

# **Second Life**

## **Adjusted Racing Rules of Sailing**

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## **Introduction**

The Second Life sailing community is a strong and thriving community. It has been since its origins in 2006. As the world of Second Life (SL) sailing progresses we see more races and series of different natures to suit the needs of the SL sailing community.

The community has seen races and series set for specific boats and a mixed class of boats all following a set representative handicapping standard to cater for fair sportsmanship and results in these races.

As more racing series start to be publicly announced, there has been an increased requirement for knowledge of the International Sailing Federation (ISAF) Racing Rules of Sailing required to actively participate in such races.

The objective of this document is to provide SL sailors with the knowledge of racing rules to allow competitors to conduct themselves in a safe and fair manner. This document retains the majority of the rules and regulations set by the ISAF but it is edited to cater for the eventful and unpredictable technology that is Second Life.

## Terminology

A term used in the sense stated in the Definitions is printed in italics or, in preambles, in bold italics (for example, *racing* and ***racing***).

Each of the terms in the table below is used in *The Adjusted Racing Rules of Sailing* with the meaning given.

<i>Term</i>	<i>Meaning</i>
Boat	A sailboat and the crew on board.
Competitor	A person or team who races or intends to race in the event.
Race committee	The race committee appointed under rule 89.2(c) and any other person or committee performing a race committee function.
Racing rule	A rule in <i>The Adjusted Racing Rules of Sailing</i> .
Technical committee	The technical committee appointed under the rule 89.2(c) and any other person or committee performing a technical committee function.
Vessel	Any boat or ship.

Other words and terms are used in the sense ordinarily understood in nautical or general use.

# Definitions

*A term used as stated below in italic type or, in preambles, in bold italic type.*

**Abandon** A race that a race committee or protest committee *abandons* is void but may be resailed.

**Clear Astern and Clear Ahead; Overlap** One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a boat between them *overlaps* both. These terms always apply to boats on the same *tack*. They do not apply to boats on opposite *tacks* unless rule 18 applies or both boats are sailing more than ninety degrees from the true wind.

**Conflict of Interest** A person has a *conflict of interest* if they

- (a) may gain or lose as a result of a decision to which they contribute,
- (b) may reasonably appear to have a personal interest which could affect their ability to be impartial, or
- (c) has a close personal interest in a decision.

**Fetching** A boat is *fetching a mark* when she is in a position to pass to windward of it and leave it on the required side without changing *tack*.

**Finish** A boat *finishes* when any part of her hull, or crew or equipment in normal position, 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 under rule 28.2 made at the line, or
- (c) continues to sail the course.

**Keep Clear** A boat *keeps clear* of a right-of-way boat

- (a) if the right-of-way boat can sail her course with no need to take avoiding action and,
- (b) when the boats are *overlapped*, if the right-of-way boat can also change course in both directions without immediately making contact.

**Leeward and Windward** A boat's *leeward* side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her *leeward* side is the side on which her mainsail lies. The other side is her *windward* side. When two boats on the same *tack overlap*, the one on the *leeward* side of the other is the *leeward* boat. The other is the *windward* boat.

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

**Mark-Room** *Room* for a boat to leave a *mark* on the required side. Also,

- (a) *room* to sail to the *mark* when her *proper course* is to sail close to it, and
- (b) *room* to round the *mark* as necessary to sail the course.

However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.

**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 area so designated by the sailing instructions are also *obstructions*. However, a boat *racing* is not an obstruction to other boats unless they are required to *keep clear* of her or, if rule 23 applies, avoid her. A vessel under way, including a boat *racing*, is never a continuing *obstruction*. An *obstruction* may also be classified under a crash at a sim crossing.

**Overlap** See *Clear Astern and Clear Ahead; Overlap*.

**Party** A party to a hearing is

- (a) for a protest hearing: a protestor, a protestee;
- (b) for a request for redress: a boat requesting redress or for which redress is requested, a race committee acting under rule 60.2(b), a technical committee acting under rule 60.4(b);
- (c) for a request for redress under rule 62.1(a): the body alleged to have made an improper action or omission;
- (d) a boat or a competitor whom an allegation of a breach of rule 69 is made; a boat or competitor presenting an allegation under rule 69;
- (e) a *support person* subject to a hearing under rule 60.3(d).

However, the protest committee is never a *party*.

**Postpone** A *postponed* race is delayed before its scheduled start but may be started or *abandoned* later.

**Proper Course** A course a boat would sail to *finish* as soon as possible in the absence of other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

**Protest** An allegation made under rule 61.2 by a boat, a race committee, a technical committee or a protest committee that a boat has broken a *rule*.

**Racing** A boat is *racing* from her preparatory signal if she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

**Room** The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.

**Rule** (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;

(b) World Sailing Advertising Code, Betting and Anti-Corruption Code, Disciplinary Code, Eligibility Code, Sailor Classification Code, respectively Regulations 20, 21, 37, 35, 19 and 22;

- (c) the prescriptions of the Second Life Sailing Association (SLSA) or Sailing Club authority, unless they are changed by the notice of race or sailing instructions in compliance with the SLSA or Sailing Club authority's prescription, if any, to rule 88.2;
- (d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');
- (e) the notice of race;
- (f) the sailing instructions; and
- (g) any other documents that govern the event.

**Start** A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment cross the starting line in the direction of the first *mark*.

**Support Person** Any person or persons who provides, or may provide, external or advisory support to a competitor, including any coach, trainer, manager, team staff or any other person working with, or assisting a competitor in or preparing for the competition.

**Tack, Starboard or Port** A boat is on the *tack*, *starboard* or *port*, corresponding to her *windward* side.

**Windward** See *Leeward and Windward*.

**Zone** The area around a *mark* within a distance of three hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*.

# Basic Principles

## SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of *rules* that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a *rule* they will promptly take a penalty, which may be to retire.

## Part 1

### Fundamental Rules

#### 1 SAFETY - Excluded for SL Sailing

#### 2 FAIR SAILING

A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be either disqualification or disqualification that is not excludable.

#### 3 ACCEPTANCE OF THE RULES

3.1 (a) By participating or intending to participate in a race conducted under these *rules*, each competitor and/or boat/team agrees to accept these *rules*.

(b) A *support person* by providing support agrees to accept the *rules*.

3.2 Each competitor and/or boat/team agrees, on behalf of their *support persons*, that such *support persons* are bound by the *rules*.

3.3 Acceptance of the *rules* includes agreement

(a) to be governed by the *rules*;

(b) to accept the penalties imposed and other action taken under the *rules*, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the *rules*;

(c) with respect to any such determination, not to resort to any court of law or tribunal not provided for in the *rules*; and

(d) by each competitor and/or boat/team to ensure that their *support persons* are aware of the *rules*.

3.4 The person in charge of each boat shall ensure that all competitors in the crew and the boat's owner are aware of their responsibilities under this rule.

3.5 This rule may be changed by a prescription of the SLSA or Sailing Club authority of the venue.

#### 4 DECISION TO RACE

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



**5 ANTI-DOPING - Excluded for SL Sailing**

**6 BETTING AND CORRUPTION**

Each competitor and/or boat/team and *support person* shall comply with World Sailing Regulation 37, Betting and Anti-Corruption Code. An alleged or actual breach of this rule shall be dealt with under Regulation 37. It shall not be grounds for a *protest* and rule 63.1 does not apply.

**7 DISCIPLINARY CODE**

Each competitor and/or boat/team and *support person* shall comply with World Sailing Regulation 35, Disciplinary, Appeals and Review Code (referred to as 'Disciplinary Code' elsewhere). An alleged or actual breach of this rule shall be dealt with under Regulation 35. It shall not be grounds for a *protest* and rule 63.1 does not apply.

## Part 2

### When Boats Meet

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

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

#### SECTION A

##### RIGHT OF WAY

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

**10 ON OPPOSITE TACKS**

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

**11 ON THE SAME TACK, OVERLAPPED**

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

**12 ON THE SAME TACK, NOT OVERLAPPED**

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

**13 WHILE TACKING**

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

#### SECTION B

##### GENERAL LIMITATIONS

**14 AVOIDING CONTACT**

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

**15      AQUIRING RIGHT OF WAY**

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

**16      CHANGING COURSE**

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

**16.2** In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

**17      ON THE SAME TACK; PROPER COURSE**

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*.

## SECTION C

### AT MARKS AND OBSTRUCTIONS

*Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them. Sim crossing rules apply.*

**18      MARK-ROOM**

**18.1      When Rule 18 Applies**

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply

- (a) between boats on opposite *tacks* on a beat to windward,
- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to *tack*,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

**18.2      Giving Mark-Room**

- (a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.
- (b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at the moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at the moment shall thereafter give her *mark-room*.
- (c) When a boat is required to give *mark-room* by rule 18.2(b),
  - (1) she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins;
  - (2) if she becomes *overlapped* inside the boat entitled to *mark-room*, she shall also give that boat *room* to sail her *proper course* while they remain *overlapped*.

- (d) However if the boat entitled to *mark-room* passes head to wind or leaves the *zone*, rule 18.2(b) ceases to apply.
- (e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.
- (f) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, she is not required to give it.

