D2 applies to umpired races. Races to be umpired shall be identified in the notice of race or sailing instructions or by the display of flag J no later than the warning signal.
- (b) Rule 61.1(a)(2) is deleted. A boat that protests under a rule listed in rule D2.2 or D2.3 for an incident while *racing* shall display a red flag and is not entitled to a hearing.

D2.2 Protests by Boats

When a boat protests under a rule of Part 2 or ~~under~~ rule 31 or 42 for an incident in the ~~racing~~ area she is ~~not~~ entitled to a hearing and the following applies:

- ~~(a) She shall hail ~~<Protest>~~ and conspicuously display a red flag at the first reasonable opportunity for each.~~
- ~~(b) The~~ Boats shall be given time to respond.
- ~~(c)~~ If no boat takes a penalty or clearly indicates that she will do so, an umpire shall decide whether to penalize any boat.
- ~~(d)~~ If more than one boat breaks a *rule*, an umpire shall decide whether to penalize any boat that did not take a penalty.
- ~~(e) An umpire shall signal a decision in compliance with rule D2.4.~~

D2.3 ~~Penalties Initiated by an Umpire~~ Initiated Decisions

~~An umpire may penalize a boat without a protest by another boat, or report the incident to the protest committee, or both, When a the boat~~

- (a) breaks rule 31 or 42 and does not take a penalty;
 - (b) breaks a rule of Part 2 and makes contact with another boat on her team or ~~with~~ a boat in another race, and no boat takes a penalty;
 - (c) breaks a *rule* and her team gains an advantage despite her, or another boat on her team, taking a penalty;
-

- (d) breaks rule 14 and there is damage or injury;
- (e) breaks rule D1.3(b) **or D2.5: or**
- (f) ~~fails to take~~ a penalty signalled by an umpire
- (~~fe~~) commits a breach of sportsmanship;

~~an The umpire shall signal a decision in compliance with rule D2.4~~ **may penalize her, or report the incident to the protest committee, or both. No protest is required.**

D2.4 Signalling Signals by an Umpire Decision

An umpire shall signal a decision with one long sound and the display of a flag as follows:

- (a) For no penalty, a green and white flag.
- (b) To penalize one or more boats, a red flag. The umpire shall hail or signal to identify each boat penalized.
- (c) To report the incident to the protest committee, a black and white flag.

D2.5 Taking a Penalty ~~ies Imposed~~ **Signalled by an Umpires**

A boat penalized by an umpire shall take a Two-Turns Penalty. However, when a **boat is penalized** ~~penalty is imposed~~ under rule D2.3 and an umpire hails or signals a number of turns, the boat shall take that number of One-Turn Penalties.

D2.6 Limitations on Other Proceedings

- (a) A ~~breach of rule D2.5~~ shall not be grounds for a *protest* by a boat **may not protest under rule D1.3(b) or D2.5.**
- (b) A decision, action or non-action of an umpire shall not be
 - (1) ~~grounds~~ **the basis** for **a request for** redress **or appeal by a boat,**
 - (2) ~~subject to an appeal under rule 70; or~~
 - (23) grounds for *abandoning* a race after it has started.
- (c) **However** the protest committee may **call a hearing** ~~decide~~ to consider ~~giving~~ redress when it believes that ~~an official boat, including~~ an umpire boat may have seriously interfered with a ~~competing boat~~ **racing.**

D3 SCORING A RACE

- D3.1**
- (a) Each boat *finishing* a race and not retiring thereafter shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to *race*.
 - (b) When a boat is scored OCS, **and does not then either return to start or promptly retire,** 10 points shall be added to her score ~~unless she retired as soon as possible after the starting signal.~~
 - (c) **When a boat finishes and has not sailed the course, 6 points shall be added to her score.**
 - (~~de~~) When a boat fails to take a penalty imposed by an umpire at or near the finishing line, she shall be scored as retired.
-

~~(ed)~~ When a boat is scored as retired after *finishing*, each boat with a worse finishing place shall be moved up one place.

