



THE APPEALS BOOK

FOR 2025-2028



THE APPEALS BOOK for 2025–2028

United States Sailing Association

January 2026



ussailing.org

US Sailing

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January 1, 2025

May 28, 2025 • Index of Abstracts was updated,

Appeal 122 was withdrawn and Appeals 128

and 129 were added.

January 1, 2026

The Indexes of Diagrams and Abstracts were updated,

and Appeals 122 and 130 were added.

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Star Class • Day 4 of the Bacardi Invitational Regatta 2023

THE APPEALS BOOK FOR 2025–2028

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INTRODUCTION

The Appeals Book for 2025–2028 contains decisions of the US Sailing Appeals Committee. Though the decisions are not “authoritative,” typically, protest committees in the U.S. conform their decisions to the appeals when the facts are similar, which makes them invaluable for competitors and officials to know and use.

The World Sailing Case Book

World Sailing publishes its own book called *The Case Book for 2025–2028*. The World Sailing cases are authoritative interpretations of the rules and contain selected appeals from member national authorities, such as US Sailing.

Useful Resources and Ways to Use the Appeals Book

I strongly recommend and urge all sailors, race officers and judges to read through the *Appeals Book* and the *Case Book*. Some of the appeals and cases are from actual situations, and some are hypothetical situations and questions sent in by yacht clubs and other organizations. Most appeals and cases are only a few paragraphs long, with a summary of the facts and often a diagram, followed by clear interpretations and applications of the rules to those facts. One helpful way to learn the rules is to read the facts and study the diagram. Then close the book and answer the appeal yourself; then read the decision.

Links from the Table of Contents and Indexes of the Appeals Book

You will now find hyperlinks from the [Table of Contents](#) and all the indexes to the appeals inside the *Appeals Book* which should help you find the appeal you are looking for more quickly. Thank you to Appeals Committee Secretary Joy Shipman for creating those links.

Changes in the Appeals Book

The Appeals Book for 2025–2028 has been updated to conform to *The Racing Rules of Sailing for 2025–2028*, and to clarify some of the rules applications. **A brief summary of the changes in the appeals** appears at the end of each revised appeal after “Revised 2025.”

The changes primarily reflect changes to *The Racing Rules of Sailing*. Specifically, there are changes to the definition Mark-Room (Appeals 3 and 89), rule 60.2 about protesting an ongoing incident (Appeal 125) and rule 76.1 about rejecting or cancelling an entry (Appeal 53). Part 5 (Protests, Redress, Hearings, Misconduct and Appeals) has been completely reorganized and renumbered.

In addition, there are five new appeals since the 2021–2024 edition was published on January 1, 2021 (126, 127, 128, 129 and 130), and six appeals have been deleted (12, 64, 83, 117, 120 and 123).

Note: hypothetical questions used to be called “Questions.” They are now called “Appeals.”

Deleted Appeals and Questions

For a complete list of the appeals that have been deleted from the *Appeals Book* since it was updated with the new rules and renumbered in 1997, and the reasons for doing so, see the

Index of Appeals Deleted Since the 1997–2000 Edition on page xi. Future changes in the book, including new appeals and notices of deletions, will appear on the US Sailing website at appeals.ussailing.org.

Study Version of the *Appeals Book*

For those interested in seeing the changes we have made from the 2021–2024 edition of the *Appeals Book*, we have posted an edition of the 2025–2028 *Appeals Book* showing all the changes (using the red-line tool) on the US Sailing website at appeals.ussailing.org.

Useful Indexes

One of the *Appeals Book*'s best features is the **Index of Abstracts of Appeals and Cases** (summaries of each US Sailing appeal and World Sailing case) sorted by rule number, on page B–1. If you are in a protest involving rule 17 (On the Same Tack; Proper Course), you can quickly scan through each appeal and case pertaining to rule 17 to see if one applies to your situation. And if you want to learn the rules better, pick a rule to study and read through each appeal and case listed for that rule in the Index.

Another useful feature is the **Index of Key Words and Phrases in US Sailing Appeals**, on page ix. There you will find appeals interpreting phrases such as “changing course,” “first reasonable opportunity” and “reasonable doubt.”

Also useful is the **Index of Appeals Diagrams**, on page A–1. At an Appeals Committee meeting in 1986, then Chairman Harman Hawkins was saying that one way he looked for an appeal was to thumb through the Appeals Book looking for the diagram he remembered for the appeal, and wouldn't it be nice if there was an index of the diagrams to make it easier to find an appeal. Well, some 36 years later, his idea came to life! Now the diagrams in the *Appeals Book* are compiled in this **Index of Appeals Diagrams**, sorted by areas of the race course to make it even easier and quicker to find an appeal that may be helpful or relevant.

How to Get a Copy of the *Appeals* and *Case Books*

The *Appeals Book* and the *Case Book* are available online at appeals.ussailing.org.

I am indebted to Joy Shipman, the Secretary of the Appeals Committee, who served as the editor of this edition and also revised many of the diagrams included in the book, and to all the members of the Appeals Committee who worked hard to complete the updated book by January 1, 2026.

Dave Perry, Chair
US Sailing Appeals Committee

Readers with comments are invited to send them to:
US Sailing Appeals Committee
appeals@ussailing.org

HISTORY OF THE *APPEALS BOOK*

From 1932 until the fall of 1942, appeals were decided by the Executive Committee of the North American Yacht Racing Union (NAYRU) and were published as supplements to the minutes of the NAYRU annual meetings. Beginning in September, 1942, appeals were decided by an Appeals Committee whose members were elected at annual meetings. Today, members of the Appeals Committee are appointed by the US Sailing Board of Directors for three-year terms.

The appeals were first published separately in 1950. For the second edition in 1953 they were conformed to the new NAYRU racing rules with the help of their originator, Harold S. Vanderbilt. Subsequent editions were published in 1962, 1965, 1970, 1978, 1982, 1986, 1990, 1994, 1997, 2002, 2005, 2009, 2013, 2017, 2021 and 2025.

In 1997, *The Racing Rules of Sailing* were significantly revised. Accordingly, the appeals in the *Appeals Book* were also revised to conform to the new 1997–2000 RRS, many appeals were deleted, and the appeals in the book were renumbered.

The *Appeals Book* was placed online in 2008, and can be found at appeals.ussailing.org. A link to the *World Sailing Case Book* can also be found there.

MEMBERS OF THE US SAILING APPEALS COMMITTEE

Charles Francis Adams	1942–1952	
Clinton H. Crane	1942–1959	(ex officio 1945–1950)
J. Amory Jeffries	1942–1972	(ex officio 1958–1962), Chairman 1963–1972
George Nichols	1942–1951	
W. A. W. Stewart	1942–1961	Chairman 1943–1961
J. Lewis Stackpole	1942–1949	
Harold S. Vanderbilt	1942–1969	
Clare Udell	1950–1957	
Henry S. Morgan	1951–1974	(ex officio 1951–1957)
George R. Hinman	1954–1977	(ex officio 1963–1967)
J. Herbert Ware	1958–1964	
George E. Roosevelt	1960–1964	
F. Gregg Bemis	1962–1984	Chairman 1962
Robert N. Bavier, Jr.	1965–1980	(ex officio 1968–1972), Chairman 1973–1975
Henry H. Anderson, Jr.	1965–1990	
Richard B. Nye	1970–1978	
James Michael	1973–1983	(ex officio 1973–1975), Chairman 1976–1983
Lynn A. Watters	1975	
Lynn G. Stedman, Jr.	1976, 1979–1983	(ex officio 1976)
Theodore E. Tolson, Jr.	1978–1984	
Harman Hawkins	1980–1993	Chairman 1984–1988
William H. Foulk, Jr.	1981–1985	
Richard S. Latham	1984–1991	Chairman 1989–1991
William P. Ficker	1984–1987	
William Bentsen	1984–2015	Chairman 1998–2002
Mark H. Baxter	1985–1986	
David M. Perry	1986–	Chairman 2007–
Thomas H. Farquhar	1987–2012	Chairman 1992–1995, 2003–2006
Roger W. Eldridge	1988–1990	
Charles A. Cook	1991–2002	Chairman 1996–1997
Charles M. Kober	1991–1995	
Charles W. Raulston	1994–1998	
Frederick H. Hagedorn	1994–1998	
Pete Ives	1996–1998	
Bradley W. Dellenbaugh	1998–2002	
Jim Capron	1999–2006	
Kirk S. Brown	2002–2008	
Dean M. Brenner	2003–2004	
Bryan H. McDonald	2005–2008	
Steven C. Shepstone	2007–2023	
Dick Rose	2009–	
L. Douglas Sloan	2013–2022	
John Pratt	2016–	
Clifford Black	2023–	
Sandy Grosvenor	2024–	

LETTERS USED TO DESIGNATE BOATS IN DIAGRAMS

A, B, C, X, Y, Z, etc.	Any boat
I.....	Inside boat
L.....	Leeward boat
M.....	Middle or intervening boat
O.....	Outside boat
P.....	Port-tack boat
S.....	Starboard-tack boat
W.....	Windward boat

Combinations of these letters are also used.

INDEX OF KEY WORDS AND PHRASES IN US SAILING APPEALS

Terms defined in *The Racing Rules of Sailing* are not listed in this Index. You can find Appeals interpreting defined terms in Section 2, [Index of Abstracts of Appeals and Cases](#).

Note: The number(s) after the keywords or phrases are Appeal numbers.

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INDEX OF APPEALS DELETED SINCE THE 1997–2000 EDITION

* Indicates appeals deleted from *The Appeals Book for 2021–2024*

- 1 The appeal was redundant to World Sailing Case 1.
- 7 The appeal was redundant to Appeal 36.
- 9 Rule 42.2 was changed in 2005.
- 11 The decision was no longer correct because of changes in rule 61.1(a) in 2001.
- 12* The facts do not support the conclusion that S was compelled to break rule 16.1.
- 14 Rule 17.2 was deleted in 2009.
- 21 This 1965 appeal is now an unlikely situation given the advances in technology.
- 28 There was no significant point to be made following the rule changes.
- 29 The facts created an implausible situation.
- 32 The facts were insufficient to support the decision and therefore it may have been incorrect.
- 37 The decision incorrectly held that when an overall trophy is awarded based on the performances of boats racing in separate classes, those boats are racing in more than one race at a time.
- 38 World Sailing Case 92 discusses an almost identical incident.
- 47 Changes in the rules in 2001 made the questions and answers less helpful.
- 48 The facts were insufficient to decide the appeal.
- 49 The decision was incorrect.
- 50 The appeal was redundant with Appeal 40.
- 51 The written facts and diagram were incongruous and did not support the decision.
- 55 Now World Sailing Case 91.
- 57 The decision was no longer correct because rule J2.1(5) was changed in 2001 to require sailing instructions to identify all rounding marks.
- 58 The US Sailing prescription to rule 86.3 has been changed in 2021.
- 63 Rule 63.6(a) was changed in 2021 making the decision incorrect.
- 64* The facts are convoluted and insufficient to support the decisions of the appeals committees.
- 68 The appeal was redundant to World Sailing Case 31, and its decision did not conform to the decision in Case 31 which says that the award of redress should reflect the fact that an OCS boat will lose time and distance when it returns to start.
- 73 Now World Sailing Case 110.
- 74 No longer needed.
- 75 Now World Sailing Case 92.
- 76 Now World Sailing Case 93.

- 77 Now World Sailing Case 103.
- 79 The preamble to Part 2 was changed in 2005.
- 80 Now World Sailing Case 98.
- 81 No longer needed.
- 83* The case involved government regulations put into effect on September 11, 2001, and is outdated.
- 85 Now World Sailing Case 104.
- 88 The appeal conflicted with World Sailing Case 112.
- 95 The phrase “about to round” was removed from rule 18 in 2009.
- 98 Now World Sailing Case 110.
- 104 Now World Sailing Case 119.
- 105 Now World Sailing Case 118.
- 106 The definition Mark-Room was changed in 2013.
- 107 Rule 63.4 was changed making the facts insufficient to decide the appeal.
- 108 The application of the rules is better explained in Appeal 119.
- 109 The appeal was redundant to World Sailing Case 129.
- 115 Now World Sailing Case 141.
- 117* Now World Sailing Case 146.
- 120* Now World Sailing Case 147.
- 123* Now World Sailing Case 150.

SECTION 1 — INDEX OF APPEALS DIAGRAMS

At an Appeals Committee meeting in 1986, then Chairman Harman Hawkins was saying that one way he looked for an appeal was to thumb through the *Appeals Book* looking for the diagram he remembered for the appeal, and wouldn't it be nice if there was an index of the diagrams to make it easier to find an appeal.

Well, some 35 years later, his idea came to life! Now the diagrams in the *Appeals Book* are compiled in this **Index of Appeals Diagrams**, sorted by areas of the race course to make it even easier and quicker to find an appeal that may be helpful or relevant.

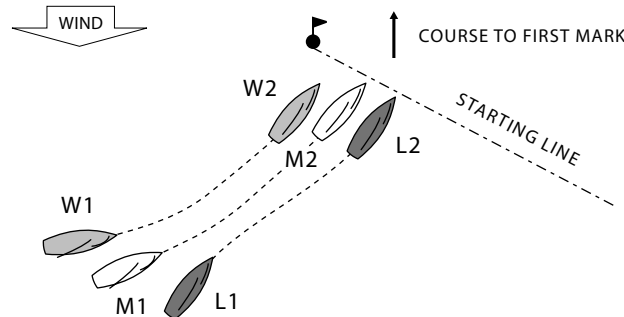
Note: Diagrams are limited to two-dimensional snapshots of each incident. They cannot show the affect of the wind and waves, the heel and speed of boats and all the many other things that contribute to a real-life scenario. They should therefore not be used too literally, but rather as a tool to help recognize quickly and clearly the situation being addressed.

Thank you, Harman, for your great idea!

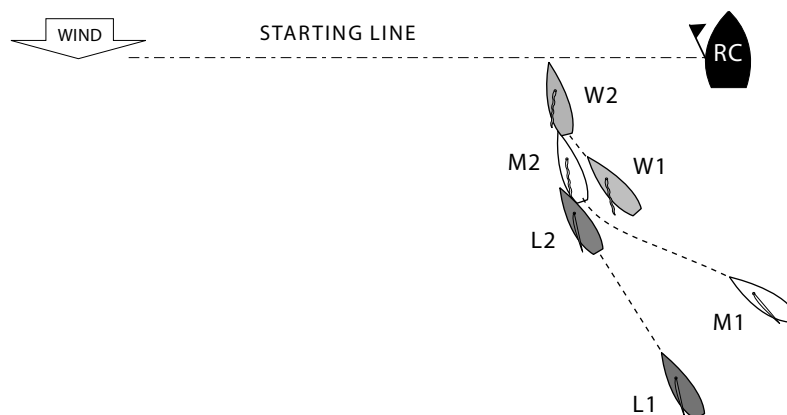
Dave Perry, Chair
US Sailing Appeals Committee

AT THE START

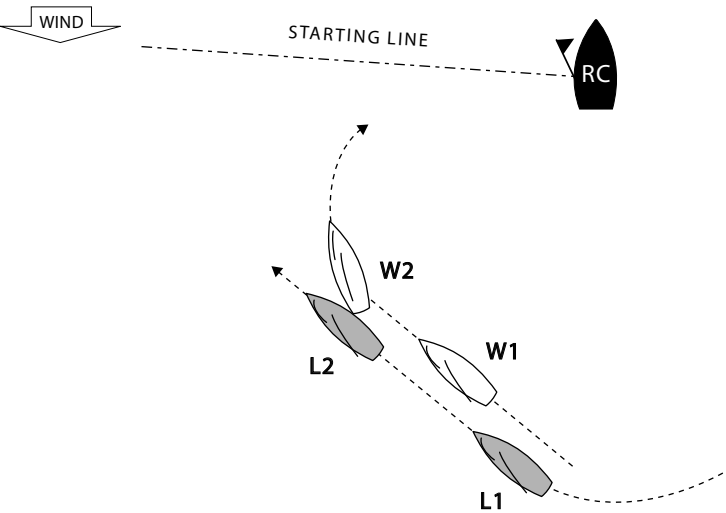
APPEAL 5 — Part 2, Section C Preamble and rule 18.2



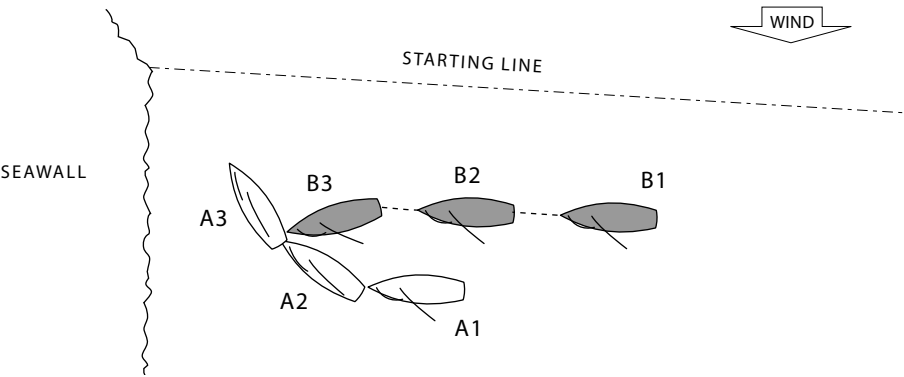
APPEAL 36 — Obstruction, Rule, rules 12, 14, 15, 19.2(b) and 43.1



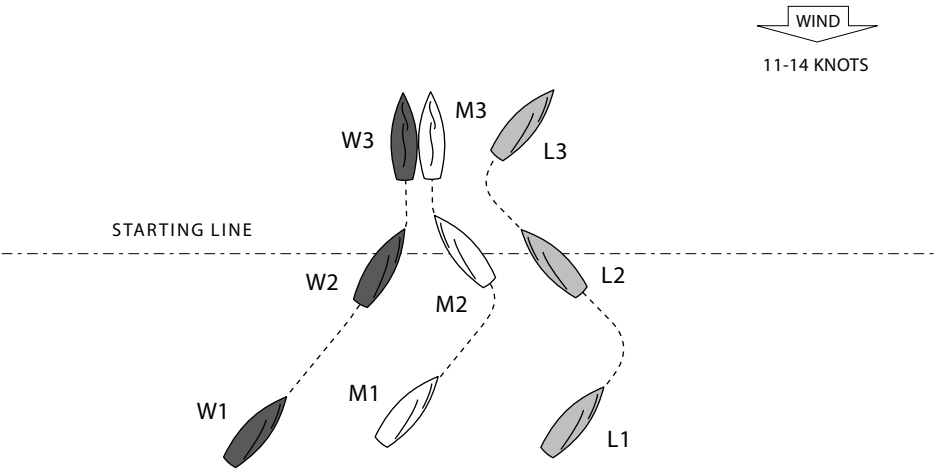
APPEAL 43 — Rules 11, 14 and 15



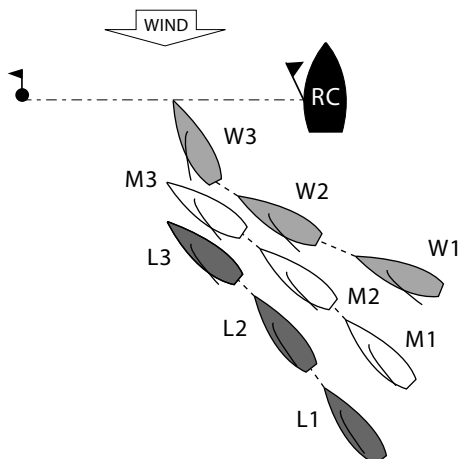
APPEAL 71 — Rules 11, 16.1, 19.1 and 60.5(c)



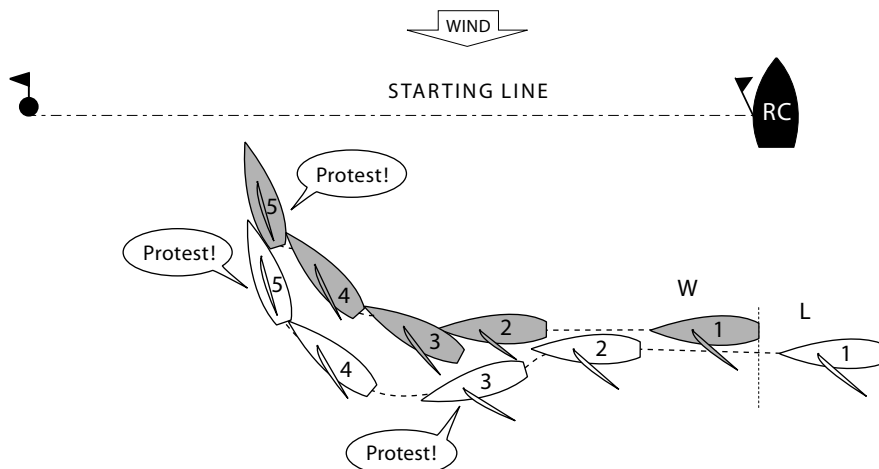
APPEAL 78 — Room, rules 14, 15, 43.1 and 63.2(d)



APPEAL 84 — Rules 19.2(b), 43.1(a), 60.1, 60.4(c)(2), 60.5(b)(1), 63.2(b) and R5.4

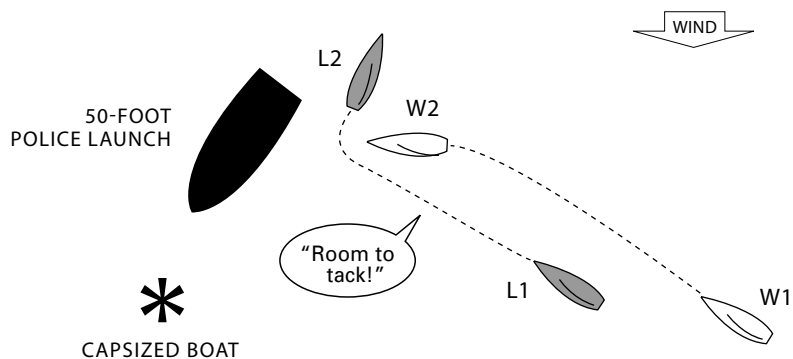


APPEAL 119 — Rules 11, 14, 15, 16.1 and 43.1

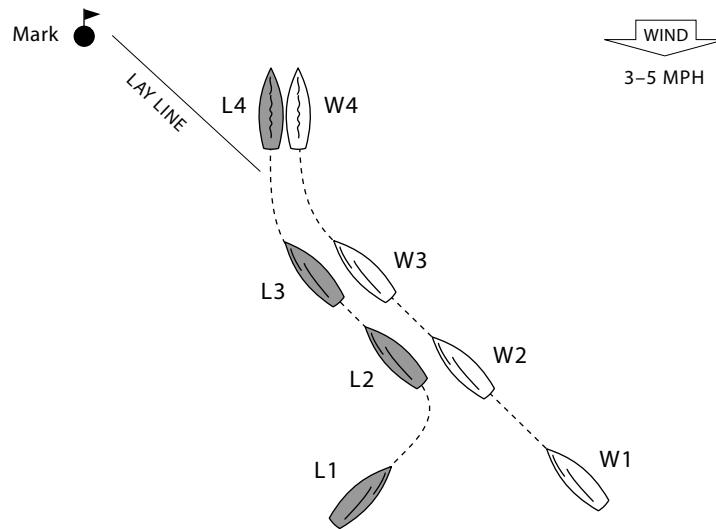


ON UPWIND LEGS

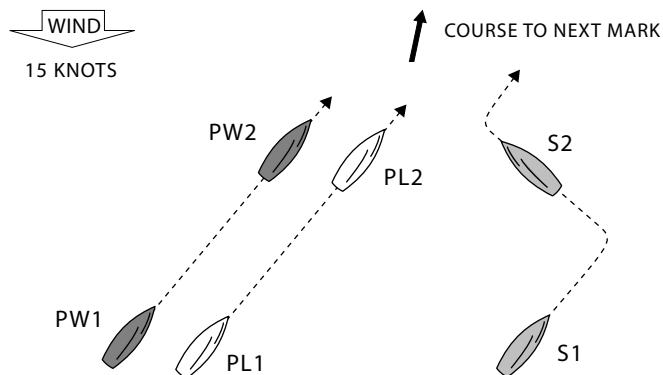
APPEAL 15 — Obstruction, rules 20 and 43.1(a)



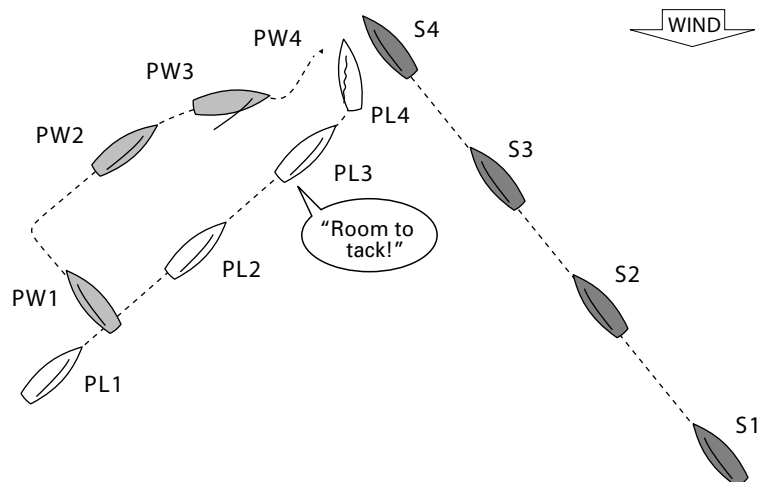
APPEAL 17 — Rule 13



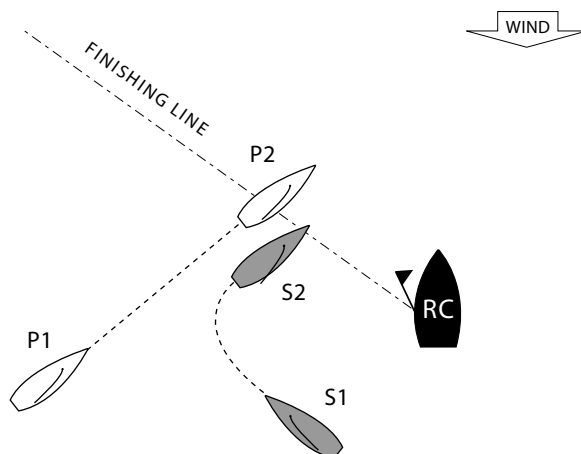
APPEAL 19 — Rules 20.2(c) and 43.1(a)



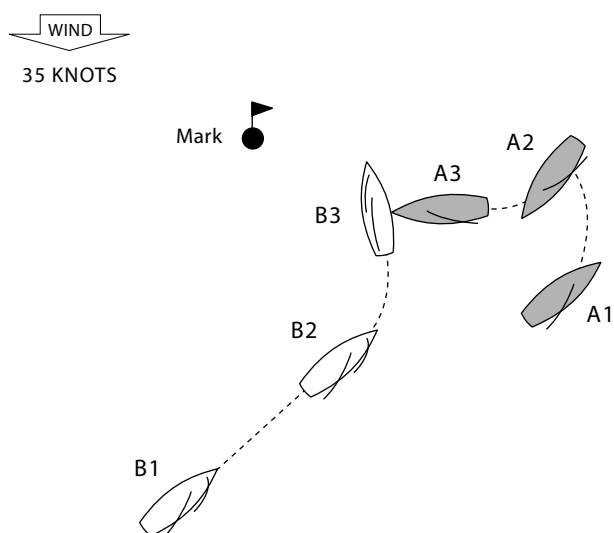
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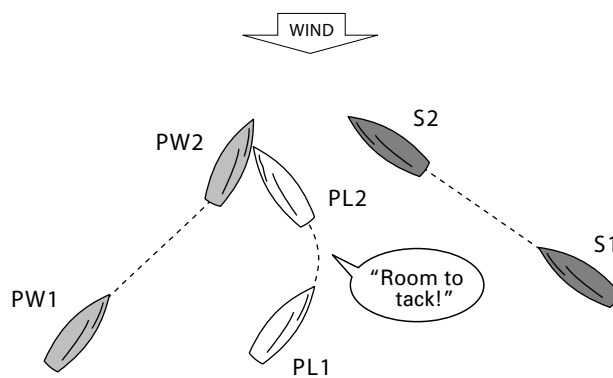
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APPEAL 35 — Rules 13, 14, 16.1, 16.2, 43.1(b) and 60.5(c)

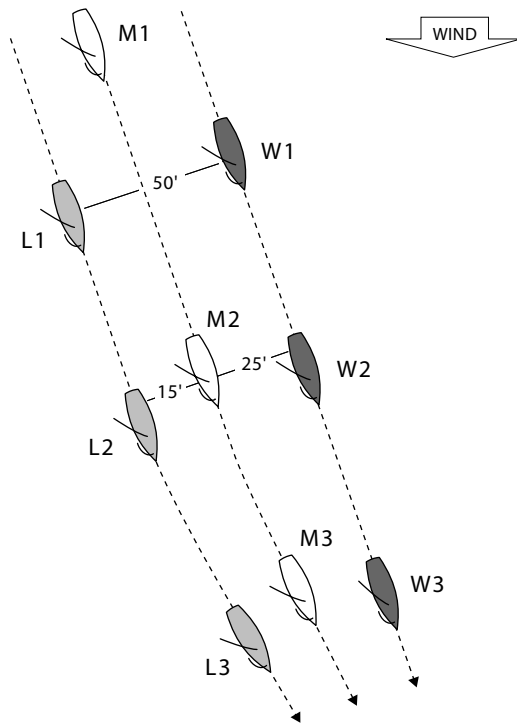


APPEAL 45 — Rules 13, 14 and 20.2

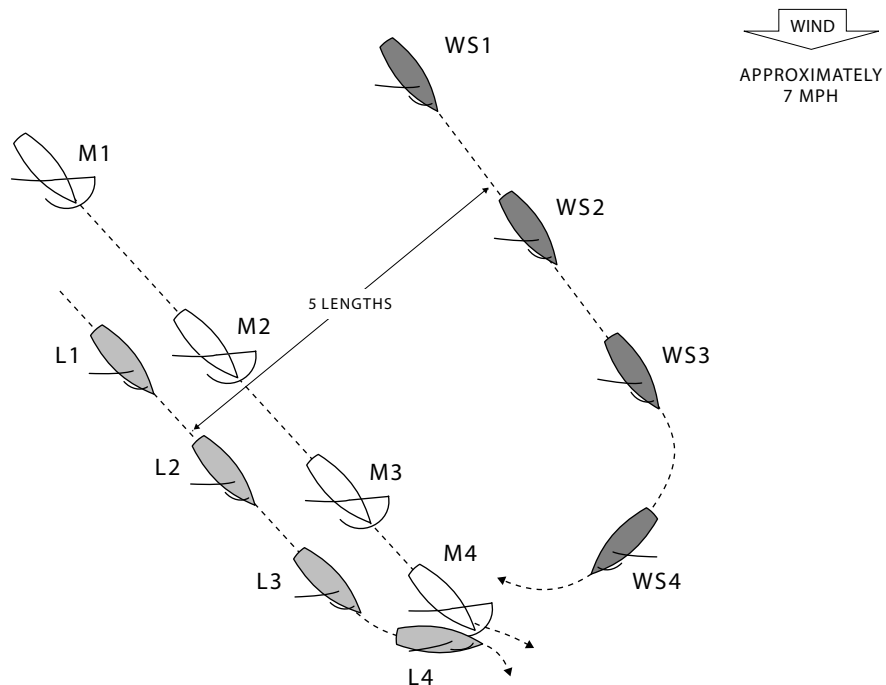


ON DOWNWIND LEGS

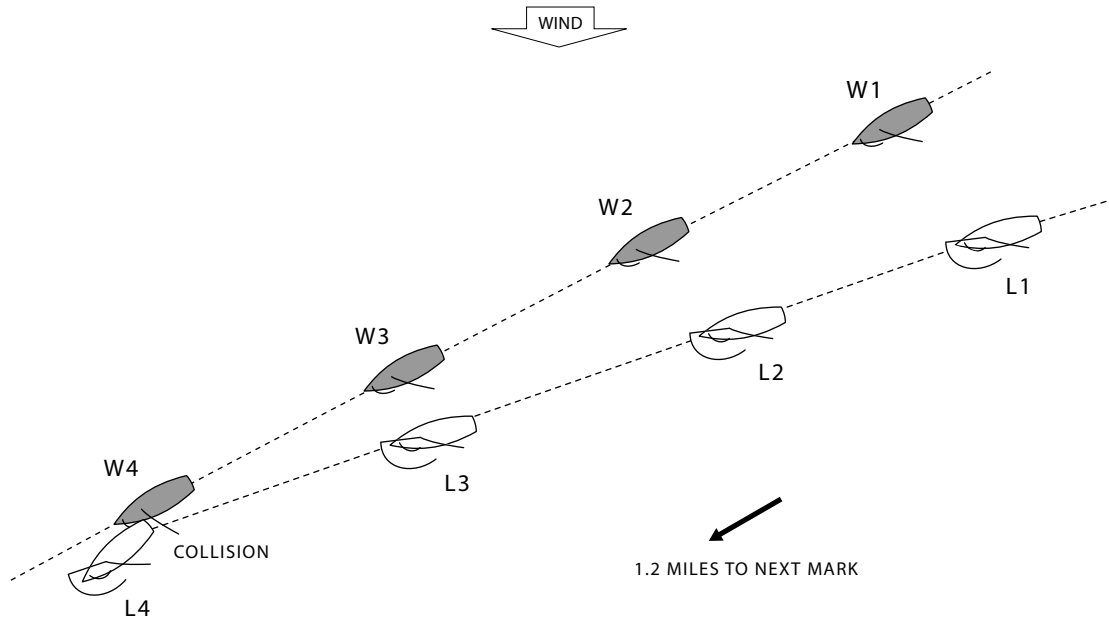
APPEAL 4 — Proper Course, rules 17 and 19.2(b)



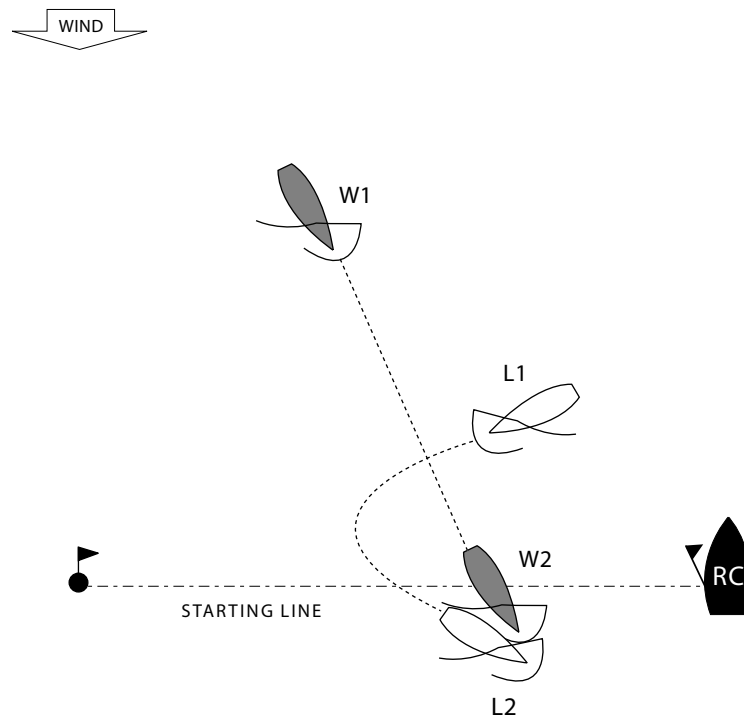
APPEAL 6 — Obstruction, Room, rules 10, 11, 19.2(b), 43.1 and 60.5(c)



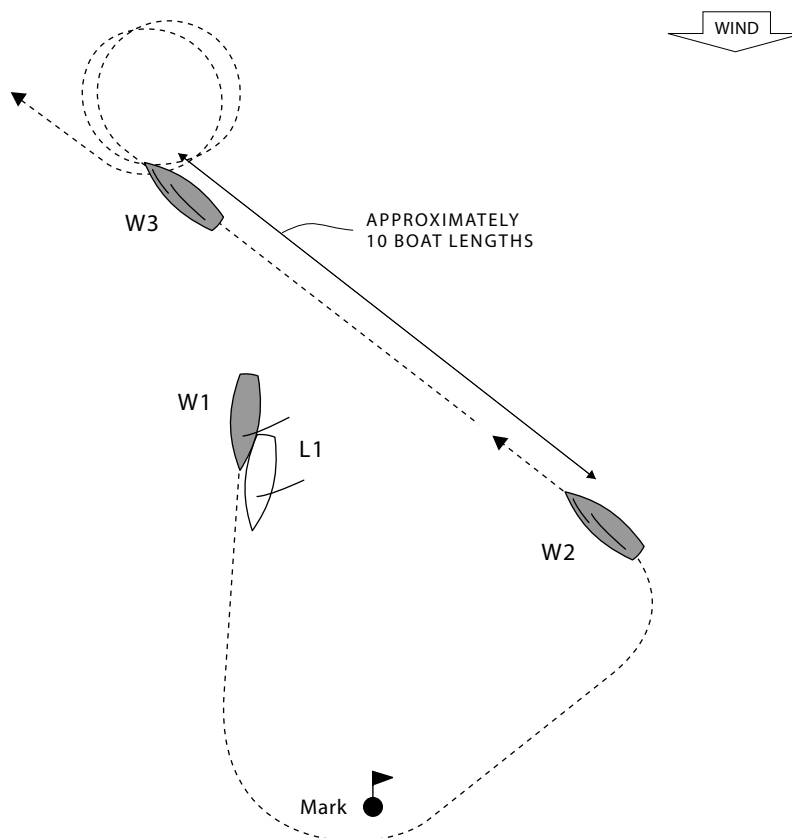
APPEAL 13 — Proper Course, rules 11 and 17



APPEAL 52 — Rules 11, 14 and 15

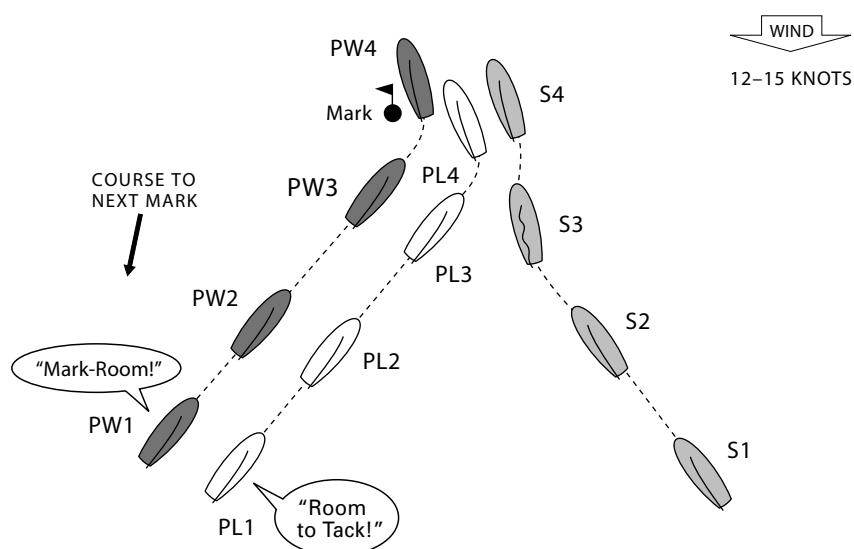


APPEAL 60 — Rules 44.1 and 44.2

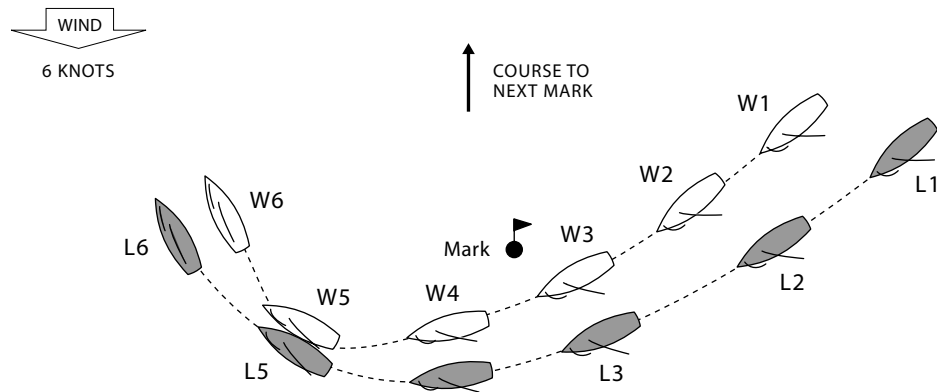


AT MARKS

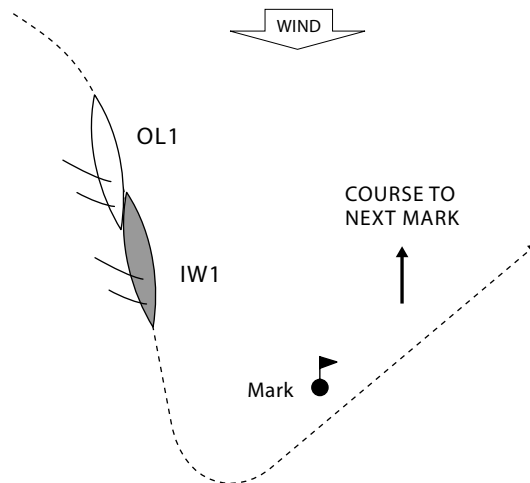
APPEAL 2 — Rules 10, 20 and 43.1(a)



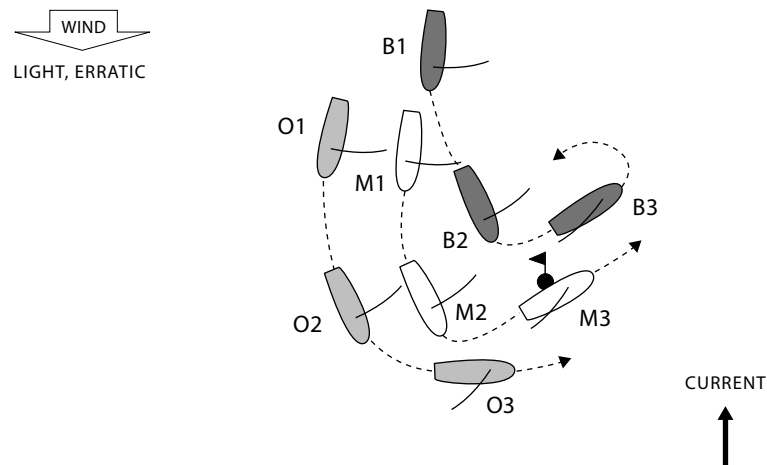
APPEAL 3 — Mark-Room, rules 11, 14, 18.2(a) and 43.1(c)



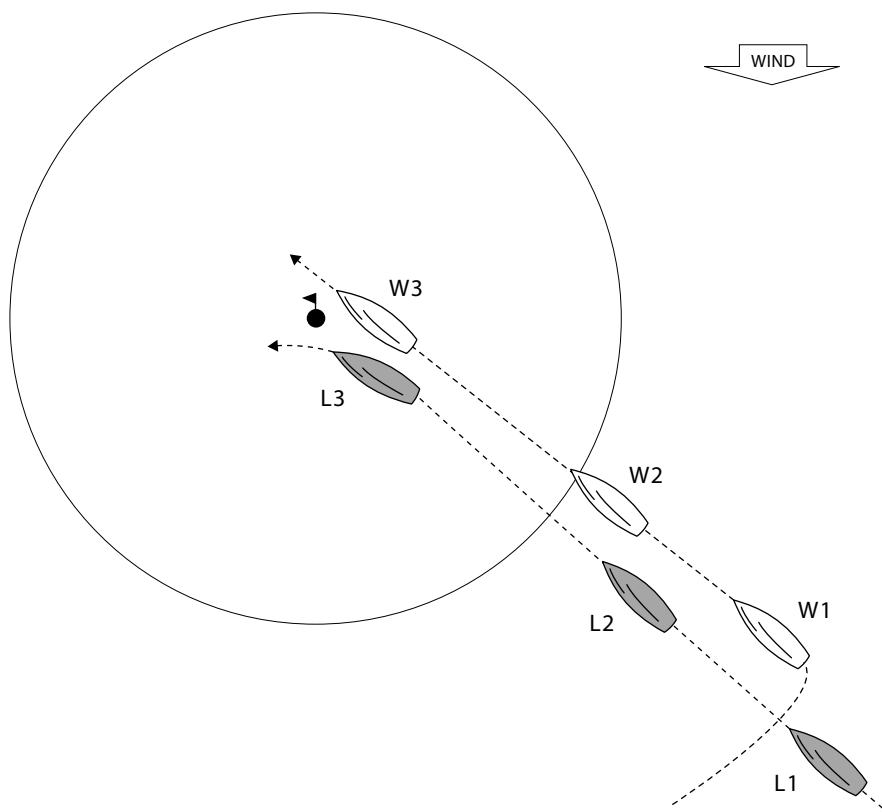
APPEAL 20 — Mark-Room, rules 11, 14 and 18.2(a)



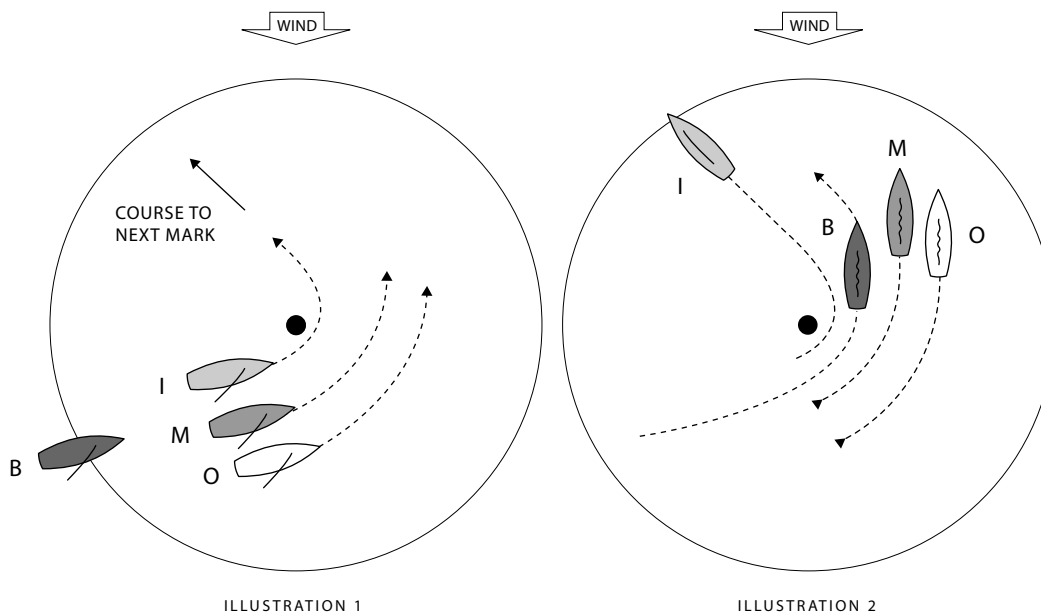
APPEAL 30 — Rule 18.2(a)



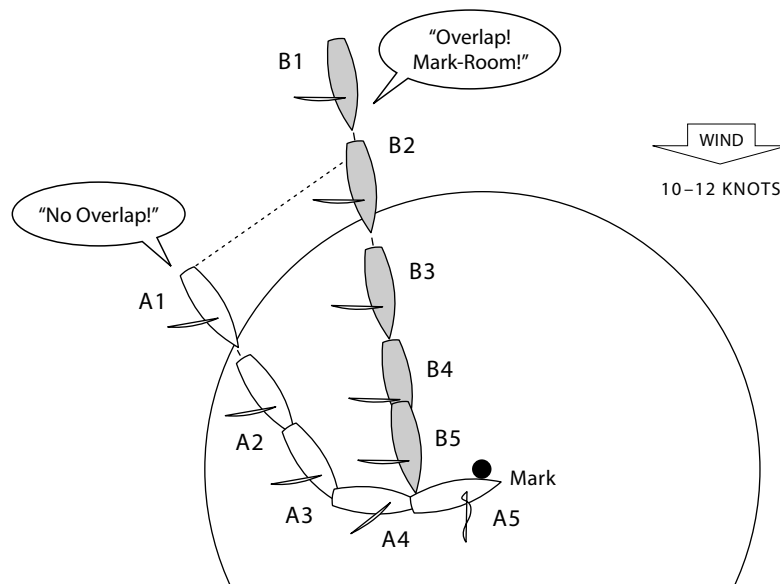
APPEAL 70 — Rules 11, 17 and 18.2(a)



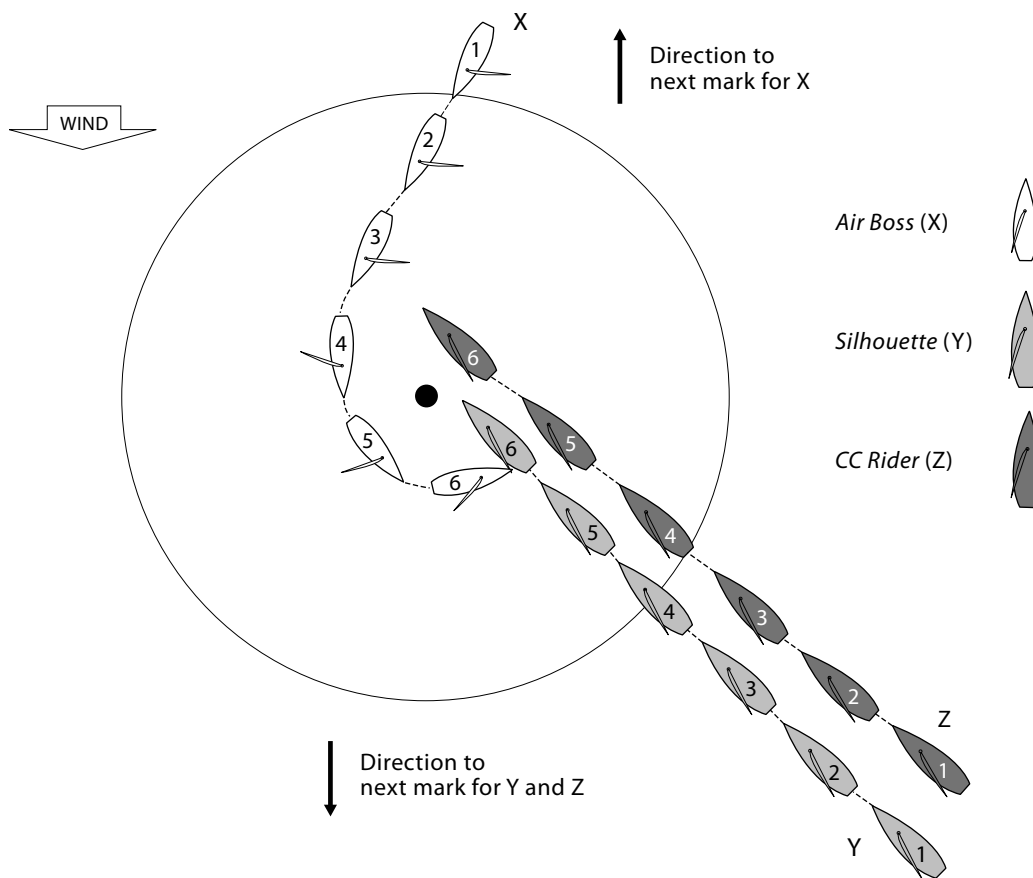
**APPEAL 89 — Mark-Room,
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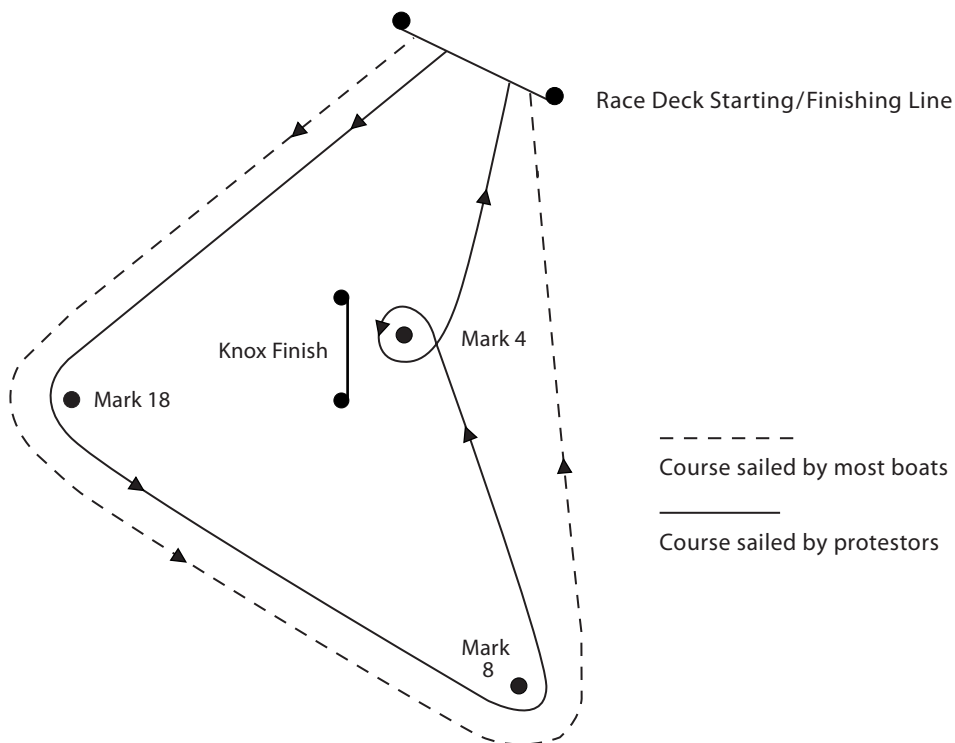
APPEAL 92 — Rules 14, 18.2(a), 18.2(e), 31 and 43.1