### 18.3 Tacking in the Zone

If a boat in the *zone* of a *mark* to be left to port passes head to wind from *port* to *starboard tack* and is then *fetching* the *mark*, she shall not cause a boat that has been on *starboard tack* since entering the *zone* to sail above close-hauled to avoid contact and she shall give *mark-room* if that boat becomes *overlapped* inside her. When this rule applies between boats, rule 18.2 does not apply between them.

### 18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.4 does not apply at a gate *mark*.

## 19 ROOM TO PASS AN OBSTRUCTION

### 19.1 When Rule 19 Applies

Rule 19 applies between two boats at an *obstruction* except

- (a) when the *obstruction* is a *mark* 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.

### 19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on either side.
- (b) When boats are *overlapped*, 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) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them, she is not entitled to *room* under rule 19.2(b). While the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

## 20 ROOM TO TACK AT AN OBSTRUCTION

### 20.1 Hailing

A boat may hail for room to tack and avoid a boat on the same tack. She may hail by shouting in local chat (/shout) 'WATER' or 'ROOM'. However, she shall not hail unless

- (a) she is approaching an obstruction and will soon need to make a substantial course change to avoid it safely, and
- (b) she is sailing close-hauled or above.

In addition, she shall not hail of the obstruction is a mark and a boat that is fetching it would be required to change course as a result of the hail.

## **20.2 Responding**

- (a) After a boat hails, she shall give the hailed boat time to respond.
- (b) The hailed boat shall respond even if the hail breaks rule 20.1.
- (c) The hailed boat shall respond by either tacking as soon as possible, or by immediately replying by shouting in local chat (/shout) 'YOU TACK' and then giving the hailing boat *room* to tack and avoid her.
- (d) When the hailed boat responds, the hailing boat shall tack as soon as possible.
- (e) From the time a boat hails until she has tacked and avoided the hailed boat, rule 18.2 does not apply between them.

## **20.3 Passing On a Hail to an Additional Boat**

When a boat has been hailed for *room* to tack and she intends to respond by tacking, she may hail another boat on the same *tack* for *room* to tack and avoid her. She may hail even if her hail does not meet conditions of rule 20.1. Rule 20.2 applies between her and the boat she hails.

# **SECTION D**

## **OTHER RULES**

*When rule 22 of 23 applies between two boats, Section A rules do not.*

## **21 EXONERATION**

When a boat is sailing within the *room* or *mark-room* to which she is entitled, she shall be exonerated if, in an incident with a boat required to give her that *room* or *mark-room*,

- (a) she breaks a rule of Section A, rule 15 or rule 16, or
- (b) she is compelled to break rule 31.

## **22 STARTING ERRORS; TAKING PENALTIES; BACKING A SAIL**

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

**22.2** A boat taking a penalty shall *keep clear* of one that is not.

**22.3** A boat moving astern, or sideways to windward, through the water by backing a sail shall *keep clear* of one that is not.

## **23 CAPSIZED, ANCHORED OR AGROUND; RESCUING**

If possible, a boat shall avoid a boat that is capsized, has not regained control after capsizing, is anchored or aground, has crashed in a sim transition, or is trying to help a person or vessel. A boat is capsized when her mast head is in the water. A boat is crashed when a skipper has lost control of the boat during a sim crossing and the boat is either staying on course with no human input or stalled in one location with sails out or moored while racing.

**23.1** If a vessel has crashed during a sim crossing during a *race* it is the skipper's responsibility to regain control of his/her vessel or to re-rez their vessel at the closest rez zone further up the vessel's last *proper course* as to account for time lost when regaining control or the closest

rez zone available if a rez zone is not available further up the vessels last *proper course* due to an issue out of the skippers command.

**24 INTERFERING WITH ANOTHER BOAT**

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

**24.2** If reasonably possible, a boat shall not interfere with a boat that is taking a penalty, sailing on another leg or subject to rule 22.1. However, after the starting signal this rule does not apply when the boat is sailing her *proper course*.

## Part 3

### Conduct of a Race

#### 25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

25.1 The notice of race and sailing instructions shall be made available to each boat before a race begins.

25.2 The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the sailing instructions.

25.3 A race committee may display a signal by shouting (/shout) in local chat the associated signal if it is not already shouted by the SLSA approved race line.

#### 26 STARTING RACES

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

Minutes before starting signal	Means
5	Warning Signal
1	One Minute
0	Starting Signal

\*or as stated in the sailing instructions

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

#### 27 OTHER RACE COMMITTEE ACTIONS BEFORE STARTING SIGNAL

27.1 No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another. No later than the warning signal, the race committee or race director shall designate wind settings for either B-Wind engine, WWC engine, or BOSS or all if it is a multi-class race.

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

27.3 Before the starting signal, the race committee may for any reason *postpone* (announce in local chat with a shout (/shout)) or *abandon* the race announce in local chat with a shout (/shout)).

#### 28 SAILING THE COURSE

28.1 A boat shall *start*, sail the course described in the sailing instructions 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 does not need to cross the finishing line completely.

28.2 A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she finishes shall, when drawn taut,

(a) pass each *mark* on the required side and in correct order,

- (b) touch each rounding *mark*, and
  - (c) pass between the *marks* of a gate from the direction of the previous *mark*.
- She may correct any errors to comply with this rule, provided she has not *finished*.

## **29 RECALLS**

### **29.1 Individual Recall**

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly notify the offending party by shouting in local chat (/shout) '\*OFFENDING SKIPPER NAME HERE\* RECALL'. Such boats will not be able to start their race until all such boats have sailed completely to the pre-start side of the sailing line or one of its extensions and have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 30.3 applies this rule does not.

### **29.2 General Recall**

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

## **30 STARTING PENALTIES**

### **30.1 I Flag Rule**

If the racing committee shouts over local chat (/shout) 'I FLAG RULE', and any part of a boat's hull, crew or equipment is on the course side of the starting line or one of its extensions during the last minute before her starting signal, she shall thereafter sail from the course side across an extension to the pre-start side before *starting*.

### **30.2 Z Flag Rule**

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

### **30.3 U Flag Rule**

If the racing committee shouts over local chat (/shout) 'U FLAG RULE \*OFFENDING SKIPPER NAME HERE\*', no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, but not if the race is restarted or resailed.



### 30.4 Black Flag Rule

If the racing committee shouts over local chat (/shout) 'BLACK FLAG RULE', no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, even if the race is restarted or resailed, but not if it is *postponed* or *abandoned* before the starting signal. If a general recall is signalled or the race is *abandoned* after the starting signal, the race committee shall shout in local chat (/shout) '\*OFFENDING SKIPPER NAME HERE\* UNDER BLACK FLAG RULE' before the next warning signal for that race, and if the race is restarted or resailed she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score.

### 31 TOUCHING A MARK

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

### 32 SHORTENING OR ABANDONING AFTER THE START

32.1 After the starting signal, the race committee may shorten the course (shouting in local chat (/shout) 'COURSE SHORTEN') or *abandon* the race (shouting in local chat (/shout) 'RACE ABANDON') as appropriate,

- (a) because of an error in the starting procedure,
- (b) because of foul weather,
- (c) because of insufficient wind making it unlikely that any boat will *finish* within the time limit,
- (d) because a *mark* is missing or out of position, or
- (e) for any other reason directly affecting the safety or fairness of the competition, or
- (f) downtime of a required sim impacts on the *race* course and cannot be reset in time, or may shorten the course so that other scheduled races can be sailed.

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

32.2 If the race committee signals a shortened course (shouting in local chat (/shout) 'COURSE SHORTEN'), the finishing line shall be,

- (a) at a rounding *mark*, between the *mark* and a committee boat.
- (b) at a line boats are required to cross; or
- (c) at a gate, between the gate *marks*.

The shortened course shall be signalled before the first boat crosses the finishing line.

### 33 CHANGING THE NEXT LEG OF THE COURSE

The race committee may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (of the finishing line) and signalling all boats before they begin the leg. The next *mark* need not be in position at that time.

- (a) If the direction of the leg will be changed, the signal shall be the instant message of the committee to all skippers with

- (1) the new compass bearing,
  - (2) a green triangle for a change to starboard or a red rectangle for a change to port, or
  - (3) A set of Second Life Grid coordinates identifying the new course.
- (b) If the length of the leg will be changed, the signal shall be the instant message of the committee to all participating skippers with a '-' if the length will be decreased or a '+' if it will be increased.
- (c) Subsequent legs may be changed without further signalling to maintain the course shape.

**34 MARK MISSING**

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

- (a) replace it in its correct position or substitute a new one of similar appearance, or
- (b) substitute an object as a new mark and alert all skippers via instant message, or
- (c) restart the offending sim within a timely manner.

**35 TIME LIMIT AND SCORES**

If one boat sails the course as required by rule 28 and *finishes* within the time limit, if any, all boats that *finish* shall be scored according to their finishing places unless the race is *abandoned*. If no boat *finishes* within the time limit, the race committee shall *abandon* the race.

**36 RACES RESTARTED OR RESAILED**

If a race is restarted or resailed, a breach of a *rule* in the original race, or in any previous restart or resail of that race, shall not

- (a) prohibit a boat from competing unless she has broken a rule 30.4; or
- (b) cause a boat to be penalized except under rule 30.2, 30.4 or 69 or under rule 14.