~~(e)~~ When a protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated,

~~(1)~~ if the boat has not taken a penalty, 6 points shall be added to her score;

~~(2)~~ if the boat's team has gained an advantage despite any penalty taken or imposed, the boat's score may be increased;

~~(3)~~ when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a rule when not racing, half or more race wins may be deducted from her team, or no penalty may be imposed. Race wins deducted shall not be awarded to any other team.

D3.2 When all boats on one team have *finished*, retired or failed to *start*, the other team's boats *racing* at that time shall be scored the points they would have received had they *finished*.

D3.3 When a protest committee decides that a boat that is a *party* to a protest hearing has broken a rule and was not exonerated:

(a) If the boat has broken

(1) rule 1 or 2,

(2) rule 14 when she has caused damage or injury, or

(3) a rule when not racing,

half or more race wins may be deducted from her team, or no penalty may be imposed. Race wins deducted shall not be awarded to any other team.

(b) If the boat has broken a *rule* other than the rules mentioned in D3.3(a) while *racing* and not taken or received a penalty for that breach, 6 points shall be added to her score.

(c) If the boat's team has gained an advantage despite taking or receiving a penalty, the boat's score may be increased.

D3.43 The team with the lower total points wins the race. If the totals are equal, the team that does not have first place wins.

Clean Version of Proposed Rules D1.2 to D3.4

D1.2 Protests and Requests for Redress

(a) Rule 60.1 is changed to:

A boat may

(a) protest another boat, but not under a rule of Part 2 unless she was involved in the incident or the incident involved contact between boats of the other team; or

(b) request redress, but not for damage or injury caused by another boat on her team.

- (b) A boat may remove her red flag after it has been conspicuously displayed. This changes rule 61.1(a).
- (c) To request redress for an incident in the racing area, a boat shall conspicuously display a red flag at the first reasonable opportunity after the incident until it is acknowledged by the race committee or an umpire.
- (d) The race committee and protest committee shall not protest a boat for breaking a rule of Part 2 except
 - (1) based on evidence in a report from an umpire after a black and white flag has been displayed; or
 - (2) under rule 14 upon receipt of a report from any source alleging damage or injury.
- (e) *Protests* and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (f) When a supplied boat suffers a breakdown, rule D5 applies.

D1.3 Penalties

- (a) Rule 44.1 is changed to:
A boat may take a One-Turn Penalty when, in an incident while *racing*, she may have broken one or more rules of Part 2, rule 31 and rule 42. However she or her team may be further penalized under rule D2.3 or D3.3 if she caused injury or damage, or despite taking a penalty her team has gained an advantage.
- (b) When a boat clearly indicates that she will take a penalty under rule 44.1, she shall take that penalty.
- (c) A boat may take a penalty by retiring and informing the race committee or an umpire.
- (d) There shall be no penalty for breaking a rule of Part 2 when the incident is between boats on the same team and there is no contact.

D2 UMPIRED RACES

D2.1 When Rule D2 Applies; Restriction of Right to a Hearing

- (a) Rule D2 applies to umpired races. Races to be umpired shall be identified in the notice of race or sailing instructions or by the display of flag J no later than the warning signal.
- (b) Rule 61.1(a)(2) is deleted. A boat that protests under a rule listed in rule D2.2 or D2.3 for an incident while *racing* shall display a red flag and is not entitled to a hearing.

D2.2 Protests by Boats

When a boat protests under a rule of Part 2 or rule 31 or 42:

- (a) Boats shall be given time to respond.
-

- (b) If no boat takes a penalty or clearly indicates that she will do so, an umpire shall decide whether to penalize any boat.
- (c) If more than one boat breaks a *rule*, an umpire shall decide whether to penalize any boat that did not take a penalty.

D2.3 Umpire-Initiated Decisions

When a boat

- (a) breaks rule 31 or 42 and does not take a penalty;
- (b) breaks a rule of Part 2 and makes contact with another boat on her team or a boat in another race, and no boat takes a penalty;
- (c) breaks a *rule* and her team gains an advantage despite her, or another boat on her team, taking a penalty;
- (d) breaks rule 14 and there is damage or injury;
- (e) breaks rule D1.3(b) or D2.5; or
- (f) commits a breach of sportsmanship;

an umpire may penalize her, or report the incident to the protest committee, or both. No protest is required.