APPEAL 97 — Clear Astern and Clear Ahead; Overlap, rules 10, 14, 18.1 and 18.2

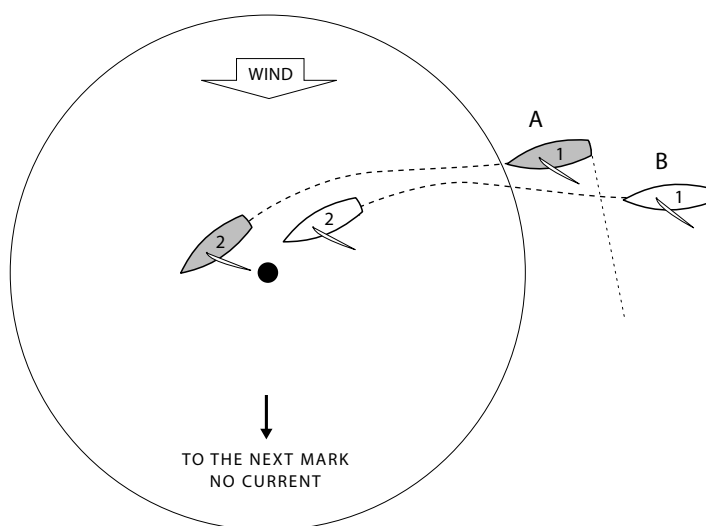


APPEAL 103 — Sail the Course and rule 28.1

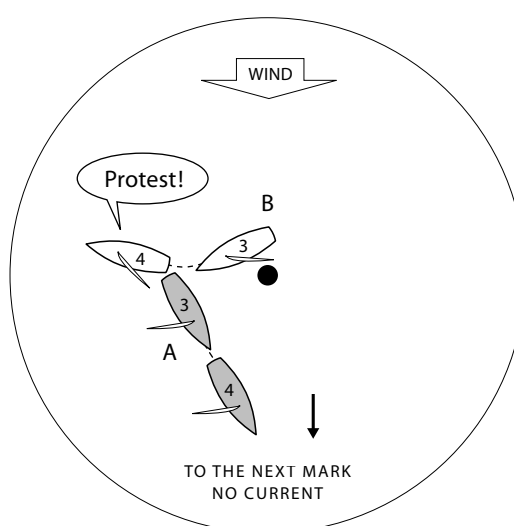


APPEAL 130 • Diagram 1 — Mark Room, Room, rules 16.1, 18.1, 18.2 and 43.1(b)

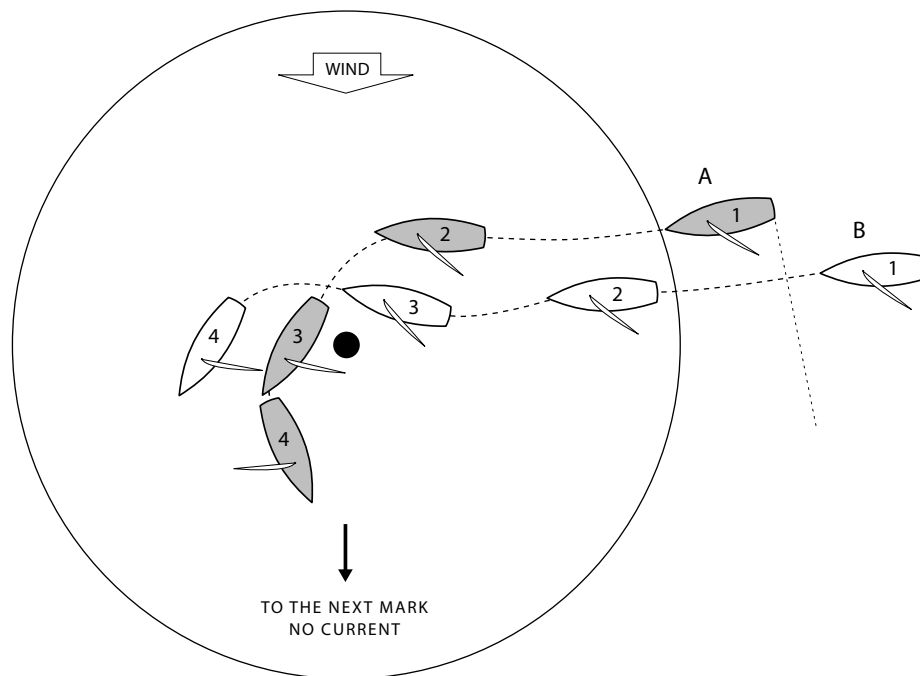
POSITIONS 1 AND 2



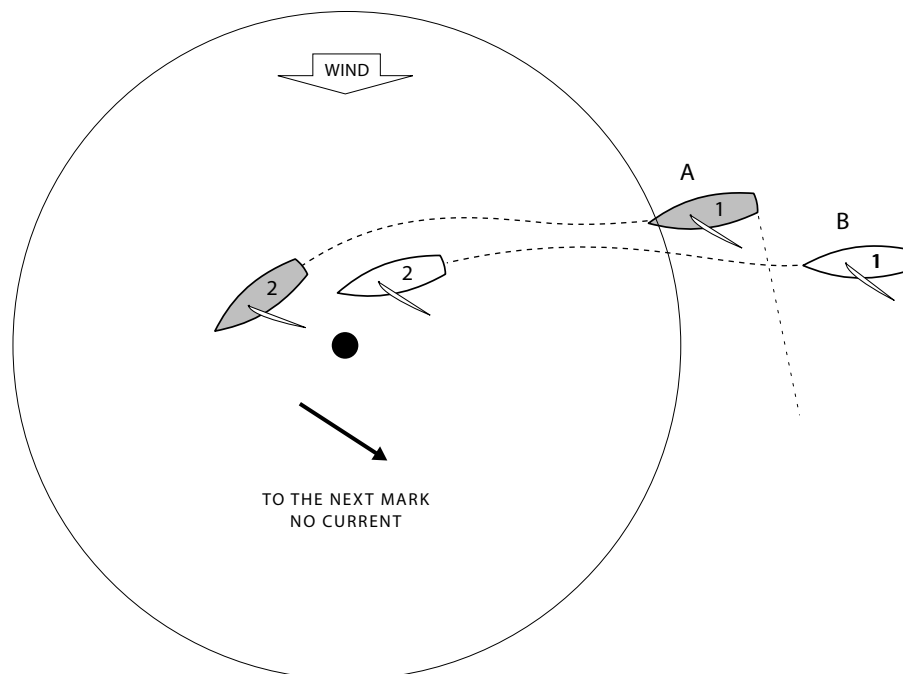
POSITIONS 3 AND 4



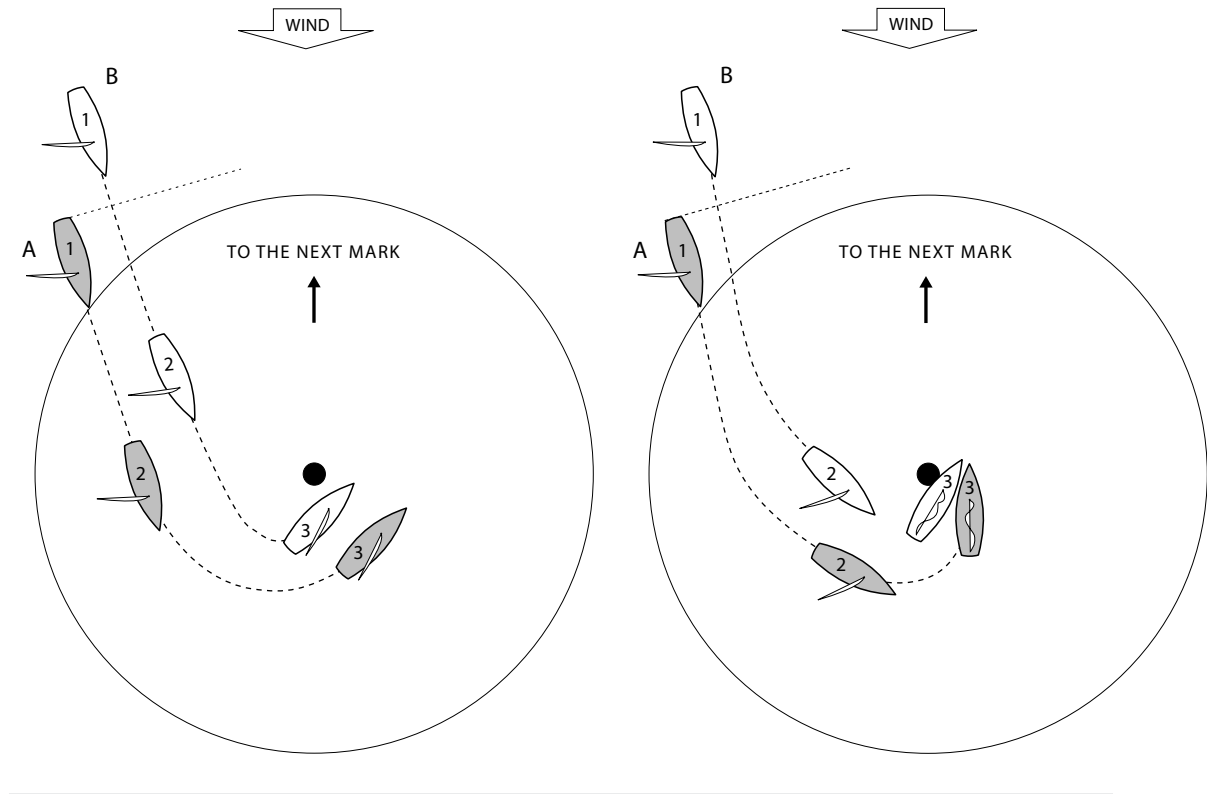
APPEAL 130 • Diagram 2



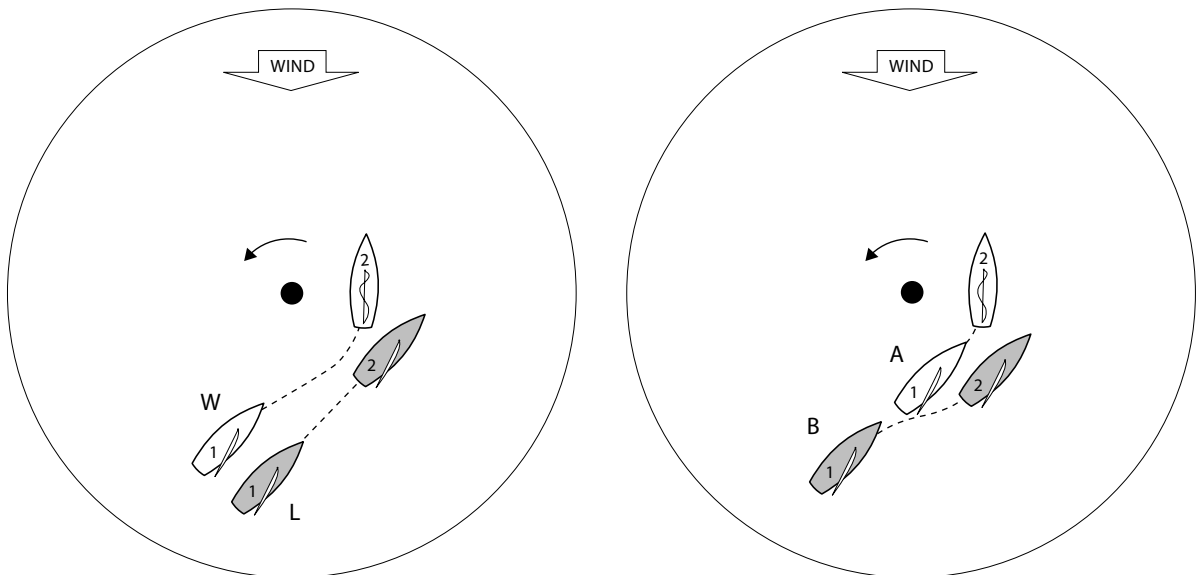
APPEAL 130 • Diagram 3



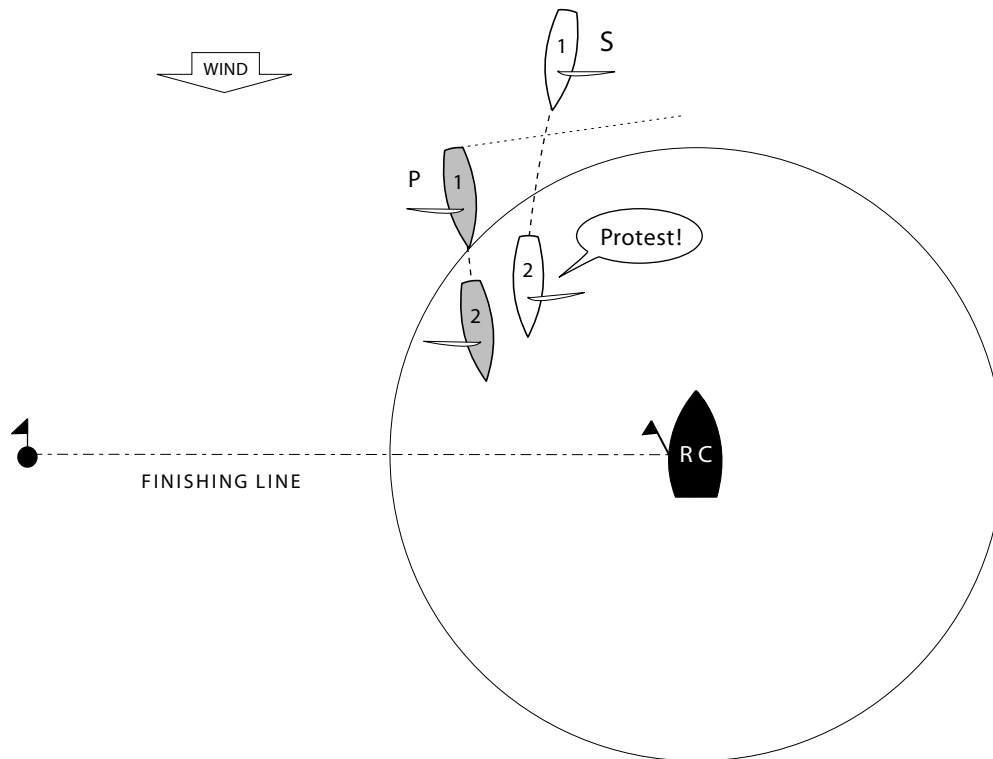
APPEAL 130 • Diagrams 4 and 5



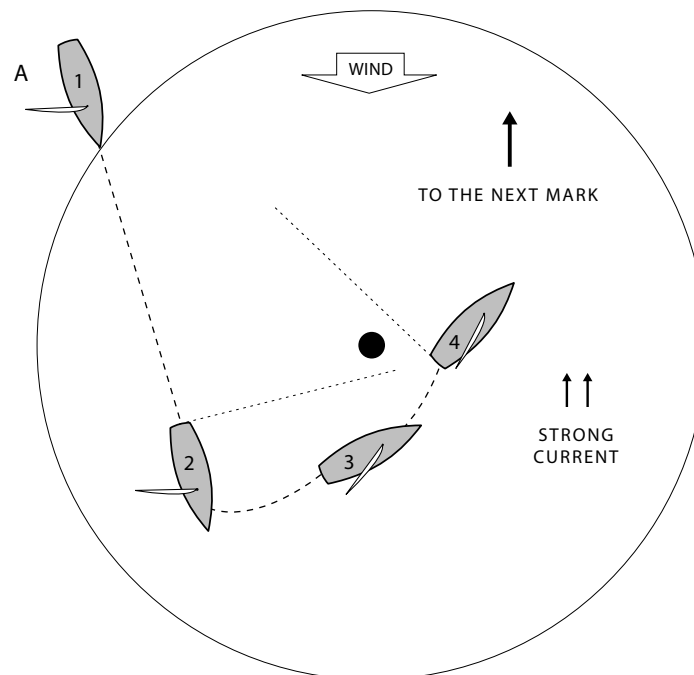
APPEAL 130 • Diagram 6



APPEAL 130 • Diagram 7

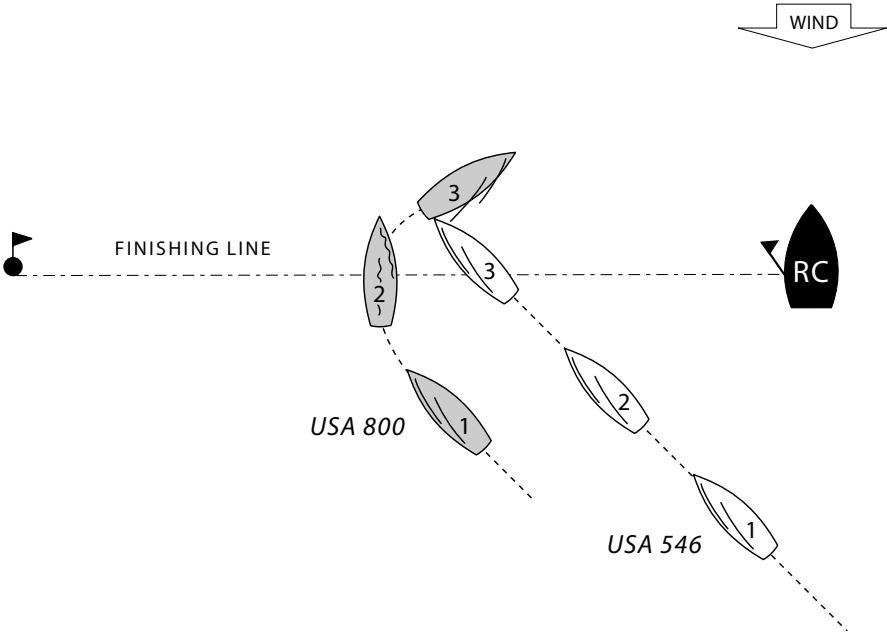


APPEAL 130 • Diagram 8

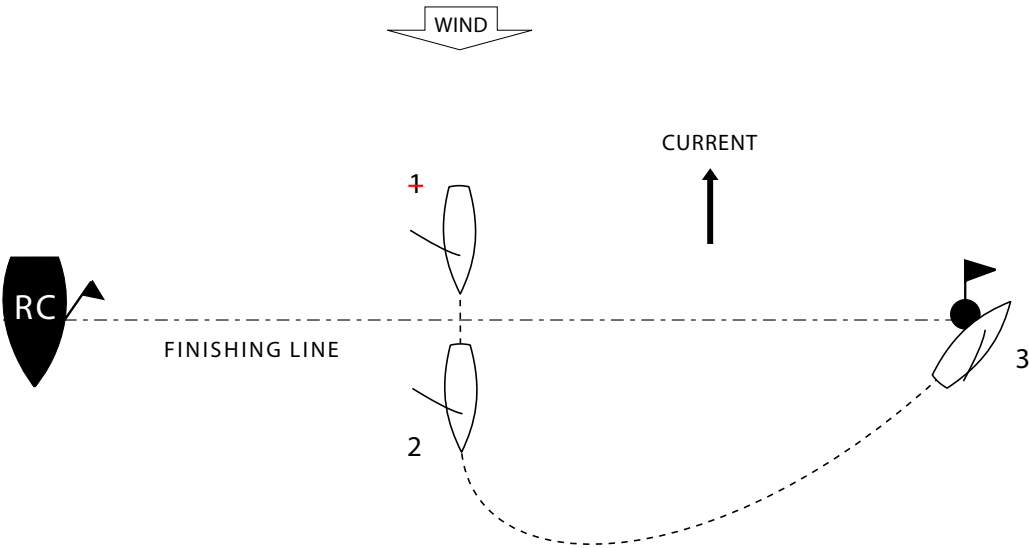


AT THE FINISH

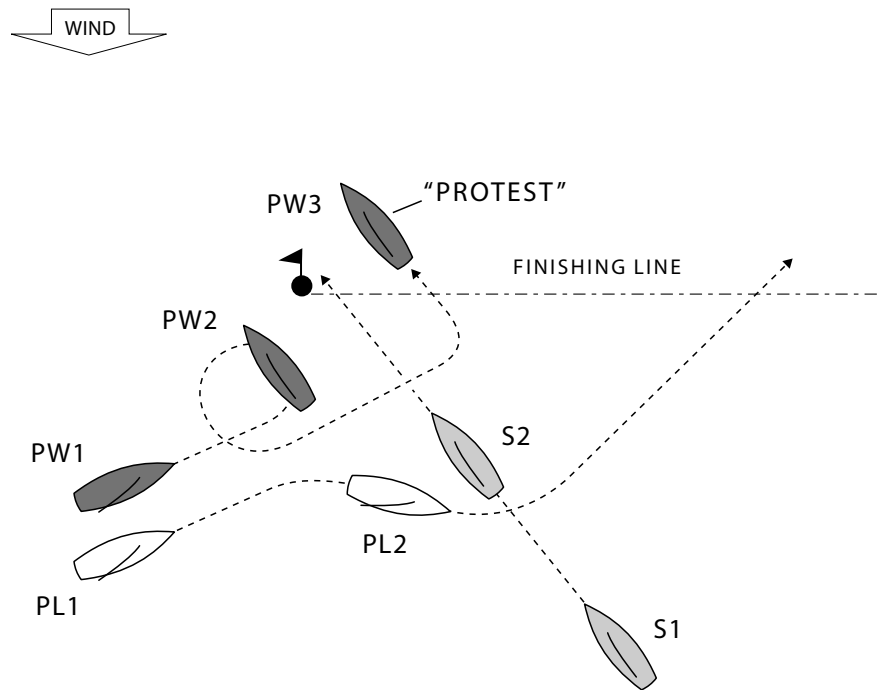
APPEAL 16 — Racing, Part 2 Preamble, rules 14 and 23.1



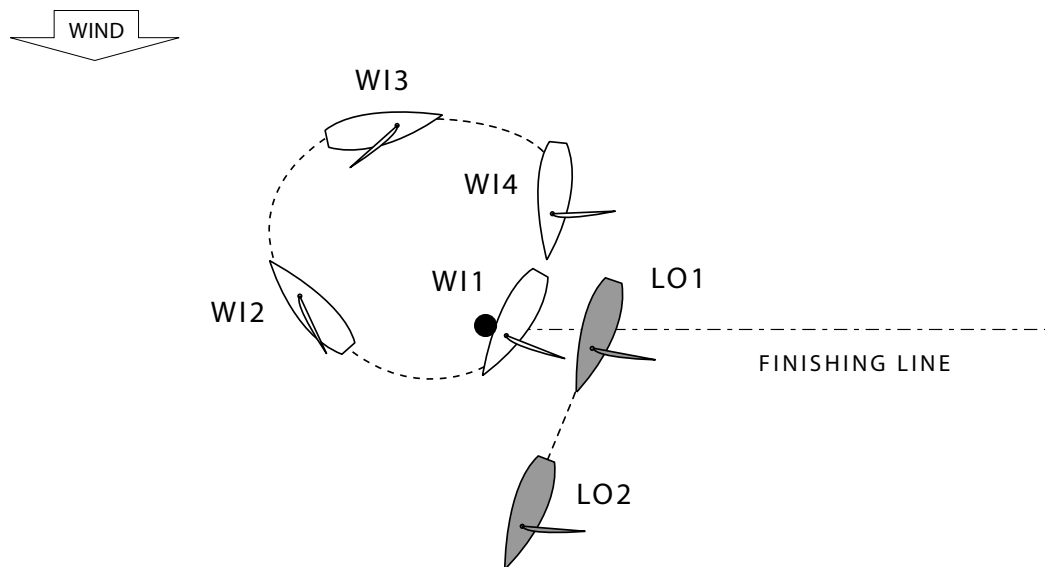
APPEAL 26 — Racing and rule 31



APPEAL 61 — Rule 60.2(a)(1)



APPEAL 86 — Finish, rules 43.1(b) and 61.4(b)



SECTION 2—INDEX OF ABSTRACTS OF APPEALS AND CASES

Section 2 enables readers to find US Sailing appeals that interpret a particular rule. The abstracts do not necessarily mention every rule interpreted, however, so the reader should also read the entire appeal.

Note: The World Sailing *Case Book* can be found on the US Sailing Appeals webpage at www.ussailing.org/competition/rules-officiating/appeals.

Readers are also reminded of the [Index of Key Words and Phrases in US Sailing Appeals](#), which lists the appeals where these key words and phrases are used. For example: “danger” (127), “first reasonable opportunity” (46, 61, 67, 82, 122, 124, 125), and “incident” (46, 61, 65, 67, 90, 125).

INTRODUCTION

[Appeal 99](#)—The World Sailing Cases do not have the status of rules but are “authoritative interpretations and explanations of the rules.” Therefore, when the relevant facts from a protest are essentially similar to the facts of a Case, the interpretations in the Case should be accepted by the protest committee as correct interpretations of the racing rules for that protest.

Like the World Sailing Cases, the published US Sailing appeals are not rules. However, decisions of the US Sailing Appeals Committee are final; therefore, when the relevant facts from a protest are essentially similar to the facts of a US Sailing appeal, and no World Sailing Case conflicts with the interpretations in the appeal, a protest committee in the United States is well advised to follow the appeal in making its decision.

[Appeal 112](#)—Interpretations of the definition Party and rule 63.1(a)(4) concerning representation in hearings, and a discussion regarding the terms in Terminology in the Introduction of *The Racing Rules of Sailing*.

DEFINITIONS

Clear Astern and Clear Ahead; Overlap

[Appeal 36](#)—When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.

[Appeal 97](#)—When rule 18 applies, there must be both an “inside” and an “outside” boat in order for rule 18.2 to create rights and obligations. When boats are approaching a mark from different directions, there may be no “inside” or “outside” boat, in which case the rules of Section A and B apply.

Case 12—In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

Case 23—On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

Case 33—When a boat approaching an obstruction hails ‘Room to tack’, but does so before the time when she needs to begin the process described in rule 20 to avoid the obstruction safely, she breaks rule 20.1(a). However, even if the hail breaks rule 20.1(a), the hailed boat must respond. An inside overlapped boat is entitled to room between the outside boat and an obstruction under rule 19.2(b) even though she has tacked into the inside overlapping position.

Case 41—A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

Case 43—A close-hauled port-tack boat that is sailing parallel and close to an obstruction must keep clear of a boat that has completed her tack to starboard and is approaching on a collision course.

Case 91—A boat required to keep clear must keep clear of another boat’s equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

Case 150—An interpretation of the terms ‘at’, ‘inside/outside’ and ‘overlap’ as used in rule 19.

Conflict of Interest

Appeal 18—A race committee member who is also a member of the protest committee does not have a conflict of interest solely by the race committee’s act of protesting under rule 60.1.

Appeal 22—Competitors in a race or series have a conflict of interest. Their participation in any part of a protest hearing, except as a witness or a party to the hearing, makes the hearing invalid unless all parties have consented to their participation, or the protest committee has decided that the conflict is not significant. Unless rule 70.3 applies, the right of appeal cannot be denied.

Appeal 39—The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone. If she does not start and is scored accordingly, she cannot receive redress by claiming that the race committee acted improperly in deciding to conduct the race in conditions it considered to be suitable. Protest committee members who believe they have a close personal interest in a decision concerning their actions as race committee members act properly when they decline to take part in the hearing.

Appeal 42—It is not contrary to recognized principles of sportsmanship and fair sailing for several boats to consult about a protest and then deliver multiple protests or a joint protest. The rules do not prohibit protest committees of one person. A protest committee member does not have a conflict of interest because of being the measurer.

Continuing Obstruction

Case 23—On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

Case 29—A leeward boat is an obstruction to an overlapped windward boat and a third boat clear astern. The boat clear astern may sail between the two overlapped boats and be entitled to room from the windward boat between her and the leeward boat, provided that the windward boat has been able to give that room from the time the overlap began.

Case 30—A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

Case 41—A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

Case 117—When three boats are on the same tack and two of them are overlapped and overtaking the third from clear astern, if the leeward boat astern becomes overlapped with the boat ahead, the boat ahead is no longer an obstruction, and rule 19.2(b) does not apply. There are no situations in which a row of boats sailing close to one another is a continuing obstruction.

Finish

[Appeal 86](#)—A boat that touches a finishing mark and then takes a penalty does not finish until she crosses the finishing line after taking her penalty. Exoneration does not provide for cancelling a penalty a boat has taken voluntarily or for compensating her for distance, time or places lost in taking the penalty. A boat that voluntarily takes a penalty and thereby worsens her score is not entitled to redress.

Case 32—A competitor is entitled to look exclusively to the notice of race or to written sailing instructions for all details relating to sailing the course. If the race committee wants to change the direction in which boats are required to cross the finishing line to finish, this must be stated in the sailing instructions. When a boat fails to finish correctly because of a race committee error, but none of the boats racing gains or loses as a result, an appropriate and fair form of redress is to score all the boats in the order they crossed the finishing line.

Case 58—If a buoy or other object specified in the sailing instructions as a finishing-line limit mark is on the post-finish side of the finishing line, a boat may leave it on either side.

Case 82—When a finishing line is laid so nearly in line with the last leg that it cannot be determined which is the correct way to cross it in order to finish according to the definition, a boat may cross the line in either direction and her finish is to be recorded accordingly.

Case 112—A boat that makes, and does not correct, an error in sailing the course does not break rule 28.1 until she finishes. If a boat makes such an error, a second boat may notify the first that she intends to protest before the first boat finishes, or at the first reasonable opportunity after the first boat finishes.

Case 128—If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

Case 129—When the course is shortened at a rounding mark, the mark becomes a finishing mark. Rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. A boat must cross the line in accordance with the definition Finish, even if in so doing she leaves that mark on the side opposite the side on which she would have been required to leave it if the course had not been shortened.

Case 148—When a boat crosses the finishing line from the course side twice, her second crossing constitutes her finish if, at all times between her first and second crossing, her actions are consistent with continuing ‘to sail the course’. An error in sailing the course made at a mark other than a finishing mark is not an error made at the finishing line.

Keep Clear

Case 30—A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

Case 50—When a protest committee finds that in a port-starboard incident S did not change course and that there was not a genuine and reasonable apprehension of collision on the part of S, it should dismiss her protest. When the committee finds that S did change course and that there was reasonable doubt that P could have crossed ahead of S if S had not changed course, then P should be disqualified.

Case 77—Contact with a mark by a boat’s equipment constitutes touching it. A boat obligated to keep clear does not break a rule when touched by a right-of-way boat’s equipment that moves unexpectedly out of normal position.

Case 87—A right-of-way boat need not act to avoid contact until it is clear that the other boat is not keeping clear.

Case 88—A boat may avoid contact and yet fail to keep clear.

Case 91—A boat required to keep clear must keep clear of another boat’s equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

Case 135—Discussion of the decisions that a protest committee must make if a boat breaks a rule of Part 2 by failing to keep clear, and the right-of-way boat, or a third boat, requests redress under rule 61.4(b)(2).

Mark

[Appeal 10](#)—Although a boat does not break rule 31 by touching a mark’s anchor line, if that causes the mark to be drawn into contact with the boat, she does break it.

Case 58—If a buoy or other object specified in the sailing instructions as a finishing-line limit mark is on the post-finish side of the finishing line, a boat may leave it on either side.

Mark-Room

Appeal 3—An inside windward boat, given sufficient mark-room at a mark, is required to keep clear of an outside leeward boat. A right-of-way boat may not be penalized under rule 14 unless there is damage or injury.

Appeal 20—Mark-room is not defined to allow an inside boat without right of way to sail to a mark in a tactically desirable manner.

Appeal 89—When a boat entitled to mark-room passes head to wind, rule 18.2 no longer applies and she is no longer entitled to mark-room.

Appeal 130—Interpretations of the definition Mark-Room.

Case 15—In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

Case 21—When a right-of-way boat is obligated to give mark-room to a boat overlapped inside her, there is no maximum or minimum amount of space that she must give. The amount of space that she must give depends significantly on the existing conditions including wind and sea conditions, the speed of the inside boat, the sails she has set and her design characteristics.

Case 25—After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

Case 63—At a mark, when space is made available to a boat that is not entitled to it, she may, at her own risk, take advantage of the space.

Case 95—If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

Case 114—When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

Case 118—In the definition Mark-Room, the phrase ‘room to sail to the mark’ means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the mark.

Obstruction

Appeal 6—A leeward port-tack boat must give a windward port-tack boat room to pass a starboard-tack boat that is an obstruction. Rule 60.5(b)(1) permits the disqualification of a boat that was a party to a protest hearing, even if she was not protested.

Appeal 15—A boat is permitted to hail another for room to tack when a substantial course change is required for her to avoid the obstruction.

Appeal 36—When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.

Case 11—When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

Case 23—On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

Case 29—A leeward boat is an obstruction to an overlapped windward boat and a third boat clear astern. The boat clear astern may sail between the two overlapped boats and be entitled to room from the windward boat between her and the leeward boat, provided that the windward boat has been able to give that room from the time the overlap began.

Case 30—A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

Case 41—A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

Case 117—When three boats are on the same tack and two of them are overlapped and overtaking the third from clear astern, if the leeward boat astern becomes overlapped with the boat ahead, the boat ahead is no longer an obstruction, and rule 19.2(b) does not apply. There are no situations in which a row of boats sailing close to one another is a continuing obstruction.

Case 125—When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.

Party

Appeal 112—Interpretations of the definition Party and rule 63.1(a)(4) concerning representation in hearings, and a discussion regarding the terms in Terminology in the Introduction of *The Racing Rules of Sailing*.

Proper Course

Appeal 4—When a boat becomes overlapped between two boats on the same tack, her proper course is to keep clear of the leeward boat.

Appeal 13—Different boats may have different proper courses at any given moment. When those proper courses conflict, the leeward boat subject to rule 17 is entitled to sail her proper course.

Case 9—When a starboard-tack boat chooses to sail past a windward mark, a port-tack boat must keep clear. There is no rule that requires a boat to sail a proper course.

Case 13—Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

Case 14—When, because of a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

Case 46—A leeward boat is entitled to luff to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.

Case 75—When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

Case 118—In the definition Mark-Room, the phrase 'room to sail to the mark' means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the mark.

Case 134—A boat's proper course at any moment depends on the existing conditions. Some of those conditions are the wind strength and direction, the pattern of gusts and lulls in the wind, the waves, the current, and the physical characteristics of the boat's hull and equipment, including the sails she is using.

Protest

Case 22—A written protest does not need to identify a rule that the protestor believes was broken. If it does identify such a rule, it is not relevant to the validity of the protest that the protest committee decides that a different rule had been broken.

Racing

[Appeal 16](#)—When no part of a boat's hull, equipment or crew is still on the finishing line, she has cleared it. A boat that has finished and cleared the finishing line and its marks is no longer racing and is not subject to penalty, unless she breaks rule 14 and causes injury or serious damage, or interferes with a boat still racing. Rule 14 applies to a boat that is racing, even if the contact is with a boat no longer racing.

[Appeal 26](#)—A boat cannot be penalized for touching a finishing mark when she is no longer racing.

Case 5—A boat that is anchored during a race is still racing. A boat does not break rule 42.1 or rule 45 if, while pulling in her anchor line to recover the anchor, she returns to her position at the time the anchor was lowered. However, if pulling in the anchor line clearly propels her to a different position, she breaks those rules.

Case 68—The failure of a race committee to discover that a rating certificate is invalid does not entitle a boat to redress. A boat that may have broken a rule and that continues to race retains her rights under the racing rules, including her rights under the rules of Part 2 and her rights to protest and appeal, even if she is later disqualified.

Case 127—A boat 'clears the finishing line and marks' when no part of her hull, crew or equipment is on the line, and no mark is influencing her choice of course.

Room

Appeal 6—A leeward port-tack boat must give a windward port-tack boat room to pass a starboard-tack boat that is an obstruction. Rule 60.5(b)(1) permits the disqualification of a boat that was a party to a protest hearing, even if she was not protested.

Appeal 36—When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.

Appeal 78—A boat that acquires right of way over a second boat and causes the second boat to break a rule of Part 2 in order to keep clear of her, breaks rule 15 by not initially giving the second boat room to keep clear.

Appeal 130—Interpretations of the definition Mark-Room.

Case 21—When a right-of-way boat is obligated to give mark-room to a boat overlapped inside her, there is no maximum or minimum amount of space that she must give. The amount of space that she must give depends significantly on the existing conditions including wind and sea conditions, the speed of the inside boat, the sails she has set and her design characteristics.

Case 24—When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

Case 35—When a boat hails ‘Room to tack’ at an obstruction and the hailed boat replies ‘You tack’, and the hailing boat is then able to tack and avoid the hailed boat in a seamanlike way, the hailed boat has complied with rule 20.2(c).

Case 93—If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

Case 95—If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

Case 103—The phrase ‘seamanlike way’ in the definition Room refers to boat-handling that can reasonably be expected from a competent, but not expert, crew of the appropriate number for the boat.

Case 114—When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

Case 118—In the definition Mark-Room, the phrase ‘room to sail to the mark’ means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the mark.

Case 125—When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.

Case 146—When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

Rule

[Appeal 54](#)—A race committee is bound by the sailing instructions because they are rules. When a boat's place in a series is made significantly worse by a race committee action which is contrary to a sailing instruction, the boat is entitled to redress.

[Appeal 99](#)—The World Sailing Cases do not have the status of rules but are “authoritative interpretations and explanations of the rules.” Therefore, when the relevant facts from a protest are essentially similar to the facts of a Case, the interpretations in the Case should be accepted by the protest committee as correct interpretations of the racing rules for that protest.

Like the World Sailing Cases, the published US Sailing appeals are not rules. However, decisions of the US Sailing Appeals Committee are final; therefore, when the relevant facts from a protest are essentially similar to the facts of a US Sailing appeal, and no World Sailing Case conflicts with the interpretations in the appeal, a protest committee in the United States is well advised to follow the appeal in making its decision.

[Appeal 126](#)—If the notice of race does not state that the rules as defined by *The Racing Rules of Sailing* apply, a boat is not permitted to appeal a decision of the protest committee.

Case 85—If a racing rule is not one of the rules listed in rule 86.1(c), class rules are not permitted to change it. If a class rule attempts to change such a rule, that class rule is not valid and does not apply.

Case 98—The rules listed in the definition Rule apply to races governed by *The Racing Rules of Sailing* whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

Sail the Course

[Appeal 103](#)—When the sailing instructions do not identify which marks are rounding marks, boats are not required to treat any marks as rounding marks.

Case 58—If a buoy or other object specified in the sailing instructions as a finishing-line limit mark is on the post-finish side of the finishing line, a boat may leave it on either side.

Case 90—When a boat's string passes a mark on the required side, she does not break rule 28.1 if her string, when drawn taut, also passes that mark on the non-required side.

Case 106—When the string representing a boat's track lies on the required sides of finishing marks or gate marks, it is not relevant that, when drawn taut, it also passes one of those marks on the non-required side.

Case 108—When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.

Case 112—A boat that makes, and does not correct, an error in sailing the course does not break rule 28.1 until she finishes. If a boat makes such an error, a second boat may notify the first that she intends to protest before the first boat finishes, or at the first reasonable opportunity after the first boat finishes.

Case 128—If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

Case 145—A boat's string, described in the definition *Sail the Course*, when drawn taut, is only constrained by the marks that begin, end or bound each leg of the course.

Case 148—When a boat crosses the finishing line from the course side twice, her second crossing constitutes her finish if, at all times between her first and second crossing, her actions are consistent with continuing 'to sail the course'. An error in sailing the course made at a mark other than a finishing mark is not an error made at the finishing line.

Start

Case 140—How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

BASIC PRINCIPLES

Sportsmanship and the Rules

Case 31—When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

Case 39—A race committee is not required to protest a boat. The primary responsibility for enforcing the rules lies with the competitors.

Case 65—When a boat knows that she has broken the Black Flag rule, she is obliged to retire promptly. When she does not do so and then deliberately hinders another boat in the race, she commits a breach of sportsmanship and of rule 2, and her helmsman commits an act of misconduct.

Environmental Responsibility

[Appeal 110](#)—Broken sail stops made of yarn or rubber bands that fall into the water are trash, even if they are biodegradable. Putting sail stops in the water breaks rule 47. The penalty for breaking rule 47 can be less than disqualification.

PART 1—FUNDAMENTAL RULES

Rule 1.1, Safety: Helping Those in Danger

[Appeal 127](#)—Explanation of rule 41(a).

Case 20—When it is possible that a boat is in danger, another boat that gives help is entitled to redress, even if her help was not asked for or if it is later found that there was no danger.

Rule 2, Fair Sailing

[Appeal 42](#)—It is not contrary to recognized principles of sportsmanship and fair sailing for several boats to consult about a protest and then deliver multiple protests or a joint protest. The rules do not prohibit protest committees of one person. A protest committee member does not have a conflict of interest because of being the measurer.

Case 27—A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

Case 31—When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

Case 34—Hindering another boat may be a breach of rule 2 and the basis for granting redress and for action under rule 69.2.

Case 47—A boat that deliberately hails ‘Starboard’ when she knows she is on port tack has not acted fairly, and has broken rule 2.

Case 65—When a boat knows that she has broken the Black Flag rule, she is obliged to retire promptly. When she does not do so and then deliberately hinders another boat in the race, she commits a breach of sportsmanship and of rule 2, and her helmsman commits an act of misconduct.

Case 73—When, by deliberate action, L’s crew reaches out and touches W, which action could have no other intention than to cause W to break rule 11, then L breaks rule 2.

Case 74—There is no rule that dictates how the helmsman or crew of a leeward boat must sit. Contact with a windward boat does not break rule 2 unless the helmsman’s or crew’s position is deliberately misused.

Case 78—In a fleet race either for one-design boats or for boats racing under a handicap or rating system, a boat may use tactics that clearly interfere with and hinder another boat’s progress in the race, provided that, if she is protested under rule 2 for doing so, the protest committee finds that there was a reasonable chance of her tactics benefiting her final ranking in the event. However, she breaks rule 2, and possibly rule 69.1(a), if while using those tactics she intentionally breaks a rule.

Case 138—Generally, an action by a competitor that directly affects the fairness of the competition or failing to take an appropriate penalty when the competitor is aware of breaking a rule,

should be considered under rule 2. Any action, including a serious breach of rule 2 or any other rule, that the committee considers may be an act of misconduct should be considered under rule 69.

Case 141—Interpretation of the term ‘serious’ in the phrase ‘serious damage’.

Rule 3, Decision to Race

Appeal 39—The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone. If she does not start and is scored accordingly, she cannot receive redress by claiming that the race committee acted improperly in deciding to conduct the race in conditions it considered to be suitable. Protest committee members who believe they have a close personal interest in a decision concerning their actions as race committee members act properly when they decline to take part in the hearing.

Rule 4, Acceptance of the Rules

Case 98—The rules listed in the definition Rule apply to races governed by *The Racing Rules of Sailing* whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

Rule 5, Rules Governing Organizing Authorities and Officials

Appeal 54—A race committee is bound by the sailing instructions because they are rules. When a boat’s place in a series is made significantly worse by a race committee action which is contrary to a sailing instruction, the boat is entitled to redress.

Case 44—A boat is not permitted to protest a race committee for breaking a rule. However, if she tries to do so, her ‘protest’ may meet the requirements of a request for redress, in which case the protest committee shall treat it accordingly.

Case 98—The rules listed in the definition Rule apply to races governed by *The Racing Rules of Sailing* whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

Rule 6.1, World Sailing Regulations

Case 143—When the organizing authority for an event is not an organization specified in rule 89.1, a party to a hearing does not have access to the appeal process.

PART 2—WHEN BOATS MEET

Part 2 Preamble

Appeal 16—When no part of a boat’s hull, equipment or crew is still on the finishing line, she has cleared it. A boat that has finished and cleared the finishing line and its marks is no longer racing and is not subject to penalty, unless she breaks rule 14 and causes injury or serious damage, or interferes with a boat still racing. Rule 14 applies to a boat that is racing, even if the contact is with a boat no longer racing.

Case 19—Interpretation of the term ‘damage’.

Case 67—When a boat is racing and meets a vessel that is not, both are bound by the government right-of-way rules. When, under those rules, the boat racing is required to keep clear but intentionally hits the other boat, her helmsman commits an act of misconduct.

Case 68—The failure of a race committee to discover that a rating certificate is invalid does not entitle a boat to redress. A boat that may have broken a rule and that continues to race retains her rights under the racing rules, including her rights under the rules of Part 2 and her rights to protest and appeal, even if she is later disqualified.

Case 109—The *IRPCAS* or government right-of-way rules apply between boats that are racing only if a rule in the notice of race says so, and in that case all of the Part 2 rules are replaced. An *IRPCAS* or government rule, other than a right-of-way rule, may be made to apply by including it in the notice of race, the sailing instructions or another document governing the event.

Case 141—Interpretation of the term ‘serious’ in the phrase ‘serious damage’.

Section A—Right of Way

Rule 10, On Opposite Tacks

Appeal 2—When a port-tack leeward boat on a collision course with a starboard-tack boat hails the port-tack windward boat for room to tack and she fails to respond, the port-tack leeward boat’s obligation under rule 10 continues. The hailing boat is not compelled to break rule 10 if she can avoid breaking it after it becomes clear that the hailed boat has broken rule 20.2(c). She therefore is not exonerated by rule 43.1(a).

Appeal 6—A leeward port-tack boat must give a windward port-tack boat room to pass a starboard-tack boat that is an obstruction. Rule 60.5(b)(1) permits the disqualification of a boat that was a party to a protest hearing, even if she was not protested.

Appeal 27—A hail to hold course is not binding on a right-of-way boat.

Appeal 97—When rule 18 applies, there must be both an “inside” and an “outside” boat in order for rule 18.2 to create rights and obligations. When boats are approaching a mark from different directions, there may be no “inside” or “outside” boat, in which case the rules of Section A and B apply.

Case 9—When a starboard-tack boat chooses to sail past a windward mark, a port-tack boat must keep clear. There is no rule that requires a boat to sail a proper course.

Case 23—On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

Case 43—A close-hauled port-tack boat that is sailing parallel and close to an obstruction must keep clear of a boat that has completed her tack to starboard and is approaching on a collision course.

Case 50—When a protest committee finds that in a port-starboard incident S did not change course and that there was not a genuine and reasonable apprehension of collision on the part of S, it should dismiss her protest. When the committee finds that S did change course and that there was reasonable doubt that P could have crossed ahead of S if S had not changed course, then P should be disqualified.

Case 75—When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

Case 87—A right-of-way boat need not act to avoid contact until it is clear that the other boat is not keeping clear.

Case 88—A boat may avoid contact and yet fail to keep clear.

Case 99—The fact that a boat required to keep clear is out of control does not entitle her to exoneration for breaking a rule of Part 2. When a right-of-way boat becomes obligated by rule 14 to ‘avoid contact...if reasonably possible’ and the only way to do so is to crash-gybe, she does not break the rule if she does not crash-gybe. When a boat’s penalty under rule 44.1(b) is to retire, and she does so (whether because of choice or necessity), she cannot then be disqualified.

Case 105—When two boats are running on opposite tacks, the starboard-tack boat may change course provided she gives the port-tack boat room to keep clear.

Case 123—If, at the moment it would be clear to a competent, but not expert, sailor at the helm of a starboard-tack boat that there is substantial risk of contact with a port-tack boat, but there is time for the starboard-tack boat to change course sufficiently to avoid the contact, she will break rule 14(a) if contact occurs.

Case 147—When a right-of-way boat changes course, her obligation to give a keep-clear boat room to keep clear under rule 16.1 begins. The right-of-way boat may give that room by making an additional change of course. If, while the right-of-way boat is making that additional change of course, the keep-clear boat unavoidably breaks a rule of Part 2 Section A, the keep-clear boat is exonerated by rule 43.1(b).

Rule 11, On the Same Tack, Overlapped

Appeal 3—An inside windward boat, given sufficient mark-room at a mark, is required to keep clear of an outside leeward boat. A right-of-way boat may not be penalized under rule 14 unless there is damage or injury.

Appeal 6—A leeward port-tack boat must give a windward port-tack boat room to pass a starboard-tack boat that is an obstruction. Rule 60.5(b)(1) permits the disqualification of a boat that was a party to a protest hearing, even if she was not protested.

Appeal 13—Different boats may have different proper courses at any given moment. When those proper courses conflict, the leeward boat subject to rule 17 is entitled to sail her proper course.

Appeal 20—Mark-room is not defined to allow an inside boat without right of way to sail to a mark in a tactically desirable manner.

Appeal 43—After a leeward boat has established an overlap from clear astern and initially given the windward boat room to keep clear as required by rule 15, the windward boat is correctly disqualified for breaking rule 11 if by luffing she causes contact.

Appeal 52—A starboard-tack boat that gybes and becomes a leeward boat does not thereby acquire right of way. A right-of-way boat failing to avoid contact when it was reasonably possible to do so breaks rule 14.

Appeal 70—When about to pass a windward mark, a boat's proper course may be to sail above close-hauled.

Appeal 71—A windward boat that is given room to keep clear by luffing is not exonerated for breaking rule 11 if she bears away and does not keep clear. Rule 19 does not apply until boats are at an obstruction. A penalty can be given even when the protesting boat does not mention the applicable rule.

Appeal 119—A right-of-way boat's obligation to give room under rule 15 does not begin until she becomes the right-of-way boat. At that time she must then do what is necessary to give the keep clear boat room to keep clear. If, while the right-of-way boat is maneuvering to give room, the keep-clear boat is briefly breaking a rule of Section A, she is exonerated by rule 43.1(b).

Case 7—When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

Case 12—In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

Case 13—Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

Case 14—When, because of a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

Case 24—When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

Case 25—After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

Case 41—A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

Case 46—A leeward boat is entitled to luff to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.

Case 51—A protest committee must find that boats were exonerated at the time of the incident when, as a result of another boat's breach of a rule, they were compelled to break a rule.

Case 53—A boat clear ahead need not take any action to keep clear before being overlapped to leeward from clear astern.

Case 73—When, by deliberate action, L's crew reaches out and touches W, which action could have no other intention than to cause W to break rule 11, then L breaks rule 2.

Case 74—There is no rule that dictates how the helmsman or crew of a leeward boat must sit. Contact with a windward boat does not break rule 2 unless the helmsman's or crew's position is deliberately misused.

Case 146—When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

Rule 12, On the Same Tack, Not Overlapped

[Appeal 36](#)—When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.

Case 2—This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.

Case 15—In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

Case 24—When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

Case 30—A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

Case 41—A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

Case 77—Contact with a mark by a boat's equipment constitutes touching it. A boat obligated to keep clear does not break a rule when touched by a right-of-way boat's equipment that moves unexpectedly out of normal position.

Case 91—A boat required to keep clear must keep clear of another boat's equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

Rule 13, While Tacking

Appeal 17—"Head to wind" refers to the bow and centerline of a boat, not the position of her sails.

Appeal 35—A boat that completes a tack onto starboard need not thereafter remain close-hauled, but is subject to rules 16.1 as she changes course.

Appeal 45—A leeward boat that hails and tacks simultaneously breaks rule 20.2(a). A windward boat is not required to anticipate a leeward boat's actions with respect to a converging right-of-way boat.

Appeal 89—When a boat entitled to mark-room passes head to wind, rule 18.2 no longer applies and she is no longer entitled to mark-room.

Case 15—In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

Case 17—A boat is no longer subject to rule 13 when she is on a close-hauled course, regardless of her movement through the water or the sheeting of her sails.

Case 27—A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

Section B—General Limitations

Rule 14, Avoiding Contact

Appeal 3—An inside windward boat, given sufficient mark-room at a mark, is required to keep clear of an outside leeward boat. A right-of-way boat may not be penalized under rule 14 unless there is damage or injury.

Appeal 16—When no part of a boat's hull, equipment or crew is still on the finishing line, she has cleared it. A boat that has finished and cleared the finishing line and its marks is no longer racing and is not subject to penalty, unless she breaks rule 14 and causes injury or serious damage, or interferes with a boat still racing. Rule 14 applies to a boat that is racing, even if the contact is with a boat no longer racing.

Appeal 20—Mark-room is not defined to allow an inside boat without right of way to sail to a mark in a tactically desirable manner.

Appeal 24—When PL and PW are approaching an obstruction, and when rule 20 applies, the decision as to whether PL will pass astern of the obstruction or tack is PL's to make. If PL decides to tack she must hail and, after her hail, give PW time to respond.

Appeal 35—A boat that completes a tack onto starboard need not thereafter remain close-hauled, but is subject to rule 16.1 as she changes course.

Appeal 36—When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.

Appeal 43—After a leeward boat has established an overlap from clear astern and initially given the windward boat room to keep clear as required by rule 15, the windward boat is correctly disqualified for breaking rule 11 if by luffing she causes contact.

Appeal 45—A leeward boat that hails and tacks simultaneously breaks rule 20.2(a). A windward boat is not required to anticipate a leeward boat's actions with respect to a converging right-of-way boat.

Appeal 52—A starboard-tack boat that gybes and becomes a leeward boat does not thereby acquire right of way. A right-of-way boat failing to avoid contact when it was reasonably possible to do so breaks rule 14.

Appeal 78—A boat that acquires right of way over a second boat and causes the second boat to break a rule of Part 2 in order to keep clear of her, breaks rule 15 by not initially giving the second boat room to keep clear.

Appeal 92—“Doubt” refers both to doubt by boats involved in or observing an incident and to doubt by the protest committee. Even when rounding a mark, a right-of-way boat must act to avoid contact when it is clear that the other boat is not keeping clear or giving mark-room.

Appeal 97—When rule 18 applies, there must be both an “inside” and an “outside” boat in order for rule 18.2 to create rights and obligations. When boats are approaching a mark from different

directions, there may be no “inside” or “outside” boat, in which case the rules of Section A and B apply.

Appeal 119—A right-of-way boat’s obligation to give room under rule 15 does not begin until she becomes the right-of-way boat. At that time she must then do what is necessary to give the keep clear boat room to keep clear. If, while the right-of-way boat is maneuvering to give room, the keep-clear boat is briefly breaking a rule of Section A, she is exonerated by rule 43.1(b).

Case 2—This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.

Case 7—When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

Case 11—When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

Case 12—In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

Case 13—Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat’s course.

Case 14—When, because of a difference of opinion about a leeward boat’s proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

Case 23—On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

Case 25—After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

Case 26—A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

Case 27—A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

Case 30—A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

Case 43—A close-hauled port-tack boat that is sailing parallel and close to an obstruction must keep clear of a boat that has completed her tack to starboard and is approaching on a collision course.