## Part 4

# Other Requirements When Racing

*Part 4 rules apply only to boats **racing** unless the rule states otherwise.*

### **40 PERSONAL FLOTATION DEVICES - Excluded for SL Sailing**

### **41 OUTSIDE HELP**

A boat shall not receive help from any outside source, except

- (a) This section is excluded for SL Sailing;
- (b) after a collision, help from the crew of the other vessel to get clear;
- (c) help in the form of information freely available to all boats;
- (d) unsolicited information from a disinterested source, which may be another boat in the same race.

### **42 PROPULSION**

#### **42.1 Basic Rule**

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

#### **42.2 Prohibited Actions**

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

- (a) pumping: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartship body movement;
- (b) rocking: repeated rolling of the boat, induced by
  - (1) body movement,
  - (2) repeated adjustment of the sails or centreboard, or
  - (3) steering;
- (c) ooching: sudden forward body movement, stopped abruptly;
- (d) sculling: repeated movement of the helm that is either forceful or propels the boat forward or prevents her from moving astern;
- (e) repeated tacks or gybes unrelated to changes in the wind or to tactical considerations.

#### **42.3 Exceptions**

- (a) A boat may be rolled to facilitate steering.
- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (c) Except on a beat to windward, when surfing (rapidly accelerating down the front of a wave) or planing is possible, the boat's crew may pull in any sail in order to initiate surfing or planing, but each sail may be pulled in only once for each wave or gust of wind.

- (d) When a boat is above a close-hauled course and either stationary or moving slowly, she shall turn to a close-hauled course.
- (e) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat.
- (f) A boat may reduce speed by repeatedly moving her helm.
- (g) Any means of propulsion may be used to help a person or another vessel in danger.
- (h) To get clear after grounding or colliding with a vessel or object, a boat may use force applied by her crew or the crew of the other vessel and any equipment other than propulsion engine. However, the use of an engine may be permitted by rule 42.3(i).
- (i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.

### **43 COMPETITOR CLOTHING AND EQUIPMENT - Excluded for SL Sailing**

### **44 PENALTIES AT THE TIME OF AN INCIDENT**

#### **44.1 Taking a Penalty**

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. She may take a One-Turn Penalty when she may have broken rule 31. Alternatively, sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty. However,

- (a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she did not take the penalty for breaking rule 31;
- (b) despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

#### **44.2 One-Turn and Two-Turns Penalties**

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

#### **44.3 Scoring Penalty**

- (a) A boat takes a Scoring Penalty by displaying a yellow flag or shouting in local chat (/shout) 'SCORING PENALTY TO ME' at the first reasonable opportunity after the incident and alerting the Race Director in instant message.
- (b) When a boat has taken a Scoring Penalty, she shall keep the yellow flag displayed until *finishing* and call the race committee's attention to it at the finishing line. At the time she shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, she shall do so at the first reasonable opportunity within the time limit for *protests*.
- (c) The race score for a boat that takes a Scoring Penalty shall be the score she would have received without that penalty, made worse by the number of places stated in the sailing instructions. However, she shall not be scored worse than Did Not Finish. When the sailing instructions do not state the number of places, the number shall be

the whole number (rounding 0.5 upward) nearest to 20% of the number of boats entered. The scores of other boats shall not be changed; therefore, two boats may receive the same score.

**45 HAULING OUT; MAKING FAST; ANCHORING**

A boat shall be afloat and off moorings at her warning signal. Thereafter, she shall not be hauled out or made fast except to bail out, reef sails or re-rezz. She may anchor or the crew may stand on the bottom unless stated in the series notice of race.

**46 PERSON IN CHARGE**

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

**47 LIMITATIONS ON EQUIPMENT AND CREW**

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

**47.2** Excluded for SL Sailing.

**48 FOG SIGNALS AND LIGHTS; TRAFFIC SEPARATION SCHEMES - Excluded for SL Sailing.**

**49 CREW POSITION; LIFELINES**

Excluded for SL Sailing as all boats that require a body outboard have objects and scripts in place to do so. There is no safety concern.

**50 SETTING AND SHEETING SAILS**

**50.1 Changing Sails**

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

**50.2 Spinnaker Poles; Whisker Poles**

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

**50.3 Use of Outriggers**

- (a) No sail shall be sheeted over or through an outrigger, except as permitted in rule 50.3(b) or 50.3(c). An outrigger is any fitting or device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck. For the purpose of this rule, bulwarks, rails and rubbing strakes are not part of the hull or deck and the following are not outriggers: a bowsprit used to secure the tack of a sail, a bumkin used to sheet the boom of a sail, or a boom of a boomed headsail that requires no adjustment when tacking.
- (b) Any sail may be sheeted or to led above a boom that is regularly used for a sail and is permanently attached to the mast from which the head of the sail is set.
- (c) A headsail may be sheeted or attached at its clew to a spinnaker pole or whisker pole, provided that a spinnaker is not set.

**50.3 Headsails**

For the purposes of rules 50 and 54 and Appendix G, the difference between a headsail and

a spinnaker is that the width of a headsail, measured between midpoints of its luff and leech, is less than 75% of the length of its foot. A sail tacked down behind the foremast mast is not a headsail.

**51 MOVABLE BALLAST - Excluded for SL Sailing.**

**52 MANUAL POWER**

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

**53 SKIN FRICTION - Excluded for SL Sailing.**

**54 FORESTAYS AND HEADSAIL TACKS**

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

**55 TRASH DISPOSAL - Excluded for SL Sailing.**

## Part 5

# Protests, Redress, Hearings, Misconduct and Appeals

## SECTION A

### PROTESTS; REDRESS; RULE 69 ACTION

#### 60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION

##### 60.1 A boat may

- (a) protest another boat, but not for an alleged breach of a rule of Part 2 or rule 31 when she was involved in or saw the incident; or
- (b) request redress.

##### 60.2 A race committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from a person with a conflict of interest other than the representative of the boat herself;
- (b) request redress for a boat; or
- (c) report to the protest committee requesting action under rule 69.2(b).

##### 60.3 A protest committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from an a person with a *conflict of interest* other than the representative of the boat herself. However, it may protest a boat
  - (1) if it learns of an incident involving her that may have resulted in implied damage, or
  - (2) if during the hearing of a valid *protest* it learns that the boat, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*;
- (b) call a hearing to consider redress; or
- (c) act under rule 69.2(a).
- (d) call a hearing to consider whether a *support person* has broken a *rule*, based on its own observation or information received from any source, including evidence taking during a hearing.

##### 60.4 A technical committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an individual *protest*, or from a report from a person with a *conflict of interest* other than the representative of the boat herself. However, it shall protest a boat if it decides that
  - (1) a boat has broken a rule of part 4, but not rules 41, 42, 44 and 46, or
  - (2) a boat does not comply with the class rules;
- (b) request redress for a boat; or
- (c) report to the protest committee requestion action under rule 69.2(b).

##### 60.5 However, neither a boat nor a committee may protest for an alleged breach of rule 5, 6, 7 or 69.

## **61 PROTEST REQUIREMENTS**

### **61.1 Informing the Protestee**

- (a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her *protest* will concern an incident in the racing area that she was involved in or saw, she shall hail 'Protest' by shouting in local chat (/shout) 'PROTEST' and alert the race committee/race director at the first reasonable opportunity for each. However,
- (1) if the other boat is beyond hailing distance, the protesting boat need not hail but she shall inform the other boat at the first reasonable opportunity;
  - (2) Excluded for SL Sailing.
  - (3) if the incident was an error by the other boat in sailing the course, she need not hail but she shall inform the other boat at the first reasonable opportunity after the other boat *finishes*;
  - (4) if the incident results in implied damage that is obvious to the boats involved and one of them intends to protest, the requirements of this rule do not apply to her, but she shall attempt to inform the other boat within the time limit of rule 61.3.
- (b) If the race committee, technical committee or protest committee intends to protest a boat concerning an incident the committee observed in the racing area, it shall inform her after the race within the time limit of rule 61.3. In other cases the committee shall inform the boat of its intention to protest as soon as reasonably possible.
- (c) If the protest committee decides to protest a boat under rule 60.3(a)(2), it shall inform her as soon as reasonably possible, close the current hearing, proceed as required by rules 61.2 and 63, and hear the original and the new *protests* together.

### **61.2 Protest Contents**

A protest shall be in writing and identify

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

However, if requirement (b) is met, requirement (a) may be met at any time before the hearing, and requirements (d) and (e) may be met before or during the hearing.

Requirement (c) may also be met before or during the hearing, provided the protestee is allowed reasonable time to prepare for the hearing.

### **61.3 Protest Time Limit**

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

## **62 REDRESS**

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

- (a) an improper action or omission of the race committee, protest committee, organizing authority, or technical committee for the event, but not by a protest



- committee decision when the boat was a *party* to the hearing;
  - (b) implied physical damage because of the action of a boat that was breaking a rule of Part 2 or a vessel not *racing* that was required to keep clear;
  - (c) Excluded for SL Sailing; or
  - (d) an action of a boat, or a member of her crew, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.2(h).
- 62.2** 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 learning of the reasons for making the request. The protest committee shall extend the time if there is good reason to do so. No red flag is required.

## SECTION B

### HEARINGS AND DECISIONS

#### 63 HEARINGS

##### 63.1 Requirement for a Hearing

A boat or a competitor shall not be penalized without a protest hearing, except as provided in rules 30.2, 30.3, 30.4, 69, 78.2 A5 and P2. A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that have been delivered to the race office unless it allows a *protest* or request to be withdrawn.