D2.4 Signalling an Umpire Decision

An umpire shall signal a decision with one long sound and the display of a flag as follows:

- (a) For no penalty, a green and white flag.
- (b) To penalize one or more boats, a red flag. The umpire shall hail or signal to identify each boat penalized.
- (c) To report the incident to the protest committee, a black and white flag.

D2.5 Taking a Penalty Signalled by an Umpire

A boat penalized by an umpire shall take a Two-Turns Penalty. However, when a boat is penalized under rule D2.3 and an umpire hails or signals a number of turns, the boat shall take that number of One-Turn Penalties.

D2.6 Limitations on Other Proceedings

- (a) A boat may not protest under rule D1.3(b) or D2.5.
- (b) A decision, action or non-action of an umpire shall not be
 - (1) the basis for a request for redress or appeal by a boat,
 - (2) grounds for *abandoning* a race after it has started.
- (c) However the protest committee may call a hearing to consider redress when it believes that an umpire boat may have seriously interfered with a boat *racing*.

D3 SCORING A RACE

- D3.1** (a) Each boat *finishing* a race and not retiring thereafter shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to *race*.
- (b) When a boat is OCS and does not then either return to start or promptly retire, 10 points shall be added to her score.
- (c) When a boat finishes and has not *sailed the course*, 6 points shall be added to her score.
- (d) When a boat fails to take a penalty imposed by an umpire at or near the finishing line, she shall be scored as retired.
- (e) When a boat is scored as retired after *finishing*, each boat with a worse finishing place shall be moved up one place.
- D3.2** When all boats on one team have *finished*, retired or failed to *start*, the other team's boats *racing* at that time shall be scored the points they would have received had they *finished*.
- D3.3** When a protest committee decides that a boat that is a *party* to a protest hearing has broken a rule and was not exonerated:
- (a) If the boat has broken
- (1) rule 1 or 2,
 - (2) rule 14 when she has caused damage or injury, or
 - (3) a *rule* when not *racing*,
- half or more race wins may be deducted from her team, or no penalty may be imposed. Race wins deducted shall not be awarded to any other team.
- (b) If the boat has broken some other *rule* while *racing* and not taken or received a penalty for that breach, 6 points shall be added to her score.
- (c) If the boat's team has gained an advantage despite taking or receiving a penalty, the boat's score may be increased.
- D3.4** The team with the lower total points wins the race. If the totals are equal, the team that does not have first place wins.

Current Position

As above

Reasons

These changes do not materially change any rules. Their purpose is to improve the current text and lay-out of Appendix D by using shorter and clearer wording, correct minor errors and ambiguities, and when appropriate use phraseology similar to Appendix UF. The remainder of Appendix D was the subject of a similar improvement introduced in 2021.

The specific clarifications and corrections are:

1. The change to RRS 44.1 is corrected so it no longer deletes the provisions in 44.1(b).
 2. In an umpired race, RRS D2.3 (umpire-initiated decisions) applies whether or not there is a protest, and a boat is not entitled to a hearing for a protest under a rule listed in D2.3.
 3. The contradiction between current RRS D2.6(b)(1) and D2.6(c) is removed.
 4. A complication in scoring NSC boats introduced by the change to RRS A5.1 and A5.2 is removed, and how such boats are scored is made clearer.
 5. The wording of new RRS D3.3 removes an ambiguity within current D3.1(e).
-

Racing Rules of Sailing

Appendix E – Rule E1.3 (b)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

In radio-sailing hails for room to tack are frequent as boats approach the bank. Especially when the fleet reaches the bank soon after the start, several incidents may occur at the same time. In order that boats may respond promptly, it is essential that the person controlling the boat that requires room to tack identify the hailing boat. Hails need to be brief and precise so as not interfere with other hails.

Proposal

Change Rule E1.3(b)

- (b) Hails under rules 20.1 and 20.3 shall include the **sail number of the hailing boat followed by the words 'room' and 'tack' 'room to tack'** and the sail number of the hailing boat, in any order..