Case 49—When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

Case 50—When a protest committee finds that in a port-starboard incident S did not change course and that there was not a genuine and reasonable apprehension of collision on the part of S, it should dismiss her protest. When the committee finds that S did change course and that there was reasonable doubt that P could have crossed ahead of S if S had not changed course, then P should be disqualified.

Case 75—When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

Case 77—Contact with a mark by a boat's equipment constitutes touching it. A boat obligated to keep clear does not break a rule when touched by a right-of-way boat's equipment that moves unexpectedly out of normal position.

Case 81—When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

Case 87—A right-of-way boat need not act to avoid contact until it is clear that the other boat is not keeping clear.

Case 88—A boat may avoid contact and yet fail to keep clear.

Case 91—A boat required to keep clear must keep clear of another boat's equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

Case 92—When a right-of-way boat changes course, the keep-clear boat is required to act only in response to what the right-of-way boat is doing at the time; she is not required to anticipate what the right-of-way boat might do subsequently.

Case 93—If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

Case 99—The fact that a boat required to keep clear is out of control does not entitle her to exoneration for breaking a rule of Part 2. When a right-of-way boat becomes obligated by rule 14 to 'avoid contact . . . if reasonably possible' and the only way to do so is to crash-gybe, she does not break the rule if she does not crash-gybe. When a boat's penalty under rule 44.1(b) is to retire, and she does so (whether because of choice or necessity), she cannot then be disqualified.

Case 105—When two boats are running on opposite tacks, the starboard-tack boat may change course provided she gives the port-tack boat room to keep clear.

Case 107—During the starting sequence, a boat that is not keeping a lookout may thereby fail to do everything reasonably possible to avoid contact. Hailing is one way that a boat may ‘act to avoid contact.’ When a boat’s breach of a rule of Part 2 causes serious damage and she then retires, she has taken the applicable penalty and is not to be disqualified for that breach.

Case 114—When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

Case 123—If, at the moment it would be clear to a competent, but not expert, sailor at the helm of a starboard-tack boat that there is substantial risk of contact with a port-tack boat, but there is time for the starboard-tack boat to change course sufficiently to avoid the contact, she will break rule 14(a) if contact occurs.

Rule 15, Acquiring Right of Way

Appeal 24—When PL and PW are approaching an obstruction, and when rule 20 applies, the decision as to whether PL will pass astern of the obstruction or tack is PL’s to make. If PL decides to tack she must hail and, after her hail, give PW time to respond.

Appeal 36—When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.

Appeal 43—After a leeward boat has established an overlap from clear astern and initially given the windward boat room to keep clear as required by rule 15, the windward boat is correctly disqualified for breaking rule 11 if by luffing she causes contact.

Appeal 52—A starboard-tack boat that gybes and becomes a leeward boat does not thereby acquire right of way. A right-of-way boat failing to avoid contact when it was reasonably possible to do so breaks rule 14.

Appeal 78—A boat that acquires right of way over a second boat and causes the second boat to break a rule of Part 2 in order to keep clear of her, breaks rule 15 by not initially giving the second boat room to keep clear.

Appeal 119—A right-of-way boat’s obligation to give room under rule 15 does not begin until she becomes the right-of-way boat. At that time she must then do what is necessary to give the keep-clear boat room to keep clear. If, while the right-of-way boat is maneuvering to give room, the keep-clear boat is briefly breaking a rule of Section A, she is exonerated by rule 43.1(b).

Case 2—This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.

Case 7—When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

Case 13—Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

Case 24—When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

Case 27—A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

Case 53—A boat clear ahead need not take any action to keep clear before being overlapped to leeward from clear astern.

Case 81—When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

Case 93—If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

Case 105—When two boats are running on opposite tacks, the starboard-tack boat may change course provided she gives the port-tack boat room to keep clear.

Case 117—When three boats are on the same tack and two of them are overlapped and overtaking the third from clear astern, if the leeward boat astern becomes overlapped with the boat ahead, the boat ahead is no longer an obstruction, and rule 19.2(b) does not apply. There are no situations in which a row of boats sailing close to one another is a continuing obstruction.

Rule 16.1, Changing Course

Appeal 33—To change course means to change the direction in which the boat is heading or moving.

Appeal 35—A boat that completes a tack onto starboard need not thereafter remain close-hauled, but is subject to rule 16.1 as she changes course.

Appeal 71—A windward boat that is given room to keep clear by luffing is not exonerated for breaking rule 11 if she bears away and does not keep clear. Rule 19 does not apply until boats are at an obstruction. A penalty can be given even when the protesting boat does not mention the applicable rule.

Appeal 119—A right-of-way boat's obligation to give room under rule 15 does not begin until she becomes the right-of-way boat. At that time she must then do what is necessary to give the keep clear boat room to keep clear. If, while the right-of-way boat is maneuvering to give room, the keep-clear boat is briefly breaking a rule of Section A, she is exonerated by rule 43.1(b).

Appeal 130—Interpretations of the definition Mark-Room.

Case 6—A starboard-tack boat that tacks after a port-tack boat has borne away to go astern of her does not necessarily break a rule.

Case 7—When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

Case 13—Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

Case 14—When, because of a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

Case 25—After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

Case 26—A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

Case 46—A leeward boat is entitled to luff to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.

Case 52—Rule 16.1 does not restrict the course of a keep-clear boat. Manoeuvring to drive another boat away from the starting line does not necessarily break this rule.

Case 75—When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

Case 92—When a right-of-way boat changes course, the keep-clear boat is required to act only in response to what the right-of-way boat is doing at the time; she is not required to anticipate what the right-of-way boat might do subsequently.

Case 93—If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

Case 105—When two boats are running on opposite tacks, the starboard-tack boat may change course provided she gives the port-tack boat room to keep clear.

Case 114—When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

Case 146—When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

Case 147—When a right-of-way boat changes course, her obligation to give a keep-clear boat room to keep clear under rule 16.1 begins. The right-of-way boat may give that room by making an additional change of course. If, while the right-of-way boat is making that additional change of course, the keep-clear boat unavoidably breaks a rule of Part 2 Section A, the keep-clear boat is exonerated by rule 43.1(b).

Rule 16.2, Changing Course

Appeal 33—To change course means to change the direction in which the boat is heading or moving.

Case 6—A starboard-tack boat that tacks after a port-tack boat has borne away to go astern of her does not necessarily break a rule.

Case 92—When a right-of-way boat changes course, the keep-clear boat is required to act only in response to what the right-of-way boat is doing at the time; she is not required to anticipate what the right-of-way boat might do subsequently.

Case 132—Interpretation of the phrase ‘on a beat to windward’.

Rule 17, On the Same Tack; Proper Course

Appeal 4—When a boat becomes overlapped between two boats on the same tack, her proper course is to keep clear of the leeward boat.

Appeal 13—Different boats may have different proper courses at any given moment. When those proper courses conflict, the leeward boat subject to rule 17 is entitled to sail her proper course.

Appeal 43—After a leeward boat has established an overlap from clear astern and initially given the windward boat room to keep clear as required by rule 15, the windward boat is correctly disqualified for breaking rule 11 if by luffing she causes contact.

Appeal 70—When about to pass a windward mark, a boat’s proper course may be to sail above close-hauled.

Case 7—When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

Case 13—Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat’s course.

Case 14—When, because of a difference of opinion about a leeward boat’s proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

Case 46—A leeward boat is entitled to luff to her proper course, even when she has established a leeward overlap from clear astern and within two of her hull lengths of the windward boat.

Case 134—A boat’s proper course at any moment depends on the existing conditions. Some of those conditions are the wind strength and direction, the pattern of gusts and lulls in the wind, the waves, the current, and the physical characteristics of the boat’s hull and equipment, including the sails she is using.

SECTION C—AT MARKS AND OBSTRUCTIONS

Part 2, Section C Preamble

Case 146—When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

Rule 18.1, Mark-Room: When Rule 18 Applies

[Appeal 3](#)—An inside windward boat, given sufficient mark-room at a mark, is required to keep clear of an outside leeward boat. A right-of-way boat may not be penalized under rule 14 unless there is damage or injury.

[Appeal 89](#)—When a boat entitled to mark-room passes head to wind, rule 18.2 no longer applies and she is no longer entitled to mark-room.

[Appeal 97](#)—When rule 18 applies, there must be both an “inside” and an “outside” boat in order for rule 18.2 to create rights and obligations. When boats are approaching a mark from different directions, there may be no “inside” or “outside” boat, in which case the rules of Section A and B apply.

[Appeal 130](#)—Interpretations of the definition Mark-Room.

Case 9—When a starboard-tack boat chooses to sail past a windward mark, a port-tack boat must keep clear. There is no rule that requires a boat to sail a proper course.

Case 12—In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

Case 15—In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

Case 25—After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

Case 26—A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

Case 81—When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

Case 95—If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

Case 132—Interpretation of the phrase ‘on a beat to windward’.

Rule 18.2, Mark-Room: Giving Mark-Room

Appeal 130—Interpretations of the definition Mark-Room.

Rule 18.2(a), Mark-Room: Giving Mark-Room

Appeal 3—An inside windward boat, given sufficient mark-room at a mark, is required to keep clear of an outside leeward boat. A right-of-way boat may not be penalized under rule 14 unless there is damage or injury.

Appeal 5—Ignorance of the rules is no excuse for breaking a rule. A boat without right to mark-room that takes room given in error breaks no rule.

Appeal 20—Mark-room is not defined to allow an inside boat without right of way to sail to a mark in a tactically desirable manner.

Appeal 30—Establishing a late overlap breaks no rule, so long as the boat doing so gives mark-room.

Appeal 70—When about to pass a windward mark, a boat’s proper course may be to sail above close-hauled.

Appeal 89—When a boat entitled to mark-room passes head to wind, rule 18.2 no longer applies and she is no longer entitled to mark-room.

Appeal 92—“Doubt” refers both to doubt by boats involved in or observing an incident and to doubt by the protest committee. Even when rounding a mark, a right-of-way boat must act to avoid contact when it is clear that the other boat is not keeping clear or giving mark-room.

Appeal 97—When rule 18 applies, there must be both an “inside” and an “outside” boat in order for rule 18.2 to create rights and obligations. When boats are approaching a mark from different directions, there may be no “inside” or “outside” boat, in which case the rules of Section A and B apply.

Case 2—This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.

Case 12—In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

Case 15—In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

Case 25—After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

Case 59—When a boat comes abeam of a mark but is outside the zone, and when her change of course towards the mark results in a boat that is in the zone and that was previously clear astern becoming overlapped inside her, rule 18.2(a)(2) requires her to give mark-room to that boat, whether or not her distance from the mark was caused by giving mark-room to other boats overlapped inside her.

Case 63—At a mark, when space is made available to a boat that is not entitled to it, she may, at her own risk, take advantage of the space.

Case 75—When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

Case 81—When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

Case 95—If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

Case 114—When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

Case 118—In the definition Mark-Room, the phrase ‘room to sail to the mark’ means space to sail promptly in a seamanlike way to a position close to, and on the required side of, the mark.

Rule 18.2(b), Mark-Room: Giving Mark-Room

[Appeal 89](#)—When a boat entitled to mark-room passes head to wind, rule 18.2 no longer applies and she is no longer entitled to mark-room.

Case 15—In tacking to round a mark, a boat clear ahead must comply with rule 13; a boat clear astern is entitled to hold her course and thereby prevent the other from tacking.

Case 81—When a boat entitled to mark-room under rule 18.2(a)(2) passes head to wind, rule 18.2(a)(2) ceases to apply and she must comply with the applicable rule of Section A.

Rule 18.2(e), Mark-Room: Giving Mark-Room

[Appeal 92](#)—“Doubt” refers both to doubt by boats involved in or observing an incident and to doubt by the protest committee. Even when rounding a mark, a right-of-way boat must act to avoid contact when it is clear that the other boat is not keeping clear or giving mark-room.

Rule 18.3, Mark-Room: Tacking in the Zone

Case 93—If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

Case 95—If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

Rule 18.4, Mark-Room: Gybing in the Zone

Case 75—When rule 18 applies, the rules of Sections A and B apply as well. When an inside overlapped right-of-way boat must gybe at a mark, she is entitled to sail her proper course until she gybes. A starboard-tack boat that changes course does not break rule 16.1 if she gives a port-tack boat adequate space to keep clear and the port-tack boat fails to take advantage of it promptly.

Rule 19, Room to Pass an Obstruction

Case 23—On a run, rule 19 does not apply to a starboard-tack boat that passes between two port-tack boats ahead of her. Rule 10 requires both port-tack boats to keep clear of her.

Case 30—A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

Case 150—An interpretation of the terms ‘at’, ‘inside/outside’ and ‘overlap’ as used in rule 19.

Rule 19.1, Room to Pass an Obstruction: When Rule 19 Applies

[Appeal 71](#)—A windward boat that is given room to keep clear by luffing is not exonerated for breaking rule 11 if she bears away and does not keep clear. Rule 19 does not apply until boats are at an obstruction. A penalty can be given even when the protesting boat does not mention the applicable rule.

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

[Appeal 4](#)—When a boat becomes overlapped between two boats on the same tack, her proper course is to keep clear of the leeward boat.

[Appeal 6](#)—A leeward port-tack boat must give a windward port-tack boat room to pass a starboard-tack boat that is an obstruction. Rule 60.5(b)(1) permits the disqualification of a boat that was a party to a protest hearing, even if she was not protested.

[Appeal 24](#)—When PL and PW are approaching an obstruction, and when rule 20 applies, the decision as to whether PL will pass astern of the obstruction or tack is PL's to make. If PL decides to tack she must hail and, after her hail, give PW time to respond.

Appeal 36—When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.

Appeal 84—An appeals committee cannot require a protest committee to protest a boat. A protest committee can decide that a boat not a party to the hearing broke a rule, although it cannot penalize her. A protest committee complying with rule R5.4 by reopening a hearing to provide additional facts is not entitled to change the decision it made in the original hearing.

Case 3—A leeward port-tack boat, hailing for room to tack when faced with an oncoming starboard-tack boat, an obstruction, is not required to anticipate that the windward boat will fail to comply with her obligation to tack promptly or otherwise provide room.

Case 11—When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

Case 29—A leeward boat is an obstruction to an overlapped windward boat and a third boat clear astern. The boat clear astern may sail between the two overlapped boats and be entitled to room from the windward boat between her and the leeward boat, provided that the windward boat has been able to give that room from the time the overlap began.

Case 33—When a boat approaching an obstruction hails ‘Room to tack’, but does so before the time when she needs to begin the process described in rule 20 to avoid the obstruction safely, she breaks rule 20.1(a). However, even if the hail breaks rule 20.1(a), the hailed boat must respond. An inside overlapped boat is entitled to room between the outside boat and an obstruction under rule 19.2(b) even though she has tacked into the inside overlapping position.

Case 41—A discussion of how rule 19.2(b) and the definitions Obstruction, Continuing Obstruction, and Clear Astern and Clear Ahead; Overlap apply when two overlapped boats on the same tack overtake and pass to leeward of a boat ahead on the same tack. There is no obligation to hail for room at an obstruction, but it is prudent to do so.

Case 43—A close-hauled port-tack boat that is sailing parallel and close to an obstruction must keep clear of a boat that has completed her tack to starboard and is approaching on a collision course.

Case 49—When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

Case 117—When three boats are on the same tack and two of them are overlapped and overtaking the third from clear astern, if the leeward boat astern becomes overlapped with the boat ahead, the boat ahead is no longer an obstruction, and rule 19.2(b) does not apply. There are no situations in which a row of boats sailing close to one another is a continuing obstruction.

Case 124—At any point in time while two boats are approaching an obstruction, the right-of-way boat at that moment may choose to pass the obstruction on either side provided that she can then comply with the applicable rules.

Case 125—When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.

Rule 20, Room to Tack at an Obstruction

Appeal 2—When a port-tack leeward boat on a collision course with a starboard-tack boat hails the port-tack windward boat for room to tack and she fails to respond, the port-tack leeward boat's obligation under rule 10 continues. The hailing boat is not compelled to break rule 10 if she can avoid breaking it after it becomes clear that the hailed boat has broken rule 20.2(c). She therefore is not exonerated by rule 43.1(a).

Appeal 15—A boat is permitted to hail another for room to tack when a substantial course change is required for her to avoid the obstruction.

Appeal 24—When PL and PW are approaching an obstruction, and when rule 20 applies, the decision as to whether PL will pass astern of the obstruction or tack is PL's to make. If PL decides to tack she must hail and, after her hail, give PW time to respond.

Case 3—A leeward port-tack boat, hailing for room to tack when faced with an oncoming starboard-tack boat, an obstruction, is not required to anticipate that the windward boat will fail to comply with her obligation to tack promptly or otherwise provide room.

Case 10—If a boat hails 'Room to tack' when she is neither approaching an obstruction nor sailing close-hauled or above, she breaks rule 20.1. The hailed boat is required to respond even if the hail breaks rule 20.1.

Case 11—When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

Case 33—When a boat approaching an obstruction hails 'Room to tack', but does so before the time when she needs to begin the process described in rule 20 to avoid the obstruction safely, she breaks rule 20.1(a). However, even if the hail breaks rule 20.1(a), the hailed boat must respond. An inside overlapped boat is entitled to room between the outside boat and an obstruction under rule 19.2(b) even though she has tacked into the inside overlapping position.

Case 35—When a boat hails 'Room to tack' at an obstruction and the hailed boat replies 'You tack', and the hailing boat is then able to tack and avoid the hailed boat in a seamanlike way, the hailed boat has complied with rule 20.2(c).

Case 54—Interpretation of rule 20's requirements for hails and signals and their timing.

Case 101—When a boat with right of way is required to give another boat room for a manoeuvre, right of way does not transfer to the boat entitled to room. When, in reply to her hail 'Room to tack' when approaching an obstruction, a boat is hailed 'You tack', and when she does so and is then able to tack again to keep clear in a seamanlike way, the other boat has given the room required.

Case 113—An explanation of the application of rule 20 when three boats sailing close-hauled on the same tack are approaching an obstruction and the leeward-most boat hails 'Room to tack', but cannot tack unless both boats to windward of her tack.

Rule 20.2, Room to Tack at an Obstruction: Responding

Appeal 19—When a port-tack leeward boat on a collision course with a starboard-tack boat hails the port-tack windward boat for room to tack and she fails to respond, the port-tack leeward boat's obligation under rule 10 continues. When the hailing boat cannot avoid breaking rule 10 after it becomes clear that the hailed boat has broken rule 20.2(c), the hailing boat has been compelled to break rule 10 and is exonerated by rule 43.1(a).

Appeal 45—A leeward boat that hails and tacks simultaneously breaks rule 20.2(a). A windward boat is not required to anticipate a leeward boat's actions with respect to a converging right-of-way boat.

Section D—Other Rules

Rule 21.2, Starting Errors; Taking Penalties; Backing a Sail

Case 149—After getting well clear, a boat making penalty turns that interrupts her turns for just the time she needs to comply with rule 21.2 has made her penalty turns 'promptly'. When a boat interferes with a boat taking a penalty, she breaks rule 23.2 if she was not sailing her proper course at that time.

Rule 22, Capsized, Anchored or Aground; Rescuing

Case 5—A boat that is anchored during a race is still racing. A boat does not break rule 42.1 or rule 45 if, while pulling in her anchor line to recover the anchor, she returns to her position at the time the anchor was lowered. However, if pulling in the anchor line clearly propels her to a different position, she breaks those rules.

Rule 23, Interfering with Another Boat

Appeal 16—When no part of a boat's hull, equipment or crew is still on the finishing line, she has cleared it. A boat that has finished and cleared the finishing line and its marks is no longer racing and is not subject to penalty, unless she breaks rule 14 and causes injury or serious damage, or interferes with a boat still racing. Rule 14 applies to a boat that is racing, even if the contact is with a boat no longer racing.

Rule 23.2, Interfering with another Boat

Case 49—When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

Case 126—For the purpose of determining whether rule 23.2 applies to an incident, a boat is sailing on the leg which is consistent with her course immediately before the incident and her reasons for sailing that course.

Case 149—After getting well clear, a boat making penalty turns that interrupts her turns for just the time she needs to comply with rule 21.2 has made her penalty turns 'promptly'. When a boat interferes with a boat taking a penalty, she breaks rule 23.2 if she was not sailing her proper course at that time.

PART 3—CONDUCT OF A RACE

Rule 26, Starting Races

Case 31—When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

Rule 28, Sailing the Course

[Appeal 101](#)—A right-of-way boat compelled by a keep-clear boat to cross the starting line early is not relieved of her obligation to start as described in the definition Start.

[Appeal 103](#)—When the sailing instructions do not identify which marks are rounding marks as required by the rules, boats are not required to treat any marks as rounding marks.

Case 148—When a boat crosses the finishing line from the course side twice, her second crossing constitutes her finish if, at all times between her first and second crossing, her actions are consistent with continuing ‘to sail the course’. An error in sailing the course made at a mark other than a finishing mark is not an error made at the finishing line.

Rule 28.1, Sailing the Course

Case 28—When one boat breaks a rule and, as a result, causes another to touch a mark, the other boat is exonerated. The fact that a starting mark has moved, for whatever reason, does not relieve a boat of her obligation to start. A race committee may abandon under rule 32.1(c) only when the change in the mark’s position has directly affected the safety or fairness of the competition.

Case 58—If a buoy or other object specified in the sailing instructions as a finishing-line limit mark is on the post-finish side of the finishing line, a boat may leave it on either side.

Case 90—When a boat’s string passes a mark on the required side, she does not break rule 28.1 if her string, when drawn taut, also passes that mark on the non-required side.

Case 106—When the string representing a boat’s track lies on the required sides of finishing marks or gate marks, it is not relevant that, when drawn taut, it also passes one of those marks on the non-required side.

Case 108—When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.

Case 112—A boat that makes, and does not correct, an error in sailing the course does not break rule 28.1 until she finishes. If a boat makes such an error, a second boat may notify the first that she intends to protest before the first boat finishes, or at the first reasonable opportunity after the first boat finishes.

Case 128—If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch

a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

Case 129—When the course is shortened at a rounding mark, the mark becomes a finishing mark. Rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. A boat must cross the line in accordance with the definition Finish, even if in so doing she leaves that mark on the side opposite the side on which she would have been required to leave it if the course had not been shortened.

Case 145—A boat's string, described in the definition Sail the Course, when drawn taut, is only constrained by the marks that begin, end or bound each leg of the course.

Rule 29.1, Recalls: Individual Recall

Case 31—When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

Case 79—When a boat has no reason to know that part of her hull crossed the starting line early and the race committee fails to signal 'Individual recall' promptly, yet scores her OCS, this is an error that significantly worsens the boat's score through no fault of her own, and therefore entitles her to redress.

Case 136—In finding facts, a protest committee will be governed by the weight of evidence. In general, a race committee member sighting the starting line is better placed than any competing boat to decide whether a boat was over the line at the starting signal and, if so, whether she returned to the pre-start side and started.

Rule 30.2, Starting Penalties: Z Flag Rule

[Appeal 96](#)—When the Z Flag Rule is in effect, a boat in the triangle defined in that rule during the minute before the starting signal can avoid being penalized only if the race is postponed or abandoned before the starting signal that would end that one-minute period.

Case 111—If a boat breaks rule 30.2 or rule 30.4 during a starting sequence that results in a general recall after the starting signal, the race committee is required to penalize her even if the race had been postponed before that starting sequence or if, during a later starting sequence, a postponement was signalled before the starting signal.

Rule 30.3, Starting Penalties: U Flag Rule

Case 140—How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

Rule 30.4, Starting Penalties: Black Flag Rule

Case 65—When a boat knows that she has broken the Black Flag rule, she is obliged to retire promptly. When she does not do so and then deliberately hinders another boat in the race, she commits a breach of sportsmanship and of rule 2, and her helmsman commits an act of misconduct.

Case 96—When after a general recall a boat learns from seeing her sail number displayed that she has been disqualified by the race committee under the second sentence of rule 30.4 and believes the race committee has made a mistake, her only option is not to start, and then to seek redress. However, if the race committee does not display her sail number and she sails in the restarted race, she should be scored BFD, and not DNE.

Case 111—If a boat breaks rule 30.2 or rule 30.4 during a starting sequence that results in a general recall after the starting signal, the race committee is required to penalize her even if the race had been postponed before that starting sequence or if, during a later starting sequence, a postponement was signalled before the starting signal.

Case 140—How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

Rule 31, Touching a Mark

Appeal 10—Although a boat does not break rule 31 by touching a mark’s anchor line, if that causes the mark to be drawn into contact with the boat, she does break it.

Appeal 26—A boat cannot be penalized for touching a finishing mark when she is no longer racing.

Appeal 92—“Doubt” refers both to doubt by boats involved in or observing an incident and to doubt by the protest committee. Even when rounding a mark, a right-of-way boat must act to avoid contact when it is clear that the other boat is not keeping clear or giving mark-room.

Case 77—Contact with a mark by a boat’s equipment constitutes touching it. A boat obligated to keep clear does not break a rule when touched by a right-of-way boat’s equipment that moves unexpectedly out of normal position.

Case 108—When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.

Case 114—When a boat is entitled to room, the space she is entitled to includes space for her to comply with her obligations under the rules of Part 2 and rule 31.

Case 128—If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

Rule 32, Shortening or Abandoning After the Start

Appeal 100—A race committee may abandon a race after all the boats have sailed the course or retired. If the race is no longer in progress, the committee need not announce the abandonment with race signals. There is no time limit for abandoning a race unless the notice of race has put rule 90.3(e) in effect.

Case 28—When one boat breaks a rule and, as a result, causes another to touch a mark, the other boat is exonerated. The fact that a starting mark has moved, for whatever reason, does not relieve a boat of her obligation to start. A race committee may abandon under rule 32.1(c) only when the change in the mark's position has directly affected the safety or fairness of the competition.

Case 37—Each race of an event is a separate race. In a multi-class event, abandonment may be suitable for some classes, but not for all.

Case 129—When the course is shortened at a rounding mark, the mark becomes a finishing mark. Rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. A boat must cross the line in accordance with the definition Finish, even if in so doing she leaves that mark on the side opposite the side on which she would have been required to leave it if the course had not been shortened.

Rule 36, Races Restarted or Resailed

Case 19—Interpretation of the term 'damage'.

Case 141—Interpretation of the term 'serious' in the phrase 'serious damage'.

PART 4—OTHER REQUIREMENTS WHEN RACING

Rule 41, Outside Help

[Appeal 93](#)—The term "information freely available" in rule 41(c) means information available without monetary cost and easily obtained by all boats in a race. "Easily obtained" means the information is available from public sources that competitors can reasonably be expected to be aware of and can locate with little effort. The term "information freely available" refers only to the information, not to equipment or software needed to receive or read the information.

[Appeal 118](#)—Discussion on whether it is an improper action for the race committee to hail boats before the starting signal.

[Appeal 127](#)—Explanation of rule 41(a).

Case 78—In a fleet race either for one-design boats or for boats racing under a handicap or rating system, a boat may use tactics that clearly interfere with and hinder another boat's progress in the race, provided that, if she is protested under rule 2 for doing so, the protest committee finds that there was a reasonable chance of her tactics benefiting her final ranking in the event. However, she breaks rule 2, and possibly rule 69.1(a), if while using those tactics she intentionally breaks a rule.

Case 100—When a boat asks for and receives tactical racing advice she receives outside help, even if she asks for and receives it on a public radio channel.

Case 120—'Information freely available' in rule 41(c) is information that is available without monetary cost and that may be easily obtained by all boats in a race. Rule 41(c) is a rule that may be changed for an event provided that the procedure established in the rules is followed.

Rule 42, Propulsion

Appeal 25—Using double rudders in opposition to decrease speed does not break rule 42.

Appeal 128—Movement by the crew that does not propel the boat does not break rule 42.1. Movement of the crew that results in an action listed in rule 42.2 breaks rule 42.2, regardless of whether the action actually propels the boat or not.

Rule 42.1, Propulsion: Basic Rule

Case 5—A boat that is anchored during a race is still racing. A boat does not break rule 42.1 or rule 45 if, while pulling in her anchor line to recover the anchor, she returns to her position at the time the anchor was lowered. However, if pulling in the anchor line clearly propels her to a different position, she breaks those rules.

Case 8—Repeated helm movements to position a boat to gain speed on each of a series of waves generated by a passing vessel are not sculling unless they are forceful, and the increase in speed is the result of a permitted use of the water to increase speed.

Case 69—Momentum of a boat after her preparatory signal that is the result of being propelled by her engine before the signal does not break rule 42.1.

Rule 42.2(d), Propulsion: Prohibited Actions

Case 8—Repeated helm movements to position a boat to gain speed on each of a series of waves generated by a passing vessel are not sculling unless they are forceful, and the increase in speed is the result of a permitted use of the water to increase speed.

Rule 43, Exoneration

Case 11—When boats are overlapped at an obstruction, including an obstruction that is a right-of-way boat, the outside boat must give the inside boat room between her and the obstruction.

Case 12—In determining the right of an inside boat to mark-room under rule 18.2(a)(1), it is irrelevant that boats are on widely differing courses, provided that an overlap exists when the first of them reaches the zone.

Case 25—After an inside overlapped windward boat has been given mark-room, rule 18 no longer applies, but rule 11 continues to apply. The inside windward boat must keep clear of the outside leeward boat, and the leeward boat may luff provided that she gives the windward boat room to keep clear.

Case 27—A boat is not required to anticipate that another boat will break a rule. When a boat acquires right of way as a result of her own actions, the other boat is entitled to room to keep clear.

Case 30—A boat clear astern that is required to keep clear but collides with the boat clear ahead breaks the right-of-way rule that was applicable before the collision occurred. A boat that loses right of way by unintentionally changing tack is nevertheless required to keep clear.

Rule 43.1(a), Exoneration

Appeal 2—When a port-tack leeward boat on a collision course with a starboard-tack boat hails the port-tack windward boat for room to tack and she fails to respond, the port-tack leeward boat's obligation under rule 10 continues. The hailing boat is not compelled to break rule 10 if she can avoid breaking it after it becomes clear that the hailed boat has broken rule 20.2(c). She therefore is not exonerated by rule 43.1(a).

Appeal 6—A leeward port-tack boat must give a windward port-tack boat room to pass a starboard-tack boat that is an obstruction. Rule 60.5(b)(1) permits the disqualification of a boat that was a party to a protest hearing, even if she was not protested.

Appeal 15—A boat is permitted to hail another for room to tack when a substantial course change is required for her to avoid the obstruction.

Appeal 19—When a port-tack leeward boat on a collision course with a starboard-tack boat hails the port-tack windward boat for room to tack and she fails to respond, the port-tack leeward boat's obligation under rule 10 continues. When the hailing boat cannot avoid breaking rule 10 after it becomes clear that the hailed boat has broken rule 20.2(c), the hailing boat has been compelled to break rule 10 and is exonerated by rule 43.1(a).

Appeal 35—A boat that completes a tack onto starboard need not thereafter remain close-hauled, but is subject to rule 16.1 as she changes course.

Appeal 36—When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.

Appeal 78—A boat that acquires right of way over a second boat and causes the second boat to break a rule of Part 2 in order to keep clear of her, breaks rule 15 by not initially giving the second boat room to keep clear.

Appeal 84—An appeals committee cannot require a protest committee to protest a boat. A protest committee can decide that a boat not a party to the hearing broke a rule, although it cannot penalize her. A protest committee complying with rule R5.4 by reopening a hearing to provide additional facts is not entitled to change the decision it made in the original hearing.

Appeal 92—"Doubt" refers both to doubt by boats involved in or observing an incident and to doubt by the protest committee. Even when rounding a mark, a right-of-way boat must act to avoid contact when it is clear that the other boat is not keeping clear or giving mark-room.

Appeal 101—A right-of-way boat compelled by a keep-clear boat to cross the starting line early is not relieved of her obligation to start as described in the definition Start.

Appeal 119—A right-of-way boat's obligation to give room under rule 15 does not begin until she becomes the right-of-way boat. At that time she must then do what is necessary to give the keep clear boat room to keep clear. If, while the right-of-way boat is maneuvering to give room, the keep-clear boat is briefly breaking a rule of Section A, she is exonerated by 43.1(b).

Appeal 130—Interpretations of the definition Mark-Room.

Case 3—A leeward port-tack boat, hailing for room to tack when faced with an oncoming starboard-tack boat, an obstruction, is not required to anticipate that the windward boat will fail to comply with her obligation to tack promptly or otherwise provide room.

Case 28—When one boat breaks a rule and, as a result, causes another to touch a mark, the other boat is exonerated. The fact that a starting mark has moved, for whatever reason, does not relieve a boat of her obligation to start. A race committee may abandon under rule 32.1(c) only when the change in the mark's position has directly affected the safety or fairness of the competition.

Case 51—A protest committee must find that boats were exonerated at the time of the incident when, as a result of another boat's breach of a rule, they were compelled to break a rule.

Case 140—How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

Case 146—When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

Rule 43.1(b), Exoneration

Appeal 3—An inside windward boat, given sufficient mark-room at a mark, is required to keep clear of an outside leeward boat. A right-of-way boat may not be penalized for breaking rule 14 unless there is damage or injury.

Appeal 6—A leeward port-tack boat must give a windward port-tack boat room to pass a starboard-tack boat that is an obstruction. Rule 60.5(b)(1) permits the disqualification of a boat that was a party to a protest hearing, even if she was not protested.

Appeal 35—A boat that completes a tack onto starboard need not thereafter remain close-hauled, but is subject to rule 16.1 as she changes course.

Appeal 36—When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.

Appeal 78—A boat that acquires right of way over a second boat and causes the second boat to break a rule of Part 2 in order to keep clear of her, breaks rule 15 by not initially giving the second boat room to keep clear.

Appeal 86—A boat that touches a finishing mark and then takes a penalty does not finish until she crosses the finishing line after taking her penalty. Exoneration does not provide for cancelling a penalty a boat has taken voluntarily or for compensating her for distance, time or places lost in taking the penalty. A boat that voluntarily takes a penalty and thereby worsens her score is not entitled to redress.

Appeal 92—“Doubt” refers both to doubt by boats involved in or observing an incident and to doubt by the protest committee. Even when rounding a mark, a right-of-way boat must act to avoid contact when it is clear that the other boat is not keeping clear or giving mark-room.

Appeal 119—A right-of-way boat’s obligation to give room under rule 15 does not begin until she becomes the right-of-way boat. At that time she must then do what is necessary to give the keep clear boat room to keep clear. If, while the right-of-way boat is maneuvering to give room, the keep-clear boat is briefly breaking a rule of Section A, she is exonerated by 43.1(b).

Appeal 130—Interpretations of the definition Mark-Room.

Case 24—When a boat becomes overlapped to leeward from clear astern, the other boat must act promptly to keep clear. When she cannot do so in a seamanlike way, she has not been given room as required by rule 15.

Case 49—When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

Case 63—At a mark, when space is made available to a boat that is not entitled to it, she may, at her own risk, take advantage of the space.

Case 93—If a boat luffs immediately after she becomes overlapped to leeward of another boat and there is no seamanlike action that would enable the other boat to keep clear, the boat that luffs breaks rules 15 and 16.1. The other boat breaks rule 11, but is exonerated.

Case 95—If two overlapped boats on the same tack are on a beat to windward and are subject to rule 18.2(a)(1), rule 18 ceases to apply when either of them turns past head to wind. When a boat is required to give another boat mark-room, the space she must give includes space for the other boat to comply with rule 31. When the boat entitled to mark-room is compelled to touch the mark while sailing within the mark-room to which she is entitled, she is exonerated for her breach of rule 31.

Case 124—At any point in time while two boats are approaching an obstruction, the right-of-way boat at that moment may choose to pass the obstruction on either side provided that she can then comply with the applicable rules.

Case 125—When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.

Case 146—When boats are approaching a starting mark to start and a leeward boat luffs, the windward boat is exonerated by rule 43.1(b) if she breaks rule 11 while sailing within the room to which she is entitled under rule 16.1.

Case 147—When a right-of-way boat changes course, her obligation to give a keep-clear boat room to keep clear under rule 16.1 begins. The right-of-way boat may give that room by making an additional change of course. If, while the right-of-way boat is making that additional change of course, the keep-clear boat unavoidably breaks a rule of Part 2 Section A, the keep-clear boat is exonerated by rule 43.1(b).

Rule 43.1(c), Exoneration

Appeal 3—An inside windward boat, given sufficient mark-room at a mark, is required to keep clear of an outside leeward boat. A right-of-way boat may not be penalized for breaking rule 14 unless there is damage or injury.

Appeal 6—A leeward port-tack boat must give a windward port-tack boat room to pass a starboard-tack boat that is an obstruction. Rule 60.5(b)(1) permits the disqualification of a boat that was a party to a protest hearing, even if she was not protested.

Appeal 16—When no part of a boat's hull, equipment or crew is still on the finishing line, she has cleared it. A boat that has finished and cleared the finishing line and its marks is no longer racing and is not subject to penalty, unless she breaks rule 14 and causes injury or serious damage, or interferes with a boat still racing. Rule 14 applies to a boat that is racing, even if the contact is with a boat no longer racing.

Appeal 78—A boat that acquires right of way over a second boat and causes the second boat to break a rule of Part 2 in order to keep clear of her, breaks rule 15 by not initially giving the second boat room to keep clear.

Appeal 119—A right-of-way boat's obligation to give room under rule 15 does not begin until she becomes the right-of-way boat. At that time she must then do what is necessary to give the keep clear boat room to keep clear. If, while the right-of-way boat is maneuvering to give room, the keep-clear boat is briefly breaking a rule of Section A, she is exonerated by 43.1(b).

Case 2—This case covers a situation involving two boats at a downwind mark in which a boat clear astern reaches the zone before a boat clear ahead. In that situation the boat clear ahead is required by rule 18.2(a)(2) to give mark-room to the boat clear astern.

Case 7—When, after having been clear astern, a boat becomes overlapped to leeward within two of her hull lengths of the other boat, the windward boat must keep clear, but the leeward boat must initially give the windward boat room to keep clear and must not sail above her proper course. The proper course of the windward boat is not relevant.

Case 13—Before her starting signal, a leeward boat does not break a rule by sailing a course higher than the windward boat's course.

Case 14—When, because of a difference of opinion about a leeward boat's proper course, two boats on the same tack converge, the windward boat must keep clear. Two boats on the same leg sailing near one another may have different proper courses.

Case 19—Interpretation of the term 'damage'.

Case 26—A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

Case 49—When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

Case 91—A boat required to keep clear must keep clear of another boat's equipment out of its normal position when the equipment has been out of its normal position long enough for the equipment to have been seen and avoided.

Case 125—When an outside overlapped boat is required to give room to one or more inside boats to pass an obstruction, the space she gives must be sufficient to permit all the inside boats to comply with their obligations under the rules of Part 2.

Rule 44.1, Penalties at the Time of an Incident: Taking a Penalty

[Appeal 46](#)—The failure of a boat to take a Two-Turns Penalty does not break a rule. A boat may not be disqualified for an incident not described in a valid protest.

[Appeal 60](#)—Rule 44.1 does not provide time for a boat to deliberate whether she has broken a rule. If a boat decides too late that she has broken a rule, the penalty provided by rule 44 is not available to her.

Rule 44.1(b), Penalties at the Time of an Incident: Taking a Penalty

Case 19—Interpretation of the term 'damage'.

Case 99—The fact that a boat required to keep clear is out of control does not entitle her to exoneration for breaking a rule of Part 2. When a right-of-way boat becomes obligated by rule 14 to 'avoid contact . . . if reasonably possible' and the only way to do so is to crash-gybe, she does not break the rule if she does not crash-gybe. When a boat's penalty under rule 44.1(b) is to retire, and she does so (whether because of choice or necessity), she cannot then be disqualified.

Case 107—During the starting sequence, a boat that is not keeping a lookout may thereby fail to do everything reasonably possible to avoid contact. Hailing is one way that a boat may 'act to avoid contact.' When a boat's breach of a rule of Part 2 causes serious damage and she then retires, she has taken the applicable penalty and is not to be disqualified for that breach.

Case 108—When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.

Case 135—Discussion of the decisions that a protest committee must make if a boat breaks a rule of Part 2 by failing to keep clear, and the right-of-way boat, or a third boat, requests redress under rule 61.4(b)(2).

Case 141—Interpretation of the term 'serious' in the phrase 'serious damage'.

Rule 44.2, Penalties at the Time of an Incident: One-Turn and Two-Turns Penalties

[Appeal 60](#)—Rule 44.1 does not provide time for a boat to deliberate whether she has broken a rule. If a boat decides too late that she has broken a rule, the penalty provided by rule 44 is not available to her.

Case 108—When taking a penalty after touching a mark, a boat need not complete a full 360° turn, and she may take her penalty while simultaneously rounding the mark. Her turn to round the mark will serve as her penalty if it includes a tack and a gybe, if it is carried out promptly after she is no longer touching the mark and is well clear of other boats, and when no question of advantage arises.

Case 149—After getting well clear, a boat making penalty turns that interrupts her turns for just the time she needs to comply with rule 21.2 has made her penalty turns ‘promptly’. When a boat interferes with a boat taking a penalty, she breaks rule 23.2 if she was not sailing her proper course at that time.

Rule 45, Hauling Out; Making Fast; Anchoring

Case 5—A boat that is anchored during a race is still racing. A boat does not break rule 42.1 or rule 45 if, while pulling in her anchor line to recover the anchor, she returns to her position at the time the anchor was lowered. However, if pulling in the anchor line clearly propels her to a different position, she breaks those rules.

Rule 46, Person in Charge

Case 40—Unless otherwise specifically stated in the class rules, notice of race or sailing instructions, the owner or other person in charge of a boat is free to decide who steers her in a race, provided that rule 46 is not broken.

Rule 47, Trash Disposal

[Appeal 110](#)—Broken sail stops made of yarn or rubber bands that fall into the water are trash, even if they are biodegradable. Putting sail stops in the water breaks rule 47. The penalty for breaking rule 47 can be less than disqualification.

Rule 49, Crew Position; Lifelines

[Appeal 72](#)—A crew member briefly leaning out over a boat’s lifelines to hold a spinnaker guy after the pole has been removed in preparation for rounding a mark does not break rule 49.2.

Case 4—A competitor may hold a sheet outboard.

Case 36—Positioning of crew members relative to lifelines.

Case 83—Repeated sail trimming with a competitor’s torso outside the lifelines is not permitted.

Rule 50.1(a), Competitor Clothing and Equipment

Case 89—Except on a windsurfer or a kiteboard, a competitor may not wear or otherwise attach to his person a drinking container.

Rule 55, Setting and Sheetting Sails

[Appeal 23](#)—No part of a crew’s body is a “device.”

[Appeal 31](#)—A paddle used to support the midsection of a spinnaker is not an outrigger.

Rule 55.3, Setting and Sheet Sails: Sheet Sails

Case 4—A competitor may hold a sheet outboard.

Case 97—The use of a jockey pole attached to a spinnaker guy is permitted.

Rule 56, Fog Signals and Lights; Traffic Separation Schemes; Tracking Systems

Case 109—The *IRPCAS* or government right-of-way rules apply between boats that are racing only if a rule in the notice of race says so, and in that case all of the Part 2 rules are replaced. An *IRPCAS* or government rule, other than a right-of-way rule, may be made to apply by including it in the notice of race, the sailing instructions or another document governing the event.

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

Section A—Protests; Redress; Support Persons

Rule 60.1, Protests: Right to Protest

Appeal 18—A race committee member who is also a member of the protest committee does not have a conflict of interest solely by the race committee's act of protesting under rule 60.2.

Appeal 42—It is not contrary to recognized principles of sportsmanship and fair sailing for several boats to consult about a protest and then deliver multiple protests or a joint protest. The rules do not prohibit protest committees of one person. A protest committee member does not have a conflict of interest because of being the measurer.

Appeal 84—An appeals committee cannot require a protest committee to protest a boat. A protest committee can decide that a boat not a party to the hearing broke a rule, although it cannot penalize her. A protest committee complying with rule R5.4 by reopening a hearing to provide additional facts is not entitled to change the decision it made in the original hearing.

Appeal 116—A boat may protest boats that are sailing in a different race.

Case 1—A boat that breaks a rule while racing but continues to race may protest over a later incident, even though after the race she is penalized for her breach.

Case 39—A race committee is not required to protest a boat. The primary responsibility for enforcing the rules lies with the competitors.

Case 57—When a current, properly authenticated certificate has been presented in good faith by an owner who has complied with the requirements of rule 78.1, the final results of a race or series must stand, even though the certificate is later withdrawn.

Rule 60.2, Protests: Intention to Protest

Appeal 46—The failure of a boat to take a Two-Turns Penalty does not break a rule. A boat may not be disqualified for an incident not described in a valid protest.

Appeal 61—"First reasonable opportunity" means as soon as practicable, not as soon as convenient.

Appeal 65—The test of whether two occurrences were one or two incidents is whether the second occurrence was the inevitable result of the first. A boat intending to protest another boat for two incidents during a race, no matter how close in time, must inform the protested boat that two protests will be lodged.

Appeal 66—A 2-inch by 8-inch protest flag on a 40-foot boat is not of sufficient size or of suitable proportions to be “conspicuously displayed.”

Appeal 67—Failure to display a protest flag during a period of time when some member of the crew is not otherwise occupied is a failure to display it “at the first reasonable opportunity.” If a protest flag is not displayed at the first reasonable opportunity, the protest is invalid and the hearing must be closed.

Appeal 82—A boat is not obligated to give priority to displaying a protest flag at the cost of the crew failing to act to keep the boat under control or delaying a spinnaker set.

Appeal 124—A protest flag flown 10–15 seconds after an incident, when a member of the crew is able to retrieve and display the flag in that time and acts to do so, is consistent with displaying the flag at the “first reasonable opportunity.”

Appeal 125—An interpretation of the term “incident” in rule 60.2, and when a boat must hail “Protest” and fly a flag (if required) when the incident is not brief.

Rule 60.2(a), Protests: Intention to Protest

Appeal 122—The “first reasonable opportunity” to hail “Protest” is the first reasonable time after an incident when a boat is able to hail “Protest,” which is usually immediately.

Case 72—Discussion of the word ‘flag’.

Case 85—If a racing rule is not one of the rules listed in rule 86.1(c), class rules are not permitted to change it. If a class rule attempts to change such a rule, that class rule is not valid and does not apply.

Case 128—If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

Rule 60.2(b), Protest Requirements: Informing the Protestee

Case 112—A boat that makes, and does not correct, an error in sailing the course does not break rule 28.1 until she finishes. If a boat makes such an error, a second boat may notify the first that she intends to protest before the first boat finishes, or at the first reasonable opportunity after the first boat finishes.

Case 148—When a boat crosses the finishing line from the course side twice, her second crossing constitutes her finish if, at all times between her first and second crossing, her actions are consistent with continuing ‘to sail the course’. An error in sailing the course made at a mark other than a finishing mark is not an error made at the finishing line.

Rule 60.2(c), Protests: Intention to Protest

Case 19—Interpretation of the term ‘damage’.

Case 141—Interpretation of the term ‘serious’ in the phrase ‘serious damage’.

Rule 60.3, Protests: Delivering a Protest

Appeal 41—Competitors are entitled to reasonable means to fulfill whatever time requirements there are for delivering a protest.

Appeal 46—The failure of a boat to take a Two-Turns Penalty does not break a rule. A boat may not be disqualified for an incident not described in a valid protest.

Appeal 129—In order for the sailing instructions or other rules to change a rule, it must refer specifically to the rule and state the change.

Rule 60.3(a), Protests: Delivering a Protest

Case 22—A written protest does not need to identify a rule that the protestor believes was broken. If it does identify such a rule, it is not relevant to the validity of the protest that the protest committee decides that a different rule had been broken.

Rule 60.4, Protests: Protest Validity

Appeal 84—An appeals committee cannot require a protest committee to protest a boat. A protest committee can decide that a boat not a party to the hearing broke a rule, although it cannot penalize her. A protest committee complying with rule R5.4 by reopening a hearing to provide additional facts is not entitled to change the decision it made in the original hearing.

Rule 60.4(a), Protests: Protest Validity

Case 22—A written protest does not need to identify a rule that the protestor believes was broken. If it does identify such a rule, it is not relevant to the validity of the protest that the protest committee decides that a different rule had been broken.

Rule 60.4(c), Protests: Protest Validity

Case 19—Interpretation of the term ‘damage’.

Case 141—Interpretation of the term ‘serious’ in the phrase ‘serious damage’.

Rule 60.5, Protests: Protest Decisions

Appeal 6—A leeward port-tack boat must give a windward port-tack boat room to pass a starboard-tack boat that is an obstruction. Rule 60.5(b)(1) permits the disqualification of a boat that was a party to a protest hearing, even if she was not protested.

Appeal 35—A boat that completes a tack onto starboard need not thereafter remain close-hauled, but is subject to rule 16.1 as she changes course.

Appeal 36—When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.

Appeal 56—The sailing instructions may change a rule only if permitted to do so in rule 86.1(b). Denying any of the results of a successful appeal is equivalent to denying the right of appeal. A boat that retires in acknowledgment of breaking a rule in an incident thereby takes a penalty, although she may still be protested for her breach. If valid, the protest must be decided. However, no additional penalty may be imposed, unless the penalty for the rule that she broke is a disqualification that may not be excluded from her series score.

Appeal 71—A windward boat that is given room to keep clear by luffing is not exonerated for breaking rule 11 if she bears away and does not keep clear. Rule 19 does not apply until boats are at an obstruction. A penalty can be given even when the protesting boat does not mention the applicable rule.

Appeal 84—An appeals committee cannot require a protest committee to protest a boat. A protest committee can decide that a boat not a party to the hearing broke a rule, although it cannot penalize her. A protest committee complying with rule R5.4 by reopening a hearing to provide additional facts is not entitled to change the decision it made in the original hearing.

Rule 60.5(b), Protests: Protest Decisions

Case 1—A boat that breaks a rule while racing but continues to race may protest over a later incident, even though after the race she is penalized for her breach.

Rule 60.5(c), Protests: Protest Decisions

Case 1—A boat that breaks a rule while racing but continues to race may protest over a later incident, even though after the race she is penalized for her breach.

Case 22—A written protest does not need to identify a rule that the protestor believes was broken. If it does identify such a rule, it is not relevant to the validity of the protest that the protest committee decides that a different rule had been broken.

Case 26—A right-of-way boat need not act to avoid a collision until it is clear that the other boat is not keeping clear. However, if the right-of-way boat could then have avoided the collision and the collision resulted in damage, she must be penalized for breaking rule 14.

Case 99—The fact that a boat required to keep clear is out of control does not entitle her to exoneration for breaking a rule of Part 2. When a right-of-way boat becomes obligated by rule 14 to ‘avoid contact...if reasonably possible’ and the only way to do so is to crash-gybe, she does not break the rule if she does not crash-gybe. When a boat’s penalty under rule 44.1(b) is to retire, and she does so (whether because of choice or necessity), she cannot then be disqualified.

Case 107—During the starting sequence, a boat that is not keeping a lookout may thereby fail to do everything reasonably possible to avoid contact. Hailing is one way that a boat may ‘act to avoid contact.’ When a boat’s breach of a rule of Part 2 causes serious damage and she then retires, she has taken the applicable penalty and is not to be disqualified for that breach.

Rule 60.5(d), Protests: Protest Decisions

Case 19—Interpretation of the term ‘damage.’

Rule 61.1, Redress: Requesting or Considering Redress

Appeal 94—At a radio sailing regatta, the race director may be both the chairman of the race committee and the protest committee, and may be a committee of one. Properly submitted protests and requests for redress must be heard by the protest committee. Redress can be given for more than one race. The protest committee must provide its decision in writing if properly requested by a party.

Rule 61.2, Redress: Requests for Redress

Appeal 90—“Incident” in rule 61.2(b) refers to an occurrence that fits within one of the five categories listed in rule 61.4(b). When a boat is scored OCS and requests redress, the incident is the alleged race committee error made soon after the start of the race. When there is good reason to do so, the protest committee is required to extend the time limit for delivering a request for redress.

Appeal 94—At a radio sailing regatta, the race director may be both the chairman of the race committee and the protest committee, and may be a committee of one. Properly submitted protests and requests for redress must be heard by the protest committee. Redress can be given for more than one race. The protest committee must provide its decision in writing if properly requested by a party.

Case 44—A boat is not permitted to protest a race committee for breaking a rule. However, if she tries to do so, her ‘protest’ may meet the requirements of a request for redress, in which case the protest committee shall treat it accordingly.

Case 102—When a boat requests redress because of an incident she claims affected her score in a race, and thus in a series, the time limit for making the request is the time limit for the race, rather than a time limit based on the posting of the series results.

Rule 61.4, Redress: Redress Decisions

Appeal 39—The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone. If she does not start and is scored accordingly, she cannot receive redress by claiming that the race committee acted improperly in deciding to conduct the race in conditions it considered to be suitable. Protest committee members who believe they have a close personal interest in a decision concerning their actions as race committee members act properly when they decline to take part in the hearing.

Appeal 44—A race committee that corrects a boat’s score based on its own records or observations does not act improperly. The boat therefore has no valid claim for redress.

Appeal 54—A race committee is bound by the sailing instructions because they are rules. When a boat’s place in a series is made significantly worse by a race committee action which is contrary to a sailing instruction, the boat is entitled to redress.

Appeal 86—A boat that touches a finishing mark and then takes a penalty does not finish until she crosses the finishing line after taking her penalty. Exoneration does not provide for cancelling a penalty a boat has taken voluntarily or for compensating her for distance, time or places lost in taking the penalty. A boat that voluntarily takes a penalty and thereby worsens her score is not entitled to redress.

Appeal 94—At a radio sailing regatta, the race director may be both the chairman of the race committee and the protest committee, and may be a committee of one. Properly submitted protests and requests for redress must be heard by the protest committee. Redress can be given for more than one race. The protest committee must provide its decision in writing if properly requested by a party.

Appeal 118—Discussion on whether it is an improper action for the race committee to hail boats before the starting signal.

Rule 61.4(b), Redress: Redress Decisions

Case 19—Interpretation of the term ‘damage’.

Case 20—When it is possible that a boat is in danger, another boat that gives help is entitled to redress, even if her help was not asked for or if it is later found that there was no danger.