##### 63.2 Time and Place of the Hearing; Time for Parties to Prepare

All *parties* to the hearing shall be notified of the time and place of the hearing, the *protest* or redress information shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing.

##### 63.3 Right to be Present

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

##### 63.4 Conflict of Interest

- (a) A protest committee member shall declare any possible *conflict of interest* as soon as he or she is 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.
- (b) A member of a protest committee with a *conflict of interest* shall not be a member of the committee for the hearing, unless
  - (1) all *parties* consent, or
  - (2) the protest committee decides that the *conflict of interest* is not significant.

- (c) When deciding whether a *conflict of interest* is significant, the protest committee shall consider the views of the *parties*, the level of the conflict, the level of the event, the importance to each *party*, and the overall perception of fairness.
- (d) However, for SL Sailing major events, or for other events as prescribed by the SLSA authority or Sailing Club authority of the venue, rule 63.4(b) does not apply and a person who has a *conflict of interest* shall not be a member of the protest committee.

### **63.5 Validity of the Protest or Request for Redress**

At the beginning of the hearing the protest committee shall take any evidence it considers necessary to decide whether all requirements for the *protest* or request for redress have been met. If they have been met, the *protest* or request is valid and the hearing shall be continued. If not, the committee shall declare the *protest* or request invalid and close the hearing. If the *protest* has been made under the rule 60.3(a)(1), the committee shall also determine whether or not injury or serious damage resulted from the incident in question. If not, the hearing shall be closed.

### **63.6 Taking Evidence and Finding Facts**

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

### **63.7 Conflict Between Rules**

If there is a conflict between two or more *rules* that must be resolved before the protest committee makes a decision, the committee shall apply the *rule* that it believes will provide the fairest result for all boats affected. Rule 63.7 applies only if the conflict is between rules in the notice of race, the sailing instructions, or any of the other documents that govern the event under item (g) of the definition *Rule*.

### **63.8 Protests Between Boats in Different Races**

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

## **64 DECISIONS**

### **64.1 Penalties and Exoneration**

When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated, it shall disqualify her unless some other penalty applies. A penalty shall be imposed whether or not the applicable *rule* was mentioned in the *protest*. If a boat has broken a *rule* when not *racing*, her penalty shall apply to the race sailed nearest in time to that of the incident. However,

- (a) when as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat shall be exonerated.
- (b) if a boat has taken an applicable penalty, she shall not be further penalized under this rule unless the penalty for a *rule* she broke is a disqualification that is not excludable from her series score.
- (c) if the race is restarted or resailed, rule 36 applies.

## 64.2 Decisions on Redress

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

## 64.3 Decisions on Protests Concerning Class Rules

- (a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused implied damage or normal wear and do not improve the performance of the boat, it shall not penalize her. However, the boat shall not *race* again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.
- (b) When the protest committee is in doubt about the meaning of a class rule, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.
- (c) When a boat is penalised under a class rule and the protest committee decides that the boat also broke the same rule in earlier races in the same event, the penalty may be imposed for all such races. No further *protest* is necessary.
- (d) When a boat penalized under a class rule states in writing that she intends to appeal, she may compete in subsequent races without changes to the boat. However, if she fails to appeal or the appeal is decided against her, she shall be disqualified without a further hearing from all subsequent races in which she competed.
- (e) Excluded for SL Sailing.

## 64.4 Decisions Concerning Support Persons

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

## 65 INFORMING THE PARTIES AND OTHERS

- 65.1 After making its decision, the protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any

penalties imposed or redress given.

**65.2** A *party* to the hearing is entitled to receive the above information in writing, provided she asks for it in writing from the protest committee no later than seven days after being informed of the decision. The committee shall then promptly provide the information, including, when relevant, a diagram of the incident prepared or endorsed by the committee.

**65.3** Excluded for SL Sailing.

## **66 REOPENING A HEARING**

The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule 71.2 or R5. A *party* to the hearing may ask for a reopening no later than 24 hours after being informed of the decision. On the last scheduled day of racing the request shall be delivered

- (a) within the protest time limit if the requesting *party* was informed of the decision on the previous day;
- (b) no later than 30 minutes after the *party* was informed of the decision on that day.

When a hearing is reopened, a majority of the members of the protest committee shall, if possible, be members of the original protest committee.

## **67 DAMAGES**

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

*Note: There is no rule 68.*

# **SECTION C**

## **MISCONDUCT**

### **69 MISCONDUCT**

#### **69.1 Obligation not to Commit Misconduct; Resolution**

- (a) A competitor, boat owner or *support person* shall not commit an act of misconduct.
- (b) Misconduct is:
  - (1) conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour; or
  - (2) conduct that may bring the sport to disrepute.
- (c) An allegation of a breach of rule 69.1(a) shall be resolved in accordance with the provisions of rule 69. It shall not be grounds for a *protest* and rule 63.1 does not apply.

#### **69.2 Action by a Protest Committee**

- (a) A protest committee acting under this rule shall have at least three members.
- (b) When a protest committee, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall decide whether or not to call a hearing.
- (c) When the protest committee needs more information to make the decision to call a hearing, it shall consider appointing a person or persons to conduct an investigation. These investigators shall not be members of the protest committee that will decide

- the matter.
- (d) When an investigator is appointed, all relevant information he gathers, favourable or unfavourable, shall be disclosed to the protest committee, and if the protest committee decides to call a hearing, to the *parties*.
  - (e) If the protest committee decides to call a hearing, it shall promptly inform the person in writing of the alleged breach and of the time and place of the hearing and follow the procedures in rules 63.2, 63.3(a), 63.4 and 63.6 except that:
    - (1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.
    - (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/her who may act on his/her behalf.
  - (f) If the person is unable to attend the hearing and
    - (1) provides good reason, the protest committee shall reschedule it; or
    - (2) does not provide good reason and does not come to it, the protest committee may conduct it without the person present.
  - (g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct.
  - (h) When the protest committee decides that a competitor or boat owner has broken rule 69.1(a), it may take one or more of the following actions
    - (1) issue a warning;
    - (2) change their boat's score in one or more races, including disqualification(s) that may or may not be excluded from her series score;
    - (3) exclude the person from the event or venue or remove any privileges or benefits; and
    - (4) take any other action within its jurisdiction as provided by the *rules*.
  - (i) When the protest committee decides that a *support person* has broken rule 69.1(a), rule 64.4 applies.
  - (j) If the protest committee
    - (1) imposes a penalty greater than one DNE;
    - (2) excludes the person from the event or venue; or
    - (3) in any other case if it considers it appropriate,it shall report its findings, including the facts found, its conclusions and decision to the public. If the protest committee has acted under rule 69.2(f)(2), the report shall also include that fact and the reasons for it.
  - (k) If the protest committee decides not to conduct the hearing without the person present, or if the protest committee has left the event and a report alleging a breach of rule 69.1(a) is received, the race committee or organizing authority may appoint the same or a new protest committee to proceed under this rule. If it is impractical for the protest committee to conduct a hearing, it shall collect all available information and, if the allegation seems justified, make a report publicly available.

### **69.3 Action by the Second Life Sailing Association and/or Sailing Club**

The disciplinary powers, procedures and responsibilities of SLSA and/or sailing club

authorities are subject to the Disciplinary Codes held by respective bodies. These may impose penalties such as kicking and banning at the relevant group's disclosure.

## SECTION D

### APPEALS

#### 70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

- 70.1** (a) Provided that the right of appeal has not been denied under rule 70.5, a *party* to a hearing may appeal a protest committee's decision or its procedures, but not the facts found.
- (b) A boat may appeal when she is denied a hearing required by rule 63.1.
- 70.2** A protest committee may request confirmation or correction of its decision.
- 70.3** An appeal under rule 70.1 or a request by a protest committee under rule 70.2 shall be sent to the national authority with which the organizing authority is associated under rule 89.1. However, if boats will pass through the waters of more than one national authority while *racing*, the sailing instructions shall identify the national authority to which appeals or requests are required to be sent.
- 70.4** A club or other organization affiliated to a national authority may request an interpretation of the *rules*, provided that no *protest* or request for redress that may be appealed is involved. The interpretation shall not be used for changing a previous protest committee decision.
- 70.5** If the notice of race and the sailing instructions so state, the right of appeal may be denied provided that
- (a) it is essential to determine promptly the result of a race that will qualify a boat to compete in a later stage of an event or a subsequent event;
- (b) a national authority so approves for a particular event open only to entrants under its own jurisdiction; or
- (c) a national authority after consultation with the SLSA so approves for a particular event, provided the protest committee is constituted by the regulation three members.
- 70.6** Appeals and requests shall conform to Appendix R.

#### 71 NATIONAL AUTHORITY DECISIONS

- 71.1** A person who has a *conflict of interest* or was a member of the protest committee shall not take any part in the discussion or decision on an appeal or a request for confirmation or correction.
- 71.2** The national authority may uphold, change or reverse a protest committee's decision including a decision on validity or a decision under rule 69. Alternatively, the national authority may order that a hearing be reopened. When the national authority decides that there shall be a new hearing, it may appoint the protest committee.
- 71.3** When from the facts found by the protest committee the national authority decides that a boat that was a *party* to a protest hearing broke a rule and is not exonerated, it shall penalize her, whether or not that boat or that *rule* was mentioned in the protest

committee's decision.