Current Position

See above

Reasons

1. This proposal requires the person controlling a boat to clearly identify the boat that is hailing for room.
2. All required hails in radio sailing follow the convention (hailing boat's sail number + message). This can be followed by supplementary information such as the hailed boat's sail number.
3. The current rule does not prescribe the order in which the hail must be made only that it shall include the words (room and tack) and the sail number of the hailing boat, in any order. This can be confusing, especially for non-native speakers of English. The proposed hail has been applied in umpired radio sailing for several years. The proposed wording repeats the wording of the test rule for umpired radio sailing.

Racing Rules of Sailing

Appendix E – Rule E 6.6(f)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

Consistency with the rules dealing with redress in similar situations.

Proposal

Change E6.6(f):

- (f) becoming *disabled* because of the action of a boat that was breaking a rule of Part 2 **and took an appropriate penalty or was penalized**, or of a vessel not *racing* that was required to keep clear.

Current Position

As above.

Reasons

1. To maintain consistency with rule 62.1(b).
-

Racing Rules of Sailing

Appendix E – Rule E8

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

The proposal seeks to resolve issues arising in the current rule, in particular concerning the carrying of national letters on certain sails. The proposal also makes clear that classes other than designated international classes should comply with these rules unless changed by the national authority or class association.

Proposal

Change rule E8 as follows:

E8 CHANGES TO APPENDIX G, IDENTIFICATION ON SAILS

Rule G1, except the table of National Sail Letters, and G2 are changed to:

G1 WORLD SAILING AND IRSA CLASS BOATS

This rule applies to every boat of a class administered or recognised by World Sailing or by the International Radio Sailing Association (IRSA).

G1.1 Identification

- (a) A boat of a World Sailing or IRSA Class shall display ~~her class insignia, national letters and sail number as specified in rule G1, unless her class rules state otherwise.~~
 - (1) on her mainsail: her class insignia and national letters (if required)**
 - (2) on all sails: her sail number**
 - as specified in rule G1, unless her class rules state otherwise.**
- (b) At world and continental championships, sails shall comply with these rules. At other events they shall comply with these rules or the rules applicable at the time of their initial certification.

G1.2 National Letters

~~At all international events, a boat shall display a~~ National letters ~~in accordance with~~ **from** the table **in RRS Appendix G1.1** of National Sail Letters denoting:

- (a) ~~when entered under rule 75(a), the national authority, or of the nationality,~~
- (b) **the country** ~~place~~ of residence, or
- (c) **the MNA of** affiliation of the owner or the ~~member~~ **competitor**.
- ~~(b) when entered under rule 75(b), the national authority of the organisation which entered her.~~

~~For the purposes of this rule, international events are~~ **shall be carried at IRSA** world and continental championships and events described as international events in their notices of race and sailing instructions.

Note: An up-to-date version of the National Sail Letters table is available on the World Sailing website.

G1.3 Sail Numbers

~~(a) The sail number shall be the last two digits of the boat's registration number or the competitor's or owner's personal number, allotted by the relevant issuing authority.~~

- (a) The sail number shall be the last two digits of:
 - (1)** the **hull** registration number, or
 - (2)** the competitor's personal number, **or**
 - (3)** the owner's personal number
 allotted by the relevant issuing authority.
- (b) **A single digit hull number or personal number shall be preceded by a zero.**
- ~~(b c)~~ When there is conflict between sail numbers, or when a sail number may be misread, the race committee shall require that the sail numbers of one or more boats be changed to numeric alternatives.

G1.4 Specifications

- (a) National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. **The colour shall contrast with the colour of the body of sail.** Commercially available typefaces giving the same or better legibility than Helvetica are acceptable. **Digital fonts are not acceptable.**

- (b) The height and spacing of letters and numbers shall be as follows:

<i>Dimension</i>	<i>Minimum</i>	<i>Maximum</i>
Height of sail numbers	100 mm	110 mm
Spacing of adjacent sail numbers	20 mm	30 mm
Height of national letters	60 mm	70 mm
Spacing of adjacent national letters	13 mm	23 mm