Case 31—When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

Case 34—Hindering another boat may be a breach of rule 2 and the basis for granting redress and for action under rule 69.2.

Case 37—Each race of an event is a separate race. In a multi-class event, abandonment may be suitable for some classes, but not for all.

Case 44—A boat is not permitted to protest a race committee for breaking a rule. However, if she tries to do so, her ‘protest’ may meet the requirements of a request for redress, in which case the protest committee shall treat it accordingly.

Case 68—The failure of a race committee to discover that a rating certificate is invalid does not entitle a boat to redress. A boat that may have broken a rule and that continues to race retains her rights under the racing rules, including her rights under the rules of Part 2 and her rights to protest and appeal, even if she is later disqualified.

Case 79—When a boat has no reason to know that part of her hull crossed the starting line early and the race committee fails to signal ‘Individual recall’ promptly, yet scores her OCS, this is an error that significantly worsens the boat’s score through no fault of her own, and therefore entitles her to redress.

Case 82—When a finishing line is laid so nearly in line with the last leg that it cannot be determined which is the correct way to cross it in order to finish according to the definition, a boat may cross the line in either direction and her finish is to be recorded accordingly.

Case 110—Under rule 61.4(b)(2) or 61.4(b)(3), a boat physically damaged is eligible for redress only if the damage itself significantly worsened her score or place. Contact is not necessary for one boat to cause injury or physical damage to another. A worsening of a boat’s score or place caused by an avoiding manoeuvre is not, by itself, grounds for redress. In rules 61.4(b)(2) and 61.4(b)(3), ‘injury’ refers to bodily injury to a person and ‘damage’ is limited to physical damage to a boat or her equipment.

Case 116—A discussion of redress in a situation in which a boat is damaged early in a series, is entitled to redress under rule 61.4(b)(2), and is prevented by the damage from sailing the remaining races. In such a situation, to be fair to the other boats in the series, the protest committee should ensure that fewer than half of the race scores included in her series score, after any exclusion(s), are based on average points.

Case 119—When a race is conducted for boats racing under a rating system, the rating that should be used to calculate a boat's corrected time is her rating at the time the race is sailed. Her score should not be changed if later the rating authority, acting on its own volition, changes her rating.

Case 129—When the course is shortened at a rounding mark, the mark becomes a finishing mark. Rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. A boat must cross the line in accordance with the definition Finish, even if in so doing she leaves that mark on the side opposite the side on which she would have been required to leave it if the course had not been shortened.

Case 135—Discussion of the decisions that a protest committee must make if a boat breaks a rule of Part 2 by failing to keep clear, and the right-of-way boat, or a third boat, requests redress under rule 61.4(b)(2).

Case 140—How the rules apply when a boat is compelled to cross the starting line by another boat that was breaking a rule of Part 2.

Rule 61.4(c), Redress: Redress Decisions

Case 31—When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

Case 116—A discussion of redress in a situation in which a boat is damaged early in a series, is entitled to redress under rule 61.4(b)(2), and is prevented by the damage from sailing the remaining races. In such a situation, to be fair to the other boats in the series, the protest committee should ensure that fewer than half of the race scores included in her series score, after any exclusion(s), are based on average points.

Section B—Hearings and Making Decisions

US Sailing prescription in the preamble to Section B

Appeal 18—A race committee member who is also a member of the protest committee does not have a conflict of interest solely by the race committee's act of protesting under rule 60.1.

Appeal 39—The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. If she does not start and is scored accordingly, she cannot receive redress by claiming that the race committee acted improperly in deciding to conduct the race in conditions it considered to be suitable. Protest committee members who believe they have a close personal interest in a decision concerning their actions as race committee members act properly when they decline to take part in the hearing.

Rule 63.1, Conduct of Hearings: Rights of Parties

Appeal 8—A protest must be made available to the parties, but providing a copy is not required. A written decision is not necessary unless requested by one of the parties. However, each party is entitled to be represented at the hearing and witnesses must be allowed to testify. Failure to meet any of these requirements makes the hearing invalid.

Appeal 69—A protest committee must find facts to decide whether or not a protest is valid, basing that decision on evidence taken in a protest hearing in compliance with the rules.

Appeal 112—Interpretations of the definition Party and rule 63.1(a)(4) concerning representation in hearings, and a discussion regarding the terms in Terminology in the Introduction of *The Racing Rules of Sailing*.

Rule 63.1(a), Conduct of Hearings: Rights of Parties

Case 48—Part 5 of the racing rules aims to protect a boat from being unfairly treated, not to provide loopholes for protestees. A protestee has a duty to protect herself by acting reasonably before a hearing.

Case 49—When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

Rule 63.2, Conduct of Hearings: Hearings

Appeal 78—A boat that acquires right of way over a second boat and causes the second boat to break a rule of Part 2 in order to keep clear of her breaks rule 15 by not initially giving the second boat room to keep clear.

Appeal 84—An appeals committee cannot require a protest committee to protest a boat. A protest committee can decide that a boat not a party to the hearing broke a rule, although it cannot penalize her. A protest committee complying with rule R5.4 by reopening a hearing to provide additional facts is not entitled to change the decision it made in the original hearing.

Appeal 94—At a radio sailing regatta, the race director may be both the chairman of the race committee and the protest committee, and may be a committee of one. Properly submitted protests and requests for redress must be heard by the protest committee. Redress can be given for more than one race. The protest committee must provide its decision in writing if properly requested by a party.

Appeal 116—A boat may protest boats that are sailing in a different race.

Rule 63.2(b), Conduct of Hearings: Hearings

Case 49—When two protests arise from the same incident, or from very closely connected incidents, they should be heard together in the presence of representatives of all the boats involved.

Rule 63.2(c), Conduct of Hearings: Hearings

Case 44—A boat is not permitted to protest a race committee for breaking a rule. However, if she tries to do so, her ‘protest’ may meet the requirements of a request for redress, in which case the protest committee shall treat it accordingly.

Rule 63.3, Conduct of Hearings: Conflict of Interest

Appeal 22—Competitors in a race or series have a conflict of interest. Their participation in any part of a protest hearing, except as a witness or a party to the hearing, makes the hearing invalid unless all parties have consented to their participation, or the protest committee has decided that the conflict is not significant. Unless rule 70.3 applies, the right of appeal cannot be denied.

Appeal 39—The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. If she does not start and is scored accordingly, she cannot receive redress by claiming that the race committee acted improperly in deciding to conduct the race in conditions it considered to be suitable. Protest committee members who believe they have a close personal interest in a decision concerning their actions as race committee members act properly when they decline to take part in the hearing.

Appeal 42—It is not contrary to recognized principles of sportsmanship and fair sailing for several boats to consult about a protest and then deliver multiple protests or a joint protest. The rules do not prohibit protest committees of one person. A protest committee member does not have a conflict of interest because of being the measurer.

Rule 63.3(d), Conduct of Hearings: Conflict of Interest

Case 137—A boat is not permitted to protest a race committee for breaking a rule. However, if she tries to do so, her 'protest' may meet the requirements of a request for redress, in which case the protest committee shall treat it accordingly. When deciding if a conflict of interest is significant, the protest committee should take into account the degree of conflict, the level of the event and the overall perception of fairness.

Rule 63.4, Conduct of Hearings: Hearing Procedure

Appeal 8—A protest must be made available to the parties, but providing a copy is not required. A written decision is not necessary unless requested by one of the parties. However, each party is entitled to be represented at the hearing and witnesses must be allowed to testify. Failure to meet any of these requirements makes the hearing invalid.

Appeal 62—If witnesses can overhear or observe any portion of the hearing except when present to give testimony, they are not "excluded."

Appeal 66—A 2-inch by 8-inch protest flag on a 40-foot boat is not of sufficient size or of suitable proportions to be "conspicuously displayed."

Appeal 69—A protest committee must find facts to decide whether or not a protest is valid, basing that decision on evidence taken in a protest hearing in compliance with the rules.

Appeal 102—A protest committee may find it difficult to reconcile conflicting testimony, but must not penalize a boat without first finding facts about the incident that led to the protest and basing its decision on them.

Rule 63.4(a), Conduct of Hearings: Hearing Procedure

Case 19—Interpretation of the term 'damage'.

Case 141—Interpretation of the term 'serious' in the phrase 'serious damage'.

Rule 63.5, Conduct of Hearings: Decisions

Appeal 102—A protest committee may find it difficult to reconcile conflicting testimony, but must not penalize a boat without first finding facts about the incident that led to the protest and basing its decision on them.

Appeal 113—Either the notice of race or the sailing instructions may change a racing rule. If they conflict with each other, rule 63.5(c) applies. A protest committee's decision under rule 63.5(c) regarding which of two conflicting rules applies is not made in a hearing. The determining factor for applying rule 63.5(c) is the protest committee's belief about the fairest result. Its decision under rule 63.5(c) therefore cannot be the basis of a request for redress or a reopening.

Rule 63.5(a), Conduct of Hearings: Decisions

Case 104—Attempting to distinguish between facts and conclusions in a protest committee's findings is sometimes unsatisfactory because findings may be based partially on fact and partially on a conclusion. A national authority can change a protest committee's decision and any other findings that involve reasoning or judgment, but not its findings of fact. A national authority may derive additional facts by logical deduction. Neither written facts nor diagrammed facts take precedence over the other. Protest committees must resolve conflicts between facts when so required by a national authority.

Case 136—In finding facts, a protest committee will be governed by the weight of evidence. In general, a race committee member sighting the starting line is better placed than any competing boat to decide whether a boat was over the line at the starting signal and, if so, whether she returned to the pre-start side and started.

Rule 63.5(c), Conduct of Hearings: Decisions

Case 98—The rules listed in the definition Rule apply to races governed by *The Racing Rules of Sailing* whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

Rule 63.6, Conduct of Hearings: Informing the Parties and Others

Appeal 8—A protest must be made available to the parties, but providing a copy is not required. A written decision is not necessary unless requested by one of the parties. However, each party is entitled to be represented at the hearing and witnesses must be allowed to testify. Failure to meet any of these requirements makes the hearing invalid.

Appeal 94—At a radio sailing regatta, the race director may be both the chairman of the race committee and the protest committee, and may be a committee of one. Properly submitted protests and requests for redress must be heard by the protest committee. Redress can be given for more than one race. The protest committee must provide its decision in writing if properly requested by a party.

Appeal 111—If an action is not specifically discussed in the rules of Part 5, Section B, a protest committee may act as it considers appropriate.

Rule 63.7, Reopening a Hearing

Case 115—Interpretation of the word ‘new’ as used in rule 63.7(a)(3).

Section C—Misconduct

Rule 69, Misconduct

Case 138—Generally, an action by a competitor that directly affects the fairness of the competition or failing to take an appropriate penalty when the competitor is aware of breaking a rule, should be considered under rule 2. Any action, including a serious breach of rule 2 or any other rule, that the committee considers may be an act of misconduct should be considered under rule 69.

Rule 69.1(a), Misconduct: Obligation not to Commit Misconduct; Resolution

Case 78—In a fleet race either for one-design boats or for boats racing under a handicap or rating system, a boat may use tactics that clearly interfere with and hinder another boat’s progress in the race, provided that, if she is protested under rule 2 for doing so, the protest committee finds that there was a reasonable chance of her tactics benefiting her final ranking in the event. However, she breaks rule 2, and possibly rule 69.1(a), if while using those tactics she intentionally breaks a rule.

Rule 69.2, Misconduct: Action by a Protest Committee

Appeal 91—An allegation of misconduct must be sufficiently specific to permit the competitor to prepare a defense.

Case 34—Hindering another boat may be a breach of rule 2 and the basis for granting redress and for action under rule 69.2.

Case 65—When a boat knows that she has broken the Black Flag rule, she is obliged to retire promptly. When she does not do so and then deliberately hinders another boat in the race, she commits a breach of sportsmanship and of rule 2, and her helmsman commits an act of misconduct.

Case 67—When a boat is racing and meets a vessel that is not, both are bound by the government right-of-way rules. When, under those rules, the boat racing is required to keep clear but intentionally hits the other boat, her helmsman commits an act of misconduct.

Case 122—An interpretation of the term ‘comfortable satisfaction’ and an example of its use.

Case 139—Examples illustrating when it would be ‘appropriate’ under rule 69.2(j)(3) to report a rule 69 incident to a national authority or World Sailing.

Section D—Appeals

Rule 70, Appeals and Requests to a National Authority

Appeal 56—The sailing instructions may change a rule only if permitted to do so in rule 86.1(b). Denying any of the results of a successful appeal is equivalent to denying the right of appeal. A boat that retires in acknowledgment of breaking a rule in an incident thereby takes a penalty, although she may still be protested for her breach. If valid, the protest must be decided. However, no additional penalty may be imposed, unless the penalty for the rule that she broke is a disqualification that may not be excluded from her series score.

Case 104—Attempting to distinguish between facts and conclusions in a protest committee's findings is sometimes unsatisfactory because findings may be based partially on fact and partially on a conclusion. A national authority can change a protest committee's decision and any other findings that involve reasoning or judgment, but not its findings of fact. A national authority may derive additional facts by logical deduction. Neither written facts nor diagrammed facts take precedence over the other. Protest committees must resolve conflicts between facts when so required by a national authority.

Case 143—When the organizing authority for an event is not an organization specified in rule 89.1, a party to a hearing does not have access to the appeal process.

Rule 70.1, Appeals and Requests to a National Authority

Appeal 114—When the facts found by the protest committee provide enough detail for an appeals committee to understand the incident and apply the rules, they are not inadequate.

Rule 70.3, Appeals and Requests to a National Authority

Appeal 22—Competitors in a race or series have a conflict of interest. Their participation in any part of a protest hearing, except as a witness or a party to the hearing, makes the hearing invalid unless all parties have consented to their participation, or the protest committee has decided that the conflict is not significant. Unless rule 70.3 applies, the right of appeal cannot be denied.

Rule 71.3, National Authority Decisions

Appeal 8—A protest must be made available to the parties, but providing a copy is not required. A written decision is not necessary unless requested by one of the parties. However, each party is entitled to be represented at the hearing and witnesses must be allowed to testify. Failure to meet any of these requirements makes the hearing invalid.

Rule 71.6, National Authority Decisions

Appeal 99—The World Sailing Cases do not have the status of rules but are “authoritative interpretations and explanations of the rules.” Therefore, when the relevant facts from a protest are essentially similar to the facts of a Case, the interpretations in the Case should be accepted by the protest committee as correct interpretations of the racing rules for that protest.

Like the World Sailing Cases, the published US Sailing appeals are not rules. However, decisions of the US Sailing Appeals Committee are final; therefore, when the relevant facts from a protest are essentially similar to the facts of a US Sailing appeal, and no World Sailing Case conflicts

with the interpretations in the appeal, a protest committee in the United States is well advised to follow the appeal in making its decision.

Case 61—When the decision of a protest committee is changed or reversed upon appeal, the final standings and the awards must be adjusted accordingly.

PART 6—ENTRY AND QUALIFICATION

Rule 75, Entering an Event

Case 40—Unless otherwise specifically stated in the class rules, notice of race or sailing instructions, the owner or other person in charge of a boat is free to decide who steers her in a race, provided that rule 46 is not broken.

Case 143—When the organizing authority for an event is not an organization specified in rule 89.1, a party to a hearing does not have access to the appeal process.

Rule 76.1, Exclusion of Boats or Competitors

[Appeal 53](#)—The organizing authority or the race committee may reject or cancel the entry of a boat so long as it states a proper reason for doing so.

Rule 78, Compliance with Class Rules; Certificates

Case 57—When a current, properly authenticated certificate has been presented in good faith by an owner who has complied with the requirements of rule 78.1, the final results of a race or series must stand, even though the certificate is later withdrawn.

Case 131—If a boat has broken rule 78.2 by not producing a required certificate, or by not arranging for its existence to be verified before the start of the last day of an event, the race committee is required, without a hearing, to score her DSQ for all races of the event.

PART 7—EVENT ORGANIZATION

Rule 85, Changes to Rules

Case 98—The rules listed in the definition Rule apply to races governed by *The Racing Rules of Sailing* whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

Case 121—The procedure that must be followed in order to change a racing rule for an event is described in detail

Rule 85.1, Changes to Rules

[Appeal 93](#)—The term “information freely available” in rule 41(c) means information available without monetary cost and easily obtained by all boats in a race. “Easily obtained” means the information is available from public sources that competitors can reasonably be expected to be aware of and can locate with little effort. The term “information freely available” refers only to the information, not to equipment or software needed to receive or read the information.

Appeal 121—Adding to a rule is a change to that rule.

Appeal 129—In order for the sailing instructions or other rules to change a rule, it must refer specifically to the rule and state the change.

Rule 86, Changes to the Racing Rules

Case 85—If a racing rule is not one of the rules listed in rule 86.1(c), class rules are not permitted to change it. If a class rule attempts to change such a rule, that class rule is not valid and does not apply.

Case 121—The procedure that must be followed in order to change a racing rule for an event is described in detail.

Rule 86.1(b), Changes to the Racing Rules

Appeal 56—The sailing instructions may change a rule only if permitted to do so in rule 86.1(b). Denying any of the results of a successful appeal is equivalent to denying the right of appeal. A boat that retires in acknowledgment of breaking a rule in an incident thereby takes a penalty, although she may still be protested for her breach. If valid, the protest must be decided. However, no additional penalty may be imposed, unless the penalty for the rule that she broke is a disqualification that may not be excluded from her series score.

Appeal 93—The term “information freely available” in rule 41(c) means information available without monetary cost and easily obtained by all boats in a race. “Easily obtained” means the information is available from public sources that competitors can reasonably be expected to be aware of and can locate with little effort. The term “information freely available” refers only to the information, not to equipment or software needed to receive or read the information.

Appeal 113—Either the notice of race or the sailing instructions may change a racing rule. If they conflict with each other, rule 63.5(c) applies. A protest committee’s decision under rule 63.5(c) regarding which of two conflicting rules applies is not made in a hearing. The determining factor for applying rule 63.5(c) is the protest committee’s belief about the fairest result. Its decision under rule 63.5(c) therefore cannot be the basis of a request for redress or a reopening.

Rule 86.1(c), Changes to the Racing Rules

Appeal 87—“Class rules” as used in rule 86.1(c) and elsewhere in the racing rules refers to rules of a class association. A class association is an association of people who, among other things, control the rules that state the physical specifications for boats of that class. Only class associations have the authority to change racing rules under rule 86.1(c).

Rule 87, Changes to Class Rules

Appeal 121—Adding to a rule is a change to that rule.

Case 98—The rules listed in the definition Rule apply to races governed by *The Racing Rules of Sailing* whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the

rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

Rule 88.2, National Prescriptions: Changes to Prescriptions

Case 98—The rules listed in the definition Rule apply to races governed by *The Racing Rules of Sailing* whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

**Rule 89.1, Organizing Authority; Notice of Race;
Appointment of Race Officials: Organizing Authority**

Case 143—When the organizing authority for an event is not an organization specified in rule 89.1, a party to a hearing does not have access to the appeal process.

Rule 89.2, Notice of Race; Appointment of Race Officials:

[Appeal 93](#)—The term “information freely available” in rule 41(c) means information available without monetary cost and easily obtained by all boats in a race. “Easily obtained” means the information is available from public sources that competitors can reasonably be expected to be aware of and can locate with little effort. The term “information freely available” refers only to the information, not to equipment or software needed to receive or read the information.

[Appeal 94](#)—At a radio sailing regatta, the race director may be both the chairman of the race committee and the protest committee, and may be a committee of one. Properly submitted protests and requests for redress must be heard by the protest committee. Redress can be given for more than one race. The protest committee must provide its decision in writing if properly requested by a party.

[Appeal 126](#)—If the notice of race does not state that the rules as defined by *The Racing Rules of Sailing* apply, a boat is not permitted to appeal a decision of the protest committee.

Case 98—The rules listed in the definition Rule apply to races governed by *The Racing Rules of Sailing* whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

Rule 90, Race Committee; Sailing Instructions; Scoring

Case 61—When the decision of a protest committee is changed or reversed upon appeal, the final standings and the awards must be adjusted accordingly.

Rule 90.2, Race Committee; Sailing Instructions; Scoring: Sailing Instructions

[Appeal 34](#)—Misinterpretation of sailing instructions when their intent is clear does not mean they are ambiguous.

Appeal 40—Changes to sailing instructions, when made ashore, must be in writing and posted on time on the official notice board.

Appeal 93—The term “information freely available” in rule 41(c) means information available without monetary cost and easily obtained by all boats in a race. “Easily obtained” means the information is available from public sources that competitors can reasonably be expected to be aware of and can locate with little effort. The term “information freely available” refers only to the information, not to equipment or software needed to receive or read the information.

Rule 90.2(c), Race Committee; Sailing Instructions; Scoring: Sailing Instructions

Case 32—A competitor is entitled to look exclusively to the notice of race or to written sailing instructions for all details relating to sailing the course. If the race committee wants to change the direction in which boats are required to cross the finishing line to finish, this must be stated in the sailing instructions. When a boat fails to finish correctly because of a race committee error, but none of the boats racing gains or loses as a result, an appropriate and fair form of redress is to score all the boats in the order they crossed the finishing line.

Case 98—The rules listed in the definition Rule apply to races governed by *The Racing Rules of Sailing* whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

Rule 90.3, Race Committee; Sailing Instructions; Scoring: Scoring

Appeal 44—A race committee that corrects a boat’s score based on its own records or observations does not act improperly. The boat therefore has no valid claim for redress.

Appeal 100—A race committee may abandon a race after all the boats have sailed the course or retired. If the race is no longer in progress, the committee need not announce the abandonment with race signals. There is no time limit for abandoning a race unless the notice of race has put rule 90.3(e) in effect.

Rule 91, Protest Committee

Appeal 42—It is not contrary to recognized principles of sportsmanship and fair sailing for several boats to consult about a protest and then deliver multiple protests or a joint protest. The rules do not prohibit protest committees of one person. A protest committee member does not have a conflict of interest because of being the measurer.

Appeal 94—At a radio sailing regatta, the race director may be both the chairman of the race committee and the protest committee, and may be a committee of one. Properly submitted protests and requests for redress must be heard by the protest committee. Redress can be given for more than one race. The protest committee must provide its decision in writing if properly requested by a party.

APPENDICES

Appendix A — Scoring

Rule A3, Starting Times and Finishing Places

Case 119—When a race is conducted for boats racing under a rating system, the rating that should be used to calculate a boat's corrected time is her rating at the time the race is sailed. Her score should not be changed if later the rating authority, acting on its own volition, changes her rating.

Rule A4, Scoring System

Case 128—If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

Rule A5, Scores Determined by the Race Committee

Case 28—When one boat breaks a rule and, as a result, causes another to touch a mark, the other boat is exonerated. The fact that a starting mark has moved, for whatever reason, does not relieve a boat of her obligation to start. A race committee may abandon under rule 32.1(c) only when the change in the mark's position has directly affected the safety or fairness of the competition.

Case 128—If the race committee observes a boat make an error under rule 28.1 in sailing the course and fail to correct that error, it is required to score her NSC. If it observes a boat touch a mark as she finishes, it must score her in her finishing position. The boat may be protested for breaking rule 31.

Case 131—If a boat has broken rule 78.2 by not producing a required certificate, or by not arranging for its existence to be verified before the start of the last day of an event, the race committee is required, without a hearing, to score her DSQ for all races of the event.

Rule A9, Guidance on Redress

Case 116—A discussion of redress in a situation in which a boat is damaged early in a series, is entitled to redress under rule 61.4(b)(2), and is prevented by the damage from sailing the remaining races. In such a situation, to be fair to the other boats in the series, the protest committee should ensure that fewer than half of the race scores included in her series score, after any exclusion(s), are based on average points.

Appendix E—Radio Sailing Racing Rules

Rule E6.6, Radio Sailing Racing Rules: Redress

[Appeal 94](#)—At a radio sailing regatta, the race director may be both the chairman of the race committee and the protest committee, and may be a committee of one. Properly submitted protests and requests for redress must be heard by the protest committee. Redress can be given for more than one race. The protest committee must provide its decision in writing if properly requested by a party.

Appendix J—Notice of Race and Sailing Instructions

Rule J1, Notice of Race Contents

Appeal 93—The term “information freely available” in rule 41(c) means information available without monetary cost and easily obtained by all boats in a race. “Easily obtained” means the information is available from public sources that competitors can reasonably be expected to be aware of and can locate with little effort. The term “information freely available” refers only to the information, not to equipment or software needed to receive or read the information.

Appeal 126—If the notice of race does not state that the rules as defined by *The Racing Rules of Sailing* apply, a boat is not permitted to appeal a decision of the protest committee.

Case 98—The rules listed in the definition Rule apply to races governed by *The Racing Rules of Sailing* whether or not the notice of race explicitly states that they apply. A rule in the notice of race or the sailing instructions, provided it is consistent with any prescription to rule 88.2, may change some or all of the prescriptions of the national authority. Generally, the notice of race may not change a class rule. When a boat races under a handicapping or rating system, the rules of that system apply, and some or all of her class rules may apply as well. When the notice of race conflicts with the sailing instructions, neither takes precedence.

Case 121—The procedure that must be followed in order to change a racing rule for an event is described in detail.

Rule J2, Sailing Instructions Contents

Case 121—The procedure that must be followed in order to change a racing rule for an event is described in detail.

Appendix R—Procedures for Appeals and Requests

Rule R5, Inadequate Facts; Reopening

Case 104—Attempting to distinguish between facts and conclusions in a protest committee’s findings is sometimes unsatisfactory because findings may be based partially on fact and partially on a conclusion. A national authority can change a protest committee’s decision and any other findings that involve reasoning or judgment, but not its findings of fact. A national authority may derive additional facts by logical deduction. Neither written facts nor diagrammed facts take precedence over the other. Protest committees must resolve conflicts between facts when so required by a national authority.

Rule R5.4, Inadequate Facts; Reopening

Appeal 84—An appeals committee cannot require a protest committee to protest a boat. A protest committee can decide that a boat not a party to the hearing broke a rule, although it cannot penalize her. A protest committee complying with rule R5.4 by reopening a hearing to provide additional facts is not entitled to change the decision it made in the original hearing.

Appeal 114—When the facts found by the protest committee provide enough detail for an appeals committee to understand the incident and apply the rules, they are not inadequate.

RACE SIGNALS

Race Signals

[Appeal 100](#)—A race committee may abandon a race after all the boats have sailed the course or retired. If the race is no longer in progress, the committee need not announce the abandonment with race signals. There is no time limit for abandoning a race unless the notice of race has put rule 90.3(e) in effect.

Race Signals: Recall Signals, X

Case 31—When the correct visual recall signal for individual recall is made but the required sound signal is not, and when a recalled boat in a position to hear a sound signal does not see the visual signal and does not return, she is entitled to redress. However, if she realizes she is on the course side of the line she must return and start correctly.

WORLD SAILING REGULATIONS

World Sailing Advertising Code

[Appeal 59](#)—Sailbags and turtles are “equipment,” and are subject to the rules of the World Sailing Advertising Code.

INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA

International Regulations for Preventing Collisions at Sea

Case 38—The *International Regulations for Preventing Collisions at Sea (IRPCAS)* are intended to ensure the safety of vessels at sea by precluding situations that might lead to collisions. When the *IRPCAS* right-of-way rules replace the rules of Part 2, they effectively prohibit a right-of-way boat from changing course towards the boat obligated to keep clear when she is close to that boat.

Case 109—The *IRPCAS* or government right-of-way rules apply between boats that are racing only if a rule in the notice of race says so, and in that case all of the Part 2 rules are replaced. An *IRPCAS* or government rule, other than a right-of-way rule, may be made to apply by including it in the notice of race, the sailing instructions or another document governing the event.

SECTION 3—APPEALS

APPEAL 2

Doon vs. Esperanza

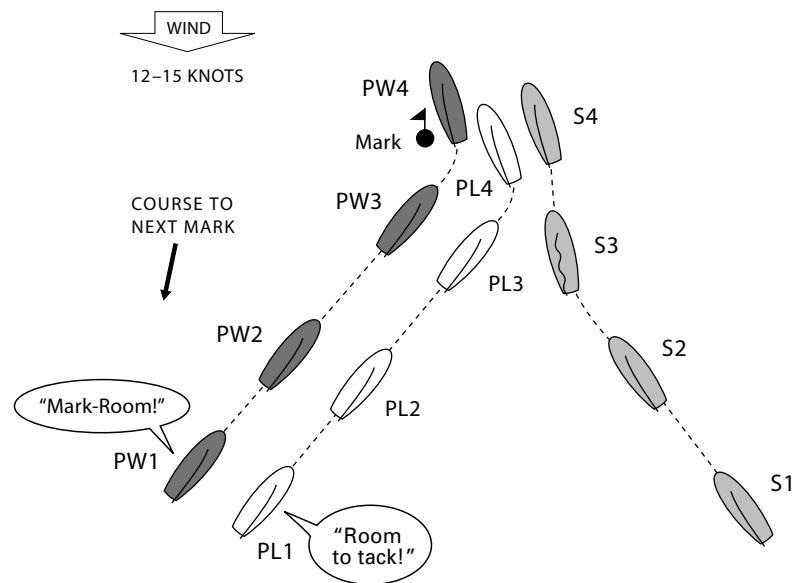
Cacouette vs. Doon

Rule 10, On Opposite Tacks

Rule 20, Room to Tack at an Obstruction

Rule 43.1(a), Exoneration

When a port-tack leeward boat on a collision course with a starboard-tack boat hails the port-tack windward boat for room to tack and she fails to respond, the port-tack leeward boat's obligation under rule 10 continues. The hailing boat is not compelled to break rule 10 if she can avoid breaking it after it becomes clear that the hailed boat has broken rule 20.2(c). She therefore is not exonerated by rule 43.1(a).



Facts and Decision of the Protest Committee

Three small scow-type boats approached a windward mark to be left to port, one on starboard tack and two on port tack. *Esperanza* (PW) hailed *Doon* (PL) for mark-room under rule 18.2(a)(1) (Mark-Room: Giving Mark-Room), and PL hailed “Room to tack” under rule 20.1. PW failed to respond. *Cacouette* (S) luffed to avoid a collision, and both PW and PL tacked around the mark inside her.

PL claimed that she did not bear away under the stern of S because she thought that, with the type of boat and the strength of wind, a collision would result. However, the protest committee found that she could have borne away safely or slacked her sheets.

PW was disqualified for breaking rule 20.2(c) on PL’s protest and did not appeal. PL was disqualified for breaking rule 10 on S’s protest and she appealed.

Decision of the Appeals Committee

Both PW and PL were required to keep clear of S, by rule 10 while on port tack and by rule 13 (While Tacking) after passing head to wind while tacking. PW was correctly disqualified for breaking rule 20.2(c), by not responding to a hail for room to tack.

Because PW and PL were overlapped when the first of them reached the zone, rule 18.2(a)(1) began to apply at that time. However, that rule ceased to apply when PL hailed for room to tack (see rule 20.2(e)).

When PW failed to respond to PL's hail for room to tack, PL was faced with the necessity of taking alternative action to avoid S. This raises the question of whether she was exonerated by rule 43.1(a) as the innocent victim of another boat's breach. We think not, since the protest committee found that PL could have gone astern of S after it became clear that PW was not giving her room to tack as required by rule 20.2(c). A boat breaking a rule is not exonerated by rule 43.1(a) unless she was compelled by another boat to break a rule.

PL's appeal is denied. The decision of the protest committee is upheld, and both PL and PW remain disqualified.

Note that Appeal 19 addresses a similar incident.

November 1940

APPEAL 3

Red Hed vs. Sea Urchin

Definitions, Mark-Room

Rule 11, On the Same Tack, Overlapped

Rule 14, Avoiding Contact

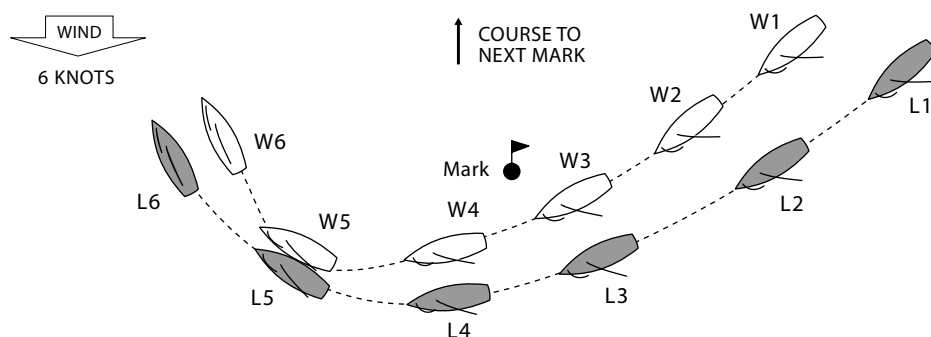
Rule 18.1(b), When Rule 18 Applies

Rule 18.2(a)(1), Mark-Room: Giving Mark-Room

Rule 43.1(b), Exoneration

Rule 43.1(c), Exoneration

An inside windward boat, given sufficient mark-room at a mark, is required to keep clear of an outside leeward boat. A right-of-way boat may not be penalized for breaking rule 14 unless there is damage or injury.



Facts and Decision of the Protest Committee

Two boats, 16 feet long, broad-reaching on starboard tack, were approaching a mark to be left to starboard, the next leg being a beat to windward. L established an outside overlap on W from clear astern shortly before W reached the zone. As the boats rounded the mark, W failed to head up to a close-hauled course, and L continued to yield in order to avoid contact until the boats were three hull lengths beyond the mark. At that point beam to beam contact occurred without damage or injury.

The protest committee disqualified W for breaking rules 11 and 14(a), and confirmed that L was exonerated by rule 43.1(c) for breaking rule 14(a) as the contact did not cause damage or injury. W appealed.

Decision of the Appeals Committee

Rule 18.2(a)(1) makes exception to rule 11 only so far as to require the outside boat, although holding right of way, to give the inside boat mark-room. W's proper course was to sail close to the mark, and the course change she needed to round the mark was to round up to a close-hauled course. Therefore, in this situation, the space to which W was entitled was only that necessary for her, in a seamanlike way, to sail to the mark, round it onto a close-hauled course leaving the mark on the required side, and leave the mark astern (see the definition Mark-Room).

Rule 43.1(b) only exonerates W if she breaks rule 11 while sailing within the mark-room to which she is entitled. Between positions 1 and 4, L gave W mark-room; therefore, L did not break rule 18.2(a)(1). By position 4, L had given W mark-room; therefore rule 18 no longer applied (see rule 18.1(b)). When W then failed to keep clear, she broke rule 11 and is not exonerated for that breach.

As the contact occurred at position 5, well after rule 18 ceased to apply, and because W could have avoided it, W also broke rule 14(a) and is not exonerated for her breach.

W's appeal is denied. The decision of the protest committee regarding W is unchanged. See Case 25.

July 1941

Revised January 2025, to conform to the revised definition Mark-Room in the 2025–28 RRS.

APPEAL 4

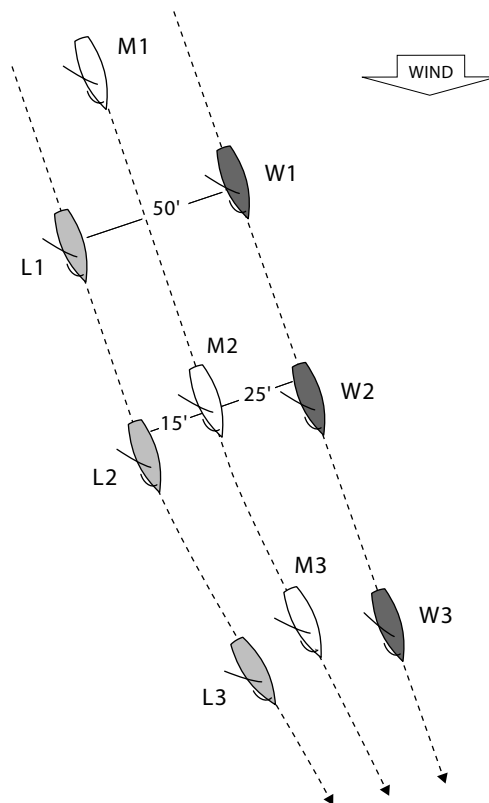
Solenta vs. Mist

Definitions, Proper Course

Rule 17, On the Same Tack; Proper Course

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

When a boat becomes overlapped between two boats on the same tack, her proper course is to keep clear of the leeward boat.



Facts and Decision of the Protest Committee

While sailing on a broad reach towards a leeward mark, *Mist* (M) overtook *Solenta* (W) and L, and obtained an overlap between them when they were about 50 feet apart. The boats were about 25 feet in length. Rule 17 did not apply between L and W. L luffed slightly and M responded, but W maintained her course and trimmed in her mainsail to avoid contact with M.

W protested M, claiming she broke rule 17, in that, as a leeward boat having become overlapped from clear astern, she had sailed above her proper course. The protest committee disqualified M, who appealed the decision.

Decision of the Appeals Committee

When M became overlapped with W, W was able to give M room to pass L, an obstruction; therefore W was required to give M room to pass L by rule 19.2(b), and was also required by rule 11 (On the Same Tack, Overlapped) to keep clear of M. Concerning W's argument, M's

proper course in the absence of W, the other boat referred to in rule 17 (see the definition Proper Course), was to luff in response to L's luff, which she did as required by rule 11.

M's appeal is upheld. The decision of the protest committee is reversed, and M is reinstated in her finishing place. Since W kept clear of M by trimming in her mainsail, she complied with rule 11 and also gave M room as required by rule 19.2(b).

February 1942

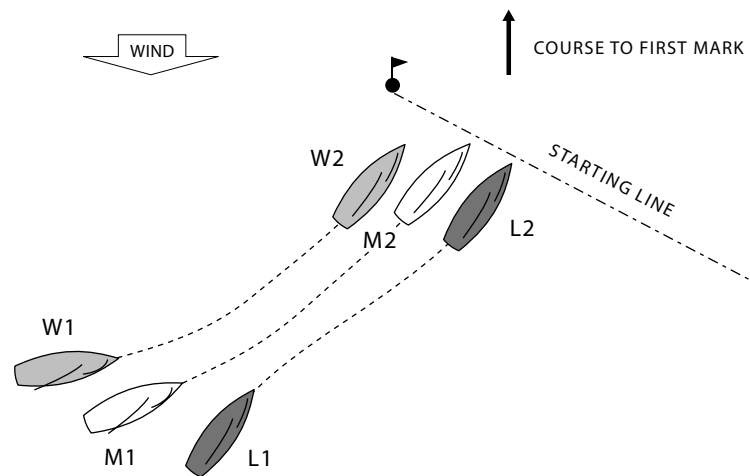
APPEAL 5

L vs. M and W

Part 2, Section C Preamble

Rule 18.2(a)(1), Mark-Room: Giving Mark-Room

Ignorance of the rules is no excuse for breaking a rule. A boat without right to mark-room that takes room given in error breaks no rule.



Facts and Decision of the Protest Committee

Three boats, W, M, and L, were approaching the starting line on port tack to start at the port-end mark. L was close-hauled and heading just to leeward of the mark. W and M converged with L and compelled her, in order to avoid a collision, to bear away and allow them room to pass between her and the mark. Both W and M took advantage of the room provided by L to pass between L and the mark. L protested both M and W for breaking rule 11 (On the Same Tack, Overlapped).

At the hearing, M stated that she was unaware of the preamble to Section C. She thought that she was required to give mark-room to W by rule 18.2(a)(1), and L had to give mark-room to both M and W. W knew she was not entitled to mark-room at the mark, and she had made no such claim, but simply took advantage of the room given by M, and passed between her and the mark.

The protest committee disqualified both M and W for breaking rule 11. W appealed.

Decision of the Appeals Committee

Since L was not required to give M mark-room by rule 18, because of the exception in the Section C preamble, M's disqualification for breaking rule 11 is upheld. Ignorance of the rules is no excuse for breaking a rule.

With regard to the disqualification of W, when a boat voluntarily or unintentionally makes room available to another boat that, under the rules, has no right to that room and makes no claim to it, that other boat may take advantage, at her own risk, of the room so given. In that case, she breaks no rule.

W's appeal is upheld. The decision of the protest committee disqualifying W is reversed, and she is reinstated in her finishing place. M remains disqualified.

December 1950

APPEAL 6

Great Scot and Jolee vs. Black Jac

Definitions, Obstruction

Definitions, Room

Rule 10, On Opposite Tacks

Rule 11, On the Same Tack, Overlapped

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

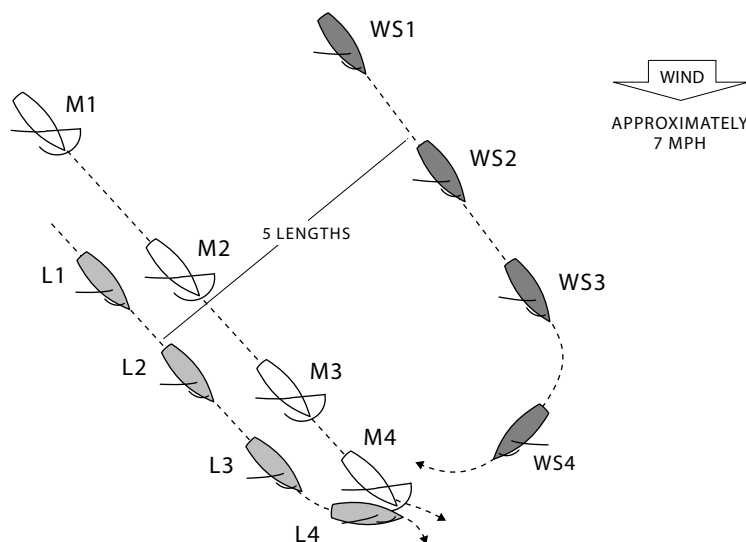
Rule 43.1(a), Exoneration

Rule 43.1(b), Exoneration

Rule 43.1(c), Exoneration

Rule 60.5, Protests: Protest Decisions

A leeward port-tack boat must give a windward port-tack boat room to pass a starboard-tack boat that is an obstruction. Rule 60.5(b)(1) permits the disqualification of a boat that was a party to a protest hearing, even if she was not protested.



Facts and Decision of the Protest Committee

Three Thistles, *Jolee* (WS), *Black Jac* (M) and *Great Scot* (L), were broad-reaching on port tack on approximately parallel courses toward a distant mark. WS and L were separated by about five hull lengths when M became overlapped between both WS and L. Midway between positions 3 and 4 in the diagram, WS gybed onto starboard tack to close with the mark. Shortly afterward, L luffed, forcing M to luff into the path of WS. WS, in order to avoid a collision, luffed sharply and passed astern of both M and L. M stopped luffing because of the proximity of WS, and M and L collided. There was no damage or injury.

WS protested M for breaking rule 10, and L protested M for breaking rule 11. The protest committee heard the protests together under rule 63.2(b) (Hearings) and dismissed L's protest against M on the grounds that she did not have the right to force M into the path of WS when both M and L were obligated to keep clear of WS. Although M broke rule 10, the protest committee decided she was exonerated by rule 43.1(b) on the grounds that it was L's improper luff that prevented M from keeping clear of WS. M did not break rule 14 (Avoiding Contact), because it was not reasonably possible for her to avoid contact with L. L broke rule 14, but was not disqualified for breaking that rule because there was no damage or injury (see rule 43.1(c)). The protest committee disqualified L under rules 16.1 (Changing Course) and 19.2(b), and she appealed.

Decision of the Appeals Committee

At position 4, WS, on starboard tack, had right of way over both M and L, and was therefore an obstruction to both of them. M, overlapped inside L, was entitled, under rule 19.2(b), to room from L to pass the obstruction. L failed to give her that room. Furthermore, when L luffed she was required by rule 16.1 to give M room to keep clear, which she also failed to do.

M broke rule 10, but since she was compelled to break rule 10 by another boat's breach of the rules, namely L's failure to give her room, she is exonerated by both rule 43.1(a) and 43.1(b).

Inasmuch as L was a party to a hearing, she was subject to penalty under rule 60.5(b)(1) even though she had not been protested.

L's appeal is denied. The decisions of the protest committee to disqualify L and exonerate M are upheld.

November 1951

APPEAL 8

Lemolo Request for Redress

Rule 63.1(a)(2), Conduct of Hearings: Rights of Parties

Rule 63.1(a)(4), Conduct of Hearings: Rights of Parties

Rule 63.4(b), Conduct of Hearings: Hearing Procedure

Rule 63.6, Conduct of Hearings: Informing the Parties and Others

Rule 71.3, National Authority Decisions

A protest must be made available to the parties, but providing a copy is not required. A written decision is not necessary unless requested by one of the parties. However, each party is entitled to be represented at the hearing and witnesses must be allowed to testify. Failure to meet any of these requirements makes the hearing invalid.

Facts and Decision of the Protest Committee

Lemolo (X) was disqualified for breaking a rule of Part 2 and appealed. She contended that, since the procedures followed by the protest committee in the hearing did not conform to many of the requirements in rule 63 (Conduct of Hearings), her disqualification should be set aside.

The grounds for her appeal were that: Neither the protest nor a copy of it had been furnished to her; her representative had not been allowed to be present during Y's testimony; witnesses waiting to be heard were not permitted to testify; and a copy of the decision was not communicated to her in writing as required by rule 63.6(b).

The protest committee responded that its failure to comply with the provisions of rule 63 on the last day of a regatta was because "It had to deal with a large number of protests on that day. The wind was light, and the races were not completed until fairly late in the afternoon. The committee just did not have time to comply with all the formalities usually required."

Decision of the Appeals Committee

Rule 63.1(a)(2) requires that parties be given access to the protest, but not that it be "furnished" or given to her with no request from her. There is no evidence that it was not available. Rule 63.6(b) requires that a protest committee give a party its decision in writing, but only if the party asks for it. There is no evidence that the appellant did so. However, the protest committee should not have excluded X's representative from the hearing, or prevented witnesses from testifying (see rule 63.1(a)(4) and rule 63.4(b)).

X's appeal is upheld. The protest committee's errors made the hearing invalid; therefore the decision of the protest committee is nullified. However, because those errors are correctable, the protest is returned for a new hearing and decision by the same protest committee, as permitted by rule 71.3(c).

December 1953

APPEAL 10*Race Committee vs. Lightning 2732***Definitions, Mark****Rule 31, Touching a Mark**

Although a boat does not break rule 31 by touching a mark's anchor line, if that causes the mark to be drawn into contact with the boat, she does break it.

Facts and Decision of the Protest Committee

The protest committee disqualified *Lightning 2732* for breaking rule 31, in that she touched a mark and did not take a penalty as allowed by rule 44.2 (One-Turn and Two-Turns Penalties). She cleared the mark by five feet or more, but it was drawn against her hull as she rounded. This was a consequence of its submerged anchor line passing along the forward edge of her centerboard, the bottom of which was almost five feet below the surface. *Lightning 2732* appealed.

Decision of the Appeals Committee

An anchor line, as stated in the definition Mark, is not part of a mark. Therefore, there is no penalty for touching it. If, however, fouling its anchor line causes the mark to be drawn against the boat, the boat has broken rule 31.

Lightning 2732's appeal is denied. The decision of the protest committee is upheld, and *Lightning 2732* remains disqualified.

December 1954

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Appeal 12 has been deleted.
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APPEAL 13

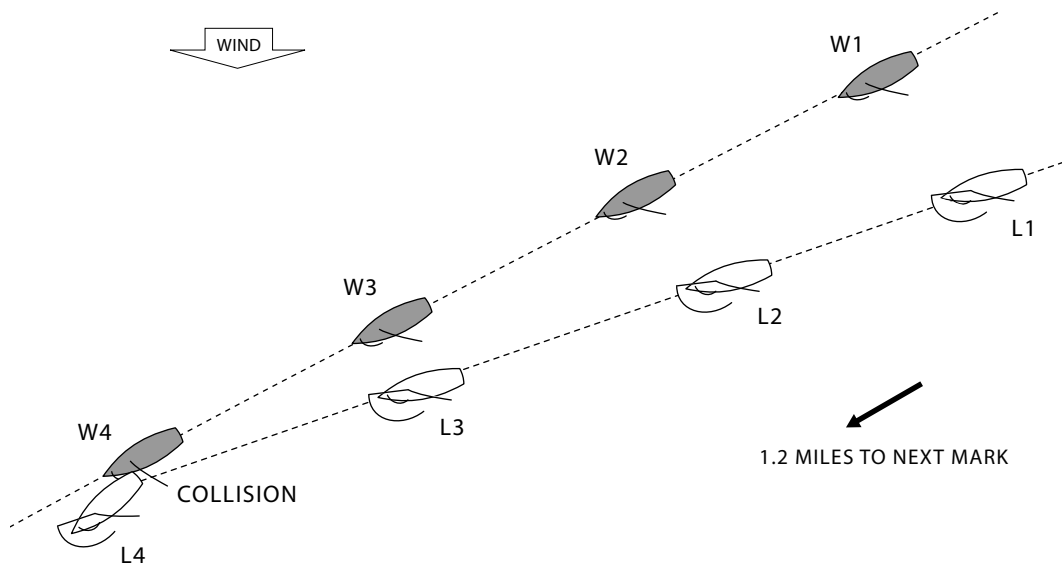
L vs. W

Definitions, Proper Course

Rule 11, On the Same Tack, Overlapped

Rule 17, On the Same Tack; Proper Course

Different boats may have different proper courses at any given moment. When those proper courses conflict, the leeward boat subject to rule 17 is entitled to sail her proper course.



Facts and Decision of the Protest Committee

About 1.2 miles from the leeward mark, L and W were broad-reaching on starboard tack, W using only her main and jib and L carrying a spinnaker. L established a leeward overlap from astern, which continued for at least eight to ten hull lengths when L bore away to try to avoid contact. W was not heading below the leeward mark.

When the overlap was first established, L was between one and two of her lengths to leeward. She did not change course until just before the collision. W hailed L twice before the collision. L did not hear the hails and was unaware that a collision was imminent. No damage or injury resulted from the collision. The protest committee disqualified W for breaking rule 11 by failing to keep clear and for breaking rule 14(a) by failing to avoid contact. It also decided that L broke rule 14(a), but was exonerated by rule 43.1(c) (Exoneration) for that breach because the contact did not cause damage or injury. W appealed.

Decision of the Appeals Committee

The protest committee found that when L first established her overlap she was at least a hull length to leeward of W. That being so, there can be no question that L “initially” gave W room to keep clear as required by rule 15. W was required to keep clear by rule 11. Conversely, L, having been clear astern before the overlap began, was required by rule 17 not to sail above her proper course while the boats remained on the same tack and overlapped within two lengths.

Different boats may have different proper courses at any moment depending on the circumstances. However, when those proper courses put the boats on converging courses, the windward boat must keep clear of the leeward boat.

L's proper course was the course that she would choose, in the absence of W (the other boat referred to in rule 17), in order to sail the course as quickly as possible (see the definition Proper Course). The mark was a considerable distance away. There is no evidence that L was sailing above her proper course. Thus, she was fulfilling her requirement with respect to rule 17. W was required by rule 11 to keep clear of L, and she failed to do so.

W's appeal is denied, the decision of the protest committee is upheld, and W remains disqualified.

February 1959

APPEAL 15

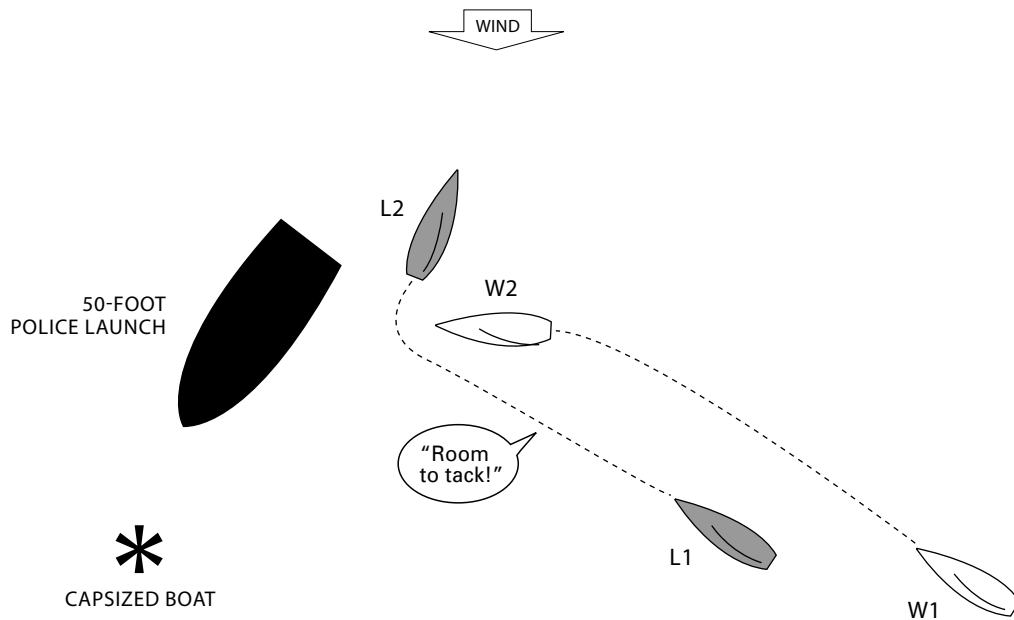
Brigadoon vs. Magoo

Definitions, Obstruction

Rule 20, Room to Tack at an Obstruction

Rule 43.1(a), Exoneration

A boat is permitted to hail another for room to tack when a substantial course change is required for her to avoid the obstruction.



Facts and Decision of the Protest Committee

Brigadoon (W) and *Magoo* (L) were sailing on a windward leg with L to leeward and clear ahead. Both were on starboard tack and approaching a 50-foot police launch that was aiding a capsized boat. The police launch was close to the capsized boat, which was to leeward of the launch. L could not pass to windward of the launch without tacking and hailed “Room to tack.” W did not tack or reply “You tack.” By the time it was clear that W would not respond, the only maneuver available to L to safely avoid the police launch was to tack. L tacked and W bore away to clear her.

W protested L on the grounds that L was not entitled by rule 20.1 to hail W for room to tack. The protest committee disqualified L, stating that “L could have avoided the obstruction by bearing away herself. There was open water all around it.” L appealed.