- 71.4** The decision of the national authority shall be final. The national authority shall send its decision in writing to all *parties* to the hearing and the protest committee, who shall be bound by the decision.

## Part 6

### **ENTRY AND QUALIFICATION**

#### **75 ENTERING A RACE**

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

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

**75.2** Competitors shall comply with the eligibility code of local clubs and this document.

#### **76 EXCLUSION OF BOATS OR COMPETITORS**

**76.1** The organizing authority or the race committee may reject or cancel the entry of a boat or exclude a competitor, subject to rule 76.3, provided it does so before the start of the first race and states the reason for doing so. On request the boat shall promptly be given the reason in writing. The boat may request redress if she considers that the rejection or exclusion is improper.

**76.2** The organizing authority or the race committee shall not reject or cancel the entry of a boat or exclude a competitor because of advertising, provided the boat or competitor complies with local set advertising code.

**76.3** At world and continental championships no entry within stated quotas shall be rejected or cancelled without first obtaining the approval of the relevant SLSA Class Association (or the local Offshore Racing Council) or the SLSA.

#### **77 IDENTIFICATION ON SAILS**

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

#### **78 COMPLIANCE WITH CLASS RULES; CERTIFICATES**

**78.1** While a boat is *racing*, her owner and any other person in charge shall ensure that the boat is maintained to comply with her class rules. In addition, the boat shall also comply at other times specified in the class rules, the notice of race or the sailing instructions.

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

#### **79 CLASSIFICATION**

If the notice of race or class rules state that some or all competitors must satisfy classification requirements, the classification shall be carried out as described in local class and/or club Sailor Classification Code.



**80 ADVERTISING**

A boat and her crew shall comply with local class/and or club competition advertising code.

**81 RESCHEDULED EVENT**

When an event is rescheduled to dates different from the dates stated in the notice of race, all boats entered shall be notified. The race committee may accept new entries that meet all the entry requirements except the original deadline for entries

## Part 7

# RACE ORGANIZATION

### 84 GOVERNING RULES

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

### 85 CHANGES TO RULES

**85.1** A change to a *rule* shall refer specifically to the *rule* and state the change. A change to a *rule* indicates an addition to it or deletion of all or part of it.

**85.2** A change to one of the following types of *rules* may be made only as shown below.

<i>Type of rule</i>	<i>Change only if permitted by</i>
Racing rule	Rule 86
National authority prescription	Rule 88.2
Class rule	Rule 87
Rule in the notice of race	Rule 89.2(b)
Rule in the sailing instructions	Rule 90.2©
Rule in any other document governing the event	A rule in the document itself

### 86 CHANGES TO THE RACING RULES

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

- (a) Prescriptions of a national authority may change a racing rule, but not the Definitions; the Basic Principles; a rule in the Introduction; Part 1, 2 or 7; rule 42, 63.4, 69, 70, 71, 75, 76.3, 79 or 80; a rule of an appendix that changes one of these rules; World Sailing Regulation 19, 20, 21, 22, 35 or 37.
- (b) The notice of race or sailing instructions may change a racing rule, but not rule 76.1 or 76.2, Appendix R, or a rule listed in rule 86.1(a).
- (c) Class rules may change only racing rules 42, 49, 50, 52 and 54.

**86.2** If a change to the racing rules for a specific major SL Sailing event were required, the organizing authority must display changes in the events notice of race and sailing instructions, and shall be posted to the events official notice board or online message board.

**86.3** Excluded for SL Sailing.

### 87 CHANGES TO CLASS RULES

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

### 88 NATIONAL PRESCRIPTIONS

**88.1** The prescriptions that apply to an event are the prescriptions of the national authority with which the organizing authority is associated under rule 89.1. However, if boats will pass

through the waters of more than one national authority while *racing*, the sailing instructions shall identify the prescriptions that will apply and when they will apply.

- 88.2** The notice of race or sailing instructions may change a prescription. However, a national authority may restrict changes to its prescriptions with a prescription to this rule, provided the SLSA approves its application to do so.

## **89 ORGANIZING AUTHORITY; NOTICE OF RACE; APPOINTMENT OF RACE OFFICIALS**

### **89.1 Organizing Authority**

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

- (a) the SLSA;
- (b) a member national authority of the SLSA;
- (c) an affiliated club;
- (d) an affiliated organization other than a club and, if so prescribed by the national authority, with the approval of the national authority or in conjunction with an affiliated club;
- (e) an unaffiliated class association, either with the approval of the national authority or in conjunction with an affiliated club;
- (f) two or more of the above organizations;
- (g) an unaffiliated body in conjunction with an affiliated club where the body is owned and controlled by the club. The national authority of the club may prescribe that its approval required for such an event; or
- (h) if approved by the SLSA and the national authority of the club, an unaffiliated body in conjunction with an affiliated club where the body is not owned and controlled by the club.

In rule 89.1, an organization is affiliated if it is affiliated to the national authority of the venue; otherwise the organization is unaffiliated. However, if boats will pass through the waters of more than one national authority while *racing*, an organization is affiliated if it is affiliated to the national authority of one of the ports of call.

### **89.2 Notice of Race; Appointment of Race Officials**

- (a) The organizing authority shall publish a notice of race that conforms to rule J1.
- (b) The notice of race may be changed provided adequate notice is given.
- (c) The organizing authority shall appoint a race committee and, when appropriate, appoint a protest committee, a technical committee and umpires. However, the race committee, an international jury, a technical committee and umpires may be appointed by the SLSA should the organising authority not supply adequate staff.

## **90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING**

### **90.1 Race Committee**

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

### **90.2 Sailing Instructions**

- (a) The race committee shall publish written sailing instructions that conform to rule J2.
- (b) When appropriate, for an event where entries from other countries are expected, the sailing instructions shall include, in English, the applicable national prescriptions.
- (c) The sailing instructions may be changed provided the change is in writing and posted

on the official notice board before the time stated in the sailing instructions or, on the water, communicated to each boat before her warning signal. Oral changes may be given only on the water, and only if the procedure is stated in the sailing instructions.

### **90.3 Scoring**

- (a) The race committee shall score a race or series as provided in Appendix A using the Low Point System, unless the sailing instructions specify some other system. A race shall be scored if it is not *abandoned* and if one boat sails the course in compliance with rule 28 and *finishes* within the time limit, if any, even if she retires after *finishing* or is disqualified.
- (b) When a scoring system provides for excluding one or more race scores, any score that is a Disqualification Not Excludable (DNE) shall be included in a boat's series score.
- (c) When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.

## **91 PROTEST COMMITTEE**

A protest committee shall be

- (a) a committee appointed by the organizing authority or race committee, or
- (b) an jury appointed by the organizing authority or as prescribed in the SLSA regulations except SLSA events or when international juries are appointed by the SLSA under rule 89.2(b).
- (c) A committee appointed by the national authority under rule 71.2.

## **92 TECHNICAL COMMITTEE**

**92.1** A technical committee shall be a committee of at least one member and be appointed by the organizing authority or the race committee as prescribed in the World Sailing Regulations.

**92.2** The technical committee shall conduct equipment inspection and event measurement as directed by the organizing authority and as required by the *rules*.

# APPENDIX A

## SCORING

See rule 90.3.

### A1 NUMBER OF RACES

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

### A2 SERIES SCORES

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

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

### A3 STARTING TIMES AND FINISHING PLACES

The time of a boat's starting signal shall be her starting time, and the order in which boats *finish* a race shall determine their finishing places. However, when a handicap or rating system is used a boat's corrected time shall determine her finishing place.

### A4 LOW POINT SYSTEM

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

**A4.1** Each boat *starting* and *finishing* and not thereafter retiring, being penalized or given redress shall be scored points as follows:

<i>Finishing Place</i>	<i>Points</i>
First	1
Second	2
Third	3
Fourth	4
Fifth	5
Sixth	6
Seventh	7
Each place thereafter	Add 1 point

**A4.2** A boat that did not *start*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is

penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c).

**A5 SCORES DETERMINED BY THE RACE COMMITTEE**

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

**A6 CHANGES IN PLACES AND SCORES OF OTHER BOATS**

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

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

**A7 RACE TIES**

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

**A8 SERIES TIES**

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

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

**A9 RACE SCORES IN A SERIES LONGER THAN A REGATTA**

For a series that is held over a period of time longer than a regatta, a boat that came to the starting area but did not *start*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

**A10 GUIDANCE ON REDRESS**

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

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

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

**A10 SCORING ABBREVIATIONS**

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

DNC	Did not <i>start</i> ; did not come to the starting area
DNS	Did not <i>start</i> (other than DNC and OCS)
OCS	Did not <i>start</i> ; on the course side of the starting line at her starting signal and failed to start, or broke rule 30.1
ZFP	20% penalty under rule 30.2
UFD	Disqualification under rule 30.3
BFD	Disqualification under rule 30.4
SCP	Scoring Penalty applied
DNF	Did not <i>finish</i>
RET	Retired
DSQ	Disqualification
DNE	Disqualification that is not excludable
RDG	Redress given
DPI	Discretionary penalty imposed

# APPENDIX G

## IDENTIFICATION ON SAILS

*See rule 77.*

### **G1 WORLD SAILING CLASS BOATS**

#### **G1.1 Identification**

Every boat of an **World Sailing** Class shall carry on her mainsail and, as provided in rules G1.3(d) and G1.3(e) for letters and numbers only, on her spinnaker and headsail

- (a) the insignia denoting her class;
- (b) at all international events, except when the boats are provided to all competitors, national letters denoting her national authority from the table below. For the purposes of this rule, international events are SLSA events, world and continental championships, and events described as international events in their notices of race and sailing instructions; and
- (c) a sail number of no more than four digits allotted by her national authority or, when so required by the class rules, by the class association. The four-digit limitation does not apply to classes whose SLSA membership or recognition took effect before 1 April 1997. Alternatively, if permitted in the class rules, an owner may be allotted a personal sail number by the relevant issuing authority, which may be used on all his boats in that class.