G1.5 Positioning

- (a) **Identification** ~~Class insignia, on~~ **sail numbers** and national letters shall be positioned
- (1) on both sides of the sail;
 - (2) ~~with~~ those on the starboard side uppermost;
 - (3) approximately horizontally;
 - (4) with space in front of sail numbers for a prefix 819 and**
 - (4.5) with no less than 40 mm vertical spacing between numbers and letters marks on opposite sides of the sail.**
 - ~~(5) with no less than 20 mm vertical spacing between class insignia on opposite sides of the sail.~~
- (b) **Symmetrical or reversed class insignia shall be on the mainsail, above a line perpendicular to the luff through the three-quarter leech point, and may be positioned back-to-back. Otherwise, the vertical spacing shall be no less than 20 mm.**
- ~~(b c) On a mainsail, sail numbers~~ **on a mainsail** shall be positioned
- (1) below class insignia;
 - (2) above the line perpendicular to the luff through the quarter leech point;
 - (3) above national letters;
 - ~~(4) with sufficient space in front of the sail number for a prefix 819.~~

G1.6 Exceptions

- ~~(a)~~ Where the size of the sail prevents compliance with ~~rule G1.2~~ **the above** rules, **they shall be amended as follows and** ~~National Letters, then exceptions to rules G1.2, G1.4, and G1.5 shall be made in the following order of precedence:~~
- (a) sail numbers may extend below the specified line;**
 - (b) vertical spacing may be reduced to no less than 20 mm;**

- (1) **first between sail numbers and national letters**
- (2) **then between national letters;**
- (c) **height of national letters may be reduced to no less than 40 mm or shall be omitted;**
- (d) **vertical spacing of sail numbers may be reduced to no less than 20 mm;**
- (e) **height of sail numbers shall be reduced to less than 90 mm, but no less than 80 mm, or shall be omitted except on the largest sail.**
- ~~(1)~~ be spaced vertically below sail numbers by less than 30 mm, but no less than 20 mm;
- ~~(2)~~ be spaced on opposite sides of the sail by less than 30 mm, but no less than 20 mm;
- ~~(3)~~ be reduced in height to less than 45 mm, but no less than 40 mm;
- ~~(4)~~ be omitted.
- ~~(b)~~ Where the size of the sail prevents compliance with rule G1.3, Sail Numbers, then exceptions to rules G1.4 and G1.5 shall be made in the following order of precedence. Sail numbers shall
 - ~~(1)~~ extend below the specified line;
 - ~~(2)~~ be spaced on opposite sides of the sail by less than 30 mm, but no less than 20 mm apart;
 - ~~(3)~~ be reduced in height to less than 90 mm, but no less than 80 mm;
 - ~~(4)~~ be omitted on all except the largest sail;
 - ~~(5)~~ be reduced in height until they do fit on the largest sail.

G2 Other boats

Other boats shall comply with rule E8 unless the rules regarding the allotment, carrying and size of insignia, letters and numbers are changed by their national authority or class association. Such changed rules shall, when practicable, conform to the above requirements.

Current Position

As above.

Reasons

1. The proposal seeks to resolve issues arising in the current rule, in particular concerning the carrying of national letters on certain sails. The proposal also makes clear that classes other than designated international classes should comply with these rules unless changed by the national authority or class association.

Racing Rules of Sailing

Appendix M, New Paragraph M5, and Rule A10

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To add guidance in Appendix M on the process that must be followed when a boat reports that she has broken a rule subject to a discretionary penalty.

To make a small change in rule A10 for consistency of wording with other rules.

Proposal 1

Add the following new paragraph to Appendix M and renumber paragraphs M5, M6 and M7 appropriately.

M5 DISCRETIONARY PENALTIES (rule 64.6)

Rule 64.6 enables a boat that has broken a rule subject to a discretionary penalty to comply with Sportsmanship and the Rules by reporting within the protest time limit that she has broken the rule. If the report does not include sufficient facts for the protest committee to decide what penalty to impose, the committee may question a representative of the boat and any witnesses to collect evidence it decides is appropriate. It is not necessary to conduct a hearing to collect this evidence (rule 63.1). Note that guidelines for discretionary penalties may be found on the World Sailing website.

Current Position

The proposed paragraph is new.