Decision of the Appeals Committee

The police launch was an obstruction since L could not pass it without “changing course substantially” if she were “one of her hull lengths from it.” This, however, did not necessarily give her the right to hail W for room to tack. If she had approached the police launch sufficiently close to its leeward end so that, with only a slight change of course when one of her hull lengths from it, she could have safely passed to leeward of it, she should have done so. That was not the case here. As is clear in the diagram, L’s course brought her close to the windward end of the police launch. She had to either tack to pass it to windward or bear away substantially to pass it to leeward. Inasmuch as she was required to change course substantially to clear the obstruction whichever side she passed it, she had a right under rule 20.1 to hail W for room to tack.

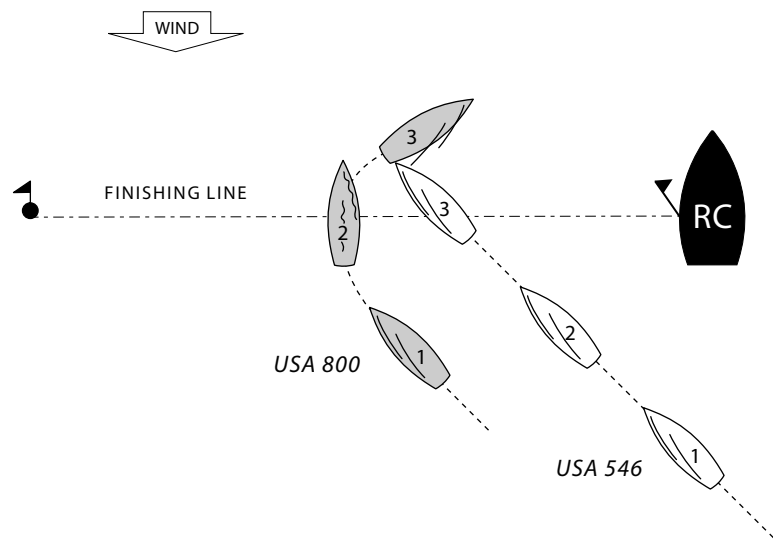
Rule 20.2 covers this situation. L complied with rule 20.2(a). When L hailed, rules 20.2(b) and 20.2(c) required W to respond by tacking as soon as possible, or by immediately replying ‘You tack,’ even if she thought L’s hail was not permitted by rule 20.1. W failed to do so, and as a result compelled L to break rule 13 or rule 10; therefore, L is exonerated by rule 43.1(a).

L’s appeal is upheld, the decision of the protest committee is reversed, L is reinstated in her finishing place, and W is disqualified for breaking rule 20.2(c).

December 1959

APPEAL 16*Flying Dutchman USA 546 vs. Flying Dutchman USA 800***Definitions, Racing****Part 2 Preamble****Rule 14, Avoiding Contact****Rule 23.1, Interfering with Another Boat****Rule 43.1(c), Exoneration**

When no part of a boat's hull, equipment or crew is still on the finishing line, she has cleared it. A boat that has finished and cleared the finishing line and its marks is no longer racing and is not subject to penalty, unless she breaks rule 14 and causes injury or serious damage, or interferes with a boat still racing. Rule 14 applies to a boat that is racing, even if the contact is with a boat no longer racing.

**Facts and Decision of the Protest Committee**

In a race of a Flying Dutchman national championship in light wind, USA 800 (P) was to leeward and approximately two hull lengths ahead of USA 546 (S) as the boats approached the finishing line. Both boats were beating on starboard tack. At the finishing line, P luffed head to wind and finished first. As she cleared the finishing line her genoa backwinded, and she was forced onto port tack. S saw P tack and could have borne away to avoid the contact, but failed to do so. Contact occurred after S had finished but had not yet cleared the finishing line. Damage that was not serious resulted from the contact. S protested P for breaking rule 10 (On Opposite Tacks) and rule 23.1.

The protest committee dismissed the protest, stating that because P had finished and cleared the finishing line, she was no longer racing and therefore not subject to disqualification.

S appealed, on the grounds that “clears the finishing line” must be interpreted to mean that a boat continues racing until she is sufficiently far from the finishing line that her maneuvers will no longer affect other boats that are still racing.

Decision of the Appeals Committee

It is clear that P broke rule 10 and rule 14. The question is whether she was still subject to disqualification. The preamble to Part 2 states, “... a boat not *racing* shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 23.1.” The definition Racing states, “A boat is *racing*...until she *finishes* and clears the finishing line and *marks*...”. Failure to clear the finishing marks is not at issue here as neither mark’s position was influencing P’s choice of course (see Case 127); and when no part of a boat’s hull, equipment or crew is still on the finishing line, she has cleared it. Therefore P was no longer racing at the time of the incident and cannot be penalized for breaking a rule of Part 2 (When Boats Meet), except rules 14 and 23.1.

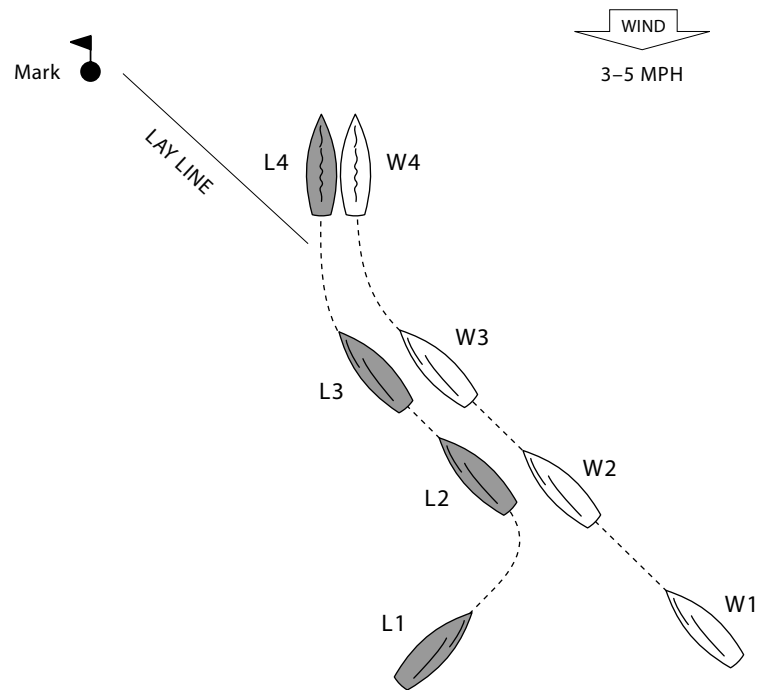
The damage was not serious, therefore P is not penalized for breaking rule 14.

Rule 23.1 states, “If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.” In this case, P was not racing, but interfered with S who was still racing. Furthermore, it was clearly possible for her to avoid the incident. Therefore, the decision of the protest committee is changed to disqualify P for breaking rule 23.1. To that extent, S’s appeal is sustained.

However, S, because she had not yet cleared the finishing line, was still racing at the time of the incident. Therefore she was obligated by rule 14, even though she was the right-of-way boat, to avoid contact if it was reasonably possible to do so. When P completed her tack, it was clear to S that P was not keeping clear. At that point it was reasonably possible for S to have avoided contact, but she failed to do so (see rule 14(a)). Therefore S broke rule 14(a); and because there was damage she is not exonerated by rule 43.1(c) and is disqualified.

USA 546’s appeal is upheld. The decision of the protest committee is changed. Both USA 546 and USA 800 are disqualified.

January 1965

APPEAL 17*Windmill 934 vs. Windmill 1367***Rule 13, While Tacking***“Head to wind” refers to the bow and centerline of a boat, not the position of her sails.***Facts and Decision of the Protest Committee**

Windmill 1367 (L) completed a tack from port to starboard into a position to leeward of *Windmill 934* (W), who was beating along the lay line to the mark. W, sailing faster, began passing L to windward, allowing three to four feet clearance. L changed course in two stages until head to wind. That position was evidenced by the fact that both boats' mains were luffing, and L's boom was along her centerline. Her jib was luffing from side to side. The boats drifted together with no damage or injury. W protested L for breaking rule 13, and L protested W for breaking rule 11 (On the Same Tack, Overlapped) claiming that she had the right to sail up to head to wind provided she met her requirement under rule 16.1 (Changing Course) to give W room to keep clear.

The protest committee decided that L did not go beyond head to wind. It also decided that L had given W room to keep clear. It disqualified W for breaking rule 11, and dismissed W's protest. The committee noted that W also broke rule 14(a) (Avoiding Contact), and because she was not sailing within the room she was entitled to at the time, she was not exonerated for that breach by rule 43.1(c) (Exoneration).

W appealed and the protest committee requested confirmation or correction of its decision under rule 70.2 (Appeals and Requests to a National Authority), believing that reasonable doubt existed as to the determination of "head to wind," which was assumed to be when the centerline of the hull is parallel to the wind with bow upwind, irrespective of the position of sails.

Decision of the Appeals Committee

A boat is head to wind when her bow is facing the wind, and the centerline of her hull is parallel to it, irrespective of the position of her sails.

W's appeal is denied, the decision of the protest committee is confirmed, and W remains disqualified.

September 1965

APPEAL 18

Race Committee vs. Lightning 9453

Definitions, Conflict of Interest

Rule 60.1, Protests: Right to Protest

US Sailing Prescription in preamble to Part 5, Section B, Hearings and Making Decisions

A race committee member who is also a member of the protest committee does not have a conflict of interest solely by the race committee's act of protesting under rule 60.1.

Facts and Decision of the Protest Committee

While starting, *Lightning 9453* touched the starting mark which was a race committee boat. The race committee, acting under rule 60.1, protested her. The sailing instructions stated that the US Sailing prescription in the preamble to Part 5, Section B, did not apply. The protest committee, which included a member of the race committee, heard the protest and disqualified *Lightning 9453* for breaking rule 31 (Touching a Mark).

Lightning 9453 appealed, arguing in part that a member of the protest committee had also served on the race committee, and therefore had a conflict of interest.

Decision of the Appeals Committee

The definition Conflict of Interest includes a person who “may gain or lose as a result of a decision to which he contributes... or has a close personal interest in the decision.” A member of the race committee does not have a conflict of interest merely because the race committee protests a boat as permitted in rule 60.1.

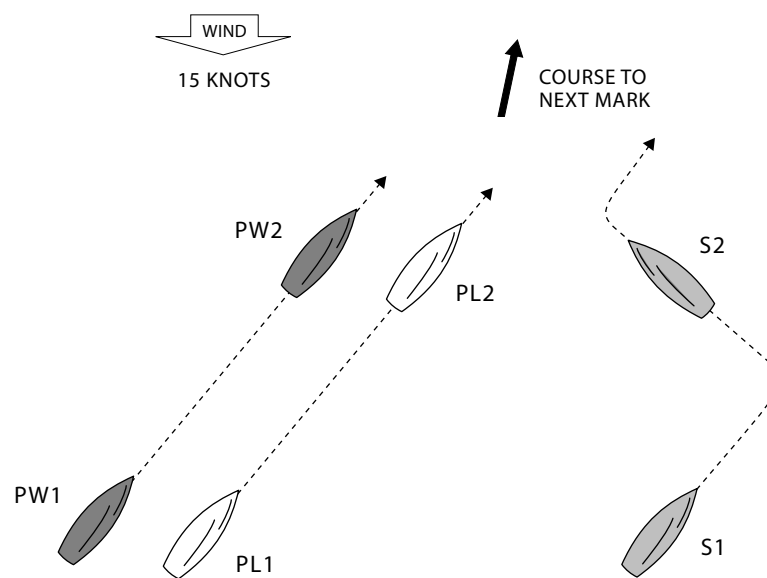
Lightning 9453's appeal is denied, and the decision of the protest committee is upheld. *Lightning 9453* remains disqualified.

October 1966

APPEAL 19

*El Cordobes vs. Beachcomber and Diablo***Rule 20.2(c), Room to Tack at an Obstruction: Responding
Rule 43.1(a), Exoneration**

When a port-tack leeward boat on a collision course with a starboard-tack boat hails the port-tack windward boat for room to tack and she fails to respond, the port-tack leeward boat's obligation under rule 10 continues. When the hailing boat cannot avoid breaking rule 10 after it becomes clear that the hailed boat has broken rule 20.2(c), the hailing boat has been compelled to break rule 10 and is exonerated by rule 43.1(a).

**Facts and Decision of the Protest Committee**

Three boats of the Dragon class (29-foot sloops displacing 3700 lbs.), *Diablo* (PW), *Beachcomber* (PL), and *El Cordobes* (S), were close-hauled on port tack. S, who was to leeward and ahead of both PW and PL, tacked to starboard and completed her tack in compliance with rule 15 (Acquiring Right of Way).

Twice PL hailed “Room to tack,” so that she also could tack and avoid S. By the time it was clear that PW would not respond (position 2), it was too late for PL to make any alternative maneuver without interfering with the oncoming S. PL called to S that she could not respond, whereupon S tacked back to port to avoid a collision.

S protested PL and PW for breaking rule 10 (On Opposite Tacks). PL protested PW for breaking rule 20.2(c). The protest committee heard the protests together under rule 63.2(b) (Hearings), and disqualified PW and PL for breaking the rules cited. PL appealed.

Decision of the Appeals Committee

Inasmuch as PL would have had to make a substantial course change to pass astern of S, even if she had borne away instantly when S tacked to starboard, PL’s hail did not break rule 20.1.

PW did not respond to PL's hail as required by rule 20.2(c) and was properly disqualified. However, she did not break rule 10 because at no time was she failing to keep clear of S.

By the time it was clear that PW was not responding to PL's hails, it was too late for PL to keep clear of S by bearing away. Therefore, PL was compelled to break rule 10 as a consequence of PW's breaking rule 20.2(c), so PL is exonerated by rule 43.1(a).

PL's appeal is upheld, and the decision of the protest committee is changed. PW remains disqualified, but PL is reinstated in her finishing place.

Note that Appeal 2 and Case 3 address similar incidents.

October 1967

APPEAL 20

International 110 664 vs. International 110 64

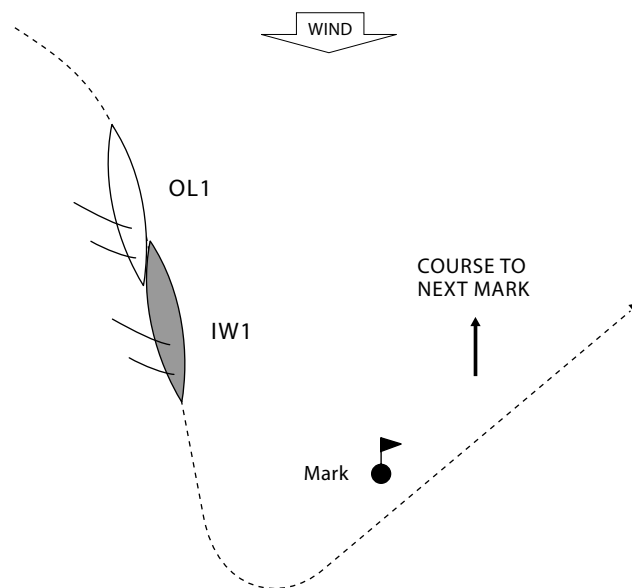
Definitions, Mark-Room

Rule 11, On the Same Tack, Overlapped

Rule 14, Avoiding Contact

Rule 18.2(a)(1), Mark-Room: Giving Mark-Room

Mark-room is not defined to allow an inside boat without right of way to sail to a mark in a tactically desirable manner.



Facts and Decision of the Protest Committee

International 110 664 (OL) and International 110 64 (IW) approached the leeward mark after a series of maneuvers for favorable position. When IW reached the zone, OL was overlapping her on the outside.

Both boats bore away from a direct course to the mark, and a collision (with no damage or injury) occurred when IW was about one length from the mark and sailing a course that would result in her passing about one length abeam of the mark. Both boats protested.

The protest committee held that IW, as an inside boat, was entitled to sufficient room to sail so as “to finish as quickly as possible” and that OL did not give sufficient room for IW to do so. Accordingly, it dismissed OL’s protest and disqualified her for breaking rule 18.2(a)(1).

OL appealed on the grounds that she gave IW more than enough room to sail to the mark, stating that she did not force IW to go close to or be in danger of touching the mark.

Decision of the Appeals Committee

As the boats sailed to the mark in the zone, OL continued to be the right-of-way boat. IW did not keep clear and broke rule 11. Rule 18.2(a)(1) required OL to give IW mark-room, which is the space IW needed to sail to the mark in a seamanlike way, and not the space she would take to sail to the mark in a tactically desirable manner. In this case, IW was sailing a course that would bring her approximately one length abeam of the mark. That was space enough for another boat of the same class, even with her mainsail fully out, to sail inside IW without contacting either her or the mark. This space was clearly more than needed by IW to sail to the mark in a seamanlike way. Therefore IW was not sailing within the mark-room to which she was entitled, and she is therefore not exonerated by rule 43.1(b) (Exoneration) for breaking rule 11.

It was reasonably possible for both boats to avoid contact; therefore they both broke rule 14(a). IW is not exonerated for breaking rule 14(a) because she was not sailing within the mark-room to which she was entitled (see rule 43.1(c)). However, OL is exonerated by rule 43.1(c) because she was the right-of-way boat and the contact did not cause damage or injury. OL’s appeal is upheld, and the decision of the protest committee is changed. IW is disqualified for breaking rule 11, and OL is reinstated in her finishing place.

May 1968

APPEAL 22

Wayfarer 1115 vs. Wayfarer 1030 and others

Definitions, Conflict of Interest

Rule 63.3, Conduct of Hearings: Conflict of Interest

Rule 70.3, Appeals and Requests to a National Authority

Competitors in a race or series have a conflict of interest. Their participation in any part of a protest hearing, except as a witness or a party to the hearing, makes the hearing invalid unless all parties have consented to their participation, or the protest committee has decided that the conflict is not significant. Unless rule 70.3 applies, the right of appeal cannot be denied.

Facts and Decision of the Protest Committee

Following the final race of the Wayfarer class national championship, *Wayfarer 1115*, sailed by the class commodore, protested the first five boats in the final standings for measurement discrepancies. One of these was *Wayfarer 1030*, sailed by the chief measurer.

The sailing instructions and the notice of race contained the following statements:

Boats must be measured before the regatta, and owners must present valid measurement certificates upon registration. All boats are subject to protest for measurement discrepancies. Measurement will be under the direct supervision of the measurer of the United States Wayfarer Association.

The decision of the regatta committee or any of its subcommittees with regard to, but not limited to... the disqualification of boats, will be final.

Wayfarer 1752 objected to the composition of the “regatta committee” that measured the protested boats, claiming that several of its members had conflicts of interest because they were competitors.

The five protested boats were measured after the series. *Wayfarer 1752*, who finished first, was disqualified for having 14 pounds of corrective weight two feet forward of where it was required to be. The boats that finished 5th and 6th were disqualified for having black bands in incorrect positions on their spars. A small discrepancy was found in the location of the bilge keel of *Wayfarer 1030*, but since it had previously been accepted by the national committee of the class, the boat was not disqualified.

Most of the members of the regatta committee, which acted as both the technical committee and the protest committee, were competitors. Those in contention for a prize did not participate in the decision, but did participate in the discussion and measuring that preceded it. Other members of the regatta committee not in contention for prizes participated in the decision. The committee decided that though the conflicts of interest were significant, the competitors could remain on the committee. *Wayfarer 1752* appealed.

Decision of the Appeals Committee

The provision in the sailing instructions quoted above, that decisions of the regatta committee would be final, was invalid because none of the conditions in rule 70.3 were met.

The regatta committee was acting as both the protest committee and the technical committee. Competitors on this committee took part in the discussions relative to disqualification after the series, and some of them, although not those in contention for a prize, participated in the decision.

There is no rule preventing competitors from serving on the technical committee. Rule 63.3 does, however, require a protest committee to meet the requirements concerning a conflict of interest.

This decision does not concern itself with the facts found and the decisions thereon. It concerns the right of a protest committee to render a decision when it has not conformed to the requirements of rule 63.3. That rule states, “A protest committee member with a *conflict of interest* shall not be a member of the protest committee for the hearing unless: (1) all *parties* consent, or (2) the protest committee decides that the *conflict of interest* is not significant.”

The definition Conflict of Interest includes a person who may “gain or lose as a result of a decision to which that person contributes, or who has a close personal interest in a decision.” In this case, the protest committee decided that the competitors on the protest committee had a significant conflict of interest, and a party to the hearing objected to the composition of

the committee. Therefore, those members of the regatta committee who were also competitors should not have taken any part in the protest hearing other than as witnesses or parties.

Wayfarer 1752's appeal is upheld. The decisions of the regatta committee are reversed, and the disqualified boats are reinstated in their finishing places.

Note: Another alternative for the appeals committee in this case would have been to act as permitted by rule 71.3(c) and return the protest for a new hearing and decision by an entirely new protest committee consisting of experienced judges who were neither competitors nor measurers in the event.

May 1969

Revised January 2025, to highlight the alternative decision the appeals committee could have made under rule 71.3(c).

APPEAL 23

Santana 125 vs. Santana 51

Rule 55.3, Setting and Sheeting Sails: Use of Outriggers

No part of a crew's body is a "device."

Facts and Decision of the Protest Committee

Santana 125 protested *Santana 51* for breaking rule 55.3, in that a crew member held the jib sheet outboard of the hull with her foot. The protest committee, after finding that the crew was pressing the jib sheet down and outboard of the hull of the boat with her foot while the boat was on a reach, disqualified *Santana 51*, who appealed.

Decision of the Appeals Committee

By the use of the term "fitting or other device" in defining an outrigger, rule 55.3 excludes any part of a person's body. *Santana 51's* appeal is upheld, the decision of the protest committee is reversed, and *Santana 51* is reinstated in her finishing place.

May 1969

APPEAL 24

Sunfish 14863 vs. Sunfish 9605

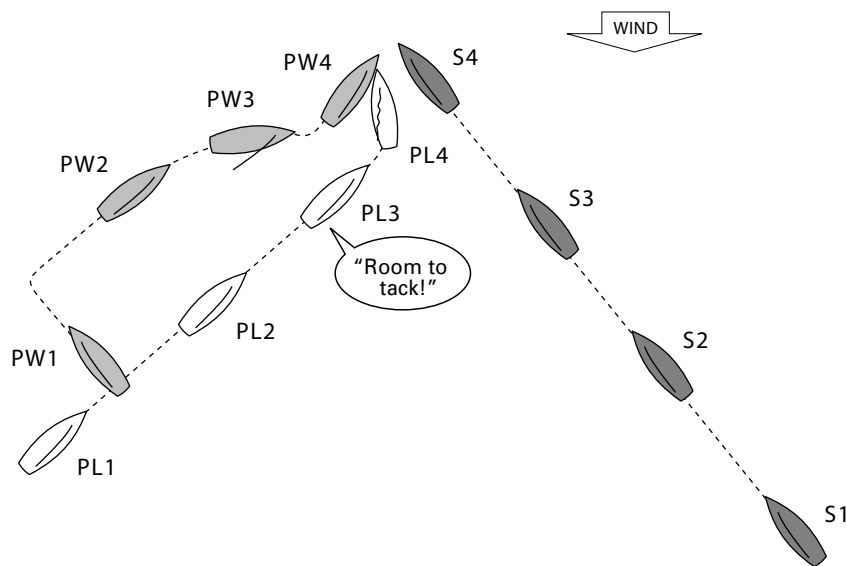
Rule 14, Avoiding Contact

Rule 15, Acquiring Right of Way

Rule 19.2, Room to Pass an Obstruction: Giving Room at an Obstruction

Rule 20, Room to Tack at an Obstruction

When PL and PW are approaching an obstruction, and when rule 20 applies, the decision as to whether PL will pass astern of the obstruction or tack is PL's to make. If PL decides to tack she must hail and, after her hail, give PW time to respond.



Facts and Decision of the Protest Committee

Sunfish 14863 (PW), after crossing ahead of *Sunfish 9605* (PL), tacked to port and established an overlap on PL to windward. Neither PW nor PL was able to cross *Sunfish 8118* (S), rapidly converging on starboard tack. PW hailed for room to go below S and began to bear away. PL, not hearing the hail and only just aware of PW on her windward side, hailed loudly "Room to tack" and put her helm down immediately. Shortly thereafter, PL and PW collided, barely avoiding contact with S. There was no damage or injury.

PL testified that by the time she became aware of PW bearing away on port tack, PL was too close to S to bear away and take her stern. Her only option was to tack. PL protested PW for breaking rule 15 for tacking too close to permit her to keep clear.

PW protested PL for breaking rule 20.2(a) for not giving her time to respond before tacking. In addition, PW felt that, having properly established her overlap, she was entitled to room under rule 19.2(b) in order to pass astern of S. The protest committee disqualified PL for breaking rule 20.2(a) and dismissed the protest against PW.

The protest committee requested confirmation or correction of its decision from the appeals committee under rule 70.2 (Appeals and Requests to a National Authority).

Decision of the Appeals Committee

Rule 15 applies only when a boat tacking acquires right of way over another boat. Since PW tacked to windward of PL, she did not acquire right of way; therefore rule 15 did not apply.

When the contact between PL and PW occurred, PL had just turned past head to wind and, therefore, PW had right of way under rule 13 (While Tacking). However, because PL changed course so abruptly, it was not reasonably possible for PW to avoid the collision. Therefore PW did not break rule 14. PL could have hailed for room to tack earlier than she did and, if she had done so, it would have been possible for her to have avoided the contact. Therefore PL broke rule 14.

PW established an overlap on PL when the two boats were several lengths from the obstruction. However, this fact alone did not give PW the right to room under rule 19.2(b). Rule 19.2(a) gave PL, as the right-of-way boat at positions 2 and 3, the right to choose to pass the obstruction on either side. Therefore, PL was under no obligation to give PW room to pass astern of the obstruction if in fact PL desired to tack.

Although PL was entitled under rule 20.1 to call for room to tack to clear the obstruction, rule 20.2(a) specifically provides that a boat hailing for room shall give the hailed boat time to respond. The fact that PL was not aware of PW bearing away until it was too late does not absolve PL of her obligation, after she hailed for room to tack, to give PW time to respond (see rule 20.2(a)). The decision of the protest committee disqualifying PL is confirmed.

October 1969

APPEAL 25

Interpretation Requested by the New York Yacht Club

Rule 42.1, Propulsion: Basic Rule

Using double rudders in opposition to decrease speed does not break rule 42.1.

Question

It is not unusual to construct boats with two rudders. One common configuration is one rudder on the keel (often called a trim tab) and the principal rudder farther aft. Another common configuration is two rudders side-by-side (such as on multi-hulls and scows). When turned in opposite directions, the two rudders have a braking effect. Does this use of the rudders break rule 42.1?

Answer

No. Rule 42.1 requires a boat to compete “by using only the wind and water to increase, maintain or decrease her speed.” Thus, the question is whether the use of opposed rudders to decrease speed contravenes that requirement.

Sails are intended to transmit power from the wind to give a vessel forward speed. From the earliest days of square riggers, they have also been backed to stop forward motion. Rudders are intended to transmit power from the flow of water to change the direction of the boat. In the process, drag is increased, and the boat is slowed.

Using opposed rudders to slow a boat departs from regular use only in degree and purpose. It is comparable to backing sails. Such use to slow a boat is not a breach of rule 42.1. Furthermore, the single motion of turning the rudders in opposite directions does not meet the definition of sculling (rule 42.2(d)); and if repeated, rule 42.3(f) explicitly permits a boat to reduce speed by repeatedly moving her helm.

May 1970

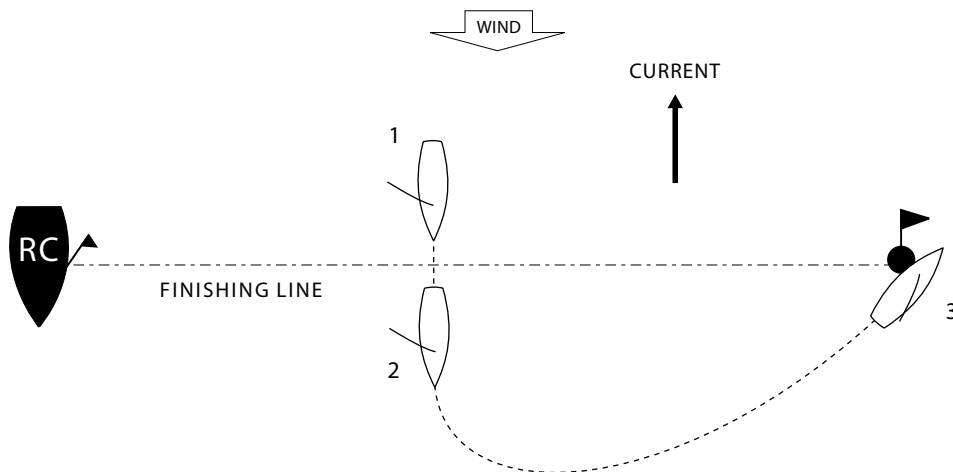
APPEAL 26

Race Committee vs. Y-Flyer 1931

Definitions, Racing

Rule 31, Touching a Mark

A boat cannot be penalized for touching a finishing mark when she is no longer racing.



Facts and Decision of the Protest Committee

Y-Flyer 1931, with a moderate breeze behind her and a strong current against her, crossed and cleared the middle of the finishing line. As she started to leave the finishing area by sailing around the finishing mark, the current caused her to touch the mark. She did not take any penalty for touching the mark.

The race committee protested her for breaking rule 31 by touching a finishing mark after finishing. The protest committee disqualified her. She appealed.

Decision of the Appeals Committee

Y-Flyer 1931 was incorrectly disqualified for breaking rule 31 by touching a finishing mark. That rule applied only while she was racing. The definition Racing states, “A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and marks...”

The diagram shows that *Y-Flyer 1931* finished six hull lengths away from the mark that she subsequently touched. At position 2 she had cleared the finishing line. Also, at position 2 she was

well clear of both finishing marks, and neither mark's position was influencing her choice of course. Therefore, beyond position 2 she was no longer racing and rule 31 no longer applied. See Case 127.

Y-Flyer 1931's appeal is upheld, the decision of the protest committee is reversed, and *Y-Flyer 1931* is reinstated in her finishing place.

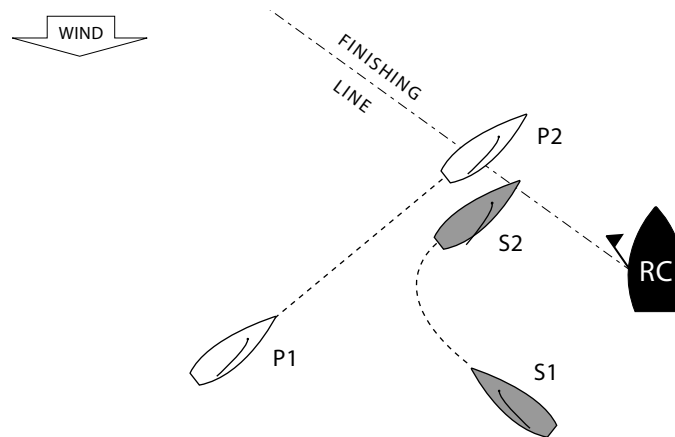
August 1970

APPEAL 27

Siren Song vs. Malba

Rule 10, On Opposite Tacks

A hail to hold course is not binding on a right-of-way boat.



Facts and Decision of the Protest Committee

Siren Song (S) and *Malba* (P) were approaching the finishing line, close-hauled on opposite tacks. The finishing line was approximately parallel to S's course. P's course, at right angles to the line, would cross it at two to three hull lengths from its starboard and much-favored end.

S hailed "Starboard tack," and P, believing that she could cross S, hailed "Hold your course." S, however, tacked and protested P for breaking rule 10. P crossed the line first; S crossed second and overlapped.

The protest committee disqualified P for breaking rule 10. P appealed, since continuous sightings indicated that she would pass clear ahead but close to S, and she had therefore hailed "Hold your course," which S had failed to do.

Decision of the Appeals Committee

The diagram endorsed by the protest committee shows that, if P and S were sailing at the same speed and held their courses after position 1, S's bow would have struck P's starboard side just aft of amidships. When S began to change course to tack, S's bow was about one length from P's starboard side. A competent, but not necessarily expert, sailor in that position would "need to take avoiding action." Therefore, at that moment P broke rule 10 (see the definition Keep Clear).

P's appeal is denied, the decision of the protest committee is upheld, and P remains disqualified.

In response to the questions regarding a boat that has been hailed to hold course, it is permissible to hail, but the rules do not recognize such a hail as binding on the other boat. S can tack or bear away at any time she is satisfied that a change of course will be necessary to avoid a collision.

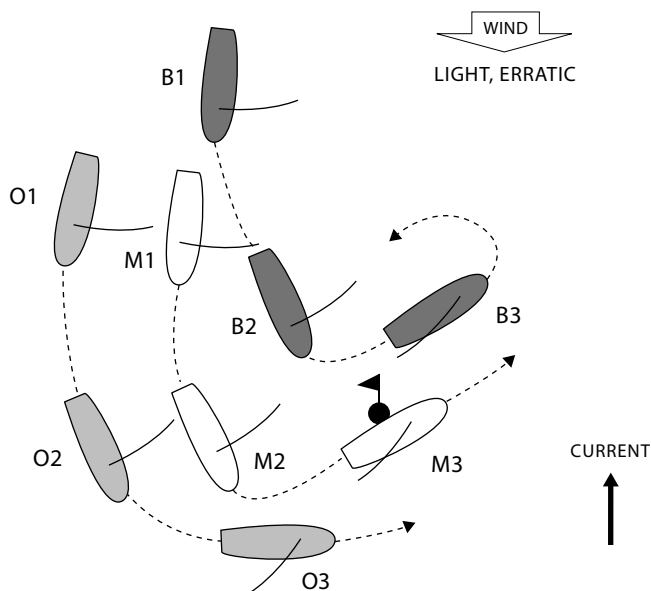
October 1970

APPEAL 30

E Scow S-3 vs. E Scow S-7

Rule 18.2(a), Mark-Room: Giving Mark-Room

Establishing a late overlap breaks no rule, so long as the boat doing so gives mark-room.



Facts and Decision of the Protest Committee

Boats S-3 (M) and O approached the leeward mark, to be left to port, both on starboard tack and overlapped. S-7 (B) was overtaking from clear astern. Both M and O hailed B that she had no overlap, with which B agreed. The wind was light and erratic, and there was a strong current opposed to the wind.

M maintained course until she was about one-half a hull length beyond the mark and gybed to round it. O did the same. Before M gybed, B, with clear air, overtook and overlapped M on the inside. B intended to round in the room left by M, if it remained open.

When M bore away and gybed and found B overlapped inside, she hailed B that she had no right to mark-room. B promptly bore away and gybed, going to the wrong side of the mark.

She made no contact with either the mark or M. She then tacked, gybed once more, and rounded the mark behind O. M, after bearing away and gybing, hit the mark while rounding.

B protested M for touching the mark. M protested B, claiming that B had improperly established an inside overlap that interfered with her rounding of the mark. At the hearing, M said that she was forced to change her course after gybing to avoid a collision with B. The protest committee disqualified B for breaking rule 18.2(a). B appealed the decision, on the grounds that the rule had not been interpreted properly.

Decision of the Appeals Committee

Rule 18.2(a)(2) says that when the first of two boats reaches the zone (M in this case), the boat that has not yet reached the zone (B in this case) shall give mark-room. A boat may establish an overlap beyond that point, however, and it is not uncommon for that to happen. Rule 18.2(a) requires such a boat to continue giving mark-room. If she does, she does not break rule 18.2(a).

In this case, B luffed and passed the mark on the wrong side. M was able to sail to the mark and round it on the required side. The diagram shows that B gybed and luffed onto a close-hauled course that was well to windward of M's course to round the mark, with the mark between them. Therefore, B fulfilled her obligation under rule 18.2(a)(2) to give M mark-room.

B's appeal is upheld, the decision of the protest committee is reversed. B is reinstated in her finishing place and M is disqualified for breaking rule 31.

February 1971

Revised January 2025, to conform to the language of rule 18.2(a) which is new in the 2025–28 RRS.

APPEAL 31

Thistle 2690 vs. Thistle 635

Rule 55, Setting and Sheeting Sails

A paddle used to support the midsection of a spinnaker is not an outrigger.

Facts and Decision of the Protest Committee

In very light air on a broad-reaching leg of the course, a crew member of *Thistle 635*, from his station aft of the mast, supported the midsection of the spinnaker with a paddle. The paddle did not extend beyond the hull. *Thistle 2690* protested *Thistle 635* for breaking rules 55.2 and 55.3, claiming that the paddle constituted a spinnaker pole unattached to the mast or a device prohibited by rule 55.3.

The protest committee dismissed the protest, stating that the practice did not fall within the prohibitions of either rule or those of any other rule. *Thistle 2690* appealed.

Decision of the Appeals Committee

Rule 55.2 deals with spinnaker poles; the paddle in this case was not a spinnaker pole.

Rule 55.3 prohibits sheeting a sail “over or through any device that exerts outward pressure on a sheet or clew of a sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck.” Since the sheet or clew were not lead through or over the paddle, the paddle did not exert outward pressure on the sheet or clew. Furthermore, the pressure was not applied outside the hull or deck. Therefore, the manner in which the paddle was used did not break rule 55.3.

Thistle 2690’s appeal is denied, and the decision of the protest committee is upheld.

October 1971

APPEAL 33

Interpretation Requested by the Noroton Yacht Club

Rule 16.1, Changing Course

Rule 16.2, Changing Course

To change course means to change the direction in which the boat is heading or moving.

Questions

What is the meaning of “change course” in rules 16.1 and 16.2? Is it a change of course for a boat to sail an arc of a circle? If she does not move her helm in doing so, is she nonetheless changing course?

Answers

A boat changes course when she sails the arc of a circle or any other course where she changes direction, whether or not she moves her helm. This includes a change from moving forward to moving backward, or vice-versa. To change course means to change the direction in which the boat is heading or moving.

November 1974

APPEAL 34

My Way and Moxie vs. Crescent 15 and others

Rule 90.2, Race Committee; Sailing Instructions; Scoring: Sailing Instructions

Misinterpretation of sailing instructions when their intent is clear does not mean they are ambiguous.

Facts and Decision of the Protest Committee

Member clubs of the association run races under common sailing instructions issued by the association. Some of the races are for a large number of classes sailing in the same course area, in which some classes sail only once around the course while others sail twice around. The race committee of the sponsoring club sets up the starting and finishing line in the middle of a windward leg. It then establishes a quadrilateral restricted and starting area, the four corners of which are marked by the committee boat, starting and finishing line mark C, and two green flags on the leeward side of the line.

Regarding this area and the line, the sailing instructions read:

Restricted Area: All boats must keep clear of the indicated restricted area and of the first leg of the course until after the preparatory signal for their class. Any boat violating the restricted area shall be subject to disqualification.

C Start: All classes start between RC flag on the committee boat and starting line mark C.

All classes in starts 17 through 24, for the second time around, shall not enter the restricted or starting area.

In a regatta, five Crescent class boats which were in starts 17 through 24, sailed through the restricted or starting area on the second time around and were protested by *My Way* and *Moxie*. The protest committee denied the protests on the grounds that “the blue flag was up for the finish line; therefore it no longer was a starting line, and there was no restricted area.” *My Way* and *Moxie* appealed.

Decision of the Association Appeals Committee

The association appeals committee upheld the decision. It recognized that it was the race committee’s intention to prevent the twice-around boats from entering the restricted area on their second time around. Its opinion, however, was that the sailing instructions did not make this clear beyond reasonable doubt. This decision was appealed.

Decision of the Appeals Committee

The question is a simple one. Were the sailing instructions sufficiently clear as to when the restricted area was to be avoided? Was it always “restricted” on the second time around, or only sometimes? It is difficult to see what purpose the race committee would have other than that the prohibition was to apply to all second times around.

Appeals have supported competitors when sailing instructions were unclear or conflicting. In this case, however, any interpretation regarding the restricted area, other than that boats must keep out of the area on their second time around, stretches language beyond common usage and is clearly contrary to the intent of the sailing instructions.

The appeal is upheld, and the decisions of the association appeals committee and the protest committee are reversed. Those boats that started in starts 17 through 24 and sailed through the restricted area on their second lap are disqualified.

October 1975

APPEAL 35

Reliant vs. Taveuni

Rule 13, While Tacking

Rule 14, Avoiding Contact

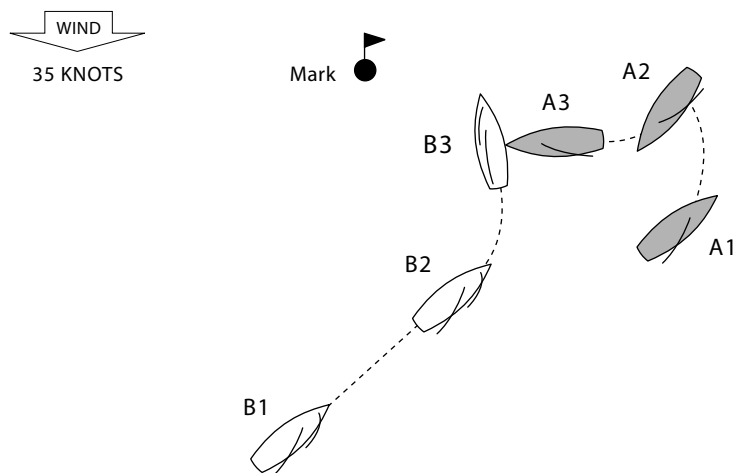
Rule 16.1, Changing Course

Rule 43.1(a), Exoneration

Rule 43.1(b), Exoneration

Rule 60.5(c), Protests: Protest Decisions

A boat that completes a tack onto starboard need not thereafter remain close-hauled, but is subject to rule 16.1 as she changes course.



Facts and Decision of the Protest Committee

Taveuni (A), a 42-foot cutter carrying only a headsail, and *Reliant* (B), a Cal-29 carrying a small jib and reefed mainsail, were on a close reach toward a mark to be left to port. The wind was 35 knots, gusting to 45. A was ahead by 3 to 6 hull lengths and on a course slightly to leeward of B's. She sailed on until the mark was off her port quarter, tacked to starboard and bore off continuously until reaching position 2, then hardened up to the course shown in position 3.

When A reached position 2, the boats were on a collision course, nearly head on, so B tacked immediately to avoid the impending collision. Before B reached a close-hauled course, A struck B on her starboard side three times between the forward end of the cockpit and the transom. The two boats were then nearly at right angles to each other. B sustained major hull damage and was forced to withdraw.

A protested B for breaking rule 13. B protested A for breaking rule 11 (On the Same Tack, Overlapped).

The protest committee found that A had completed her tack and was on a new course, causing a port-starboard crossing situation under rule 10 (On Opposite Tacks), requiring B to keep clear. B chose to tack but could not avoid a collision. Accordingly, the committee disqualified B for breaking rules 10 and 13. It held that rule 11 was not applicable and dismissed B's protest against A. B appealed.

Decision of the Association Appeals Committee

The association appeals committee upheld the protest committee's decision, but observed that A did not hold her course during B's tack. A had claimed in her protest that B tacked inside of A and was in irons on starboard tack dead ahead when A luffed to fetch the mark, whereupon the collision occurred. However, the association appeals committee, relying on the fact that neither B nor the protest committee had protested A for breaking rule 16.1, took no further action. B appealed again.

Decision of the Appeals Committee

B had argued in her appeal that A broke rule 13 in that, while tacking, she bore away to a reach and had not yet luffed to close-hauled when the collision occurred. The protest committee, having found that A had met her obligations under rule 13 (she kept clear until she had borne away to a close-hauled course), acted correctly in not disqualifying her for breaking rule 13.

Rule 13 requires a boat that is tacking to keep clear until she has borne away to a close-hauled course. In this case, A reached, passed, and fell off below close-hauled to a point where she was heading 130 or more degrees off the wind, thus well beyond a close-hauled course. A had the right to sail below close-hauled after tacking.

However, when A became the right-of-way starboard-tack boat and bore away to a collision course with B, she thereby forced B, a port-tack boat, to tack to keep clear. Between positions 2 and 3, while B was still subject to rule 13, A broke rule 16.1 by luffing to a new collision course with B, making it impossible for B to keep clear.

The association appeals committee erred in failing to consider whether A broke rule 16.1 during her course changes. That B did not protest A for breaking rule 16.1 was immaterial, and A should have been disqualified, in compliance with rule 60.5(c), which states, "If the protest committee decides that a boat has broken a rule it shall disqualify her whether or not the applicable rule was mentioned in the protest."

B broke rule 13, but she was exonerated for that breach by both rule 43.1(a) and 43.1(b). Concerning rule 14(a), B did not break it because it was not reasonably possible for her to have avoided the contact. However, A broke rule 14(a) by failing to avoid contact when it was reasonably possible to do so.

B's appeal is upheld. The decisions of the association appeals committee and the protest committee are changed. B is reinstated in her finishing place, and A is disqualified for breaking rules 14(a) and 16.1.

January 1976

APPEAL 36

Thistle 1155 vs. Thistle 3221

Definitions, Clear Astern and Clear Ahead; Overlap

Definitions, Obstruction

Definitions, Room

Rule 12, On the Same Tack, Not Overlapped

Rule 14, Avoiding Contact

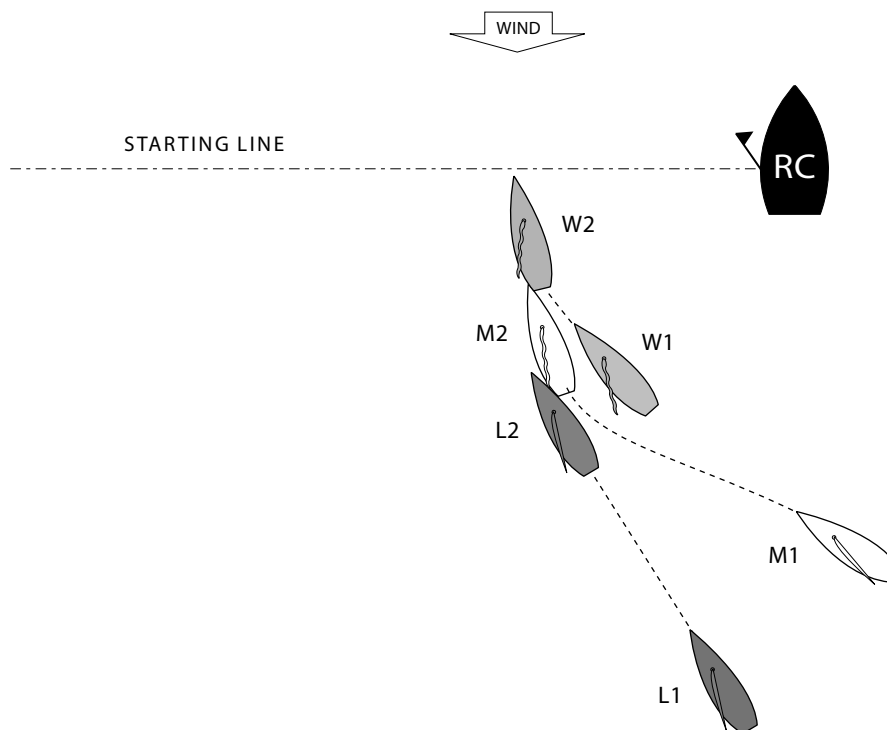
Rule 15, Acquiring Right of Way

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

Rule 43.1(a), Exoneration

Rule 43.1(b), Exoneration

When three boats are on the same tack, a boat clear ahead of the other two is an obstruction to them. If the boats clear astern are overlapped and about to pass the boat clear ahead, the outside boat must give the inside boat room to pass between herself and the boat clear ahead.



Facts and Decision of the Protest Committee

Thistle 1155 (W) was sailing slowly up to the starting line, slightly above close-hauled. *Thistle 3221* (M) and *Thistle 3229* (L) were approaching the line from clear astern of W, sailing about three times as fast, and were overlapped for several hull lengths before reaching W. L was holding a steady course, while M, reaching on a collision course with L, luffed in an attempt to keep clear of her as they converged. Very soon after M and L became overlapped with W, there were collisions with no damage or injury. M hit W and then L a second later.

M protested L and W protested M. The protest committee decided that the two protests were relevant to a single incident and heard both protests in a single hearing. The protest committee found that M broke rule 15 with respect to W, and rule 11 (On the Same Tack, Overlapped) with respect to L. The committee imposed a percentage penalty as provided in the sailing instructions. M appealed.

Decision of the Appeals Committee

The facts describe one incident, so it was appropriate for the protest committee to hear both protests in a single hearing (see rule 63.2(b), Hearings).

While M and L were clear astern of W, rule 12 required each of them to keep clear of W; therefore W was an obstruction to them (see the definition Obstruction). Because L and M were overlapped, rule 11 required M to keep clear of L. Since L was sailing a course to pass to leeward of W, L (the outside boat) was required by rule 19.2(b) to give M (the inside boat) room between her and the obstruction (W). The room L was required to give M included the space M needed to comply with her Part 2 obligations (see the definition Room).

When M became overlapped to leeward of W, the applicable rules changed. Even though L's bow was well behind W's stern, the overlap between L and W began at that time because M was between and overlapped with both of them (see the definition Clear Astern and Clear Ahead; Overlap). Rule 12 no longer applied, and rule 11 required W to keep clear of M and L. W was no longer a right-of-way boat and therefore no longer an obstruction to L and M; therefore, L was no longer required by rule 19.2(b) to give M room between herself and W. Rule 15 required L and M to initially give W room to keep clear, and since both M and W were required to keep clear of L, L became an obstruction to M and W.

Just before M and L became overlapped with W, L failed to give M room between her and W as required by rule 19.2(b), as shown by the rules breaches and contact that occurred shortly after the overlap was established. As a result of L's breach of rule 19.2(b), there was not space for M to give W room to keep clear after she became overlapped with W, as she was required to do by rule 15.

At the time M and W made contact, the overlap between them had only been in existence for about one or, at most, two seconds. W broke rule 11 by failing to keep clear of M. However, from the time the overlap began, W was entitled to room from M and L to keep clear of M under rule 15. That room was the space that W needed "while maneuvering promptly in a seamanlike way." Although W was sailing in the space she needed to try to keep clear of M, M failed to give her enough space and time to maneuver promptly and keep clear of M. Therefore W was sailing "within the room to which she was entitled" under rule 15, and was exonerated by rule 43.1(b) for breaking rule 11. Furthermore, it was not possible for W to keep clear after M established the overlap. Therefore, W was exonerated by rule 43.1(a) for breaking rule 11 because she was compelled to do so by the breach of rule 15 by M and L.

M was required to keep clear of L by rule 11. As evidenced by the fact that L was holding her course and M and L had contact just after M became overlapped with W, M was not keeping clear of L before the overlap began, thereby breaking rule 11. However, at the time M broke rule 11, rule 19.2(b) required L to give M room between L and W. Since M was sailing within the room to which she was entitled when she broke rules 11 and 15, and because L compelled M to break those rules, M was exonerated for both those breaches by both rule 43.1(a) and 43.1(b).

L failed to give W room to keep clear as required by rule 15, by failing to bear away and allowing M to meet her obligation under rule 15 to provide the space W needed to keep clear of her (see the definition Room). No rule exonerates L for breaking rules 15 and 19.2(b). After L and M became overlapped with W, rule 19.2(b) required W (the outside boat) to give M (the inside boat) room between her and L, unless she had been unable to do so from the time the overlap began (see rule 19.2(b)). W was in fact unable to give such room, because there was very little time between M's becoming overlapped and then making contact with W. Therefore, W did not break rule 19.2(b).

Concerning rule 14, when it became clear to L that M could not avoid contact with her, L could have avoided the contact by bearing away a few degrees; therefore, L broke rule 14(a). However, because the contact caused no damage or injury, L was exonerated by rule 43.1(c) (Exoneration) for breaking rule 14(a). Since it was not reasonably possible for M or W to avoid the contact, they did not break rule 14(a).

M's appeal is upheld, and the decision of the protest committee is reversed. M is reinstated in her finishing position, and a percentage penalty is imposed on L as provided in the sailing instructions. See Case 117.

October 1976

Revised January 2025, to clarify that M was breaking rule 11 before she and L became overlapped to leeward of W.

APPEAL 39

Sunfish 21681 Request for Redress

Definitions, Conflict of Interest

Rule 3, Decision to Race

Rule 61.4(b), Redress: Redress Decisions

US Sailing Prescription in the preamble to Part 5, Section B, Hearings and Making Decisions

Rule 63.3, Hearings: Conflict of Interest

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. If she does not start and is scored accordingly, she cannot receive redress by claiming that the race committee acted improperly in deciding to conduct the race in conditions it considered to be suitable. Protest committee members who believe they have a close personal interest in a decision concerning their actions as race committee members act properly when they decline to take part in the hearing.

Facts and Decision of the Protest Committee

In a race of a Sunfish regatta, 17 out of 21 starters finished. Winds were 15 to 20 knots with seas at one to two feet. Before the start, *Sunfish 21681* hailed the race committee that she was protesting the committee for allowing the race to begin, and she then left the racing area.

She requested redress, claiming that the race committee significantly worsened the scores of boats by starting the race under the existing conditions and thus jeopardizing their safety. The members of the protest committee, who were also members of the race committee, believed that they all had significant conflicts of interest and thus precluded by rule 63.3 from deciding the request for redress, and so postponed a hearing until a new protest committee could be convened.

The new protest committee dismissed the request for redress on the grounds that rule 3 makes the responsibility for a boat's decision to participate or continue in a race "hers alone." It also said that a decision by a boat not to participate does not put the race committee in the position of having acted improperly. *Sunfish 21681* appealed.

Decision of the Appeals Committee

The decision to start, postpone, or abandon a race is a matter solely within the jurisdiction of the race committee (see rule 90.1). The new protest committee was correct in stating that rule 3 makes each boat solely responsible for deciding whether or not to race or continue racing. The appellant was free to decide not to participate, so there is no basis for her claim that her score DNS ("Did not start") had been made significantly worse by an "improper action" of the race committee (see rule 61.4(b)(1)).