Sails measured before 31 March 1999 shall comply with rule G1.1 or with the rules applicable at the time of measurement.

*Note: An up-to-date version of the table below is available on the ISAF website.*



## NATIONAL SAIL LETTERS

<i>National authority</i>	<i>Letters</i>
Algeria	ALG
American Samoa	ASA
Anorra	AND
Angola	ANG
Antigua	ANT
Argentina	ARG
Armenia	ARM
Aruba	ARU
Australia	AUS
Austria	AUT
Azerbaijan	AZE
Bahamas	BAH
Bahrain	BRN
Barbados	BAR
Belarus	BLR
Belgium	BEL
Belize	BIZ
Bermuda	BER
Brazil	BRA
British Virgin Islands	IVB
Bulgaria	BUL
Canada	CAN
Cayman Islands	CAY
Chile	CHI
China, PR	CHN
Chinese Taipei	TPE
Colombia	COL
Cook Islands	COK
Croatia	CRO
Cuba	CUB
Cyprus	CYP
Denmark	DEN
Djibouti	DJI
Dominican Republic	DOM
Ecuador	ECU

<i>National authority</i>	<i>Letters</i>
Egypt	EGY
El Salvador	ESA
Estonia	EST
Fiji	FIJ
Finland	FIN
France	FRA
Georgia	GEO
Germany	GER
Great Britain	GBR
Greece	GRE
Grenada	GRN
Guam	GUM
Guatemala	GUA
Hong Kong	HKG
Hungary	HUN
Iceland	ISL
India	IND
Indonesia	INA
Ireland	IRL
Israel	ISR
Italy	ITA
Jamaica	JAM
Japan	JPN
Kazakhstan	KAZ
Kenya	KEN
Korea, DPR	PRK
Korea, Republic of	KOR
Kosovo	KOS
Kuwait	KUW
Kyrgyzstan	KGZ
Latvia	LAT
Lebanon	LIB
Libya	LBA
Liechtenstein	LIE
Lithuania	LTU
Luxembourg	LUX

<i>National authority</i>	<i>Letters</i>
Macedonia (FYRO)	MKD
Madagascar	MAD
Malaysia	MAS
Malta	MLT
Mauritius	MRI
Mexico	MEX
Moldova	MDA
Monaco	MON
Montenegro	MNE
Morocco	MAR
Mozambique	MOZ
Myanmar	MYA
Namibia	NAM
Netherlands	NED
Netherlands Antilles	AHO
New Zealand	NZL
Nigeria	NGR
Norway	NOR
Oman	OMA
Pakistan	PAK
Palestine	PLE
Panama	PAN
Papua New Guinea	PNG
Paraguay	PAR
Peru	PER
Philippines	PHI
Poland	POL
Portugal	POR
Puerto Rico	PUR
Qatar	QAT
Romania	ROU
Russia	RUS

<i>Yacht Club</i>	<i>Letters</i>
Backwater Bay Yacht Club	BBYC
Fishers Island Yacht Club	FIYC
Flying Manta Yacht Club	FMYC
Leeward Cruising Club	LCC
Nantucket Yacht Club	NYC

<i>National authority</i>	<i>Letters</i>
Samoa	SAM
San Marino	SMR
Saudi Arabia	KSA
Senegal	SEN
Serbia	SRB
Seychelles	SEY
Singapore	SIN
Slovak Republic	SVK
Slovenia	SLO
South Africa	RSA
Spain	ESP
Sri Lanka	SRI
St Lucia	LCA
Sudan	SUD
Sweden	SWE
Switzerland	SUI
Tahiti	TAH
Tanzania	TAN
Tailand	THA
Trinidad & Tobago	TRI
Tunisia	TUN
Turkey	TUR
Uganda	UGA
Ukraine	UKR
United Arab Emirates	UAE
United States of America	USA
Uruguay	URU
US Virgin Islands	ISV
Vanuatu	VAN
Venezuela	VEN
Vietnam	VIE
Zimbabwe	ZIM

<i>Yacht Club</i>	<i>Letters</i>
North Sea Racing	NSR
Rainbow Sails Yacht Club	RSYC
Starboards Yacht Club	SYC
Tradewinds Yacht Club	TYC

## G1.2 Specifications

- (a) National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. Commercially available typefaces giving the same or better legibility than Helvetica are acceptable.
- (b) The height of characters and space between adjoining characters on the same and opposite sides of the sail shall be related to the boat's overall length as follows:

<i>Overall length</i>	<i>Minimum height</i>	<i>Minimum space between characters and from edge of sails</i>
Under 3.5 m	230 mm	45 mm
3.5 m - 8.5 m	300 mm	60 mm
8.5 m - 11 m	375 mm	75 mm
Over 11 m	450 mm	90 mm

## G1.3 Positioning

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

- (a) Except as provided in rules G1.3(d) and G1.3(e), class insignia, national letters and sail numbers shall, if possible, be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length. They shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.
- (b) The class insignia shall be placed above the national letters. If the class insignia is of such a design that two of them coincide when placed back to back on both sides of the sail, they may be so placed.
- (c) National letters shall be placed above the sail number.
- (d) The national letters and sail number shall be displayed on the front side of a spinnaker but may be placed on both sides. They shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is 60% of the foot median.
- (e) The national letters and sail number shall be displayed on both sides of a headsail whose clew can extend behind the mast 30% or more of the mainsail foot length. They shall be displayed wholly below an arc whose centre is the head point and whose radius is half the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.

## G2 OTHER BOATS

Other boats shall comply with the rules of their national authority or class association in regard to the allotment, carrying and size of insignia, letters and numbers. Such rules shall, when practicable, conform to the above requirements.

## G3 CHARTERED, LOANED OR DEMO BOATS

When so stated in the notice of race or sailing instructions, a boat chartered or loaned for an event may carry national letters or a sail number in contravention of her class rules.

**G4 WARNINGS AND PENALTIES**

When a protest committee finds that a boat has broken a rule of this appendix, it shall either warn her and give her time to comply or penalize her.

**G5 CHANGES BY CLASS RULES**

SLSA Classes may change the rules of this appendix provided the changes have first been approved by the SLSA.

## APPENDIX J

# NOTICE OF RACE AND SAILING INSTRUCTIONS

See rules 89.2(a) and 90.2. The term 'race' includes a regatta or other series of races.

Care should be taken to ensure that there is no conflict between a rule in the notice of race and a rule in the sailing instructions.

### **J1 NOTICE OF RACE CONTENTS**

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

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

**J1.2** The notice of race shall include any of the following that will apply and that would help competitors decide whether to attend the event or that conveys other information they will need before the sailing instructions become available:

- (1) changes to the racing rules permitted by rule 86, referring specifically to each rule and stating the change.
- (2) that boats will be required to display advertising chosen and supplied by the organizing authority (see rule 80 and SLSA Advertising Code) and other information related to Regulation 20;
- (3) any classification requirement that some or all competitors must satisfy (see rule 79 and ISAF Regulation 22, Sailor Classification Code);
- (4) for an event where entries from other countries are expected, any national prescriptions that may require advance preparation (see rule 88);
- (5) the procedures for registration or entry, including fees and any closing dates;
- (6) an entry form, to be signed by the boat's owner or owner's representative, containing words such as 'I agree to be bound by *The Adjusted Racing Rules of Sailing* and by all other *rules* that govern this event.';
- (7) times or procedures for equipment inspection or event measurement, or requirements for measurement or rating certificates;
- (8) the time and place at which the sailing instructions will be available;
- (9) changes to class rules, as permitted under rule 87, referring specifically to each rule and stating the change;
- (10) the courses to be sailed;
- (11) the penalty for breaking a rule of Part 2, other than the Two Turns Penalty;
- (12) denial of the right of appeal, subject to rule 70.5;

- (13) the scoring system, if different from the Low Point System in Appendix A, the number of races scheduled and the minimum number that must be completed to constitute a series;
- (14) for chartered, loaned or demo boats, whether rule G3 applies;
- (15) prizes.

## **J2 SAILING INSTRUCTION CONTENTS**

**J2.1** The sailing instructions shall include the following information:

- (1) that the race will be governed by the *rules* as defined in *The Adjusted Racing Rules of Sailing*;
- (2) a list of any other documents that will govern the event (for example, *The Equipment Rules of Sailing*, to the extent that they apply);
- (3) the schedule of races, the classes to race and times of warning signals for each class;
- (4) the course(s) to be sailed, or a list of *marks* from which the course will be selected and, if relevant, how courses will be signalled;
- (5) descriptions of *marks*, including starting and finishing *marks*, stating the order in which *marks* are to be passed and the side on which each is to be left and identifying all rounding *marks*(see rule 28.2);
- (6) descriptions of the starting and finishing lines, class flags and any special signals to be used;
- (7) the time limit, if any, for *finishing*;
- (8) the handicap or rating system to be used, if any, and the classes to which it will apply;
- (9) unless stated in the notice of race, the scoring system, if different from the Low Point System in Appendix A, included by reference to class rules or other *rules* governing the event, or stated in full. State the number of races scheduled and the minimum number that must be completed to constitute a series;
- (10) unless stated in the notice of race, location(s) of official notice board(s) or address of online notice board.