Proposal 2

In rule A10, change the line for §SCP§ as follows:

SCP Scoring Penalty **imposed** ~~applied~~

Current Position

As above

Reasons

1. In the past few years references to discretionary penalties have been added to the RRS. These are: (a) Notation in the Introduction, (b) rule 64.6, (c) the addition of rule 64.6 in the list of rules in rule 63.1, and (d) rule A10, DPI. However, there is no guidance in Appendix M given on the subject of discretionary penalties. This proposal provides that guidance. The guidance clarifies three aspects of the new rules on discretionary penalties:
 2. Sportsmanship and the Rules includes this statement: «A fundamental principle of sportsmanship is that when a boat breaks a *rule* and is not exonerated she will promptly take an appropriate penalty or action, which may be to retire.» The proposed new paragraph M5 points out that the «appropriate action» for a boat that has broken a rule subject to a discretionary penalty is to report, within the protest time limit, that she has broken that rule.
 3. The proposed new paragraph also points out that the protest committee is not required to conduct a hearing when it collects evidence to help it decide what penalty to assign to a boat that, within the protest time limit, reports a breach of a rule subject to a discretionary penalty.
 4. Finally, the new paragraph reminds the protest committee that guidelines for discretionary penalties can be found on the World Sailing website.
-

Racing Rules of Sailing

Appendix R Procedures for Appeals and Requests

A submission from Australian Sailing

Purpose or Objective

To reduce the time taken to answer appeals

Proposal

Change the preamble to read:

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

Time periods shall be extended by the appeal committee when there is good reason to do so.

Reduce the time periods in R2.1(a), R2.1(b), R2.3 and R4.4 as follows:

R2.1 To make an appeal,

(a) no later than ~~45~~ 7 days after receiving the protest committee's written decision or its decision not to reopen a hearing, the appellant shall send an appeal and a copy of the protest committee's decision to the national authority. The appeal shall state why the appellant believes the protest committee's decision or its procedures were incorrect;

(b) when the hearing required by rule 63.1 has not been held within 30 days after a protest or request for redress was delivered, the appellant shall, within a further ~~45~~ 7 days, send an appeal with a copy of the protest or request and any relevant correspondence. The national authority shall extend the time if there is good reason to do so;

R2.3 A request from a protest committee for confirmation or correction of its decision shall be sent no later than ~~45~~ 7 days after the decision and shall include the decision and the documents listed in R2.2. A request for an interpretation of the *rules* shall include the assumed facts.

R4.4 Comments on any document shall be made no later than ~~45~~ 7 days after receiving it from the national authority.

Current Position

See above.

Reasons

The timings in appendix R have not changed for many years but electronic communication has significantly improved the speed of document transmission and reducing these times will make a significant difference to the timing of issuing appeal decisions.

The change to the preamble ensures time periods can be extended when necessary.

Racing Rules of Sailing

Appendix R Procedures for Appeals and Requests

A submission from Australian Sailing

Purpose or Objective

To clarify the documents that are subject to comments

Proposal

R4.4 Comments on ~~any~~ documents **made in accordance with R4.1** shall be made no later than 15 days after receiving it from the national; authority

Current Position

See above.

Reasons

R 4.1 advises that parties and protest committees may make comments on the appeal documents listed in rule R2.2.

When any comments and any clarifications requested from an appeal panel are circulated as required by R4.3 then the word 'any' in R4.4 implies that a new 15 day period starts on which comments by anyone can be made within 15 days. This is clearly unworkable as appeals could go on for ever!

RRS Appendix T - Arbitration

RRS Appendix T Preamble

A submission from the

Purpose or Objective

To clarify who may be the arbitrator in RRS Appendix T Arbitration.

Proposal

Delete the second sentence from the preamble to RRS Appendix T as shown below:

APPENDIX T ARBITRATION

This appendix applies only if the notice of race or sailing instructions so state.

Arbitration adds an extra step to the protest resolution process but can eliminate the need for some protest hearings, thus speeding up the process for events in which many protests are expected. ~~Arbitration may not be appropriate for all events as it requires an additional knowledgeable person to act as the arbitrator.~~ Further guidance on arbitration can be found in the World Sailing Judges Manual, which can be downloaded from the World Sailing website.

Current Position

APPENDIX T ARBITRATION

This appendix applies only if the notice of race or sailing instructions so state.