Members of the race committee may be members of the protest committee, provided they are not ineligible under the US Sailing prescription in the preamble to Part 5, Section B. However, under rule 63.3, no member of the protest committee can have a significant conflict of interest. In this case, the original protest committee's judgment that its members had a significant conflict of interest was sound. Under the definition Conflict of Interest, a protest committee member who has "a close personal interest" in the protest committee's decision has a conflict of interest. Here, it was alleged that the race committee members acted so as to expose competitors to unsafe conditions. They inevitably would have had a close personal interest in whether or not that allegation would be determined to be valid. As protest committee members, they therefore were correct in acting under rule 63.3 to decline to take part in the hearing.

Sunfish 21681's appeal is denied, and the decision of the protest committee denying her request for redress is upheld. *Sunfish 21681* remains scored DNS.

January 1978

APPEAL 40

Blue Jay 6038 Request for Redress

Rule 90.2(c), Race Committee; Sailing Instructions; Scoring: Sailing Instructions

Changes to sailing instructions, when made ashore, must be in writing and posted on time on the official notice board.

Facts and Decision of the Protest Committee

The sailing instructions for the high school championship included provisions for courses, for a common starting and finishing line, and for superseding written instructions by oral instructions upon display of flag L. There was a time provided for a competitors' meeting and also this provision: "Marks: Temporary marks will be used. Placement of marks will be discussed at competitors' meeting."

At the competitors' meeting, the race committee changed the course and line instructions, stating that there would be two lines, a starting line to port of the committee boat and a finishing line to starboard, each with a different colored mark at the outer end. On the fourth leg (second windward leg), all boats were to sail through the finishing line. By so doing, if it became necessary to shorten course, the boats would already be heading for the finishing line.

On the fourth leg of the first race, *Blue Jay 6038*, the appellant, who was leading her class, sailed through the starting line instead of the finishing line. She was disqualified.

She requested redress under rule 61.1(a) (Requesting or Considering Redress), on the grounds that "there was nothing in the sailing instructions requiring boats to pass through the finishing gate" and that she had been penalized without a hearing. When the protest committee upheld the race committee's decision, she appealed, citing improper procedure under rule 90.2(c).

Decision of the Association Appeals Committee

The association appeals committee reversed the protest committee's decision and reinstated *Blue Jay 6038*, observing that there was nothing in the sailing instructions about a finishing line, separate and distinct from the starting line, through which boats were to pass on the fourth leg of the race. Moreover, whatever "incidental discussion" there may have been at the competitors' meeting was inadequate, "according to any of the facts found," to comply with rule 90.2(c). The confusion caused by the written sailing instructions, the indefinite oral instructions on passing through a finish "gate," and the committee's action in setting two "gates" created such ambiguity that *Blue Jay 6038* should have been given the benefit of the doubt and reinstated as a finisher. The appeal was upheld, and the race committee appealed.

Decision of the Appeals Committee

The basic question raised by this appeal arises from oral changes to the sailing instructions. Rule 90.2(c) reads: "Changes to the sailing instructions shall be in writing and posted on the official notice board... or, on the water, communicated to each boat... Oral changes may be given only on the water..."

The sailing instructions provided only for a single line that was to serve as both a starting and finishing line. They were devoid of any requirement that the line be passed through on any leg of the course.

This was all changed orally at the competitors' meeting. Two lines were substituted for one line, and a requirement that the boats pass through the finishing line on the second windward leg was added. The changes to the sailing instructions should have been in writing and posted on the official notice board as required by rule 90.2(c). While requiring attendance at competitors' meetings is permissible and such meetings provide a forum for answering questions, meetings such as these are not a substitute for the sailing instructions, even when all skippers are present. The purpose of requiring that a change in the sailing instructions be made in writing is to prevent the kind of confusion that occurred in this case.

A notice of a meeting or a notice that oral instructions will be given does not comply with the requirement of rule 90.2(c). Note that rule 90.2(c) cannot be changed (see rule 86.1(b)). Oral instructions are valid only when given on the water in the manner provided for in that rule and the sailing instructions.

The race committee's appeal is denied, and the decision of the association appeals committee is upheld. The decision of the protest committee is reversed, and *Blue Jay 6038* is reinstated in her finishing place.

April 1979

APPEAL 41

Nirie V Request for Redress

Rule 60.3, Protests: Delivering a Protest

Competitors are entitled to reasonable means to fulfill whatever time requirements there are for delivering a protest.

Facts and Decision of the Protest Committee

After finishing her race, *Nirie V* reached the dock in about an hour. Her skipper promptly filled out a protest form and then spent the next two hours searching for someone to whom he could deliver it. Finally, one member of the race committee appeared and was given the protest.

The protest committee closed the hearing under rule 63.4(a)(1) (Hearing Procedure), because the protest was delivered after the two-hour time limit prescribed by rule 60.3(b). *Nirie V* appealed on the grounds that she had made a timely and extended effort to deliver her protest, and the absence of any member of the race committee entitled her to an extension of the time limit.

Decision of the Appeals Committee

Competitors are entitled to reasonable means to comply with the time limit for delivering protests. When, as in this case, such means are not available and when the protestor has delivered her protest as soon as the means was provided, there is good reason to extend the time limit and the protest complies with rule 60.3(b) and is therefore valid.

Nirie V's appeal is upheld, and the decision of the protest committee to close the hearing is reversed. The protest is returned to the protest committee to continue the hearing.

December 1978

APPEAL 42

Super Sunfish 238 and others vs. Super Sunfish 648

Definitions, Conflict of Interest

Rule 2, Fair Sailing

Rule 60.1, Protests: Right to Protest

Rule 63.3, Conduct of Hearings: Conflict of Interest

Rule 91, Protest Committee

It is not contrary to recognized principles of sportsmanship and fair sailing for several boats to consult about a protest and then deliver multiple protests or a joint protest. The rules do not prohibit protest committees of one person. A protest committee member does not have a conflict of interest because of being the measurer.

Facts and Decision of the Protest Committee

Super Sunfish 648 was protested by three others for sailing the first two races with an illegal daggerboard.

The protest hearing was conducted by a single member of the race committee, who was also acting class measurer.

The judge upheld the protest and penalized *Super Sunfish 648* twenty percent under the provisions of the sailing instructions.

Super Sunfish 648 appealed on three grounds: first, that the three protestors were in collusion and thus had broken rule 2; second, that one person does not constitute a committee as provided by rules 90.1 (Race Committee) and 91; and third, that the judge was not entitled by rule 63.3 to conduct the hearing because he was also the acting class measurer.

Decision of the Appeals Committee

Any boat is entitled to protest any other boat, subject to the provisions of rule 60. If any one boat may do so, three may also do so, and they do not break rule 2 simply because they consult before delivering their protests or because they deliver a joint protest.

Rule 91 does not prohibit a protest committee consisting of one person.

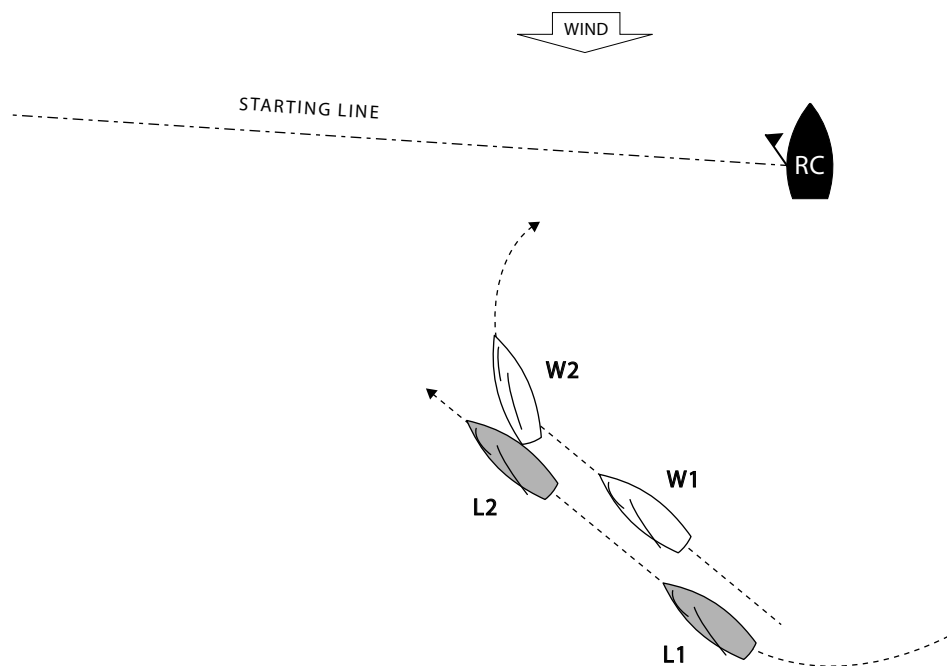
A protest committee member who is also the class measurer does not, for that reason alone, have a conflict of interest, and therefore is not prohibited by rule 63.3 from taking part in a measurement protest.

Super Sunfish 648's appeal is denied, and the decision of the protest committee is upheld. *Super Sunfish 648* remains scored with a 20% penalty.

November 1980

APPEAL 43*Floating Prime vs. Hurry Hurry***Rule 11, On the Same Tack, Overlapped****Rule 14, Avoiding Contact****Rule 15, Acquiring Right of Way****Rule 17, On the Same Tack; Proper Course**

After a leeward boat has established an overlap from clear astern and initially given the windward boat room to keep clear as required by rule 15, the windward boat is correctly disqualified for breaking rule 11 if by luffing she causes contact.

**Facts and Decision of the Protest Committee**

Floating Prime (L) and *Hurry Hurry* (W) were approaching the starting line shortly before the start. Both were on starboard tack with W close-reaching and sailing slowly. L established an overlap not far to leeward of W from clear astern. The two boats sailed for a few hull lengths on parallel courses, with L moving somewhat faster.

When the boats were overlapped eight to ten feet, L hailed her intention to luff. W responded by luffing and tacking. The port corner of her transom made contact with L amidships, without damage or injury, while W was well above close-hauled but not yet head to wind. From the beginning of the overlap until after contact, L held a steady course and did not luff. After contact, W continued her turn and ended on port tack.

L protested W for breaking rule 13 (While Tacking) by not keeping clear while tacking. W protested L for breaking rule 15 by failing to give W room to keep clear and rule 17 by sailing above her proper course.

The protest committee found that, after the overlap began, W could have kept clear by holding her course, as she did until L hailed, or by luffing slowly. It concluded that although L established her overlap close aboard, it was not so close as to initially deprive W of room to “keep clear” (rule 15). It interpreted “room” to mean enough room to keep clear by some means easily accomplished, not room to execute any maneuver the windward boat might desire.

The protest committee disqualified W for breaking rule 11 and dismissed W’s protest. W appealed.

Decision of the Appeals Committee

Because L became overlapped to leeward of W from clear astern, rule 17 applied. However, the definition Proper Course states, “A boat has no *proper course* before her starting signal.” Therefore, L did not break rule 17.

When L established her overlap to leeward from clear astern, she was obligated by rule 15 to initially give W room to keep clear. She did this, since the boats sailed parallel courses for a few hull lengths without contact. A windward boat’s right to “room to keep clear” under rule 15 exists only briefly, at the time the overlap begins. Since contact occurred with no luff by L, and only after W had luffed well above a close-hauled course, L fulfilled her obligation under rule 15 to initially give W room to keep clear, and W was properly disqualified for breaking rule 11.

Concerning the contact, it was reasonably possible for W to avoid it but she failed to do so, and therefore broke rule 14(a). L was unable to avoid the contact, so she did not break rule 14(a). W’s appeal is denied. The decision of the protest committee is corrected, and W remains disqualified, but for breaking both rules 11 and 14(a).

October 1981

Revised in January 2025, to correctly explain how to apply rule 17 before the starting signal.

APPEAL 44

Interpretation Requested by the Southern California Yachting Association

Rule 61.4(b), Redress: Redress Decisions

Rule 61.4(c), Redress: Redress Decisions

Rule 90.3(c), Race Committee; Sailing Instructions; Scoring: Scoring

A race committee that corrects a boat's score based on its own records or observations does not act improperly. The boat therefore has no valid claim for redress.

Assumed Facts

In the second race of a series, a boat that was on the course side of the starting line at the starting signal failed to return and start. However, the race committee scored her as having finished in second place. It later discovered its error but the corrected results were not posted until two days later. Those results showed her OCS ("Did not start; on the course side of the starting line at her starting signal and failed to start, or broke rule 30.1"). The boat requested redress under rule 61.4(b)(1), and the protest committee, acting under rule 61.4(c), decided to reinstate her in second place.

Question 1

If a race committee errs by scoring a boat incorrectly, is that boat's score made significantly worse within the meaning of rule 61.4(b)(1) when the committee subsequently corrects the score?

Answer 1

No. When a race committee determines from its own records or observations that it has scored a boat incorrectly, it is required by rule 90.3(c) to correct the error. Accordingly, a race committee does not take an improper action when it corrects an error it has made. Therefore rule 61.4(b)(1) cannot apply.

Question 2

Did the protest committee make the correct decision under rule 61.4(c) when it gave the boat redress by scoring her in the place she was originally scored?

Answer 2

No. Rule 61.4(c) could not apply because the boat was not eligible for redress.

October 1981

APPEAL 45

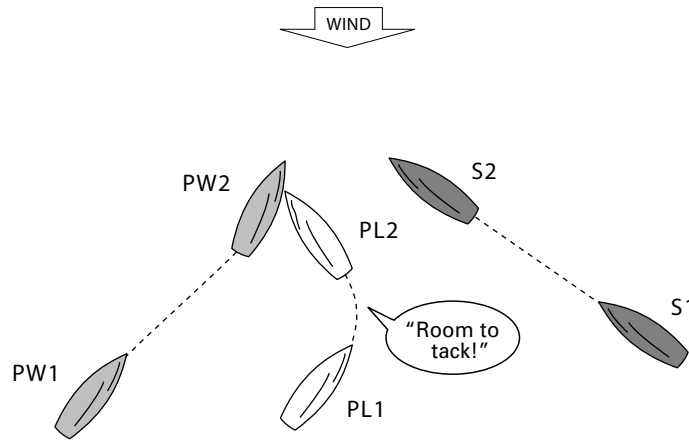
Gadzooks vs. Bubba

Rule 13, While Tacking

Rule 14, Avoiding Contact

Rule 20.2, Room to Tack at an Obstruction: Responding

A leeward boat that hails and tacks simultaneously breaks rule 20.2(a). A windward boat is not required to anticipate a leeward boat's actions with respect to a converging right-of-way boat.



Facts and Decision of the Protest Committee

Gadzooks (PL) and *Bubba* (PW) were both sailing close-hauled on port tack, PL approximately one hull length ahead and one and one-half hull lengths to leeward of PW. S was on starboard tack on a collision course with PL.

PL did not expect a boat coming from where S was sailing and did not become aware of her presence until there was no opportunity to bear away and go astern of S. As soon as she saw S, PL hailed “Room to tack” and simultaneously tacked onto starboard. PL hit PW amidships, resulting in substantial damage to both boats. PW protested.

The protest committee found that PW was not able to keep clear of PL without having to begin to change course before PL had borne away to a close-hauled course. Its decision was that PL had no rights under rule 10 (On Opposite Tacks), because she had not satisfied the protest committee that she had complied with rule 13. Also, she broke rule 20.2(a) by hailing and tacking simultaneously. PL was disqualified.

Decision of the Association Appeals Committee

On appeal by PL, the association appeals committee upheld the protest committee’s decision. It further found that, even though it was not clear that PW was aware of the presence of S, she should have been prepared to respond as required. Accordingly, it also disqualified PW for breaking rule 20.2(c). PW appealed.

Decision of the Appeals Committee

The protest committee was correct in finding that PL had no rights with respect to PW, because she had not kept clear as required by rule 13. Since PL did not give PW time to respond before tacking, she also broke rule 20.2(a).

The association appeals committee's statement that PW should have been prepared to respond is unwarranted. PW was not required to anticipate PL's breach of rules 13 and 20.2(a). Furthermore, by the time it became clear that PL was not keeping clear, it was not reasonably possible for PW to avoid contact; therefore PW did not break rule 14(a).

PL was at fault both in failing to observe S in time to pass under her stern and in hailing and tacking simultaneously, contrary to rule 20.2(a). She also broke rule 13 by failing to keep clear of PW, and rule 14(a) by failing to avoid contact when it was reasonably possible for her to have done so.

PW's appeal is upheld, the decision of the association appeals committee disqualifying PW is reversed, and the decision of the protest committee is changed. PW is reinstated in her finishing place, and PL is disqualified for breaking rules 13, 14(a) and 20.2(a).

March 1982

APPEAL 46

3470 vs. 3035

Rule 44.1, Penalties at the Time of an Incident: Taking a Penalty**Rule 60.2(a)(1), Protests: Intention to Protest****Rule 60.3(a), Protests: Delivering a Protest**

The failure of a boat to take a Two-Turns Penalty does not break a rule. A boat may not be disqualified for an incident not described in a valid protest.

Facts and Decision of the Protest Committee

At the start of the final beat, two 25-foot boats were on starboard tack with the protestee, 3035 (A), clear ahead by one to one and a half hull lengths. A tacked and 3470 (B) changed course thinking that she needed to do so in order to avoid contact. Five minutes after the incident, B hailed "Protest" and displayed her protest flag. Shortly thereafter, A took a Two-Turns Penalty. B protested A for failing to take her penalty as soon as possible, but not for the right-of-way incident itself.

The protest committee was not satisfied that A had complied with rule 13 (While Tacking). It also decided that A had not sailed well clear as soon as possible and then promptly taken her Two-Turns Penalty, as required by rule 44.2 (One-Turn and Two-Turns Penalties). It disqualified her for breaking rule 13.

A appealed, principally on the grounds that the protest committee had failed to establish the relative positions of the two boats. She also noted that B did not display a protest flag until five minutes after the incident, and therefore that A was under no obligation to do a Two-Turns Penalty.

Decision of the Appeals Committee

The protest committee was obligated to decide whether B's protest was valid before considering its content (see rule 63.4, Hearing Procedures). If the protested incident had been the right-of-way incident, the protest would have been invalid because B did not hail and display her protest flag until five minutes after the incident. This was not the "first reasonable opportunity" as required by rule 60.2(a)(1).

However, B's protest of A's failure to take a proper and timely Two-Turns Penalty did meet the requirements of rule 60.2(a)(1), since the incident referred to under rule 60.3(a) was A's failure to take a Two-Turns Penalty as required and B complied with rule 60.2(a)(1) at that time. B's protest was therefore valid.

Rule 44.2 requires A to get well clear of other boats as soon after the incident as possible. The timing of B's hail and display of the protest flag are irrelevant to the timing of taking a penalty. However, A's failure to take a proper and timely Two-Turns Penalty broke no rule. It meant only that she failed to take a penalty (see Appeal 60). Since the right-of-way incident was not the incident described in B's protest, A could not be penalized for that incident.

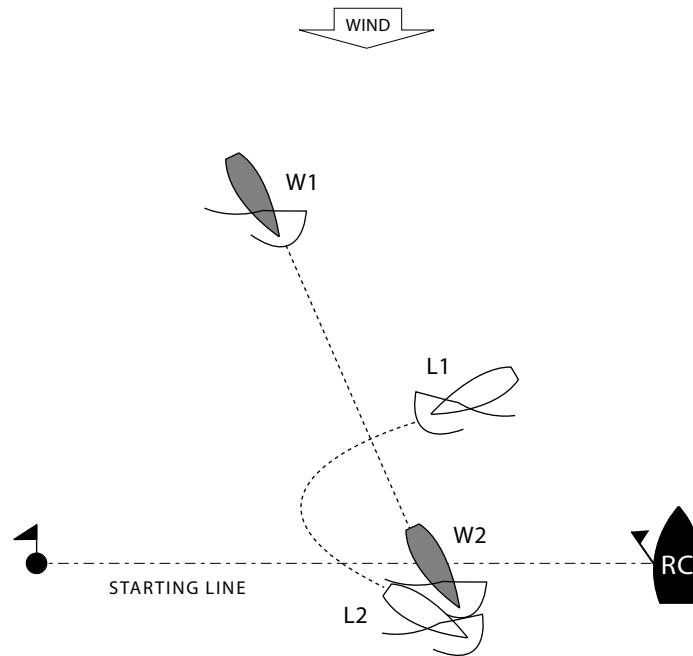
B's appeal is denied. The decision of the protest committee is changed, and A is reinstated in her finishing place.

October 1982

Revised January 2025, to clarify that the timing of doing a penalty turn has no relevance to the timing of a hail "Protest" or the display of a protest flag.

APPEAL 52*Dynamo Hum vs. Holiday V***Rule 11, On the Same Tack, Overlapped****Rule 14, Avoiding Contact****Rule 15, Acquiring Right of Way**

A starboard-tack boat that gybes and becomes a leeward boat does not thereby acquire right of way. A right-of-way boat failing to avoid contact when it was reasonably possible to do so breaks rule 14.

**Facts and Decision of the Protest Committee**

In 25 knots of wind during a downwind start, *Holiday V* (L), on starboard tack, crossed ahead of *Dynamo Hum* (W), on port tack, by two and one-half hull lengths. Within two hull lengths L gybed to port tack, clear ahead of W, but assuming a higher course so that the boats were converging. W, in the process of hoisting her spinnaker, did not see L's maneuver, and did not appreciably change her course during the incident. Approximately ten seconds after the crossing of the boats there was contact. W's spinnaker struck the shrouds of L and her boom hit L's stanchions, causing considerable damage to W's mast. W protested.

The protest committee found that L made no attempt to avoid contact with W and that in the wind conditions L gybed too close, thereby breaking rule 15. It disqualified her and she appealed.

Decision of the Association Appeals Committee

The association appeals committee concluded that when L completed her gybe she was sufficiently clear of W and therefore she did not break rule 15. It disqualified W for failing to keep clear as required by rule 11. W appealed.

Decision of the Appeals Committee

Rule 15 did not apply because L was the right-of-way boat throughout the incident, first under rule 10 (On Opposite Tacks) while the boats were on opposite tacks, then under rule 12 (On the Same Tack, Not Overlapped) after she had gybed and was clear ahead of W, and finally under rule 11 when the boats became overlapped.

Rule 16.1 (Changing Course) applied because L was a right-of-way boat changing course, and L gave W room to keep clear. W failed to keep clear as required. However, since both L and W had the opportunity but failed to make any attempt to avoid contact and damage resulted, both boats broke rule 14(a).

W's appeal is denied. The decisions of the association appeals committee and the protest committee are changed. W remains disqualified, but for breaking rule 14(a) in addition to rule 11, and L is also disqualified for breaking rule 14(a).

March 1986

APPEAL 53

Hevn Request for Redress

Rule 76.1, Exclusion of Boats or Competitors

The organizing authority or the race committee may reject or cancel the entry of a boat so long as it states a proper reason for doing so.

Facts and Decision of the Protest Committee

The “Race Instructions for Auxiliary Boats” did not contain any specific eligibility requirements for the Twilight Series, an event for offshore boats, but did require that each boat have a valid PHRF rating certificate and that all boats meet the safety standards of the World Sailing Offshore Special Regulations for a Category 4 race. The race committee rejected the entry of *Hevn*, a modified Etchells 22, stating: “Since our course designations include areas in the Atlantic Ocean and the Race Committee doesn’t feel your craft is an offshore vessel, the Race Committee is rejecting your entry into this series.” *Hevn* requested redress, claiming that the action was discriminatory and that she held a valid PHRF rating and met the requirements of the World Sailing Offshore Special Regulations for a Category 4 race. Neither of these claims was disputed, but the protest committee upheld the decision of the race committee and denied *Hevn*’s request for redress.

Hevn appealed, stating that the action was unjust and discriminatory, that she met the requirements of the sailing instructions, and that similar boats had been accepted in other offshore events. She also contended that rule 76.1 requires a “proper” reason for rejecting an entry.

Decision of the Appeals Committee

This event was for offshore boats. The race committee concluded that *Hevn* was not an offshore boat in the generally accepted meaning of the term, and therefore was not suitable for the event. In the absence of specific eligibility requirements in the sailing instructions, the committee

used rule 76.1 to reject *Hevn's* entry. In doing so it stated a proper reason, thereby complying with the rule. A race committee has broad authority to make such judgments as it considers necessary to ensure that a race or regatta is conducted so as to follow the intentions of the organizing authority, as well as the rules governing the event.

Hevn's appeal is denied. The decision of the protest committee is upheld, and Hevn's entry remains rejected.

September 1986

Revised January 2025, to conform to rule 76.1(b) which is new in the 2025–28 RRS.

APPEAL 54

Shields 28 Request for Redress

Definitions, Rule

Rule 5, Rules Governing Organizing Authorities and Officials

Rule 61.4(b), Redress: Redress Decisions

A race committee is bound by the sailing instructions because they are rules. When a boat's place in a series is made significantly worse by a race committee action which is contrary to a sailing instruction, the boat is entitled to redress.

Facts and Decision of the Protest Committee

The sailing instructions provided for written changes, and the race committee correctly posted an earlier starting time for the first race on the last day of the regatta, expecting to be able to hold two races. Although the sailing instructions provided that "No race will be started after 10:00 a.m.," the committee started the final (fifth) race at 10:15 a.m. As a result of the fifth race, the final regatta finishing place of *Shields 28* went from 1st to 2nd. She requested redress under rule 61.4(b)(1). The protest committee dismissed the request, having concluded that the race committee's error did not prejudice the finish of *Shields 28* in that race. *Shields 28* appealed.

Decision of the Appeals Committee

A race committee's breach or ignoring of a sailing instruction is an improper action or omission, since the sailing instructions are a part of the rules governing a race, regatta or other series. The definition Rule includes the sailing instructions, and rule 5 required the race committee to conform to them in its conduct of the races. By starting the final race of the regatta 15 minutes later than the latest permissible time, and including in the regatta results a race that should not have been held, the score of *Shields 28's* place in the series was made significantly worse. The words "place in a series" in rule 61.4(b) cannot be ignored.

Shields 28's appeal is upheld. The decision of the protest committee is reversed, and the regatta is to be rescored omitting the fifth race.

April 1986

APPEAL 56

Boat 1 (Interlake Class) Request for Redress

Rule 60.5(c)(2), Protests: Protest Decisions

Rule 70, Appeals and Requests to a National Authority

Rule 86.1(b), Changes to the Racing Rules

The sailing instructions may change a rule only if permitted to do so in rule 86.1(b). Denying any of the results of a successful appeal is equivalent to denying the right of appeal. A boat that retires in acknowledgment of breaking a rule in an incident thereby takes a penalty, although she may still be protested for her breach. If valid, the protest must be decided. However, no additional penalty may be imposed, unless the penalty for the rule that she broke is a disqualification that may not be excluded from her series score.

Facts and Decision of the Protest Committee

The sailing instructions stated that “all legal protests will be heard regardless of whether either contestant finished;” that “a boat which does not finish or retires scores points equal to one more than the number of finishers” but a boat “disqualified scores points equal to the number of boats registered;” that a disqualification may not be excluded from a boat’s series score; and that a “decision of the protest committee can be appealed; however, there shall be no appeal ... as to the awarding of points for the championship.”

Boat 1 made contact with *Boat 10* and retired from the race in acknowledgment of breaking a rule. *Boat 10* protested *Boat 1*, and the protest committee disqualified *Boat 1*. *Boat 1* requested redress, arguing, among other things, that she had retired and should be scored accordingly. The protest committee denied the request. *Boat 1* appealed.

Decision of the Appeals Committee

Rule 86.1(b) does not permit sailing instructions to change rule 70 or Appendix R, which govern appeals. The sailing instruction that stated that an appeal decision would not affect a boat’s score did not comply with rule 86.1(b), because it had the same effect as denying the right of appeal.

If a boat retires in acknowledgment of breaking a rule, she thereby takes a penalty and the protest committee is prohibited by rule 60.5(c)(2) from penalizing her further.

However, the rules do not prohibit protesting a boat for an incident after which she retires in acknowledgment of breaking a rule. If valid, the protest must be decided, even though the protest committee is prohibited from imposing any additional penalty on the boat that retired, unless the penalty for a rule that she broke is a disqualification that is not excludable from her series score.

Boat 1’s appeal is upheld. The decision of the protest committee is reversed, and *Boat 1* is to be scored DNF (“Did not finish”). The series results and, if affected, the awarding of prizes are to be changed accordingly.

August 1987

APPEAL 59

Interpretation Requested by North Sails

World Sailing Advertising Code

Sailbags and turtles are “equipment,” and are subject to the rules of the World Sailing Advertising Code.

Question 1

Are sailbags and sail turtles “equipment” for the purposes of Regulation 20.7.1 and Table 2 in the World Sailing Advertising Code?

Answer 1

Yes. Also see World Sailing Regulations 20.2.1, 20.7.1 and Regulation 20 Table 2 for the rules pertaining to the quantity, size and location of manufacturer’s and sailmaker’s marks.

April 1990

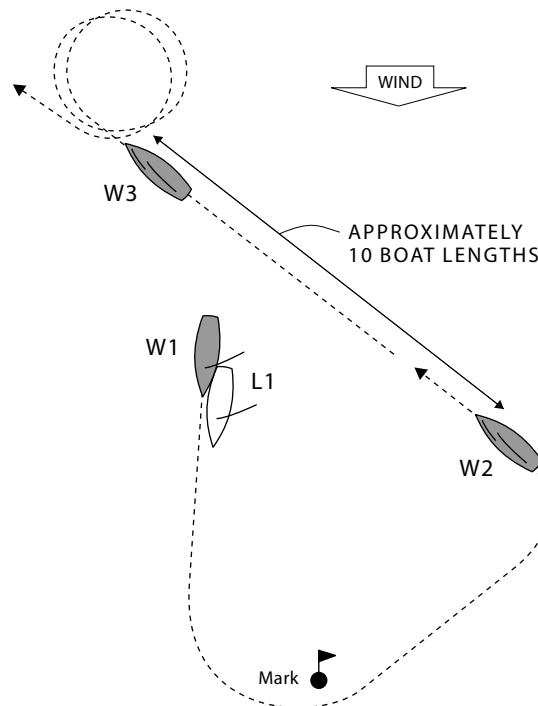
APPEAL 60

Flying Scot 36 vs. Flying Scot 92

Rule 44.1, Penalties at the Time of an Incident: Taking a Penalty

Rule 44.2, Penalties at the Time of an Incident: One-Turn and Two-Turns Penalties

Rule 44.1 does not provide time for a boat to deliberate whether she has broken a rule. If a boat decides too late that she has broken a rule, the penalty provided by rule 44 is not available to her.



Facts and Decision of the Protest Committee

Flying Scot 36 (W) and *Flying Scot* 92 (L), both on starboard tack, made contact three to four hull lengths before rounding the leeward mark. After the contact, each boat hailed protest and displayed a protest flag.

Each felt that the other boat had broken a rule. Both boats rounded the mark and proceeded on port tack up the windward leg of the course. W, after sailing about three hull lengths, tacked onto starboard and sailed about ten more hull lengths through the balance of the fleet (three or four boats) still on the downwind leg. W then took a Two-Turns Penalty. L protested W, claiming that W had broken rule 11 (On the Same Tack, Overlapped).

The protest committee found that W had broken rules 11 and 14 (Avoiding Contact), and disqualified her because she had not taken a penalty by following rule 44.2, since she sailed for several minutes before starting her penalty. W appealed.

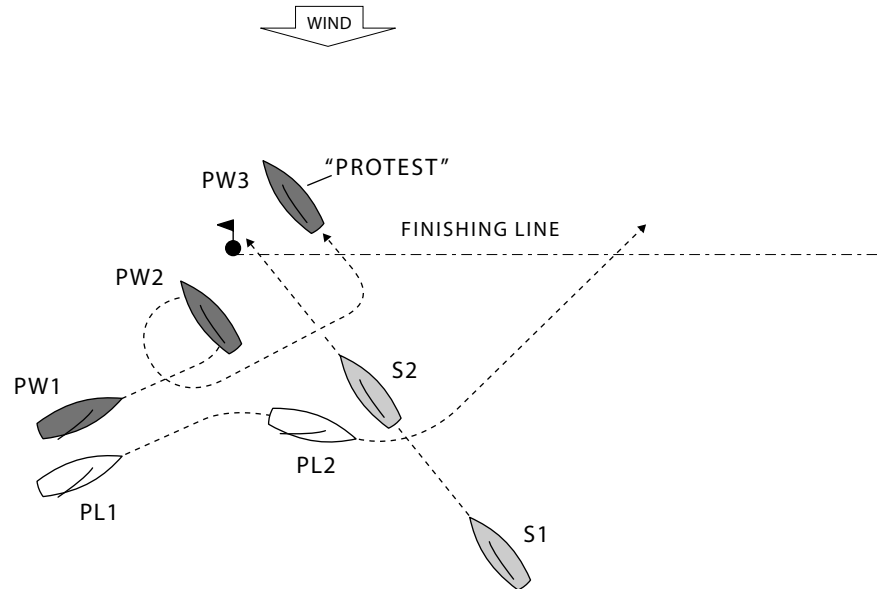
Decision of the Appeals Committee

Rule 44.1 permits a boat to take a penalty at the time of the incident. Rule 44.2 requires the boat to sail well clear of other boats as soon as possible after the incident and then promptly make two turns as described in the rule. Together, these rules require a boat that decides to take a penalty to do so as soon as possible after the incident. The rule does not provide for time for a boat to deliberate whether she has broken a rule. If she delays in doing her penalty turns, she is still liable to be disqualified.

The facts found by the protest committee, including in particular the official diagram, lead to the conclusion that W did not sail well clear of all other boats “as soon after the incident as possible...”. No facts were found to suggest that any other boat’s presence prevented W from sailing well clear and completing her penalty turns before rounding the mark. In fact, she chose to round the mark, tack and proceed several hull lengths upwind before beginning her penalty turns.

W’s appeal is denied, and the decision of the protest committee is upheld. W remains disqualified.

September 1990

APPEAL 61*Lido 14 4830 vs. Lido 14 4509***Rule 60.2(a)(1), Protests: Intention to Protest***“First reasonable opportunity” means as soon as practicable, not as soon as convenient.***Facts and Decision of the Protest Committee**

Shortly before finishing a race, *Lido 14 4830* (PW) and *Lido 14 4509* (PL) were close-reaching on port tack. As they approached the finishing line, PW hailed PL for room to pass astern of a starboard-tack boat (S). PL passed astern of S and finished. PW, believing she was not given sufficient room, tacked onto starboard to leeward of S, gybed onto port, luffed to a close-hauled course, tacked onto starboard, crossed the finishing line, and then hailed “Protest.”

The protest committee found the protest invalid and closed the hearing because the hail was not made “at the first reasonable opportunity” as required by rule 60.2(a)(1). PW appealed.

Decision of the Appeals Committee

“First reasonable opportunity” means as soon as practicable, not as soon as convenient. The maneuvers performed by PW after the incident and before hailing clearly demonstrate that her hail was not made at the first reasonable opportunity.

PW’s appeal is denied, and the decision of the protest committee is upheld.

April 1992

APPEAL 62

International One Design 15 vs. International One Design 1

Rule 63.4(e), Conduct of Hearings: Hearing Procedure

If witnesses can overhear or observe any portion of the hearing except when present to give testimony, they are not “excluded.”

Facts and Decision of the Protest Committee

International One Design 15 and *International One Design 1* were involved in an incident at a mark. *IOD 15* protested, and *IOD 1* was disqualified by the protest committee after a hearing. The hearing was held in a room approximately 20 feet by 20 feet, in which the witnesses were present throughout the hearing. The protest committee stated in its conclusions that, because of the size of the room and the noise level, it was unlikely that any of the witnesses could have heard any portion of the hearing except while giving their own testimony.

IOD 1 appealed on several procedural grounds, including the claim that during the hearing at least one witness for *IOD 15* was allowed to remain in the room where the hearing was held other than while giving testimony.

Decision of the Appeals Committee

The room in which the protest hearing was held was small enough that witnesses could have observed the positioning of model boats and overheard portions of the hearing other than while giving their own testimony. Therefore, witnesses were not “excluded except when giving evidence,” as required by rule 63.4(e). Because of this error, which was not correctable, the hearing was invalid.

IOD 1’s appeal is upheld. The decision of the protest committee is reversed, and *IOD 1* is reinstated in her finishing place.

November 1992

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Appeal 64 has been deleted.
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APPEAL 65*Flying Scot 80 vs. Flying Scot 112***Rule 60.2(a)(1), Protests; Intention to Protest**

The test of whether two occurrences were one or two incidents is whether the second occurrence was the inevitable result of the first. A boat intending to protest another boat for two incidents during a race, no matter how close in time, must inform the protested boat that two protests will be lodged.

Facts and Decision of the Protest Committee

Flying Scot 80 (S), on starboard tack, and *Flying Scot 112 (P)*, on port tack, were beating to windward. As they converged, S bore away below P to avoid a collision. While S was still bearing away, P tacked. A collision occurred while P was tacking. There was no damage or injury. At the time P tacked, S was to leeward of P.

S hailed “Protest” immediately after the collision. P then took a Two-Turns Penalty.

The protest committee concluded that P had broken rule 10 (On Opposite Tacks) in one incident, and rules 13 (While Tacking) and 14(a) (Avoiding Contact) in another. The protest committee disqualified P because she had taken only one Two-Turns Penalty. P appealed.

Decision of the Appeals Committee

The test of whether two occurrences were one or two incidents is whether the second occurrence was the inevitable result of the first. Times, distances, the actions of each boat and the prevailing conditions are all relevant to this test; the number of rules that may have been broken is not.

P’s tack to starboard and the resulting contact were not the inevitable result of her breaking rule 10, because she could have continued on port tack. Therefore, the appeals committee concludes that the boats were involved in two separate incidents.

Rule 60.2(a)(1) refers to “an incident.” A boat intending to protest another boat for two incidents during a race, no matter how close in time, must inform the protested boat that she intends to protest twice. Because S hailed “Protest” without indicating that two protests would be made, there was only one valid protest. After the incidents, P took one Two-Turns Penalty. Since there is nothing in the facts found to suggest otherwise, the appeals committee assumes that P exonerated herself from the breach in the incident that was the subject of the valid protest.

P’s appeal is upheld. The decision of the protest committee is reversed, and P is reinstated in her finishing place.

December 1994

APPEAL 66

Leading Lady vs. Aliens Ate My Buick

Rule 60.2(a)(1), Protests: Intention to Protest

Rule 63.4(a)(1), Conduct of Hearings: Hearing Procedure

A 2-inch by 8-inch protest flag on a 40-foot boat is not of sufficient size or of suitable proportions to be “conspicuously displayed.”

Facts and Decision of the Protest Committee

Near the windward mark, *Leading Lady* and *Aliens Ate My Buick*, two 40-foot boats, were involved in an incident. *Leading Lady* immediately hailed “Protest” and displayed a 2-inch by 8-inch strip of red cloth from her backstay. The protest committee concluded that the strip of red cloth was inadequate to qualify as a flag on a 40-foot boat, and therefore found the protest to be invalid and closed the hearing. *Leading Lady* appealed.

Decision of the Appeals Committee

The strip of red cloth qualified as a protest flag in the context of rule 60.2(a)(1) because it was a red flag. However, rule 60.2(a)(1) also requires a boat to “conspicuously display” the protest flag. This requirement is necessary to inform other boats in the race, as well as the boat to be protested, that a boat intends to protest.

The phrase “conspicuously display” must be interpreted in the context of the size of the boat displaying the flag. An object that is conspicuous is not merely visible; it “catches one’s eye or attention” or is “obvious to the eye or mind” (dictionary references). Whether the flag is displayed conspicuously depends on a number of considerations, such as the place on the boat from which the flag is displayed, its proximity to other objects of the same or a similar color, and the size of the flag in relation to the size of the boat. On a 40-foot boat a 2-inch by 8-inch flag is too small to be conspicuous. In this case, the flag’s proportions also detracted from the conspicuousness of its display.

Since the requirement of rule 60.2(a)(1) that the flag be conspicuously displayed was not met, the protest committee, acting under rule 63.4(a)(1), should have found that the protest was invalid for that reason, and closed the hearing.

Leading Lady’s appeal is denied, although the reason the protest was invalid is corrected as described above.

December 1994

APPEAL 67*635 vs. 2641***Rule 60.2(a)(1), Protests: Intention to Protest**

Failure to display a protest flag during a period of time when some member of the crew is not otherwise occupied is a failure to display it “at the first reasonable opportunity.” If a protest flag is not displayed at the first reasonable opportunity, the protest is invalid and the hearing must be closed.

Facts and Decision of the Protest Committee

Two 20-foot boats were approaching the windward mark. Just before rounding, 635 (A) was clear ahead of 2641 (B). B, moving faster than A, hit the transom of A. At the time of the incident, each crew member on A was prepared to hoist the spinnaker. However, immediately after the incident the helmsman inspected the transom for damage and found only minor damage. While he did so, for approximately 20 seconds, the two other crew members were unoccupied. The spinnaker was then set, and after that the protest flag was displayed. The protest committee concluded that the flag was not displayed at the first reasonable opportunity, declared the protest invalid, and closed the hearing. A appealed.

Decision of the Appeals Committee

A did not display her protest flag “at the first reasonable opportunity,” as required by rule 60.2(a)(1). During the time before the spinnaker was hoisted, two crew members had a reasonable opportunity to display the protest flag, but did not do so.

635’s appeal is denied, and the decision of the protest committee is upheld.

December 1994

APPEAL 69*Zoom vs. Golden Greek***Rule 63.1(a), Conduct of Hearings: Rights of Parties****Rule 63.4, Conduct of Hearings: Hearing Procedure**

A protest committee must find facts to decide whether or not a protest is valid, basing that decision on evidence taken in a protest hearing in compliance with the rules.

Facts and Decision of the Protest Committee

Zoom protested *Golden Greek*. The protest committee believed the protest was delivered too late and, without holding a hearing, decided that it was invalid. *Zoom* appealed.

Decision of the Appeals Committee

In a hearing, rule 63.4(a) requires a protest committee to first consider validity. This requires the protest committee to open a hearing, then take evidence and find sufficient facts to determine whether or not the protest is valid. The hearing must be conducted in compliance with the rules.

The rules impose several requirements for conducting a hearing. Among them are that the parties must be informed of the time and place of the hearing (see rule 63.1(a)(1)); that the parties be permitted to be present when evidence is taken (see rule 63.1(a)(4)); and that the protestor be allowed to bring evidence that the protest is valid (see rule 63.4(b)). None of these procedures were followed in reaching the decision that the protest was invalid.

Zoom's appeal is upheld. The decision of the protest committee is nullified. As rule 71.3 (National Authority Decisions) permits, the protest is returned for a new hearing, which must begin with finding facts about the validity of the protest.

May 1996

APPEAL 70

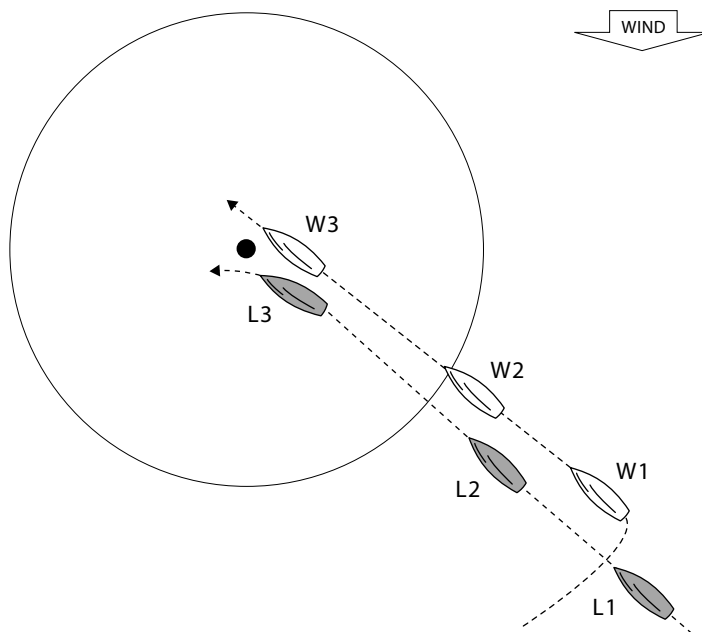
Montana vs. Dauntless

Rule 11, On the Same Tack, Overlapped

Rule 17, On the Same Tack; Proper Course

Rule 18.2(a), Mark-Room: Giving Mark-Room

When about to pass a windward mark, a boat's proper course may be to sail above close-hauled.



Facts and Decision of the Protest Committee

Dauntless (W), on port tack, crossed ahead of *Montana* (L), on starboard tack, and tacked to windward of L without breaking rule 13 (While Tacking). W was clear ahead of L when she reached a close-hauled course. Soon after, they became overlapped with very little separation between them. The boats remained overlapped at the zone. The protest committee concluded that W failed to stay clear and forced L to bear off below the mark. In her defense, W claimed that L sailed above close-hauled before bearing away.

The protest committee disqualified W for breaking rules 11 and 18.2(a)(1). W appealed.

Decision of the Appeals Committee

As the windward and outside boat, W was required by rule 11 to keep clear of L, and by rule 18.2(a)(1) to give her mark-room. Concerning rule 17, there are no facts as to whether L sailed above close-hauled, but her proper course when approaching the windward mark would have been to sail above close-hauled if that action was required to pass the mark. We see no evidence in the written facts or diagram that she broke rule 17.

W's appeal is denied. The decision of the protest committee is upheld, and W remains disqualified.

May 1996

APPEAL 71

Risky Business vs. Blonde Attack

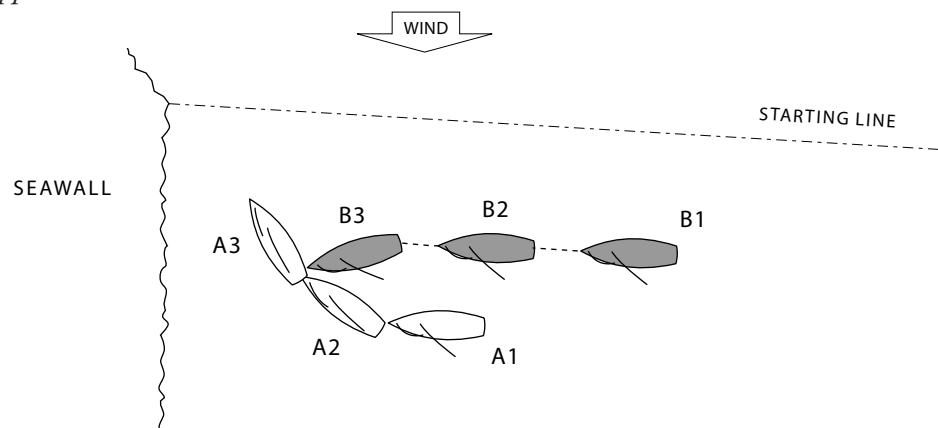
Rule 11, On the Same Tack, Overlapped

Rule 16.1, Changing Course

Rule 19.1, Room to Pass an Obstruction: When Rule 19 Applies

Rule 60.5(c), Protests: Protest Decisions

A windward boat that is given room to keep clear by luffing is not exonerated for breaking rule 11 if she bears away and does not keep clear. Rule 19 does not apply until boats are at an obstruction. A penalty can be given even when the protesting boat does not mention the applicable rule.



Facts and Decision of the Protest Committee

Before the start, *Blonde Attack* (A), a J/105, and *Risky Business* (B), a J/27, were beam-reaching slowly on starboard tack parallel to the starting line. B was about one hull length below the starting line, and A was less than a hull length below B. A was clear ahead by about one hull length. They were both approaching a seawall, an obstruction which was perpendicular to the starting line. The port end of the starting line was on the seawall.

When A's bow was two hull lengths from the obstruction, she luffed to a close-hauled course. B bore away and tried to go astern of A, but B's bow made contact with A's starboard stern quarter, causing damage to A. A protested B for breaking rule 11, and B protested A for breaking rule 16.1. The protest committee disqualified A for breaking rule 16.1 and she appealed.

Decision of the Appeals Committee

At position 1, when A was two lengths from the obstruction and moving slowly, she was not yet "at" it, and therefore rule 19 did not apply (see rule 19.1 and Case 150).

When A luffed, two lengths from the obstruction, rule 16.1 required her to give B room to keep clear and she did so. The diagram shows that B had more than enough room to keep clear, by luffing in response to A's luff. She bore away instead. The boats made contact because B changed course toward A, not because of any failure by A to comply with rule 16.1. Therefore B broke rule 11 and is not exonerated by rule 43.1(b) (Exoneration). She also broke rule 14(a) (Avoiding Contact) by not avoiding contact with A. However, A did not break rule 14(a) because it was not reasonably possible for her, the right-of-way boat, to avoid contact with B after it became clear that B was failing to keep clear.

A's appeal is upheld. The fact that A did not mention the applicable rule is irrelevant (see rule 60.5(c)). The decision of the protest committee is reversed, A is reinstated in her finishing place, and B is disqualified for breaking rules 11 and 14(a).

March 1996

APPEAL 72

Family Hour vs. Zephyros

Rule 49.2, Crew Position; Lifelines

A crew member briefly leaning out over a boat's lifelines to hold a spinnaker guy after the pole has been removed in preparation for rounding a mark does not break rule 49.2.

Facts and Decision of the Protest Committee

When approximately 30 seconds from the leeward mark, *Zephyros* released the spinnaker guy from the spinnaker pole and a crew member held the guy by hand, leaning out over the lifelines so as to maximize the distance between the hull and the guy until the spinnaker had to be lowered. Lifelines were required by the class rules. The protest committee disqualified *Zephyros* for breaking rule 49.2 and she appealed.

Decision of the Appeals Committee

Rule 49.2 allows the torso of a crew member to be outside the lifelines briefly if the crew is performing "a necessary task." Without a spinnaker pole, a spinnaker is less efficient and more unstable. As a boat prepares to round a leeward mark, removing the pole is one of the first necessary steps. From that time until the spinnaker is lowered, holding the guy by hand is a less effective but nonetheless useful means of controlling the spinnaker, which remains a "necessary task" even without the pole. This interval of time is normally a brief one, since generally there is no advantage in flying a spinnaker without a pole.

In this case, where there were approximately 30 seconds remaining before rounding the mark, the time between releasing the guy and lowering the spinnaker was necessarily shorter than that, and met the requirement of “briefly.”

Zephyros’ appeal is upheld. The protest committee’s decision is reversed, and *Zephyros* is reinstated in her finishing place.

December 1996

APPEAL 78

S2 7.9 185 vs. S2 7.9 525

Definitions, Room

Rule 14, Avoiding Contact

Rule 15, Acquiring Right of Way

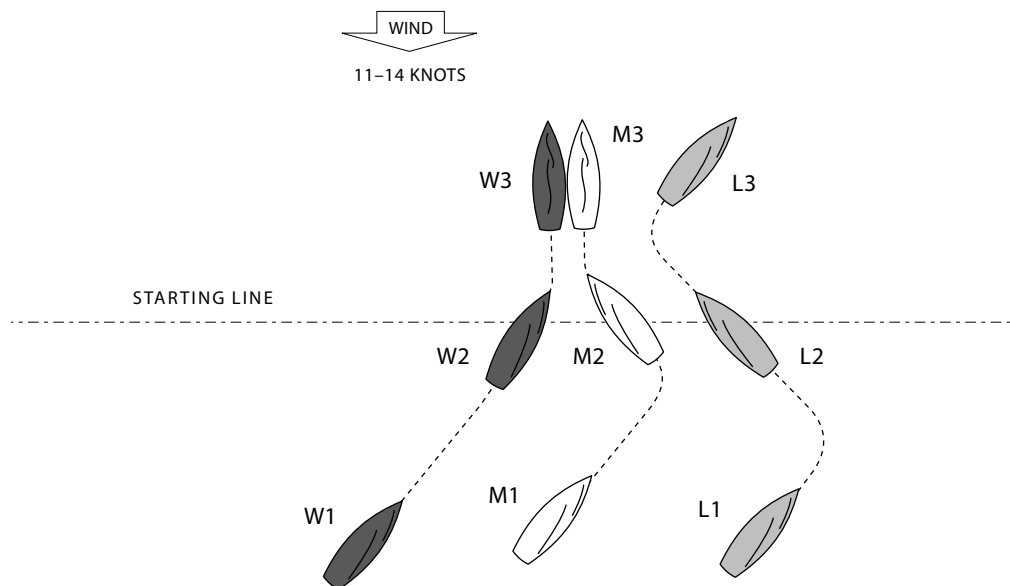
Rule 43.1(a), Exoneration

Rule 43.1(b), Exoneration

Rule 43.1(c), Exoneration

Rule 63.2(d), Conduct of Hearings: Hearings

A boat that acquires right of way over a second boat and causes the second boat to break a rule of Part 2 in order to keep clear of her breaks rule 15 by not initially giving the second boat room to keep clear.



Facts and Decision of the Protest Committee

Three S2 7.9s, S20 (L), S25 (M) and 185 (W), were sailing close-hauled on port tack approaching the starting line to start. The wind was 11-14 knots. M was just overlapped with and approximately one and one-half lengths to windward of L. W, sailing slightly faster than M,

became overlapped approximately one length to windward of M just prior to the starting signal. After the starting signal but prior to crossing the starting line, L tacked to starboard and acquired right of way over M. M responded by immediately tacking to starboard to keep clear of L, but after completing her tack M was less than ten feet from W. M and W immediately luffed head to wind, but unavoidably collided beam to beam with no damage or injury. L avoided contact with M by tacking back to port.

S2 7.9 185 protested S2 7.9 525. After determining that the protest was valid, the protest committee realized that S2 7.9 520 might have broken a rule, and protested her under rule 60.4(c)(2) (Intention to Protest). It followed rule 63.2(d) and heard the protests together.

The protest committee found that M had completed her tack and kept clear of L, but completed her tack so close to W that the collision was inevitable. The committee disqualified M for breaking rule 16.1 (Changing Course), and she appealed.