**J.2.2** The sailing instructions shall include those of the following that will apply:

- (1) that boats will be required to display advertising chosen and supplied by the organizing authority (see rule 80 and ISAF Regulation 20, Advertising Code) and other information related to Regulation 20;
- (2) replacement of the rules of Part 2 with the right-of-way rules of the *International Regulations for Preventing Collisions at Sea* or other government right-of-way rules, the time(s) or place(s) they will apply, and any night signals to be used by the race committee;
- (3) changes to the racing rules permitted by rule 86, referring specifically to each rule and stating the change (also, if rule 86.2 applies, include the statement from ISAF authorizing the change);
- (4) changes to the national prescriptions (see rule 88.2);
- (5) prescriptions that will apply if boats will pass through the waters of more than one national authority while racing, and when they will apply (see rule 88.1);
- (6) when appropriate, at an event where entries from other countries are expected, a copy in English of the national prescriptions that will apply;

- (7) changes to class rules, as permitted under rule 87, referring specifically to each rule and stating the change;
- (8) restrictions controlling changes to boats when supplied by the organizing authority;
- (9) unless included in the notice of race, times or procedures for equipment inspection or event measurement;
- (10) procedure for changing the sailing instructions;
- (11) procedure for giving oral changes to the sailing instructions on the water (see rule 90.2(c));
- (12) requirements for check-in at the starting area, and check-out and check-in ashore;
- (13) declaration requirements;
- (14) signals to be made ashore and location of signal station(s);
- (15) the racing area (a chart is recommended);
- (16) approximate course length and approximate length of windward legs;
- (17) description of any area designated by the race committee to be an *obstruction* (see the definition *Obstruction*);
- (18) the time after which no warning signal will be made on the last scheduled day of racing;
- (19) the time limit, if any, for the first boat to finish and the time limit, if any, for boats other than the first boat to *finish*;
- (20) time allowances;
- (21) the location of the starting area and any restrictions on entering it;
- (22) any special procedures or signals for individual or general recall;
- (23) boats identifying *mark* locations;
- (24) any special procedures or signals for changing a leg of the course (see rule 33);
- (25) any special procedures for shortening the course or for *finishing* a shortened course;
- (26) restrictions on use of support boats, plastic pools, radios, etc.; on hauling out; and on outside assistance provided to a boat that is not *racing*.
- (27) the penalty for breaking a rule of Part 2, other than the Two-Turns Penalty;
- (28) whether Appendix P will apply;
- (29) when and under what circumstances propulsion is permitted under rule 42.3(i);
- (30) time limits, place of hearings, and special procedures for *protests*, requests for redress or requests for reopening;
- (31) Excluded for SL Sailing;
- (32) denial of the right to appeal, subject to rule 70.5;
- (33) when required by rule 70.3, the national authority to which appeals and requests may be sent;
- (34) the national authority's approval of the appointment of an international jury, when required under rule 91(b);
- (35) substitution of competitors;
- (36) the minimum number of boats appearing in the starting area required for a race to be started;
- (37) when and where races *postponed* or *abandoned* for the day will be sailed;
- (38) tides and currents;
- (39) prizes;
- (40) other commitments of the race committee and obligations of boats.

## APPENDIX M

# RECOMMENDATIONS FOR PROTEST COMMITTEES

*This appendix is advisory only; in some circumstances changing these procedures may be advisable. It is addressed primarily to protest committee chairmen but may also help judges, protest committee secretaries, race committees and others connected with protest and redress hearings.*

In a protest or redress hearing, the protest committee should weigh all testimony with equal care; should recognize that honest testimony can vary, and even be in conflict, as a result of different observations and recollections; should resolve such differences as best it can; should recognize that no boat or competitor is guilty until a breach of a *rule* has been established to the satisfaction of the protest committee; and should keep an open mind until all the evidence has been heard as to whether a boat or competitor has broken a *rule*.

### **M1 PRELIMINARIES (may be performed by a race office staff)**

- Receive the *protest* or request for redress.
- Note on the form the time the *protest* or request is delivered and the protest time limit.
- Inform each *party* and the race committee when necessary, when and where the hearing will be held.

### **M2 BEFORE THE HEARING**

#### **M2.1** Make sure that

- each *party* has a copy of or the opportunity to read the *protest* or request for redress and has had reasonable time to prepare for the hearing.
- only one person from each boat (or party) is present unless an interpreter is needed.
- All boats and people involved are represented. If they are not, however, the committee may proceed under rule 63.3(b).
- boats' representatives were on board when required (rule 63.3(a)). When the *parties* were in different races, both organizing authorities must accept the composition of the protest committee (rule 63.8). In a measurement *protest* obtain the current class rules and identify the authority responsible for interpreting them (rule 64.3(b)).

**M2.2** Determine if any members of the protest committee saw the incident. If so, require each of them to state that fact in the presence of the *parties* (rule 63.6).

#### **M2.3** Assess *conflicts of interest*.

- Ensure that all protest committee members declare any possible *conflicts of interest*. At major events this will often be a formal written declaration made before the event starts that will be kept with the protest committee records.
- At the start of any hearing, ensure that the *parties* are aware of any *conflicts of interest* of protest committee members. Ask the *parties* if they consent to the members. If a *party* does not object as soon as possible after the *conflict of interest*



has been declared, the protest committee may take this as consent to proceed and should record it.

- If a *party* objects to a member, the remainder of the protest committee members need to assess whether the *conflict of interest* is significant. The assessment will consider the level of the event, the level of the conflict and the perception of fairness. It may be acceptable to balance conflicts between protest committee members. Guidance may be found on the World Sailing website. Record the decision and the grounds for the decision.
- In cases of doubt it may be preferable to proceed with a smaller protest committee. Except for hearings under rule 69, there is no minimum number of protest committee members required.
- When a request for redress is made under rule 62.1(a) and is based on an improper action or omission of a body other than the protest committee, a member of that body should not be a member of the protest committee.

### **M3 THE HEARING**

**M3.1** Check the validity of the protest or request for redress.

- Are the contents adequate (rule 61.2 or 62)?
- Was it delivered in time? If not, is there good reason to extend the time limit (rule 61.3 or 62.2)?
- When required, was the protestor involved in or a witness to the incident (rule 60.1(a))?
- When necessary, was 'Protest' hailed and, if required, a red flag displayed correctly (rule 61.1(a))?
- When the flag or hail was not necessary, was the protestee informed?
- Decide whether the *protest* or request for redress is valid (rule 63.5).
- Once the validity of the *protest* or request has been determined, do not let the subject be introduced again unless truly new evidence is available.

**M3.2** Take the evidence (rule 63.6).

- Ask the protestor and then the protestee to tell their stories. Then allow them to question one another. In a redress matter, ask the *party* to state the request.
- Invite questions from protest committee members.
- Make sure you know what facts each *party* is alleging before calling any witnesses. Their stories may be different.
- Allow anyone, including a boat's crew, to give evidence. It is the *party* who normally decides which witnesses to call, although the protest committee may also call witnesses (rule 63.6). The question asked by a *party* 'Would you like to hear N?' is best answered by 'It is your choice.'
- Call each *party's* witnesses (and the protest committee's if any) one by one. Limit *parties* to questioning the witness(es) (they may wander into general statements).
- Invite the protestee to question the protestor's witness first (and vice versa). This prevents the protestor from leading his witness from the beginning.
- Allow members of the protest committee who saw the incident to give evidence (rule 63.6), but only while the *parties* are present. Members who give evidence may

be questioned, should take care to relate all they know about the incident that could affect the decision, and may remain on the protest committee (rule 63.3(a)).

- Try to prevent leading questions or hearsay evidence, but if that is impossible discount the evidence so obtained.
- 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 (rule 63.6).
- Ask one member of the committee to note down evidence, particularly times, distances, speeds, etc.
- Invite first the protestor and then the protestee to make a final statement of her case, particularly on any application or interpretation of the *rules*.

**M3.3** Find the facts (rule 63.6).

- Write down the facts; resolve doubts one way or the other.
- Call back *parties* for more questions if necessary.
- When appropriate, draw a diagram of the incident using the facts you have found.

**M3.4** Decide the *protest* or request for redress (rule 64).

- Base the decision on the facts found (if you cannot, find some more facts).
- In redress cases, make sure that no further evidence is needed from boats that will be affected by the decision.

**M3.5** Inform the *parties* (rule 65).

- Recall the *parties* and read them the facts found, conclusions and *rules* that apply, and the decision. When time presses it is permissible to read the decision and give the details later.
- Give any *party* a copy of the decision on request. File the *protest* or request for redress with the committee records.