Arbitration adds an extra step to the protest resolution process but can eliminate the need for some protest hearings, thus speeding up the process for events in which many protests are expected. Arbitration may not be appropriate for all events as it requires an additional knowledgeable person to act as the arbitrator. Further guidance on arbitration can be found in the World Sailing Judges Manual, which can be downloaded from the World Sailing website.

Reasons

1. The first clause in the deleted sentence, <Arbitration may not be appropriate for all events=, is self-evident and not needed.
2. The second clause in the deleted sentence, <it requires an additional knowledgeable person to act as the arbitrator= gives the impression that the arbitrator would be an additional official separate from the protest committee appointed to an event. This would add to the cost of officials at an event.
3. Arbitration should be performed by a member of the protest committee. Appendix T already delegates tasks of the protest committee to the judge who arbitrates.

4. Doing arbitration does not put the judge in a conflict of interest for the protest hearing. Having prior knowledge of the incident does not fit within the definition *Conflict of Interest*.
5. The judge who arbitrated can make a fair decision in the hearing after hearing the evidence of the parties in the arbitration meeting. The rules have no requirement for members of the protest committee to have no prior knowledge of an incident of a hearing. Rule 63.6(b) requires that a member of the protest committee who saw the incident <shall, while the parties are present, state that fact and may give evidence=. The judge who arbitrated is no different from the judge who witnessed the incident.

RACING RULES OF SAILING

GENDER NEUTRAL TERMINOLOGY

A SUBMISSION FROM THE ROYAL YACHTING ASSOCIATION

Purpose or Objective

There are eight rules in the English version of the RRS that use the words *he* or *his*. Removing unnecessary gendered terms best serves gender equality in the rules. The proposed wording changes do not alter in any way the intent or meaning of these eight rules.

Proposal

Amend the rules below as follows:

Definition: *Conflict of Interest*

A person has a *conflict of interest* if ~~he~~ **that person**

- (a) may gain or lose as a result of a decision to which ~~he~~ contributes **they contribute**,
- (b) may reasonably appear to have a personal or financial interest which could affect ~~his~~ **their** ability to be impartial,

49.2 Lifelines

When lifelines are required by the class rules or any other *rule*, 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, a competitor sitting on the deck facing outboard with ~~his~~ **the** waist inside the lower lifeline may have the upper part of ~~his~~ **the** body outside the upper lifeline. Unless a class rule or any other *rule* specifies a maximum deflection, lifelines shall be taut. If the class rules do not specify the material or minimum diameter of lifelines, they shall comply with the corresponding specifications in the *World Sailing Offshore Special Regulations*.

63.4 Conflict of Interest

- (a) A protest committee member shall declare any possible *conflict of interest* as soon as ~~he~~ is **they are** aware of it. A *party* to the hearing who believes a member of the protest committee has a *conflict of interest* shall object as soon as possible. A *conflict of interest* declared by a protest committee member shall be included in the written information provided under rule 65.2.

69.2 Misconduct

- (d) When an investigator is appointed, all relevant information ~~he~~ gathers **they gather**, favourable or unfavourable, shall be disclosed to the...
-

(e)(2) a person against whom an allegation has been made under this rule shall be entitled to have an advisor and a representative with ~~him~~ **them** who may act on ~~his~~ **their** behalf.

(f)(1) provides good reason why ~~he~~ is **that person** is unable to come to the hearing.....

E2.3 Boat Out of Radio Control

A competitor whose **boat** loses radio control of his boat shall promptly hail and repeat 8(The boat's sail number) out of control and the boat shall retire.

G1.1 Identification

(c) (last line):which may be used on all ~~his~~ **the owner's** boats in that class.

M3.2 The Hearing

(point 5) • Invite the protestee to question the protestor's witness first (and vice versa). This prevents the protestor from leading ~~his~~ **the** witness from the beginning.

N4.2 International Juries

A person shall be responsible for presenting to the hearing panel any allegations of misconduct under rule 69. This person shall not be a member of the hearing panel but may be a member of the jury. Such a person shall be required to make full disclosure of all material ~~that may come into his possession~~ **gathered** in the course of ~~his~~ **the** investigation to the person subject to allegations of a breach of rule 69.

Current Position

As above.

Reasons

This proposal is to remove unnecessary gender terms in the Racing Rules of Sailing and promote gender equality in sail racing.