Decision of the Appeals Committee

While tacking and subject to rule 13, L was required to keep clear of other boats. Once on a close-hauled course, she acquired right-of-way as a starboard-tack boat over M on port tack. Rule 15 required L to initially give M room to keep clear. M promptly tacked to starboard, the only option available to her. When M completed her tack, she immediately broke rule 15 in relation to W, as shown by the fact that she and W collided despite both boats taking immediate avoiding action. The room L was required to give M under rule 15 included space for M to comply with her obligations under the rules of Part 2. L, by depriving M of the space necessary to comply with rule 15 with respect to W, failed to give M room to keep clear and compelled her to break rule 15.

L broke rule 15 against M. M broke rule 15 against W and W broke rule 10 against M. However, both M and W were sailing within the room to which they were entitled under rule 15 and are therefore exonerated by rule 43.1(b). And both were compelled to break rules by boats that were breaking rules, so they are exonerated by rule 43.1(a).

From the time it was clear to M and W that they were not being giving room to keep clear, it was not reasonably possible for them to avoid contact; therefore neither boat broke rule 14(a). However, by her breach of rule 15, L caused contact between M and W, breaking rule 14(b). But because the contact did not cause damage or injury, she is exonerated by rule 43.1(c) for her breach of rule 14(b).

M's appeal is upheld. The decision of the protest committee is changed. L is disqualified for breaking rule 15, and M is reinstated in her finishing place.

September 1999

APPEAL 82*E Scow V-751 vs. E Scow M-9***Rule 60.2(a)(1), Protests: Intention to Protest**

A boat is not obligated to give priority to displaying a protest flag at the cost of the crew failing to act to keep the boat under control or delaying a spinnaker set.

Facts and Decision of the Protest Committee

At the windward mark, *E Scow M-9* (A) tacked within the zone onto starboard tack below *E Scow V-751* (B), approaching the mark on starboard tack. As a result, B had to sail above close-hauled and, in the same incident, A hit the mark with her boom. B hailed “Protest” within three to five seconds after A hit the mark.

The next leg was a short “offset” leg, set at approximately 110 degrees to the windward leg. Wind speed was 15–20 m.p.h. After passing the windward mark, B sailed the offset leg with all crew members hiking to windward to prevent the boat from capsizing. She then bore away around the offset mark, set her spinnaker and displayed her protest flag. The flag was displayed within 12–20 seconds after A hit the windward mark. The protest committee upheld the protest and disqualified A for breaking rule 18.3 (Tacking in the Zone), and rule 31 (Touching a Mark). A appealed, claiming that B did not hail or display her protest flag in sufficient time.

Decision of the Appeals Committee

This appeal is concerned with whether or not B hailed “Protest” and displayed her protest flag at the first reasonable opportunity for each, as required by rule 60.2(a)(1).

The protest committee found that B hailed within three to five seconds after A hit the mark. Three to five seconds was short enough to justify the conclusion that the hail was made at the first reasonable opportunity after the incident.

The protest committee also found that B displayed her protest flag between 12 and 20 seconds after A’s boom hit the mark. The committee concluded that “reasonable opportunity” in this case was determined in part by the need for all crew members to hike to windward to keep the boat under control and to hoist and set the spinnaker. We agree with the protest committee’s view that a boat is not obligated to give priority to displaying a protest flag at the cost of the crew failing to act to keep the boat under control or delaying a spinnaker set.

For these reasons, A’s appeal is denied. The protest committee’s decision is upheld, and A remains disqualified.

April 2002

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Appeal 83 has been deleted.
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APPEAL 84

Lizzie B. vs. Windfall

Rule 19.2(b), Room to Pass an Obstruction: Giving Room at an Obstruction

Rule 43.1(a), Exoneration

Rule 60.1, Protests: Right to Protest

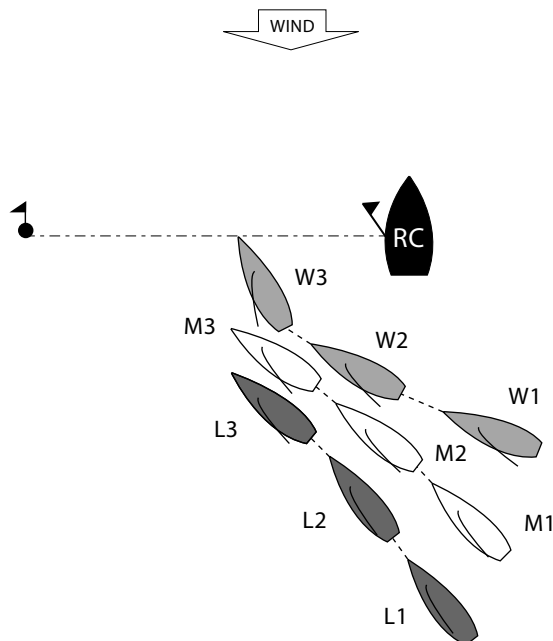
Rule 60.4(c)(2), Protests: Protest Validity

Rule 60.5(b)(1), Protests: Protest Decisions

Rule 63.2(d), Conduct of Hearings: Hearings

Rule R5.4, Facts and Other Information (a US Sailing prescription)

An appeals committee cannot require a protest committee to protest a boat. A protest committee can decide that a boat not a party to the hearing broke a rule, although it cannot penalize her. A protest committee complying with rule R5.4 by reopening a hearing to provide additional facts is not entitled to change the decision it made in the original hearing.



Facts and Decision of the Protest Committee

Prior to the start, there was an incident involving three overlapped boats: *Lizzie B.* (L), *Windfall* (M) and *Syzygy* (W). L, on a close-hauled course, hailed M to keep clear. M hailed W for room to keep clear but W did not respond. M curtailed her luff to avoid contact with W. L protested M for breaking rule 11 (On the Same Tack, Overlapped). Neither L nor M protested W. The protest committee decided that both M and W had broken rule 11 but that W's position prevented M from luffing which compelled her to break rule 11 and therefore M was exonerated by rule 43.1(a). It did not penalize W because she was not a party to the hearing. L appealed, claiming that M failed to "strongly assert her right-of-way rights" over W and therefore is not exonerated.

Decision of the Association Appeals Committee

The association appeals committee said the protest committee's decision that W broke rule 11 was improper, because W had been unable to defend herself as a party to the hearing. Acting under rule R5.4, it directed that "the hearing be reopened and W be made a party to the hearing in accordance with rule 63.2(d)." The protest committee proceeded to protest W, then reopened the hearing and changed its original decision by disqualifying W. It did not change M's exoneration.

L appealed again. The association appeals committee denied the appeal, and L appealed to US Sailing.

Decision of the Appeals Committee

Rule R5.4 permits an appeals committee to direct a protest committee to reopen a hearing only "when [the appeals committee] decides [the facts] are inadequate" or that additional information is needed. The association appeals committee therefore erred in attempting to use rule R5.4 to direct the protest committee to reopen the hearing so as to "make W a party" to the hearing. A protest committee's decision to protest a boat is discretionary, as provided in rule 60.1 and therefore an appeals committee has no authority in the matter.

The association appeals committee also erred when it concluded that the protest committee acted improperly in deciding that W broke rule 11. A protest committee cannot penalize a boat that has broken a rule if that boat is not a party to a hearing (see rule 60.5(b)(1)). However, no rule precludes a protest committee from deciding, based on the facts, that any boat in the incident has broken a rule. In this case, although W was not a party to the hearing, the protest committee was able to find sufficient facts to decide that she broke rule 11.

In addition, throughout the incident M and W were required to keep clear of L by rule 11. As the right-of-way boat, L was an obstruction to the other two boats. Between M and W, M was the inside boat and W was the outside boat. As the outside boat, W was required by rule 19.2(b) to give M room between her and L. "Room" was the space M needed to sail between L and W in a seamanlike way in the existing conditions, including space to comply with her obligations under the rules of Part 2 (see the definition Room). W failed to give room to M and therefore broke rule 19.2(b).

In responding to the association appeals committee's decision, the protest committee failed to comply with rule 63.2(d) which permits the protest committee to protest a boat under rule 60.4(c)(2). When acting under rule 60.4(c)(2), a protest committee must make the decision to protest "during the hearing of a valid protest." In this case, however, the protest committee informed W that she was being protested on the day before the hearing was reopened. The protest was therefore invalid.

The protest committee also erred in changing its original decision by disqualifying W. When acting on a request from an appeals committee under rule R5.4, a protest committee is limited to promptly providing the additional facts or information to the appeals committee; the protest committee does not have the right to change its decision.

L's appeal is denied. The association appeals committee's first decision is nullified, and its second decision concerning M's exoneration is upheld. The protest committee's original decision is upheld. W broke rule 11, but is not penalized because she was not a party to the hearing. M also broke rule 11, but is exonerated by rule 43.1(a).

April 2003

APPEAL 86

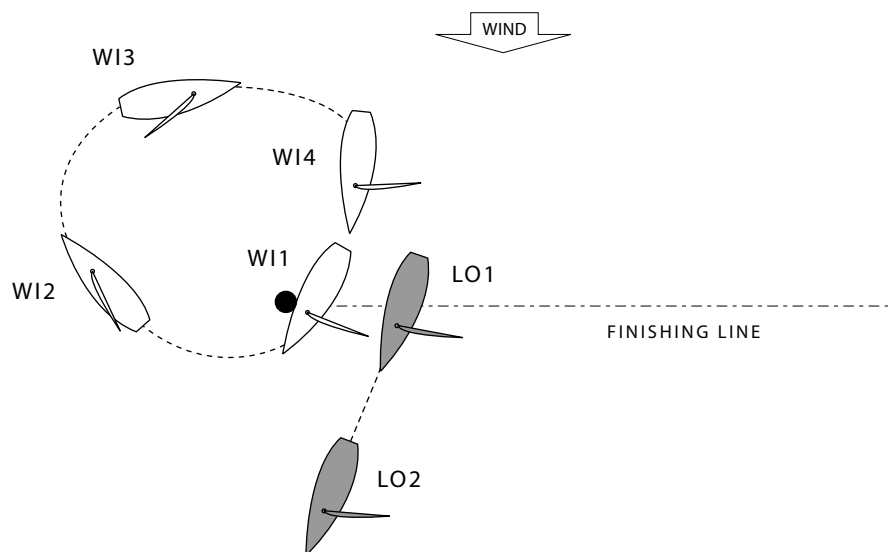
Interpretation Requested by the Balboa Yacht Club

Definitions, Finish

Rule 43.1(b), Exoneration

Rule 61.4(b), Redress: Redress Decisions

A boat that touches a finishing mark and then takes a penalty does not finish until she crosses the finishing line after taking her penalty. Exoneration does not provide for cancelling a penalty a boat has taken voluntarily or for compensating her for distance, time or places lost in taking the penalty. A boat that voluntarily takes a penalty and thereby worsens her score is not entitled to redress.



Assumed Facts

Two 24-foot boats overlapped on starboard tack, WI to windward and LO to leeward, approach a finishing mark to be left to starboard. WI was overlapped inside LO when the first of them reached the zone. WI crosses the finishing line, but in doing so she touches the finishing mark because LO has not given her sufficient mark-room. WI hails “Protest,” then takes a penalty under rule 44.2 (Penalties at the Time of an Incident: One-Turn and Two-Turns Penalties), and re-crosses the finishing line. The race committee scores WI based on her second crossing of the finishing line. The protest committee disqualifies LO for failing to give WI mark-room as required by rule 18.2(a)(1) (Mark-Room: Giving Mark-Room).

Question 1

May the protest committee decide that WI was exonerated by rule 43.1(b) and instruct the race committee to score her based on her first crossing of the finishing line?

Answer 1

WI was exonerated by rule 43.1(b) for breaking rule 31 (Touching a Mark), but her score cannot be based on her first crossing of the finishing line. WI crossed the finishing line, and then touched the finishing mark before clearing the line. She then took a One-Turn Penalty, as permitted by

rule 44.2. Once WI took her penalty, she had not “finished” yet (see the definition Finish). She “finished” and complied with rule 44.2 when, after completing her penalty and sailing completely to the course side of the line, she crossed the finishing line again (see the second sentence in rule 44.2 and the definition Finish). The protest committee cannot ignore or undo the penalty.

Question 2

In this situation, would WI be entitled to redress, possibly in the form of basing her score on her first crossing of the finishing line?

Answer 2

No. For a boat to be entitled to redress, rule 61.4(b) requires that her score must have been made significantly worse “through no fault of her own.” When a boat voluntarily takes a penalty and thereby loses distance, time or places, her own actions prevent her from meeting that requirement.

Furthermore, none of the conditions for redress in rules 61.4(b)(1), (2), (3), (4) or (5) are met.

August 2005

APPEAL 87

Interpretation Requested by the Bayview Yacht Club

Rule 86.1(c), Changes to the Racing Rules

“Class rules” as used in rule 86.1(c) and elsewhere in the racing rules refers to rules of a class association. A class association is an association of people who, among other things, control the rules that state the physical specifications for boats of that class. Only class associations have the authority to change racing rules under rule 86.1(c).

Assumed Facts

An association of clubs publishes rules to govern the racing among the clubs for one-design classes, including rules on competitor eligibility, courses, scoring and personal equipment that may be used while racing. One rule changes rule 42 (Propulsion), and the association cites rule 86.1(c) as its authority to make the changes.

Question 1

Is the association a “class” within the meaning of *The Racing Rules of Sailing*?

Answer 1

No. “Class” as used in *The Racing Rules of Sailing* refers to either

- a) a class of boat; i.e., a grouping of boats of a specific kind that conform to prescribed physical specifications, or
- b) a class association; i.e., an association of people who, among other things, control the rules that state the physical specifications for boats of that class, which are used to determine whether or not a particular boat is, in fact, a boat of that class. These rules are the class rules for that boat. The association does not fit this description and therefore is not a class association.

B, sailing faster, rounded the mark and overlapped M to windward. After passing the mark, B was changing course away from M. M stopped her luff when she reached head to wind. Had she continued her tacking maneuver, M would have been hit approximately amidships on her port side by B. M protested B.

The protest committee disqualified B, concluding that she was obligated to give mark-room to M until M had completed her tack, which was part of her rounding maneuver. B appealed.

Decision of the Appeals Committee

While B was clear astern of M, B was required by rule 12 (On the Same Tack, Not Overlapped) to keep clear and by rule 18.2(a)(2) to give mark-room. When they became overlapped, B was required by rule 11 (On the Same Tack, Overlapped) to keep clear. The protest committee erred in thinking that B was required by rule 18.2(a)(2) to give mark-room to M until M completed her rounding maneuver. Rule 18.2(b) states that “Rule 18.2(a) no longer applies if the boat entitled to mark-room passes head to wind...”. In addition, if M passed head to wind, she would be on the opposite tack from B and rule 18 would no longer apply (see rule 18.1(a)(1)).

When B became overlapped with M, M had left the mark on its required side and had room to sail up to head to wind which was as far as she could change course without passing head to wind. Therefore B was giving M mark-room. Furthermore, if M had passed head to wind, rule 13 would have begun to apply. Because M did not pass head to wind, rule 13 did not apply. Neither B nor M broke a rule.

B’s appeal is upheld. The decision of the protest committee is reversed and B is reinstated in her finishing place.

June 2006

Revised January 2025, to explain how the rules work at a windward mark.

APPEAL 90

Brain Cramp Request for Redress

Rule 61.2, Redress: Requests for Redress

“Incident” in rule 61.2(b) refers to an occurrence that fits within one of the five categories listed in rule 61.4(b). When a boat is scored OCS and requests redress, the incident is the alleged race committee error made soon after the start of the race. When there is good reason to do so, the protest committee is required to extend the time limit for delivering a request for redress.

Facts and Decision of the Protest Committee

At the start of a race at approximately 1400 on Friday, the race committee properly identified *Brain Cramp* as being OCS (“Did not start; on the course side of the starting line at her starting signal and failed to start, or broke rule 30.1”) but did not hail her number as required by the sailing instructions. The race committee came ashore at 1700, and by 1730 had posted the scores listing *Brain Cramp* as OCS. *Brain Cramp* believed she was not OCS. She finished first in the race, returned to shore and left the venue before the scores were posted. The protest time limit

was 1800. *Brain Cramp* returned to the venue around 2100 and saw the posted scores. The sailing instructions required protests to be “filed with the protest committee at the Protest Desk...”. It was reasonable to expect that requests for redress should be filed in the same way. At the time that *Brain Cramp* saw that she was scored OCS, there was no one at the protest desk. *Brain Cramp* delivered her request to the protest committee on Saturday as soon as it was possible to do so.

The protest committee decided that the request for redress was invalid because it was not delivered within the time limit. The protest committee considered the “incident” referred to in rule 61.2(b) to be the posting of the scores, and on that basis determined that the time limit for the request was two hours after the posting, or 1930 on Friday. *Brain Cramp* appealed, alleging that her discovery of the posted scores, not their posting, was the incident.

Decision of the Appeals Committee

“Incident” in rule 61.2(b) refers to an occurrence that fits within one of the five categories listed in rule 61.4(b). In this case, the incident was the alleged omission by the race committee of *Brain Cramp*’s number from the list of hailed OCS boats, which occurred soon after the start of the race, not the posting of the scores. Because the protest time limit was later than two hours after the incident, the time limit for the request for redress was the protest time limit (see rule 61.2(b)).

There is no rule that requires the race committee to post the scores at a particular time, nor is there any rule that requires competitors to look for posted scores at any particular time. Although it may be advisable to look for the scores the same day they are posted, it is not required, nor is it always practical or possible to do so. It is, however, reasonable to expect a boat to look at the scores before racing the next day.

Rule 61.2(b) requires the protest committee to extend the time limit “if there is good reason to do so.” In this case, at the end of the time limit *Brain Cramp* had not seen the scores, so it would have been unreasonable to expect her to deliver a request for redress within that time limit. Therefore the protest committee was obligated to extend it.

The appeal is upheld. The protest committee is directed to extend the time limit for delivering *Brain Cramp*’s request for redress to a reasonable time; for example, a time after the protest desk was staffed on Saturday. The protest committee is also directed to reopen the hearing of *Brain Cramp*’s request for redress.

June 2006

APPEAL 91*Protest Committee vs. Competitor X***Rule 69.2(e), Misconduct: Action by a Protest Committee**

An allegation of misconduct must be sufficiently specific to permit the competitor to prepare a defense.

Facts and Decision of the Protest Committee

After the fourth race of a regatta, the protest committee received a report alleging that in that race Competitor X deliberately collided with another boat and used intimidating and abusive language.

The protest committee notified Competitor X in writing that a rule 69 hearing would be held the following morning. The notice stated that “a hearing will be convened to inquire into your alleged unsportsmanlike conduct during racing yesterday.”

In the hearing, the protest committee found that Competitor X deliberately broke several rules and used aggressive behavior and intimidation to gain an unfair advantage. The protest committee disqualified Competitor X’s boat and instructed the race committee to score the boat DNE (“Disqualification that is not excludable”) under rule 69.2(h)(2) for the fourth race. Competitor X appealed, claiming that the protest committee did not inform him of the alleged misconduct.

Decision of the Appeals Committee

Hearings conducted under rule 69 require the protest committee to first inform the competitor in writing of the alleged misconduct; see rule 69.2(e). The allegation must be sufficiently specific to permit the competitor to prepare a defense.

In this case, the protest committee’s reference to “unsportsmanlike conduct” in its hearing notice failed to inform the competitor of the specific misconduct that was alleged to be unsportsmanlike. Therefore the appeal is upheld. The protest committee’s decision is nullified, and Competitor X’s boat is reinstated in her finishing place.

June 2006

APPEAL 92

Vuja De vs. Tutto Bene

Rule 14, Avoiding Contact

Rule 18.2(a), Mark Room: Giving Mark-Room

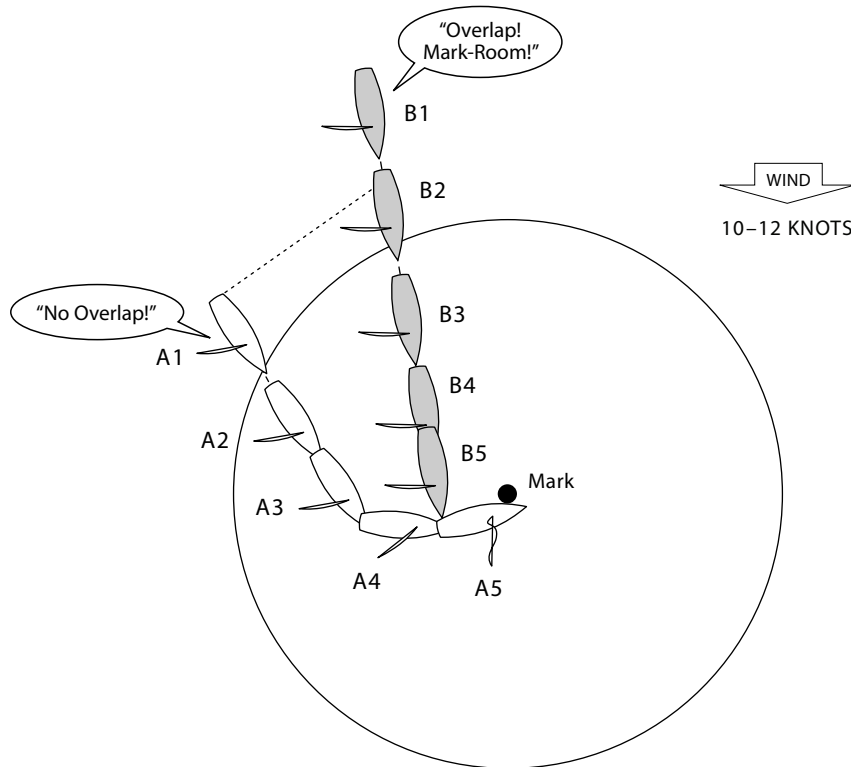
Rule 18.2(e), Mark-Room: Giving Mark-Room

Rule 31, Touching a Mark

Rule 43.1(a), Exoneration

Rule 43.1(b), Exoneration

“Doubt” refers both to doubt by boats involved in or observing an incident and to doubt by the protest committee. Even when rounding a mark, a right-of-way boat must act to avoid contact when it is clear that the other boat is not keeping clear or giving mark-room.



Facts and Decision of the Protest Committee

In winds of 10–12 knots, two cruising class boats on port tack, *Vuja De* (A) and *Tutto Bene* (B), were broad-reaching on converging courses toward a leeward mark to be left to port. B, larger and faster, was overtaking A on a course that would take her inside A at the mark. Just before A reached the zone, she hailed “No overlap” and B hailed “Overlap” and “Mark-room.”

B continued to overtake A, and between positions 3 and 4 the boats became overlapped. At position 4 in the diagram, A luffed sharply into B’s path. B’s bow struck A’s windward side near her stern, and the force of the impact spun A’s hull counter-clockwise so that her bow hit the mark. Both boats were damaged.

Both boats protested, A citing rules 11 (On the Same Tack, Overlapped), 14(a) and 18.2(a)(2), and B rules 14(a) and 18.2(a)(1). A also argued that because she was rounding the mark within the mark-room to which she was entitled and therefore exonerated for any breach of rule 16.1 (Changing Course) by rule 43.1(b), rule 14 did not apply in her case. The protest committee disqualified B for breaking rules 11, 14(a) and 18.2(a)(2). After considering whether A had broken rule 14(a) it decided that “at the time the imminent collision became apparent to A, it was impossible for her to make any maneuver that would help avoid the collision.” B appealed.

Decision of the Association Appeals Committee

The association appeals committee upheld the protest committee’s decision that B broke rules 11, 14(a) and 18.2(a)(2), but also disqualified A for breaking rule 14(a). A appealed.

Decision of the Appeals Committee

Concerning rule 18.2(a)(2), whether or not the boats were overlapped when A reached the zone determines its applicability. Rule 18.2(e) applies when there is doubt about that. “Doubt” refers both to doubt by boats involved in or observing an incident and to doubt by the protest committee during a hearing. In this case, the exchange of hails between the boats when the overlap status was not obvious was evidence that there was doubt as to whether B had obtained the overlap in time, and therefore it should have been presumed that she had not. B failed to keep clear as required by rule 11 and to give mark-room as required by rule 18.2(a)(2).

Since there was a collision rule 14 also applied. As the boats neared the mark, B should have anticipated that A was about to change course to round the mark, and she should have been aware that when A was rounding the mark within the mark-room to which she was entitled, she would be exonerated by rule 43.1(b) if she broke rule 16.1. B could have avoided contact with A by taking avoiding action before A changed course, and it was “reasonably possible” (see rule 14) for her to do so. She also could have avoided sailing into a position that made it impossible for her to avoid contact after A changed course. Therefore B broke rule 14(a) as well as rule 11 and 18.2(a)(2).

A also was subject to rule 14. Her argument that rule 14 did not apply to her because she is exonerated from any breach of rule 16.1 is incorrect. Rule 43.1(b) does not provide for exoneration for breaking rule 14 even when the right-of-way boat is entitled to mark-room.

Somewhere between position 3 and position 4 in the diagram it should have been clear to A that B was not keeping clear of her nor giving her mark-room. However, A made no attempt to avoid contact, but instead continued to luff toward the mark. Her luff made contact inevitable. The protest committee concluded that A did not break rule 14(a), because at the moment she realized that a collision was “imminent” it was too late for her to avoid it. However, the last paragraph of rule 14 refers to a different moment: it requires a right-of-way boat to act to avoid contact when “it is clear that the other boat is not keeping clear or giving room or mark-room.” As A luffed, before she realized the collision was imminent, she could see that B was not keeping clear nor giving mark-room. That was when rule 14 required her to act to avoid contact. Although she can be exonerated for breaking rule 16.1 when she was changing course to round the mark, she cannot be exonerated for breaking rule 14(a) by failing to avoid the collision.

A also broke rule 31 when she touched the mark. Although A was partially responsible for the collision with B, her contact with the mark was not a necessary consequence of that collision.

A had no means of anticipating that a boat about to be overlapped between her and the mark might cause her to hit the mark, nor did she have any means of avoiding the mark after the collision. She therefore was compelled by B to break rule 31. Therefore A is exonerated for her breach of rule 31 by both rule 43.1(a) and 43.1(b).

A's appeal is denied. She remains disqualified for breaking rule 14(a) but is exonerated for her breach of rule 31.

June 2006

APPEAL 93

Interpretation Requested by the San Diego Yacht Club

Rule 41(c), Outside Help

Rule 41(d), Outside Help

Rule 85.1, Changes to Rules

Rule 86.1(b), Changes to the Racing Rules

Rule 89.2(a), Organizing Authority; Notice of Race; Appointment of Race Officials

Rule 90.2(a), Sailing Instructions

Rule J1.2(1), Notice of Race Contents

The term “information freely available” in rule 41(c) means information available without monetary cost and easily obtained by all boats in a race. “Easily obtained” means the information is available from public sources that competitors can reasonably be expected to be aware of and can locate with little effort. The term “information freely available” refers only to the information, not to equipment or software needed to receive or read the information.

Question 1

In rule 41(c), what does “information freely available” mean?

Answer 1

The term “information freely available” in rule 41(c) means information available without monetary cost and easily obtained by all boats in a race. “Easily obtained” means the information is available from public sources that competitors can reasonably be expected to be aware of and can locate with little effort. An example is information on the National Weather Service (NOAA) website and its radio stations.

Information for which a fee has been paid or that is not easily obtained by all boats in a race is not “freely available.” Examples are information supplied only to those boats that have paid a subscription or other fee, and information whose source is obscure.

The term “information freely available” refers only to the information, not to equipment or software needed to receive or read the information. A fee paid to connect to a network that is free and publicly available, such as the Internet, is not a fee paid for the information available there. Similarly, the cost of a computer or software used to connect to or search the Internet is not a cost of the information obtained by those means.

However, if the access to the information, including any equipment or software, is provided for a fee by the same person or entity that provides the information, then the information has a monetary cost and is not “freely available.” Examples are satellite radio companies and ocean routing services when they have charged the recipient of the information a subscription fee for accessing their channels or files.

Question 2

In rule 41(d), can the term “disinterested source” be interpreted using the definition Conflict of Interest?

Answer 2

No. A disinterested source is one that is completely impartial concerning the outcome of the race.

Question 3

In rule 41(d), does the term “unsolicited” refer to the act of requesting information or of marketing the information?

Answer 3

The term “unsolicited” means not requested by the recipient.

Question 4

Can an organizing authority restrict the information that can be received by a boat without modifying rule 41?

Answer 4

No. However, the notice of race (which the organizing authority is required to publish; see rule 89.2(a)) or the sailing instructions (which the race committee is required to publish; see rule 90.2(a)) may change some racing rules, one of which is rule 41 (see rule 86.1(b)). If either document changes a rule, it must specifically identify the rule when stating the change (see rule 85.1). Furthermore, changes to rule 41 that permit the receipt of otherwise prohibited information or restrict the information that can be received by a boat while racing would often help competitors decide whether to attend the event or convey information competitors will need before the sailing instructions become available. In such a circumstance, the change must be included in the notice of race (see rule J1.2(1)). See also Case 120.

February 2007

APPEAL 94

Interpretation requested by the Columbia Model Yacht Racing Association

Rule 61.1, Redress: Requesting or Considering Redress

Rule 61.2, Redress: Requests for Redress

Rule 61.4, Redress: Redress Decisions

Rule 63.2(a), Conduct of Hearings; Hearings

Rule 63.6(b), Conduct of Hearings: Informing the Parties and Others

Rule 89.2(c), Organizing Authority: Notice of Race; Appointment of Race Officials

Rule 91, Protest Committee

Rule E6.6, Radio Sailing Racing Rules: Redress

At a radio sailing regatta, the race director may be both the chairman of the race committee and the protest committee, and may be a committee of one. Properly submitted protests and requests for redress must be heard by the protest committee. Redress can be given for more than one race. The protest committee must provide its decision in writing if properly requested by a party.

Assumed Facts

A regatta was held for radio sailing boats and was sailed under *The Racing Rules of Sailing* as changed by Appendix E, Radio Sailing Racing Rules. A race director was appointed by the organizing authority, which was the host club, to be the chairman of both the race committee and the protest committee. The race director was the only member of each committee.

Question 1

May the race director be the chairman of both the race committee and the protest committee at the same event?

Answer 1

Yes. As required by rules 89.2(b) and 91, the organizing authority appoints the race committee and can appoint the protest committee, or under rule 91 the race committee can appoint the protest committee. In either case, the same person can serve on both committees. When serving in the role of race committee or protest committee, the person must follow all the rules that apply to that committee (see rule 5, Rules Governing Organizing Authorities and Officials). It is recommended that when taking an action, the race director make it clear to the competitors whether the action is an action of the race committee or the protest committee.

Question 2

May a protest committee have only one member?

Answer 2

Yes. Although it is generally preferable to have more than one, no rule in Part 5, Section B, specifies the number of members of a protest committee. The only rules that do specify the number of protest committee members are rules 69.2 (a) (Misconduct: Action by a Protest Committee) and N1.2 (International Juries: Composition, Appointment and Organization).

Question 3

May the race director refuse to accept a written request for redress that is properly submitted?

Answer 3

No. The race director is acting as a protest committee, and all protests and requests for redress that are delivered to the race office must be heard by the protest committee unless the protest committee allows the protest or request to be withdrawn by the boat (see rule 63.2(a)).

Question 4

May the race director give redress to a boat without a hearing being conducted?

Answer 4

No. The race director is acting as a protest committee, and a decision on redress may not be made without a hearing by the protest committee that complies with the rules in Part 5, Section B (see rule 61.4(a)).

Question 5

May the race director give redress to any boat?

Answer 5

Yes. The race director is acting as a protest committee, and may give redress provided a boat has requested request in writing and identified the reason for making it (see rules 61.2 and 61.4(c)) and the request meets the requirements of rule 61.4(b) as amended by rule E6.6, or the race, protest or technical committee has requested redress or called a hearing to consider redress under rule 61.1 or the US Sailing prescription to rule 63.1 (Rights of Parties).

Question 6

May a boat be given redress for more races than the one in which the redress incident took place, and can the scores of other boats that did not request redress be adjusted?

Answer 6

Yes. Rule 61.4(c) requires the protest committee to “make as fair an arrangement as possible for all boats affected.” The arrangement might be, for example, to adjust the scores of one or more boats for one race, for several races, or for the series as a whole.

Question 7

After a protest or redress hearing, may the race director withhold a written decision from a person requesting it?

Answer 7

No. The race director is acting as a protest committee, and may not withhold a written decision provided the person requesting the written decision was a party to the hearing and requested the written decision in writing from the protest committee within seven days of being informed of the decision (see rule 63.6(b)).

March 2007

Revised January 2025, to further clarify the situation where one person is in the position of being more than one race official.

APPEAL 96

Pocito Request for Redress

Rule 30.2, Starting Penalties: Z Flag Rule

When the Z Flag Rule is in effect, a boat in the triangle defined in that rule during the minute before the starting signal can avoid being penalized only if the race is postponed or abandoned before the starting signal that would end that one-minute period.

Facts and Decision of the Protest Committee

In a regional championship of the J/24 class, the race committee made four starting signals in five attempts to start Race 4. After each of the first two starting signals there was a general recall. For the third attempt the preparatory signal was flag Z, to signal that rule 30.2 was in effect. During the minute before the starting signal, *Pocito* was in the triangle defined in rule 30.2. She therefore broke the rule and became subject to the 20% scoring penalty, provided that the race was “not ... postponed or *abandoned* before the starting signal” (see rule 30.2’s penultimate sentence).

At the end of the one-minute period the third starting signal was made, followed by a general recall. The race was not postponed or abandoned before that starting signal. During the fourth attempt the race was postponed before the starting signal. Then the fifth attempt was made and was successful. *Pocito* was scored with a 20% scoring penalty. She requested redress, which the protest committee denied. She appealed, arguing that she should not have been penalized because the race “was postponed prior to its successful start,” which was during the fifth attempt.

Decision of the Appeals Committee

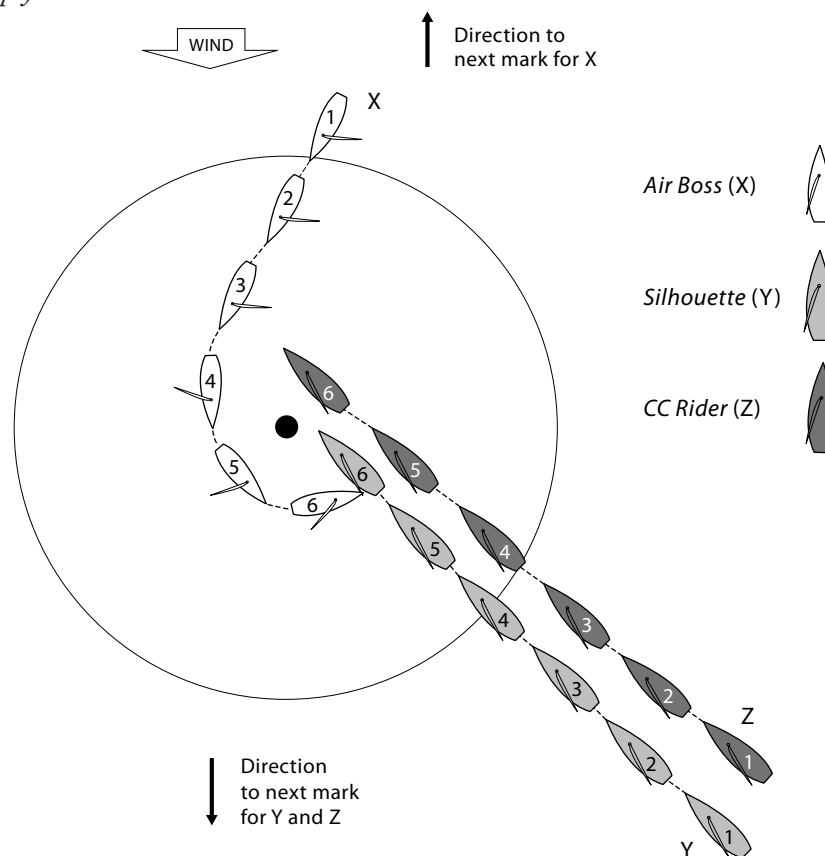
The appellant’s argument substituted the starting signal in the fourth attempt for the starting signal in the third attempt. Rule 30.2 referred to the third starting signal, the one that ended the one-minute period in which *Pocito* broke rule 30.2. When the Z Flag Rule is in effect, a boat in the triangle defined in that rule during the minute before the starting signal can avoid being penalized only if the race is postponed or abandoned before the starting signal that would end that one-minute period.

The appeal is denied, and the decision of the protest committee is upheld. *Pocito*’s score for Race 4 remains unchanged.

April 2007

APPEAL 97*Silhouette vs. Air Boss***Definitions, Clear Astern and Clear Ahead; Overlap****Rule 10, On Opposite Tacks****Rule 14, Avoiding Contact****Rule 18.1(a), Mark-Room: When Rule 18 Applies****Rule 18.2(a), Mark-Room: Giving Mark-Room**

When rule 18 applies, there must be both an “inside” and an “outside” boat in order for rule 18.2 to create rights and obligations. When boats are approaching a mark from different directions, there may be no “inside” or “outside” boat, in which case the rules of Section A and B apply.

**Facts and Decision of the Protest Committee**

Two PHRF fleets in the same event were racing on different courses that used the same government buoy as a rounding mark. For one fleet it was a windward mark, to be left to port. For the other fleet it was a leeward mark, also to be left to port. Two boats in the first fleet approached the mark close-hauled on starboard tack, with *Silhouette* (Y), a Beneteau 40.7, overlapped to leeward and about one half of a hull length behind *CC Rider* (Z). *Air Boss* (X), a J/105 sailing in the other fleet, approached the mark on a broad reach, also on starboard tack. When X was about one hull length from the mark, she gybed onto port and luffed to round the mark. As

she luffed, her bow made contact with the port side of Y, causing damage. At the time of contact, Y was going about 5.5 knots, and X about 3.5. X and Y protested each other.

The protest committee decided that rule 18 applied, and that when X reached the zone, X and Y were overlapped, since neither was clear astern of the other. It decided that at that time Y was the leeward boat, and that rule 11 applied, requiring X to keep clear. It also decided that Y was the inside boat with respect to the mark, and therefore X was required by rule 18.2(a)(1) to give mark-room.

The protest committee also decided that since rule 18 applied, the gybe by X did not break the overlap, rule 18.2(a)(1) continued to apply, rule 11 no longer applied, and rule 10 began to apply. The committee further decided that as X began to luff, she failed to give mark-room and to keep clear of Y, breaking rules 10 and 18.2(a)(1).

Since it was reasonably possible for X to avoid the contact and she failed to do so, she also broke rule 14(a). When it became clear that X was not going to keep clear, Y was unable to change course to avoid the contact, because of the presence of Z to windward. Therefore Y did not break rule 14(a). X was disqualified, and appealed.

Decision of the Appeals Committee

At position 1, X reached the zone and rule 18 began to apply (see rule 18.1(a)). At that time, X and Y were overlapped.

Rule 18.2(a)(1) applies to situations in which boats are overlapped when approaching a mark. However, in order for that rule to create rights and obligations between two boats, there must be both an “inside” and an “outside” boat. An “inside” boat refers to the one rounding or passing “between” the other boat and the mark. At position 1 on the diagram, neither X nor Y can be identified as the inside or the outside boat in the sense that one of them is (or is about to be) “between” the other boat and the mark. If the courses of the boats were projected straight ahead, neither boat would pass between the mark and the other boat. Alternatively, if the courses were projected to show the boats sailing around the mark, each boat’s course would pass between the mark and the other boat’s course. Neither of these methods identifies an “inside” or “outside” boat.

In these circumstances, no part of rule 18 creates any obligations, and therefore rule 10 applies. Beginning at position 4 in the protest diagram, X was on port tack, and was required to keep clear of Y, on starboard tack. In colliding with Y, X broke both rules 10 and 14(a), and is disqualified. As determined by the protest committee, Y did not break rule 14(a), since it was not reasonably possible for her to avoid the contact in the very short interval of time after it became clear that X would not pass astern of Y.

The appeal by *Air Boss* is denied, and the decision of the protest committee is corrected as explained above.

April 2007

APPEAL 99

Interpretation Requested by the South Atlantic Yacht Racing Association

Introduction**Definitions, Rule****Rule 71.6, National Authority Decisions**

The World Sailing cases do not have the status of rules but are “authoritative interpretations and explanations of the rules.” Therefore, when the relevant facts from a protest are essentially similar to the facts of a case, the interpretations in the case should be accepted by the protest committee as correct interpretations of the racing rules for that protest.

Like the World Sailing cases, the published US Sailing appeals are not rules. However, decisions of the US Sailing Appeals Committee are final; therefore, when the relevant facts from a protest are essentially similar to the facts of a US Sailing appeal, and no World Sailing case conflicts with the interpretations in the appeal, a protest committee in the United States is well advised to follow the appeal in making its decision.

Question 1

Do the World Sailing cases have the status of rules?

Answer 1

No. The World Sailing cases are not rules (see the definition Rule), and therefore do not have the status of rules.

Question 2

What is the status of the World Sailing cases?

Answer 2

The Introduction to *The Racing Rules of Sailing*, which ranks as a “rule” (see the definition Rule), states that World Sailing recognizes the interpretations in its *Case Book* as “authoritative interpretations of the rules.” Therefore, when the facts from a protest are essentially similar to the facts of a case, the interpretations in the case should be accepted by the protest committee as correct interpretations of the racing rules for that protest.

Question 3

What is the status of the published US Sailing appeals?

Answer 3

Like the World Sailing cases, the published US Sailing appeals are not rules. However, as stated in rule 71.6, decisions of the US Sailing Appeals Committee are “final.” Therefore, when the facts from a protest are essentially similar to the facts of a US Sailing appeal, and no World Sailing case conflicts with the interpretations in the appeal, a protest committee in the United States is well advised to follow the appeal in making its decision.

March 2007

APPEAL 100

Interpretation Requested by the Noroton Yacht Club

Rule 32, Shortening or Abandoning After the Start

Rule 90.3(e), Scoring

Race Signals

A race committee may abandon a race after all the boats have sailed the course or retired. If the race is no longer in progress, the committee need not announce the abandonment with race signals. There is no time limit for abandoning a race unless the notice of race has put rule 90.3(e) in effect.

Assumed Facts

The race committee starts a two-lap windward-leeward race in good sailing conditions. After the leading boats round the first windward mark it appears that fog may settle in. When the first boat is 200 yards from the leeward mark, the race committee decides that the fog may create problems, and properly signals and executes a shortened course. All boats sail the course and their places are recorded. No more races are held that day. After the race committee is on shore, it decides that the fog had affected the fairness of the race and it abandons the race, posting a notice to that effect on the official notice board. No abandonment signals are made at any time.

Question 1

Is it a proper action for a race committee to abandon a race for one of the reasons listed in rule 32.1(a) to (d) after all boats have sailed the course or retired?

Answer 1

Yes. Rule 32.1 allows a race committee to abandon such a race, provided it first considers “the consequences for all boats in the race or series.” The phrase “after one boat has *sailed the course*” specifies the beginning of a time period that has no specified ending. The definition *Sail the Course* includes finishing. Therefore, the time period does not end when two boats have sailed the course, or when all boats have sailed the course, or at any other specific later time.

Question 2

If abandoning such a race is a proper action of the race committee, does it make any difference whether the race committee does so while it is still on station, has left the racing area, or is on shore?

Answer 2

No.

Question 3

If abandoning such a race is a proper action of a race committee, must the race committee signal abandonment with “N,” “N over H,” or “N over A” with three sounds?

Answer 3

No. Rule 32.3 only requires the race committee to display flag N, N over H, or N over A, with three sounds when it is abandoning a race that is in progress.

If the race is no longer in progress, then the display of flag N, N over H, or N over A is not required, and the race committee may post its decision on the official notice board or notify competitors in some other way.

Question 4

If a race committee abandons a race after all boats have sailed the course or retired, is there a time limit before which it must do so?

Answer 4

No, unless the notice of race has put rule 90.3(e) in effect stating an end time for the event.

February 2008

Revised January 2025, to conform to the revised 2025-2028 definition *Sail the Course* and rule 32.3.

APPEAL 101

Interpretation Requested by the Corinthian Sailing Club

Rule 28.1, Sailing the Course

Rule 43.1(a), Exoneration

A right-of-way boat compelled by a keep-clear boat to cross the starting line early is not relieved of her obligation to start as described in the definition Start.

Assumed Facts

Five seconds before the start of the race, S and P converged close to the starting line. P luffed and passed head to wind in front of S. Before P came to a close-hauled course, S luffed in order to avoid a collision and, by doing so, crossed the starting line to the course side of the line.

At the starting signal, both boats were clearly on the course side of the starting line. S hailed “Protest” and displayed a red flag. P bore off around the starting mark, returned completely to the pre-start side of the starting line, and then crossed it. S sailed the course without returning to the pre-start side of the starting line.

The race committee scored S OCS (“Did not start; on the course side of the starting line at her starting signal and failed to start, or broke rule 30.1”). After the race P retired in acknowledgment of her breach of rule 13 (While Tacking). S protested P, claiming she had been forced over the starting line because of P’s breach of rule 13. The protest committee found that P broke rule 13, but did not penalize her because she had already taken a penalty. It then decided S was exonerated by rule 43.1(a), because she had been compelled to break rule 28.1 by P’s breach, and reinstated her in her finishing place.

Question

Was S compelled to break rule 28.1 and therefore exonerated by rule 43.1(a)?

Answer

No. Rule 28.1 requires S to “sail the course” which includes “starting,” i.e., crossing the starting line after the starting signal as stated in the definition Start, and permits her to comply with

the rule at any time before she finishes. Though it was unfortunate that S was forced onto the course side of the starting line before the starting signal because of P’s breach of rule 13, S was not breaking a rule at that time.

However, S broke rule 28.1 when she finished without first returning to the pre-start side of the starting line and starting. As P did not prevent S from returning to the pre-start side of the starting line and starting, S was not “compelled” to break rule 28.1 as the term is used in rule 43.1(a). Because S did not start as required by rule 28.1 and is not exonerated for that breach, she is to be scored OCS. See Case 140.

January 2009

APPEAL 102

Xtra Xtra vs. Pony Express

Rule 63.4(b), Conduct of Hearings: Hearing Procedure

Rule 63.5(a), Conduct of Hearings: Decisions

A protest committee may find it difficult to reconcile conflicting testimony, but must not penalize a boat without first finding facts about the incident that led to the protest and basing its decision on them.

Facts and Decision of the Protest Committee

In light winds, *Pony Express* and *Xtra Xtra*, both 30-foot boats, approached a windward mark. As *Pony Express* rounded the mark, a crew member on *Xtra Xtra*, approximately 100 yards astern, believed he saw *Pony Express*’s spinnaker touch the mark as it was being hoisted. *Xtra Xtra* hailed “Protest” and displayed a red flag. After the race *Xtra Xtra* delivered a protest that met the requirements for validity and alleged that *Pony Express* had touched the windward mark with her spinnaker.

The protest committee found as fact that two other boats had heard *Xtra Xtra*’s hail, but found no facts relating to whether *Pony Express* had touched the mark. It decided to disqualify her for breaking rule 31 (Touching a Mark). *Pony Express* appealed.

Decision of the Appeals Committee

In her appeal, *Pony Express* argued that the protest committee’s procedures were improper in that it failed to comply with rule 63.5(a) when it disqualified her without finding facts to justify that decision.

In reply to questions from the appeals committee, the protest committee did not directly supply a finding of fact that *Pony Express* had touched the mark, but said it had based its decision on other considerations, discussed below.

Rules 63.4(b) and 63.5(a), two of the rules that govern a protest committee’s procedures, require it to “take the evidence,” then “find the facts...and then apply the *rules* to those facts to make its conclusions and a decision.” In some cases a protest committee will hear conflicting testimony and therefore must attempt to resolve the conflict by evaluating the testimony to determine which of it is more trustworthy. In this case, however, the protest committee did not

follow that procedure. It stated that because it had been unable to reconcile the conflicting testimony of the parties and no witnesses were presented to support the testimony of *Pony Express*, it based its decision on two considerations other than facts about the incident. One basis was that *Pony Express* failed to produce a witness to testify that she did not touch the mark, and the other was the assumed integrity of the protestor.

The committee's use of these considerations clearly did not constitute basing its decision on facts found as required by rule 63.5(a). That error was sufficient to make the decision invalid. The considerations themselves were also invalid. No rule requires a party to provide supporting witnesses, and although in some cases a protest committee may need to consider its impressions of a competitor's veracity when evaluating testimony, it cannot substitute those impressions for findings of fact about an incident.

The appeal is upheld, the protest committee's decision is reversed, and *Pony Express* is reinstated in her finishing place.

January 2009

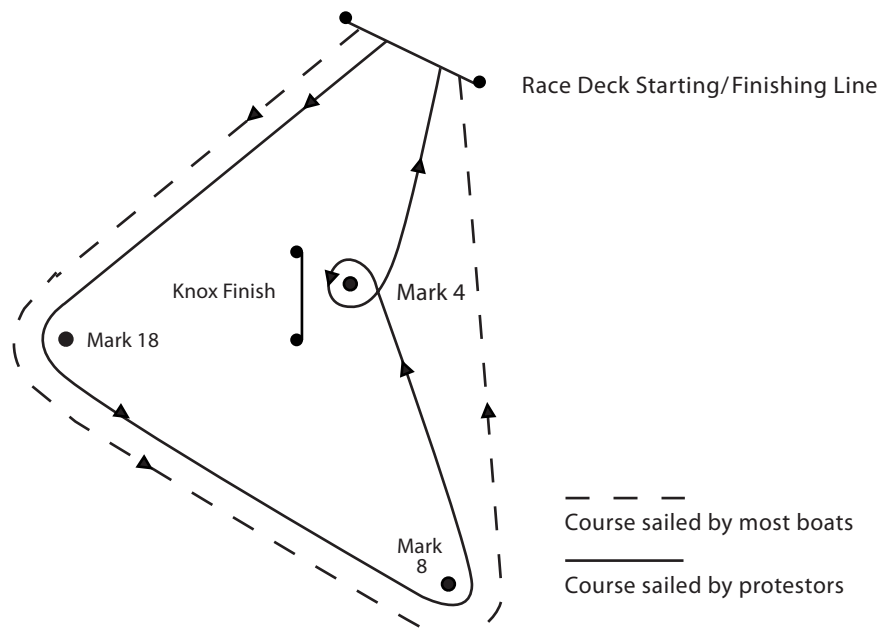
APPEAL 103

*Alpha Puppy vs. Fleet S1 boats excepting Deception,
and
Jeannette vs. Fleet S2 boats excepting Jarlen*

Definitions, Sail the Course

Rule 28.1, Sailing the Course

When the sailing instructions do not identify which marks are rounding marks, boats are not required to treat any marks as rounding marks.



Facts and Decision of the Protest Committee

For PHRF Fleets S1 and S2, the course for Race 2 was course 21, described in the sailing instructions as “RC Boat–18–8–4–Knox Finish” with “All Marks Left to Port.” The course diagram was not incorporated into the sailing instructions. A change to the sailing instructions moving the starting and finishing areas to the “Race Deck” was posted during a postponement ashore.

After rounding mark 8, most boats sailed directly to the finishing area, leaving mark 4 to port without sailing close to it. Other boats, including the protestors, sailed close to mark 4, and rounded it to port by sailing a full circle around it, and then sailed to the finish. *Alpha Puppy* and *Jeannette* protested all of the boats in their respective fleets that left mark 4 to port without rounding it.

The protestors maintained that mark 4 was a rounding mark (see the definition *Sail the Course* and rule 28.1), and boats were required to round mark 4 in such a way that a string representing their tracks would, when drawn taut, touch the mark in order to comply with rule 28.1 (solid-line course in the diagram). And that for boats that merely passed mark 4 on their port sides (dashed-line course in the diagram), the taut string would not touch mark 4, and therefore they had not complied with rule 28.1. The protest committee concluded that “the course was amended [by relocating the finishing line] in such a way that allowed, as a practical matter, a boat to travel from mark 8 to the finishing line while leaving mark 4 to port.” The protest committee reasoned that because the new finishing line location meant that the “taut string” would not touch mark 4, “RRS 28.1 was satisfied merely by passing it and leaving it to port.” It dismissed the protests, and both protestors appealed.

Decision of the Appeals Committee

The protest committee’s conclusion that the relocation of the finishing line resulted in changing mark 4 from a rounding mark to a passing mark was incorrect. Whether a mark is a rounding mark or a passing mark (see the definition *Sail the Course*) is not changed solely because the configuration of the course has changed.

Rule 28.1 requires boats to “sail the course” as that term is defined in the Definitions. The definition *Sail the Course* (b) states, “A boat *sails the course* when ... a string representing her track until she *finishes*, when drawn taut, (1) passes each *mark* of the course for the race on the required side and in the correct order (including the starting *marks*), [and] (2) touches each *mark* designated in the sailing instructions to be a rounding *mark*...”

The sailing instructions did not designate any marks as rounding marks. When sailing instructions fail to identify any rounding marks, boats are not required to treat any marks as rounding marks. Therefore, the boats that rounded mark 4 to port and the boats that only passed it on their port sides all complied with rule 28.1.

The appeal is denied, and the decision of the protest committee is confirmed to the extent that none of the protested boats that left mark 4 to port are to be disqualified.

December 2010

*Revised January 2025, to clarify the facts and to quote the definition *Sail the Course*.*

APPEAL 110

Interpretation Requested by the US Sailing Offshore/Big Boats Management Committee

Basic Principles, Environmental Responsibility

Rule 47, Trash Disposal

Broken sail stops made of yarn or rubber bands that fall into the water are trash, even if they are biodegradable. Putting sail stops in the water breaks rule 47. The penalty for breaking rule 47 can be less than disqualification.

Assumed Facts

Boat A stops a sail using commercially available biodegradable yarn or rubber bands. When the sail is hoisted and the stops are broken, some of them fall into the water. Boat B protests A, alleging that she broke rule 47. In the hearing, A argues that the stops are not trash because they are biodegradable.

Question

Did Boat A break rule 47?

Answer

Yes. The broken sail stops that fall into the water, although biodegradable, are trash that the competitor intentionally put in the water; therefore Boat A broke rule 47. This applies at all times while afloat during an event; however the penalty for breaking rule 47 may be less than disqualification (see rule 47).

See also the Basic Principle, Environmental Responsibility, which states, “Participants are encouraged to minimize any adverse environmental impact of the sport of sailing.”