**M4 REOPENING A HEARING (rule 66)**

**M4.1** When a *party* within the time limit, has asked for a hearing to be reopened, hear the *party* making the request, look at any video, etc., and decide whether there is any significant new evidence that might lead you to change your decision. Decide whether your interpretation of the *rules* may have been wrong; be open-minded as to whether you have made a mistake. If none of these applies refuse to reopen; otherwise schedule a hearing.

**M4.2** Evidence is 'new'

- if it was not reasonably possible for the *party* asking for the reopening to have discovered the evidence before the original hearing,
- if the protest committee is satisfied that before the original hearing the evidence was diligently but unsuccessfully sought by the *party* asking for the reopening, or
- if the protest committee learns from any source that the evidence was not available to the *parties* at the time of the original hearing.

## **M5 MISCONDUCT (rule 69)**

- M5.1** An action under this rule is not a *protest*, but the protest committee gives its allegations in writing to the competitor before the hearing. The hearing is conducted under the same rules as other hearings but the protest committee must have at least three members (rule 69.2(b)). Use the greatest care to protect the competitor's rights.
- M5.2** A competitor or a boat cannot protest under rule 69, but the protest form of a competitor who tries to do so may be accepted as a report to the protest committee, which can then decide whether or not to call a hearing.
- M5.3** When it is desirable to call a hearing under rule 69 as a result of a Part 2 incident, it is important to hear any boat-vs.-boat *protest* in the normal way, deciding which boat, if any, broke which *rule*, before proceeding against the competitor under this rule.
- M5.4** Although action under rule 69 is taken against a competitor, boat owner or *support person*, and not a boat, a boat may also be penalized (rules 69.2(h)(2) and 64.4).
- M5.5** When a protest committee upholds a rule 69 allegation it will need to consider if it is appropriate to report a associate body (SLSA) or a sailing club body. When the protest committee does make a report it may recommend whether or not further action should be taken.
- M5.6** Unless the right of appeal is denied in accordance with rule 70.5, a *party* to a rule 69 hearing may appeal the decision of the protest committee.
- M5.7** Further guidance for protest committees about misconduct may be found on the World Sailing website.

## **M6 APPEALS (rule 70 and Appendix R)**

When decisions can be appealed,

- retain the papers relevant to the hearing so that the information can easily be used for an appeal. Is there a diagram endorsed or prepared by the protest committee? Are the facts found sufficient? (Example: Was there an *overlap*? Yes or No. 'Perhaps' is not a fact found.) Are the names of the protest committee members and other important information on the form?
- comments by the protest committee on any appeal should enable the appeals committee to picture the whole incident clearly; the appeals committee knows nothing about the situation.

## **M7 PHOTOGRAPHIC EVIDENCE**

Photographs and videos can sometimes provide useful evidence but protest committees should recognize their limitations and note the following points:

- The *party* producing the photographic evidence is responsible for arranging the viewing.
- View the video several times to extract all the information from it.
- The depth perception of any single-lens camera is very poor; with a telephoto lens it is non-existent. When the camera views two *overlapped* boats at right angles to their course, it is impossible to assess the distance between them. When the camera views them head on, it is impossible to see whether an *overlap* exists unless it is substantial.

- Ask the following questions:
  - Where was the camera in relation to the boats?
  - Was the camera's platform moving? If so in what direction and how fast?
  - Is the angle changing as the boats approach the critical point? Fast panning causes radical change.
  - Did the camera have an unrestricted view throughout?

## APPENDIX P

### SPECIAL PROCEDURES FOR RULE 42

*All or part of this appendix applies only if the sailing instructions so state.*

#### **P1 OBSERVERS AND PROCEDURE**

- P1.1** The protest committee may appoint observers, including protest committee members, to act in accordance with rule P1.2. A person with a significant *conflict of interest* shall not be appointed as an observer.
- P1.2** An observer appointed under rule P1.1 who sees a boat breaking rule 42 may penalize her by, as soon as reasonably possible, shouting in a local chat (/shout) 'PENALTY RULE 42 \*BOAT NAME HERE\*' and/or instant messaging the skipper 'PENALTY RULE 42 \*BOAT NAME HERE\*' and advising the race committee and protest committee, even if she is no longer *racing*. A boat so penalized shall not be penalized a second time under rule 42 for the same incident.

#### **P2 PENALTIES**

##### **P2.1 First Penalty**

When a boat is first penalized under rule P1.2 her penalty shall be a Two-Turns Penalty under rule 44.2. If she fails to take it she shall be disqualified without a hearing.

##### **P2.2 Second Penalty**

When a boat is penalized a second time during the regatta, her penalty shall be to promptly retire from the race. If she fails to take it she shall be disqualified without a hearing and her score shall not be excluded.

##### **P2.3 Third and Subsequent Penalties**

When a boat is penalized a third or subsequent time during the regatta, she shall promptly retire. If she does so her penalty shall be disqualification without a hearing and her score shall not be excluded. If she fails to do so her penalty shall be disqualification without a hearing from all races in the regatta, with no score excluded, and the protest committee shall consider calling a hearing under rule 69.2.

##### **P2.4 Penalties Near the Finishing Line**

If a boat is penalized under rule P2.2 or P2.3 and it was not reasonably possible for her to retire before *finishing*, she shall be scored as if she had retired promptly.

#### **P3 POSTPONEMENT, GENERAL RECALL OR ABANDONMENT**

If a boat has been penalized under rule P1.2 and the race committee signals a *postponement*, *general recall* or *abandonment*, the penalty is cancelled, but it is still counted to determine the number of times she has been penalized during the regatta.

#### **P4 REDRESS LIMITATION**

A boat shall not be given redress for an action by a member of the protest committee or its designated observer under rule P1.2 unless the action was improper due to a failure to take into account a race committee signal or a class rule.

**P5 FLAGS O AND R**

**P5.1 When Rule P5 Applies**

Rule P5 applies if the class rules permit pumping, rocking and ooching when the wind speed exceeds a specified limit.

**P5.2 Before the Starting Signal**

- (a) The race committee may signal that pumping, rocking and ooching are permitted, as specified in the class rules, by displaying flag O before or with the warning signal.
- (b) If the wind speed becomes less than the specified limit after flag O has been displayed, the race committee may *postpone* the race. Then, before or with a new warning signal, the committee shall display either flag R to signal that rule 42 has changed by the class rules applies, or flag O, as provided in rule P5.2(a).
- (c) If flag O or flag R is displayed before or with the warning signal, it shall be displayed until the starting signal.

## APPENDIX R

# PROCEDURES FOR APPEALS AND REQUESTS

*See rule 70. A national authority may change this appendix by prescription but it shall not be changed by sailing instructions.*

### **R1 APPEALS AND REQUESTS**

Appeals, requests by protest committees for confirmation or correction of their decisions, and requests for interpretations of the *rules* shall be made in compliance with this appendix.

### **R2 SUBMISSION OF DOCUMENTS**

#### **R2.1** To make an appeal,

- (a) no later than 15 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 15 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;
- (c) when the protest committee fails to comply with rule 65, the appellant shall, within a reasonable time after the hearing, send an appeal with a copy of the *protest* or request and any relevant correspondence.

If a copy of the *protest* or request is not available, the appellant shall instead send a statement of its substance.

#### **R2.2** The appellant shall also send, with the appeal or as soon as possible thereafter, all of the following documents that are available to her:

- (a) the written *protest(s)* or request(s) for redress;
- (b) a diagram, prepared or endorsed by the protest committee, showing the positions and tracks of all boats involved, the course to the next *mark* and the required side, the force and direction of the wind, and, if relevant, the depth of water and direction and speed of any current;
- (c) the notice of race, the sailing instructions, any other conditions governing the event, and any changes to them;
- (d) any additional relevant documents; and
- (e) the names, postal and e-mail addresses, and telephone numbers of all *parties* to the hearing and the protest committee chairman.

#### **R2.3** A request from a protest committee for confirmation or correction of its decision shall be sent no later than 15 days after the decision and shall include the decision and the documents listed in rule R2.2. A request for an interpretation of the *rules* shall include assumed facts.

**R3 RESPONSIBILITIES OF NATIONAL AUTHORITY AND PROTEST COMMITTEE**

Upon receipt of an appeal or a request for confirmation or correction, the national authority shall send to the *parties* and protest committee copies of the appeal or request and the protest committee's decision. It shall ask the protest committee for any relevant documents listed in rule R2.2 not sent by the appellant or the protest committee, and the protest committee shall promptly send them to the national authority. When the national authority has received them it shall send copies to the *parties*.

**R4 COMMENTS AND CLARIFICATIONS**

**R4.1** The *parties* and protest committee may make comments on the appeal or request or on any of the documents listed in rule R2.2 by sending them in writing to the national authority.

**R4.2** The national authority may seek clarifications of *rules* governing the event from organizations that are not *parties* to the hearing.

**R4.3** The national authority shall send copies of comments and clarifications received to the *parties* and protest committee as appropriate.

**R4.4** Comments on any document shall be made no later than 15 days after receiving it from the national authority.

**R5 INADEQUATE FACTS; REOPENING**

The national authority shall accept the protest committee's finding of facts except when it decides they are inadequate. In that case it shall require the committee to provide additional facts or other information, or to reopen the hearing and report any new finding of facts, and the committee shall promptly do so.

**R6 WITHDRAWING AN APPEAL**

An appellant may withdraw an appeal before it is decided by accepting the protest committee's decision.