September 2013

Revised January 2025, to include the Basic Principle, Environmental Responsibility.

APPEAL 111

Interpretation Requested by the San Diego Yacht Club

Rule 63.6, Conduct of Hearings: Informing the Parties and Others

If an action is not specifically discussed in the rules of Part 5, Section B, a protest committee may act as it considers appropriate.

Question 1

In rule 63.6(b) or any other rule in Part 5, Section B, is a protest committee prohibited from providing written copies of items listed in rule 63.6(a) to the parties without having received a written request for them?

Answer 1

No. Rule 63.6(c) gives permission for a protest committee to publish items listed in rule 63.6(a) unless there is a good reason not to do so. The protest committee may also may direct that the information be confidential to the parties (see rule 63.6(d)).

Question 2

If one party submits a written request for a written copy of the items listed in rule 63.6(a), is a protest committee prohibited from also sending a copy to the other party without the second party having submitted a written request for it?

Answer 2

No. See Answer 1.

Question 3

Is a protest committee prohibited from posting the items listed in rule 63.6(a) on a bulletin board or notice board where they may be seen by anyone?

Answer 3

No. See Answer 1.

Question 4

If the action in Question 3 is permissible, is there a time period that must pass after the protest committee informs the parties of the decision before the items listed in rule 63.6(a) may be posted for public viewing?

Answer 4

No. See Answer 1.

Question 5

If a party submits a written request for a written copy of the items listed in rule 63.6(a) to the race committee or organizing authority, instead of the protest committee, is it permissible for the race committee or organizing authority to send the copy to the party?

Answer 5

Yes. See Answer 1.

Question 6

If a party submits a written request for a copy of the items listed in rule 63.6(a) to the race committee or organizing authority, instead of to the protest committee, is it permissible for the race committee or organizing authority to forward the request to the protest committee on behalf of the party, or must the party submit the request directly to the protest committee?

Answer 6

Rule 63.6(b) does not require that the party submit the written request directly to the protest committee.

September 2013

APPEAL 112

Interpretation Requested by the San Diego Yacht Club

Introduction, Terminology**Definitions, Party****Rule 63.1(a)(4), Conduct of Hearings: Rights of Parties**

Interpretations of the definition Party and rule 63.1(a)(4) concerning representation in hearings, and a discussion regarding the terms in Terminology in the Introduction of The Racing Rules of Sailing.

Question 1

In a protest hearing, who or what is considered a “protestor” and a “protestee” in the definition Party and therefore has “a right to be present throughout the hearing of all the evidence” under rule 63.1(a)(4)?

Answer 1

A “protestor” is a boat or committee that has acted under rule 60.1, Protests: Intention to Protest. A “protestee” is a boat being protested.

Question 2

It is stated in Terminology in the Introduction of *The Racing Rules of Sailing* that “boat” means “a sailboat and the crew on board, that are subject to the rules.” If a party (as defined in the definition Party) is a boat, is the party entitled to have more than one member of the crew present throughout the hearing, or is the party required to select a single representative to be present on the party’s behalf throughout the hearing of all the evidence?

Answer 2

Rule 63.1(a)(4) states that “All *parties* to a hearing shall be allowed to have a representative present throughout the hearing of the evidence...”. Therefore each party is only allowed one representative in the hearing, unless an interpreter is needed (see Appendix M2.1(b)).

Question 3

Once a person is designated as the boat’s representative and appears at a hearing, is that person the only person who may act as the “party” on behalf of the boat for all subsequent hearings or other interactions with the organizing authority, race committee or protest committee?

Answer 3

No. The person or persons having the authority to designate a boat’s representative (for example, an owner or co-owners) may terminate the appointment of one representative and appoint another one.

Question 4

If the answer to Question 3 is “No,” then who are the person(s) entitled to represent the boat and act as the party?

Answer 4

A boat's representative can be any person designated by the person or persons having the authority to do so, with the exception that at a hearing of a protest claiming a breach of a rule of Part 2, 3 or 4, the representative "shall have been on board at the time of the incident unless there is good reason for the protest committee to decide otherwise." See rule 63.1(a)(4).

Question 5

In the definition Party, the last sentence states, "However, the protest committee is never a *party*." The definition Party states in part "A *party* to a hearing is... (c) for a redress hearing under rule 61.4(b)(1): the body alleged to have made an improper action or omission." Rule 61.4(b)(1) states that "an improper action or omission of the... protest committee..." may be the basis of a claim for redress. If it is a protest committee whose alleged error or omission is the reason for a request for redress, how can the protest committee be both a party and never a party?

Answer 5

The term "protest committee" in the last sentence of the definition Party means the protest committee holding the hearing. If Protest Committee A is the body alleged to have made an improper action or omission, and the hearing is held by a separate protest committee (B), then Protest Committee A will be represented in the redress hearing as a party, and Protest Committee B is the protest committee referred to in the last sentence of the definition.

Question 6

What is the significance, if any, of placing the definitions of some terms in Terminology in the Introduction to *The Racing Rules of Sailing* instead of in the Definitions?

Answer 6

The terms defined in the Definitions are terms that have a special definition for the sport that is necessary for understanding the rules in which those terms appear. Readers are informed that a defined term is being used in its defined sense by showing the term in italics. The terms defined in Terminology are frequently used terms with quite simple definitions. When used, they do not appear in italics. If they were to appear in italics, the readability of the rulebook would be diminished.

September 2013

APPEAL 113*Club 420 6525 Request for Redress***Rule 63.5(c), Conduct of Hearings: Decisions****Rule 86.1(b), Changes to the Racing Rules**

Either the notice of race or the sailing instructions may change a racing rule. If they conflict with each other, rule 63.5(c) applies. A protest committee's decision under rule 63.5(c) regarding which of two conflicting rules applies is not made in a hearing. The determining factor for applying rule 63.5(c) is the protest committee's belief about the fairest result. Its decision under rule 63.5(c) therefore cannot be the basis of a request for redress or a reopening.

Facts and Decision of the Protest Committee

In a Club 420 regatta there was a conflict between a rule in the notice of race and one in the sailing instructions. The notice of race stated that each boat's two worst race scores would be excluded from her series score if eleven or more races were completed; the sailing instructions stated that only one would be excluded. Twelve races were completed. Club 420 6525 based her tactics on her belief that one race score would be excluded. The race committee calculated the final series scores with each boat's two worst race scores excluded, which moved 6525 from first to second place in the series. She requested redress.

After consulting with the race committee, the protest committee believed that scoring the series with each boat's two worst scores excluded would provide the fairest result for all boats. It then denied 6525's request for redress, and she appealed.

Decision of the Appeals Committee

Either the notice of race or the sailing instructions may change a racing rule (see rule 86.1(b)). When a protest committee considers a protest or request for redress that involves a conflict between a rule in the notice of race and one in the sailing instructions, it must first decide which rule "it believes will provide the fairest result for all boats affected" (see rule 63.5(c)). Therefore, the determining factor for applying rule 63.5(c) is the committee's belief about the fairest result. If the committee wishes to obtain information, opinions or advice from others it may do so.

To make that decision the committee is not required to hold a hearing. Therefore, none of the other rules of Part 5, Section B (Hearings and Making Decisions) of the racing rules governing hearings apply in making that decision. Furthermore, as the protest committee is deciding which of the conflicting rules it believes will provide the fairest result, as required by rule 63.5(c), that decision cannot be deemed an "improper action" for the purpose of requesting redress under rule 61.4(b)(1) (Redress Decisions), or an "error" for the purpose of requesting a reopening under rule 63.7 (Reopening a Hearing).

Club 420 6525's appeal is therefore denied, and the decision of the protest committee is upheld.

January 2017

APPEAL 114

Manx vs. Tiger Cat

Rule 70.1, Appeals and Requests to a National Authority

Rule R5.4, Facts and Other Information (a US Sailing prescription)

When the facts found by the protest committee provide enough detail for an appeals committee to understand the incident and apply the rules, they are not inadequate.

Facts and Decision of the Protest Committee

Two BCats, *Tiger Cat* and *Manx* were approaching the finishing line overlapped on port tack with *Manx* to windward. Neither boat was fetching the committee boat that was marking the starboard end of the finishing line. The two boats tacked simultaneously onto starboard tack within three lengths of the committee boat, at which time *Tiger Cat* was overlapped on the inside of *Manx*. *Manx* did not give *Tiger Cat* mark-room, and as a result *Tiger Cat* hit the committee boat.

Manx was disqualified for breaking rule 18.2(c) (Mark Room: Giving Mark-Room). The protest committee decided *Tiger Cat* was exonerated for her breach of rule 31 (Touching a Mark) by both rule 43.1(a) and 43.1(b) (Exoneration). *Manx* appealed, saying that she disagreed with the facts found by the protest committee.

Decision of the Appeals Committee

The basis of the appeal is that the appellant disagreed with the facts found by the protest committee. Rule 70.1 states, “... a party to a hearing has the right to appeal the protest committee’s decision or its procedures, but not the facts found, to the national authority.” And rule R5.4(a) states, “An appeals committee shall accept the facts found by the protest committee.” Rule R5.4(b) goes on to state, “When an appeals committee decides that the facts found by the protest committee are inadequate, or that it needs other information, the appeals committee shall require the protest committee to (1) provide additional facts or information, or (2) reopen the hearing and report any new facts or information.”

In this case, the facts found by the protest committee provided enough detail for an appeals committee to understand the incident and apply the rules; therefore they are not “inadequate” and are the “facts found” referred to in rule 70.1.

Manx’s appeal is denied, and the decision of the protest committee is upheld.

January 2017

APPEAL 116

Interpretation Requested by the Annapolis Yacht Club

Rule 60.1, Protests: Right to Protest

Rule 63.2(e), Conduct of Hearings: Hearings

A boat may protest boats that are sailing in a different race.

Assumed Facts

In a regatta, the J/70 and J/80 classes started together and raced as a single fleet, but were scored separately. After the race, a J/80 delivered a protest to the race office claiming another J/80 and two J/70s broke rule 28.1 (Sailing the Course) by sailing the wrong course.

Question 1

Is the J/80 permitted to protest the two J/70s for breaking rule 28.1?

Answer 1

Yes. Although the J/80 was being scored separately from the J/70s, all three boats were racing under *The Racing Rules of Sailing*. Rules 4.1(a) and 4.3(a) (Acceptance of the Rules) state, “By participating or intending to participate in a race conducted under the *rules*, each competitor and boat owner agrees to accept the *rules* ... [and] to be governed by the *rules*.” The meaning of “boat” in the racing rules is “A sailboat and the crew on board, that are subject to the *rules*” (see Terminology in the Introduction). Rule 60.1 states, “A boat ... may protest a boat ...”. There is no requirement for the protesting boat to be scored in the same race as the boat(s) being protested.

Question 2

Would the answer to Question 1 be different if the J/80 and J/70 classes each started and raced as separate fleets?

Answer 2

No. There is no requirement for the protesting boat to be racing in the same race as the boat(s) she protests. Moreover, rule 63.2(e) implies that a protest between two boats must be heard even if those boats are sailing in different races conducted by different organizing authorities.

May 2017

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Appeal 117 has been deleted as it is now **Case 146**.

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APPEAL 118

Interpretation Requested by the Harvard Sailing Team

Rule 41, Outside Help

Rule 61.4(b)(1), Redress: Redress Decisions

Discussion on whether it is an improper action for the race committee to hail boats before the starting signal.

Assumed Facts

A dinghy regatta with a fleet of 18 boats is being conducted using the Audible-Signal Racing System in Appendix U (a US Sailing prescription), which includes a requirement to hail OCS boats (rule U4). Neither the notice of race nor the sailing instructions contain any other rule related to hails made by the race committee to boats near the starting line during the countdown to the starting signal. The race committee (RC) line caller is equipped with a megaphone to communicate with the fleet.

During the last minute of the starting sequence for one of the races, the RC line caller notices that several boats are set up very close to the line and fears they will be OCS or even cause a general recall. The line caller makes a clearly audible statement towards the fleet that “some boats are getting very close to the line” or words to that affect. These boats realize they are close, dip a little farther from the line and the fleet starts with no boats OCS. The skipper of one boat requests redress because she feels that she knew where the line was, was set up with good timing for the start and felt that other boats which were set up poorly benefited by the RC’s actions when they might otherwise have been OCS.

Question 1

Is the race committee practice of verbally warning the fleet when boats seem to be getting too close to the line too early “improper,” as that term is used in rule 61.4(b)(1)?

Answer 1

The term “improper,” as it is used in rule 61.4(b)(1), is not a defined term in *The Racing Rules of Sailing* (RRS). The Introduction to the RRS states, “Other words and terms are used in the sense ordinarily understood in nautical or general use.”

The *Oxford English Dictionary* contains these definitions of the term “improper” which, in our opinion, are appropriate for the term’s use in rule 61.4(b)(1):

- 1) not in accordance with accepted standards
- 2) inappropriate, unacceptable, unsuitable, irregular
- 3) against the rules

One conclusion we can draw is that an action is “improper” if it is against the rules. Beyond that, our conclusion is that the term is not an absolute, objective term. Its application is based on the context of the situation in which it is being applied; i.e., it is subjective.

No rule in *The Racing Rules of Sailing* forbids the race committee from hailing boats before the starting signal. In fact, Appendix LG, Sailing Instructions Guide, instruction 12.5, provides sailing instruction language regarding the race committee hailing boats before the starting signal. In

some situations this action will be considered acceptable and appropriate, and in some situations it will be considered not acceptable or appropriate; i.e., “improper.”

One reason given for hailing is that the race committee’s job is to get the race started; and having general recalls, and especially multiple general recalls, is frustrating for all the sailors. For these reasons, the answer to Question 1 depends on the level of the event, the norm for races run by that race committee, the consistency with which it is applied, what the sailors want or expect, and what is stated in the sailing instructions or other rules governing the event.

We note that the hailing of boats by the race committee can provide “help” to those boats, but those boats do not break rule 41 because the help is in the form of information freely available to all boats and is unsolicited information from a disinterested source (see rules 41(c) and 41(d)).

Question 2

Should redress be granted and what form might the redress take?

Answer 2

Before deciding if any boat is entitled to redress, the protest committee must decide two things. The first is: did the race committee make an improper action? See Answer 1 for a discussion of “improper.” If the protest committee decides the RC action was improper, then the second is: was any boat’s score or place in a race or series made significantly worse, or possibly made worse, through no fault of her own, by the improper action of the race committee?

Whether or not a boat is entitled to redress depends on the claim she makes and the testimony she gives to support the “possibility” that her place in the race was made worse, through no fault of her own, by the RC improper hail. For instance, if all the boats were behind the starting line at the start and no boat’s ability to perform at her best was adversely affected directly as a result of the hail by the race committee, then any worsening of a boat’s score or place was in part the boat’s fault, and she would not be entitled to redress. However, if there was a reasonable possibility that a hailed boat would be OCS, but instead that boat started close to leeward of another boat and by her proximity slowed the other boat down, then the other boat may be entitled to redress.

Regarding what redress would be appropriate, without more facts and information it is not possible to state that in this answer. If it decides to give redress, the protest committee must comply with rules 61.4(c) and 61.4(d) (Redress Decisions).

Question 3

During another starting sequence in the same regatta, the identical situation occurs but in this instance the RC line caller specifically identifies sail numbers of boats that are close to the line. Again, another skipper who feels the same as in the previous scenario requests redress. Should redress be granted and in what form?

Answer 3

See Answers 1 and 2.

Question 4

During another sequence two boats are close to the starting line at one minute before the start and no warnings are given. These two boats are hailed OCS after the starting signal and return

to start. The skippers request redress claiming that they were not given the same warning as other boats during other sequences during the regatta. Should redress be awarded and in what form?

Answer 4

No. Hails by the race committee prior to the starting signal to boats that were behind, but nearly over, the starting line were not required by any rule. Therefore, their omission did not constitute an improper action or omission by the race committee. Furthermore, the boats contributed in some part to their being OCS and so they do not pass the “through no fault of their own” test in rule 61.4(b).

June 2018

APPEAL 119

Jalapeno vs. Zephyr V2.0

Rule 11, On the Same Tack, Overlapped

Rule 14, Avoiding Contact

Rule 15, Acquiring Right of Way

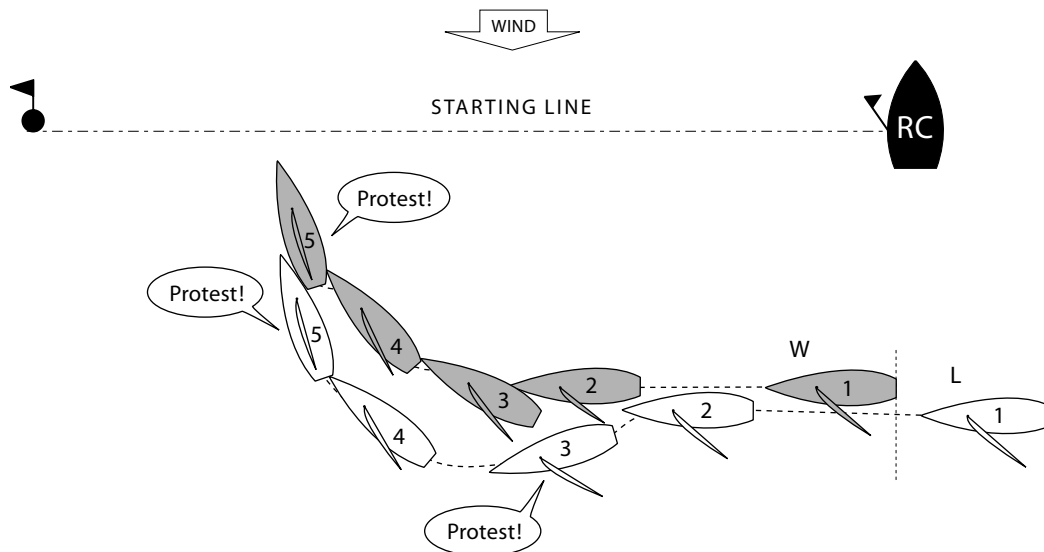
Rule 16.1, Changing Course

Rule 43.1(a), Exoneration

Rule 43.1(b), Exoneration

Rule 43.1(c), Exoneration

A right-of-way boat's obligation to give room as required by rule 15 does not begin until she becomes the right-of-way boat. At that time she must then do what is necessary to give the keep clear boat room to keep clear. If, while the right-of-way boat is maneuvering to give room, the keep-clear boat is briefly breaking a rule of Section A, she is exonerated by rule 43.1(b).



Facts and Protest Committee Decision

Before the starting signal, two J/30s, *Zephyr V2.0* (L) and *Jalapeno* (W), were reaching below the starting line with W clear ahead (position 1). At position 2, L established an overlap to leeward of W within inches such that, at that moment, L could not head up (change course) without making immediate contact with W. When the overlap began, W promptly headed up and L promptly bore away and there was no contact. L protested W under rule 11.

Between positions 3–5, L headed up quickly. Despite responding promptly by heading up, W could not avoid contact. There was no damage or injury. L protested at positions 3 and 5. W protested at position 5.

The protest committee disqualified L for acquiring the right of way (at position 3) and changing course (from positions 3 to 5) and failing to give W room to keep clear as required by rules 15 and 16.1. It found that W was exonerated for her breach of rule 11 at position 3 by rule 43.1(b), and by both rules 43.1(a) and 43.1(b) for her breach of rule 11 at position 5. It decided L did not break rule 14(a), and that W did break rule 14(a) but was exonerated by rule 43.1(c) for her breach of rule 14(a) because there was no damage or injury. L appealed.

Decision of the Appeals Committee

At position 1, L was clear astern of W and required to keep clear of her by rule 12 (On the Same Tack, Not Overlapped). When L established an overlap to leeward of W, she acquired the right of way under rule 11. At that time she also became obligated to initially give W room to keep clear under rule 15 which she did by promptly bearing away in compliance with rule 15.

When the overlap began, L was so close to W that L could not change course in both directions without making immediate contact with W (see the definition Keep Clear). Therefore, for a brief time, W was failing to keep clear under rule 11. However, she was exonerated by rule 43.1(b) for her breach of rule 11 because she was sailing within the room to keep clear to which she was entitled under rule 15.

When L changed course between positions 3–5, she became obligated to give W room to keep clear under rule 16.1. Despite heading up promptly in response to L's course change, W was unable to keep clear as evidenced by the contact between the boats. W broke rule 11 but was sailing within the room to keep clear to which she was entitled under rule 16.1; therefore she is exonerated by rule 43.1(b). L broke rule 16.1 by failing to give W room to keep clear and compelled her to break rule 11 for which she is exonerated by rule 43.1(a).

Regarding rule 14, W was unable to avoid the contact, so she did not break rule 14(a). L was able to avoid the contact, so she broke rule 14(a), but because she was the right-of-way boat and there was no damage or injury, she was exonerated for her breach of rule 14(a) by rule 43.1(c).

L remains disqualified for her breach of rule 16.1, but she did not break rule 15. See Cases 146 and 147.

May 2019

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Appeal 120 has been deleted as it is now **Case 147**.
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APPEAL 121

Interpretation Requested by the Menantic Yacht Club

Rule 85.1, Changes to Rules

Rule 87, Changes to Class Rules

Adding to a rule is a change to that rule.

Assumed Facts

The class rules for a World Sailing Class include the following rule: “The sail shall be supplied only by the Builder.”

There is no statement in the class Constitution or class rules either allowing or prohibiting changes to the class rules by a fleet, and the class association has not given the fleets permission to change the class rule.

There are sails of equal quality available from other suppliers for about half the price.

Question

May the Menantic Fleet’s notice of race or sailing instructions add to the class rule and allow the use of sails for its fleet’s races by suppliers other than the Builder?

Answer

No. The class rules require the sail to be supplied by the Builder. Rule 85.1 says, “A change to a rule includes any addition to it or deletion of all or part of it.” Therefore adding to the class rule is a change to that rule.

Rule 87 allows the notice of race to “change a class rule only when the class rules permit the change, or when written permission of the class association for the change is posted on the official notice board.” Since the class rules do not allow the change, the change can be made only with written permission from the World Sailing Class.

July 2019

APPEAL 122*Sail 6 vs. White Flag and Gold Flag***Rule 60.2(a)(1), Protests: Intention to Protest**

The “first reasonable opportunity” to hail “Protest” is the first reasonable time after an incident when a boat is able to hail “Protest,” which is usually immediately.

Facts and Decision of the Protest Committee

White Flag (X) and *Gold Flag* (Y) were approaching the starting line to start. Approximately four seconds before the starting signal, X and Y had contact. *Sail 6* (Z), who was two lengths behind X and Y, immediately hailed for someone to do a penalty. When neither boat took a penalty, Z hailed that she would protest both boats if neither took a penalty. Approximately 15 seconds after the incident Z hailed “Protest *White Flag* and *Gold Flag*.”

The protest committee decided the protest was valid, claiming that Z had to wait until she was reasonably sure that neither X nor Y were going to protest or take a penalty after the contact occurred. It believed this was “reasonable” and therefore within the interpretation of “first reasonable opportunity” as required in rule 61.1(a). It disqualified X, who appealed.

Decision of the Appeals Committee

Rule 60.2(a)(1) required Z to hail “Protest” “at the first reasonable opportunity” which means the first reasonable opportunity after the incident. We note that the requirement is the same whether the protesting boat is involved in, or merely observed, the incident. No additional time is permitted for a protest by a boat that was not involved in the incident.

The phrase “first reasonable opportunity,” as that phrase is used in rule 60.2(a)(1), means the first time it is practicable for a boat to hail “Protest;” i.e., when the boat is able to hail. Because hailing “Protest” is relatively easy, there are few reasons that will justify a delay. The first reasonable time a boat is able to hail “Protest” is usually immediately (see Appeal 61).

In this case, Z made three hails. Although she used the word “protest” in her second hail, the word “protest” was used in a sentence that did not convey the meaning “I intend to protest.” Her hail “Protest” approximately 15 seconds after the incident, with no mitigating circumstances that prevented a hail of “Protest” from being made much sooner, is later than the “first reasonable opportunity” to make the hail. Therefore Z did not comply with the hail requirement in rule 60.2(a)(1) and the protests against X and Y are invalid (see rule 60.4(a)(1), Protest Validity). The hearing should have been closed (see rule 63.4, Hearing Procedure).

White Flag’s appeal is upheld, the hearing is voided, and *White Flag* is reinstated in her finishing place in the race.

We note that if Z had complied with rule 60.2(a)(1), she would not have been required to file her protest. She might decide not to file if one of the protested boats took a penalty or if one of the protested boats hailed “Protest” to the other boat. However, Z must comply with rule 60.2(a)(1) in order to preserve her ability to file a valid protest later.

July 2019

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Question 123 has been deleted as it is now **Case 150**.

APPEAL 124

Mofongo vs. Fuzzy Logic

Rule 60.2(a)(1), Protests: Intention to Protest

A protest flag flown 10–15 seconds after an incident, when a member of the crew is able to retrieve and display the flag in that time and acts to do so, is consistent with displaying the flag at the “first reasonable opportunity.”

Facts and Decision of the Protest Committee

Mofongo (S) and *Fuzzy Logic* (P), two 20-foot keelboats, were sailing upwind in light air with no other boats nearby and were approaching each other on opposite tacks. S bore away to avoid contact with P. S immediately hailed “Protest” and the crew promptly acted to retrieve the protest flag and display it. The flag was displayed 10–15 seconds after the incident.

The protest committee decided that the flag was displayed at the first reasonable opportunity after the incident as required by rule 60.2(a)(1). P appealed that decision claiming that the “first reasonable opportunity” to display a protest flag on boats sailing in open water in light wind should be interpreted as “immediate,” within three to five seconds. P further claimed that when an on-the-water alternative penalty is available, protested boats should have immediate and complete notification of a boat’s intention to protest, and that 10–15 seconds is too much time and distance sailed to be considered the “first reasonable opportunity” to display the flag.

Decision of the Appeals Committee

Rule 60.2(a)(1) uses the phrase “first reasonable opportunity.” The word “immediate” does not occur in that rule. Whereas it may be reasonable for a boat to hail “Protest” immediately after an incident (see Appeal 122), it is just as reasonable for it to take a little time for a crew to retrieve and then display a protest flag. Furthermore, while it is possible to store a flag such that it could be displayed immediately, rule 60.2(a)(1) does not require it. On the other hand, it is also possible to store a flag in such a way that the delay required in retrieving it would not be reasonable.

A protest flag flown 10–15 seconds after an incident when a member of the crew is able to retrieve and display the flag in that time and acts to do so is consistent with displaying the flag at the “first reasonable opportunity.” See also US Sailing Appeals 46, 67 and 82.

P claims that when an on-the-water alternative penalty is available, protested boats should have immediate and complete notification of a boat’s intention to protest. We note that rule 44.2, One-Turn and Two-Turns Penalties, requires a boat intending to take a penalty to get well clear of other boats “as soon after the incident as possible” and then promptly make her turns, and that rule 44.3, Scoring Penalty, requires a boat to display a yellow flag “at the first reasonable opportunity after the incident.” These rules do not provide time for a boat to wait until she hears the word “Protest” and/or sees a red flag displayed before taking her penalty.

A boat that does not take her penalty in accordance with rules 44.2 or 44.3 risks having her penalty found to be invalid. Furthermore, a boat that realizes at the time of an incident that she broke a rule and does not take her penalty not only risks having her penalty found to be invalid, she also breaks a recognized principle of sportsmanship that requires a boat that realizes she

has broken a rule and is not exonerated to promptly take a penalty (see Basic Principles: Sportsmanship and the Rules; rule 2, Fair Sailing; and World Sailing Case 138, Answer 3).

P's appeal is denied. The protest committee's decision is upheld.

January 2020

APPEAL 125

Interpretation Requested by the American Yacht Club

Rule 60.2, Protests: Intention to Protest

An interpretation of the term “incident” in rule 60.2, and when a boat must hail “Protest” and fly a flag (if required) when the incident is not brief.

Assumed Facts

The class rules limit the number of sails boats may carry onboard while racing. Boat X races with more sails onboard than she is permitted to carry.

Question 1

Is there an “incident” associated with this breach? If yes, what was the “incident?”

Answer 1

Yes. An “incident” is an occurrence. See Appeal 90. In this case the “incident” was X racing with more sails onboard than she was permitted to carry.

Question 2

If Boat Y intends to protest X, what does Y need to do, and when, in order to comply with rule 60.2?

Answer 2

Some incidents are brief, such as many incidents involving a breach of a rule of Part 2 (When Boats Meet) or rule 31 (Touching a Mark). In those cases, if a boat that observed the incident intends to protest, rule 60.2(a)(1) requires the boat to hail “Protest” and display a flag (if required) at the “first reasonable opportunity,” which means the first reasonable opportunity after the incident (see Appeals 82, 122 and 124).

However, some incidents go on for longer periods of time. In these assumed facts, the incident began at the preparatory signal and continued until X was no longer racing. If after the preparatory signal Y became aware that X was sailing with more sails on board X than her class rules permitted, then Y's protest will concern an incident she observed in the racing area and rule 60.2(a)(1) requires Y to hail “Protest” and display a flag (if required) at the first reasonable opportunity, which means the first reasonable opportunity after Y first observed that X was breaking a class rule.

If Y first observed that X was racing with more sails onboard than she was permitted to carry after she was back on shore after racing, then rule 60.2(b)(3) requires Y to inform X of her

intention to protest at the first reasonable opportunity, which means the first reasonable opportunity after Y first observed the incident after she was back on shore.

May 2020

Revised January 2025. The revisions in Answer 2 are because previous rule 61.1(a) has been changed (see rule 60.2 in the 2025–28 RRS). Now a boat only needs to hail ‘Protest’ and display a red flag if the protestor observed the incident in the racing area (rule 60.2(a)). For all other protests, the only requirement for protestors is to inform the protestee of their intention to protest at the first reasonable opportunity (rule 60.2(b)).

APPEAL 126

Sky Blue vs. Red

Definitions, Rule

Rule 89.2, Notice of Race; Appointment of Race Officials

Rule J1, Notice of Race Contents

If the notice of race does not state that the rules as defined by The Racing Rules of Sailing apply, a boat is not permitted to appeal a decision of the protest committee.

Facts

A local sailing club organizes a race. The club publishes a notice of race, but the notice of race makes no mention of *The Racing Rules of Sailing*. The club also publishes a handbook which says the races will be sailed under *The Racing Rules of Sailing*. After the racing there is a protest hearing. One of the sailors in the hearing appeals the decision of the protest committee.

Decision

Rule 89.2(a) states: “The organizing authority shall publish a written notice of race that conforms to rule J1.” Rule J1.1 states: “The notice of race shall include the following: (2) that the event will be governed by the rules as defined in *The Racing Rules of Sailing*.” The notice of race did not include that. Therefore, *The Racing Rules of Sailing*, which contains the appeals system, did not apply to the race.

The definition Rule includes “(g) any other documents that govern the event.” Case 98 says “Other documents governing the event ... apply only if they are listed in the notice of race (see rule J1.1(3)).” The “handbook” for the racing was not made a “document governing the event” by the notice of race or the sailing instructions. Therefore, the handbook is not a rule for this race.

The appeal cannot be considered, as the appeals system in *The Racing Rules of Sailing* did not apply.

January 2023

APPEAL 127

Questions from the Inland Lakes Yachting Association Appeals Committee

Rule 1.1, Safety: Helping Those in Danger**Rule 41(a), Outside Help**

Explanation of rule 41(a).

Note: There was a time when a boat that received help for a crew member who was in danger had to retire from the race for breaking rule 41 (Outside Help). Then there was a Cadet World Championship for youth sailors in Australia. A week or so before the event, a shark attacked several swimmers in the waters where the championship was to be held. To avoid having to cancel the event, the organizers changed rule 41 to permit crew members in the water to be put back in their boats with no penalty, and arranged to have many small rescue boats on the race course. In the 2021–2024 edition of the RRS, rule 41 was changed with the result that a boat cannot be penalized if she receives help for a crew member who was in danger. To enhance safety, Appeal 127 explains what rule 1.1 (Helping Those in Danger) requires and rule 41(a) permits.

Question 1

If a boat that is racing receives outside help for a crew member who is in danger, has the boat broken rule 41?

Answer 1

No. Rule 41(a) specifically permits a boat to receive outside help from any outside source for a crew member who is ill, injured or in danger. Furthermore, rule 1.1 requires a boat, competitor or support person to give all possible help to any person or vessel in danger.

If a boat that is racing receives outside help for a crew member who is in danger, she does not break rule 41 and she may continue racing.

Question 2

Is there a special meaning of the phrase “in danger” when used in rule 1.1, rule 41(a), and in other rules in *The Racing Rules of Sailing* (RRS)?

Answer 2

No. The phrase “in danger” is not defined in the RRS. The Terminology section of the Introduction to the RRS states that “other words and terms are used in the sense ordinarily understood in nautical or general use.” As understood in general use, the phrase “in danger” means: “the possibility of something happening that may injure, harm or kill somebody.”

Question 3

Does the fact that a person is in the water, by itself, mean that the person is “in danger?”

Answer 3

When people are in the water, the possibility of injury, harm or death exists. Therefore, it should be considered that they are “in danger” until it is obvious that they are not. There are many reasons a person in the water may be in danger, including injury, fatigue, hypothermia, pre-

existing health conditions, physical disabilities, being tangled in the rigging, being separated from the boat, being in water where there are sharks, and other reasons.

Case 20 states “A boat in a position to help another that may be in danger is required by rule 1.1 to do so.” A boat, competitor or support person will likely have no knowledge as to the circumstances that led to a person being in the water, or the condition of the person, until they are close by and have had the chance to assess the situation, which will, if practicable, usually include discussing the situation with the person.

Assumed Facts for Question 4

A boat in a race has capsized and at least one of the crew is in the water. A support boat lifts the mast of the capsized boat and holds the boat while the crew climbs back aboard. The boat continues in the race.

Question 4

Has the racing boat broken rule 41?

Answer 4

It depends.

Rule 41(a) permits a boat to receive help from any source if a crew member is “in danger.” If any of the crew were “in danger” (see Answer 2), and if they would remain in danger until the boat is righted and the crew is back on board, then the boat has not broken rule 41(a).

Furthermore, if the crew is unable to right the boat without outside help, then the crew is “in danger” and the boat has not broken rule 41(a).

January 2024

APPEAL 128

Privateer vs. Mystery

Rule 42.1, Propulsion: Basic Rule

Rule 42.2, Propulsion: Prohibited Actions

Movement by the crew that does not propel the boat does not break rule 42.1. Movement of the crew that results in an action listed in rule 42.2 breaks rule 42.2, regardless of whether the action actually propels the boat or not.

Facts and Decision of the Protest Committee

A crewmember on *Mystery*, a keelboat, made repeated forceful athwartship body movements unrelated to wind, wave or tactical considerations. These movements did not propel the boat, nor did they result in the repeated fanning of any sails or the repeated rolling of the boat. *Privateer* protested. The protest committee disqualified *Mystery* for breaking rule 42.1. *Mystery* appealed.

Decision of the Appeals Committee

Rule 42.1 states: “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.”

If the movements of the crew do not actually propel the boat, the boat has not broken rule 42.1. However, if the movements of the crew result in an action listed in rule 42.2, the boat has broken rule 42.2, regardless of whether the action actually propels the boat or not.

Mystery’s appeal is upheld. She did not break rule 42.1 or 42.2. The protest committee’s decision is reversed, and *Mystery* is reinstated in her finishing place.

Note: Interpretations of rule 42 are available on the World Sailing website at:
[www.sailing.org/tools/documents/Rule42InterpretationsMay21-\[27359\].pdf](http://www.sailing.org/tools/documents/Rule42InterpretationsMay21-[27359].pdf)

April 2025

APPEAL 129

Farhvegnugen vs. Arctic Tern

Rule 60.3(a), Delivering a Protest**Rule 85.1, Changes to Rules**

In order for the sailing instructions or other rules to change a rule, it must refer specifically to the rule and state the change.

Facts and Decision of the Protest Committee

The sailing instructions for an event stated: “Protest forms shall be delivered to the race office via email.” After racing, *Farhvegnugen* (A) attempted to deliver her protest against *Arctic Tern* (B) via the email link in the sailing instructions. After several unsuccessful attempts, A filled out a written hearing request form and delivered it to the race office within the protest time limit. The protest committee decided the protest was valid, and disqualified B. B appealed, claiming, among other things, that the sailing instructions required that the protest form be delivered via email, which it wasn’t.

Decision of the Appeals Committee

Rule 60.3(a) states, “When delivered, a *protest* shall be in writing and identify the protestor, the protestee, and the incident.” Rule 85.1 states: “A change to a *rule* shall refer specifically to the *rule* and state the change. A change to a *rule* includes an addition to it or deletion of all or part of it.” The definition Rule (f) states that the sailing instructions are “rules.”

The sailing instruction requiring the protest forms to be delivered via email did not refer to rule 60.3(a) and state the change to that rule. Therefore, the sailing instruction did not change rule 60.3(a).

B’s appeal is denied. The protest committee was correct to decide that the protest was not invalid on the grounds that the protest was not delivered via email because rule 60.3(a) was not changed. B remains disqualified.

April 2025

APPEAL 130

Interpretation Requested by the US Sailing Racing Rules Committee

Definitions, Mark-Room

Definitions, Room

Rule 16.1, Changing Course

Rule 18.1, Mark-Room: When Rule 18 Applies

Rule 18.2, Mark-Room: Giving Mark-Room

Rule 43.1(b), Exoneration

Interpretations of the definition Mark-Room.

Question 1

When a boat's proper course is no longer to sail close to the mark, how much room ("space") is she entitled to in order to round or pass the mark and still be considered to be sailing within the mark-room to which she is entitled, and therefore eligible for exoneration by rule 43.1(b), if she breaks a rule of Section A of Part 2, rule 15, 16, or 31?

Answer 1

The definition Mark-Room is: "*Room* for a boat (a) to sail to the *mark* when her *proper course* is to sail close to it, (b) to round or pass the *mark* on the required side, and (c) to leave it astern."

The definition Room is: "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."

Therefore, "mark-room" includes "room to round the mark in a seamanlike way."

Under "Terminology" in the Introduction to *The Racing Rules of Sailing*, it states: "A term used in the sense stated in the Definitions is printed in italics ... Other words and terms are used in the sense ordinarily understood in nautical or general use."

A dictionary meaning of the verb "round" is: "pass and go around (something) so as to move on in a changed direction."

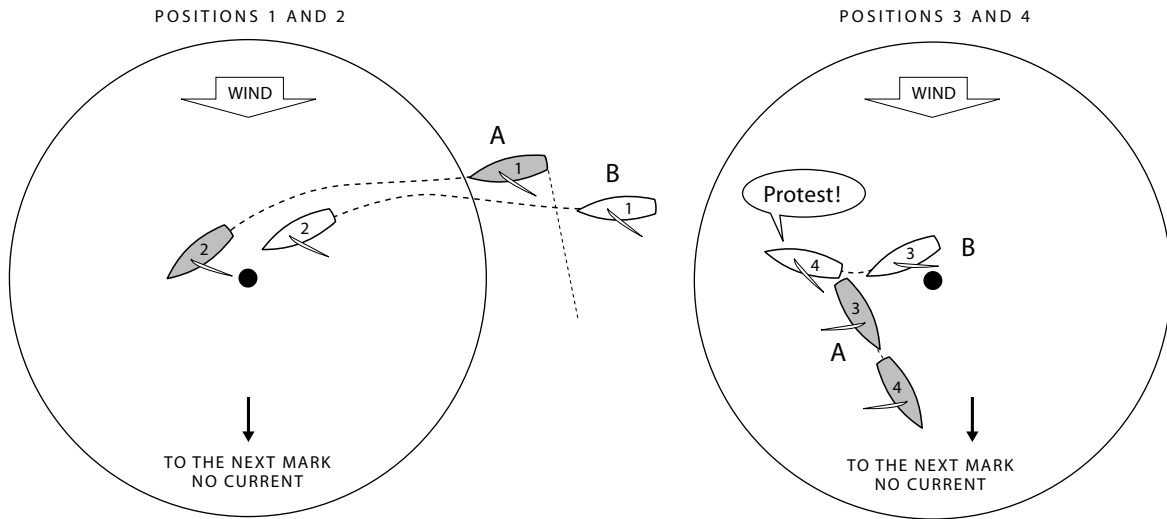
Words and terms used in *The Racing Rules of Sailing* are used in the context of a body of rules that apply to the sport of sailboat racing.

In the context of the sport of sailboat racing, "to round the mark in a seamanlike way" means to change direction at a mark as needed to begin sailing on the next leg of the course on a heading consistent with sailing at the boat's optimum angle to the wind. And a boat entitled to "mark-room" is entitled to the space she needs to make that maneuver in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way, and no more space than that.

Here are some scenarios applying that interpretation of the definition Mark-Room:

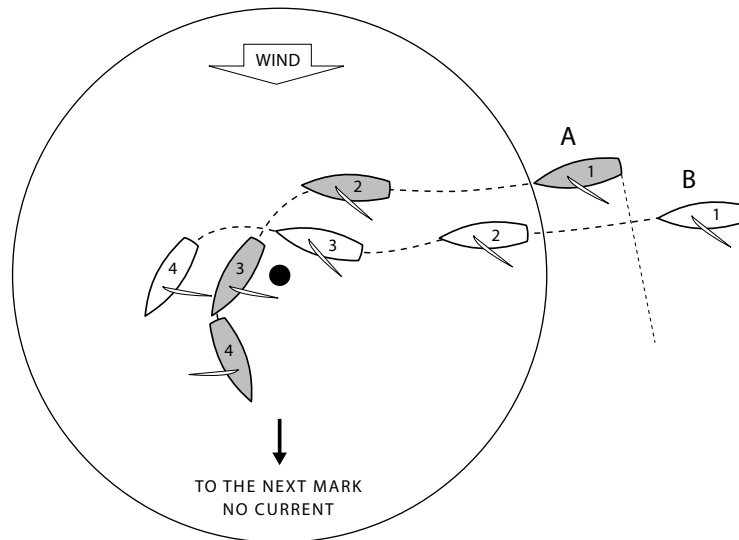
Scenario 1

When bearing off to round a windward or an offset mark onto a leeward leg where boats will need to sail on both tacks to reach the leeward mark, a boat is entitled to just enough space to turn promptly in a seamanlike way to a course consistent with sailing at the boat's optimum angle to the wind without changing tacks. Mark-room does not include any additional space to gybe and sail on the other tack.

Diagram 1

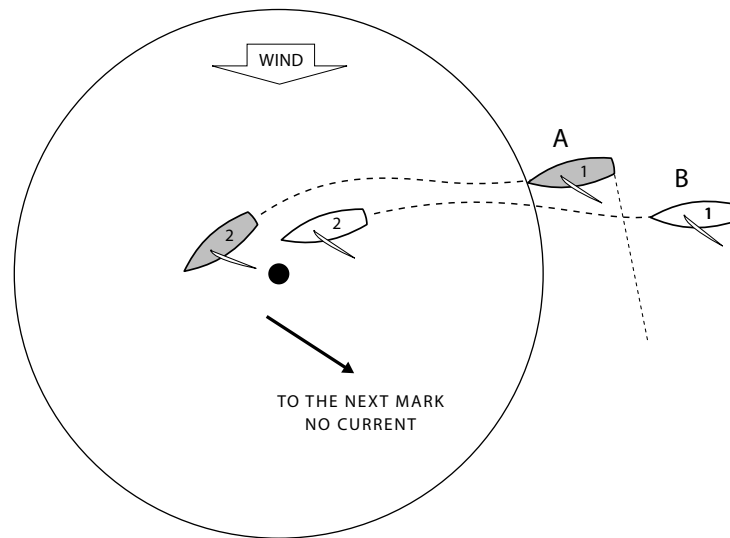
In Diagram 1, Boat A is entitled to mark-room. But because A does not need to gybe and sail on port tack to begin sailing the next leg on her optimum angle to the wind, mark-room does not include room to gybe and sail on port tack during her rounding maneuver. If A gybes and sails on port tack and breaks rule 10, she is not exonerated by rule 43.1(b) for her breach.

Note: If a boat clear ahead wishes to gybe around the windward or offset mark, she can consider sailing a little high of the mark on the approach and then sailing close to the mark before gybing such that a boat astern cannot prevent her from gybing without hitting the mark herself. See Diagram 2.

Diagram 2**Scenario 2**

When rounding a mark where it is necessary for a boat to gybe to sail to the next mark, such as the gybe mark on a triangle course or the last mark of a trapezoid course before the finish, she is entitled to enough space to gybe promptly and sail in a seamanlike way on her optimum angle to the wind on the other tack.

Diagram 3



In Diagram 3, Boat A is entitled to mark-room. Because A needs to gybe and sail on port tack to sail directly to the next mark, mark-room includes room to gybe promptly and sail on port tack during her rounding maneuver.

Scenario 3

When rounding a leeward mark onto a windward leg where boats will need to sail on both tacks to get to the next mark, a boat is entitled to enough space to promptly turn from a down-wind course up to a close-hauled course (her optimum angle to the wind), but not space to turn up to head-to-wind or to tack. See Case 118. However, if boats must tack in order to sail directly to the next mark, they are entitled to space to turn up to head to wind, but not to pass head to wind, because rule 18.2(a) no longer applies when boats entitled to mark-room pass head to wind (see rule 18.2(b)).

Diagram 4

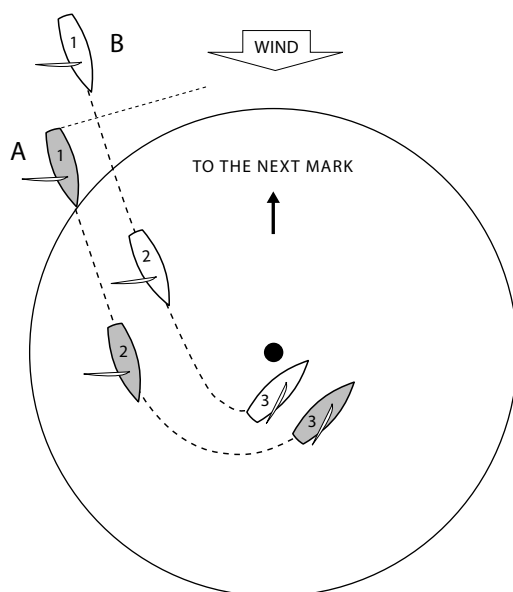
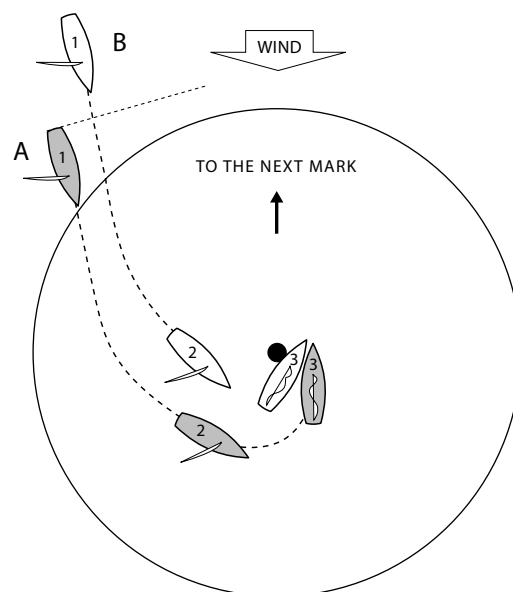


Diagram 5



In Diagram 4, Boat A is entitled to mark-room. Boat A sails wide of the mark, leaving space for Boat B to sail between her and the mark. Mark-room includes room for A to sail up to a close-hauled course. If A sails above close-hauled, she is not sailing within the mark-room to which she is entitled, and if she breaks rule 16.1 when doing so, she is not exonerated by rule 43.1(b). See Diagram 5.

Question 2

At a windward rounding mark, when a close-hauled boat is either overlapped inside and to windward, or clear ahead, of a boat that is required to give her mark-room, and she needs to tack in order to round the mark, is she entitled to mark-room after she has passed head to wind?

Answer 2

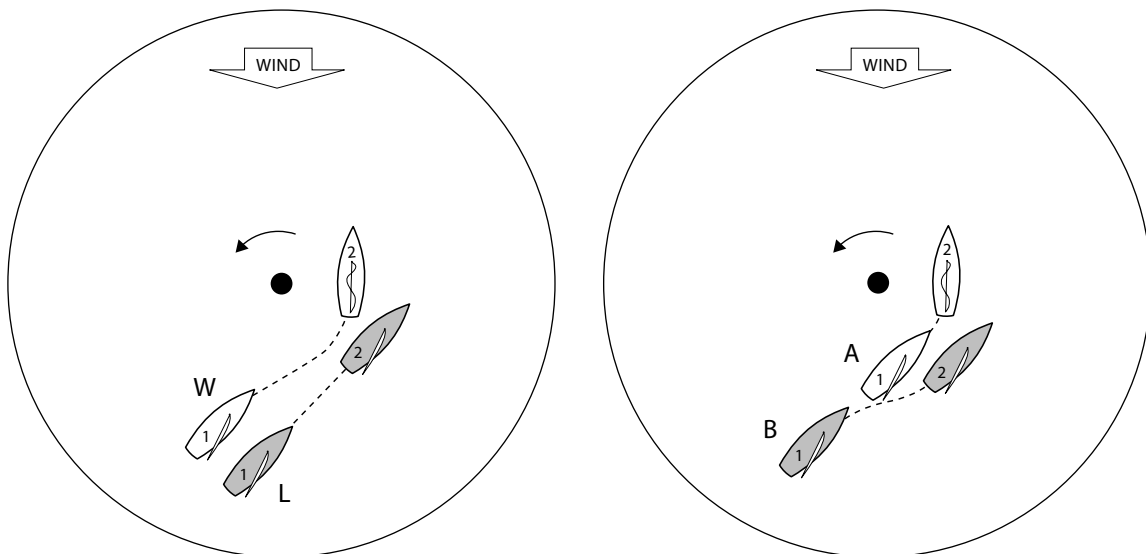
No. When a boat has sailed to the mark and will need to tack to round it, mark-room includes room to tack. However, the rule that entitles her to mark-room is rule 18.2(a), which no longer applies when the boat entitled to mark-room passes head to wind (see rule 18.2(b)). Therefore, in effect, an inside boat is only entitled to mark-room until she passes head to wind.

Note: This does not mean that an inside, windward, overlapped boat (W) cannot tack to round the mark. If W is overlapped inside an overlapped leeward boat (L), L must give W room to luff up to head to wind. In most cases, W's luff will carry her far enough to windward that she will have room for her stern to swing without touching L as she tacks by continuing to turn until she is on a close-hauled course. If L luffs to try and prevent W from tacking, she risks breaking rule 16.1. And if, while W is sailing within the room to which she is entitled under rule 16.1, she breaks rule 13, she is exonerated by rule 43.1(b).

And if the boat entitled to mark-room (A) is clear ahead of the boat required to give her mark-room (B), A may luff up to head to wind and, in most cases, B will continue on port tack until her bow has passed A's stern, at which time A will have room to tack onto starboard.

See Diagram 6.

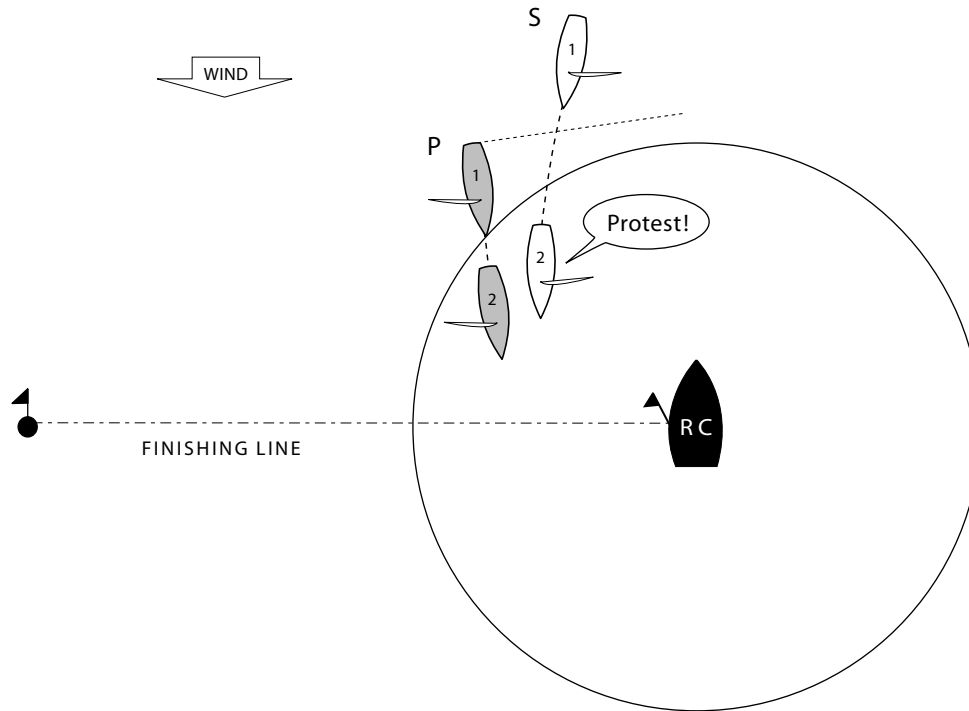
Diagram 6



Question 3

At a finishing mark at the end of a downwind or reaching leg, what is the “maneuver” that Boat P is entitled to make under rule 18.2(a)(2) and the definitions Mark-Room and Room in Diagram 7 below? Also, how do the rules apply in this incident?

Diagram 7



Answer 3

When Boat P reaches the zone, Boat S has not reached the zone yet. Therefore, S is required by rule 18.2(a)(2) to give P mark-room. Because P’s proper course is not to sail close to the finishing mark, P is not entitled to room to sail to the finishing mark. But, under rule 18.2(a)(2) and the definitions Mark-Room and Room, P is entitled to make the following maneuver: sail promptly in a seamanlike way on a course that passes the finishing mark and leaves it astern. S complied with rule 18.2(a)(2) by giving P mark-room. P broke rule 10, but because the course P chose to sail to pass the mark and leave it astern was a seamanlike course, P is exonerated by rule 43.1(b) for her breach.

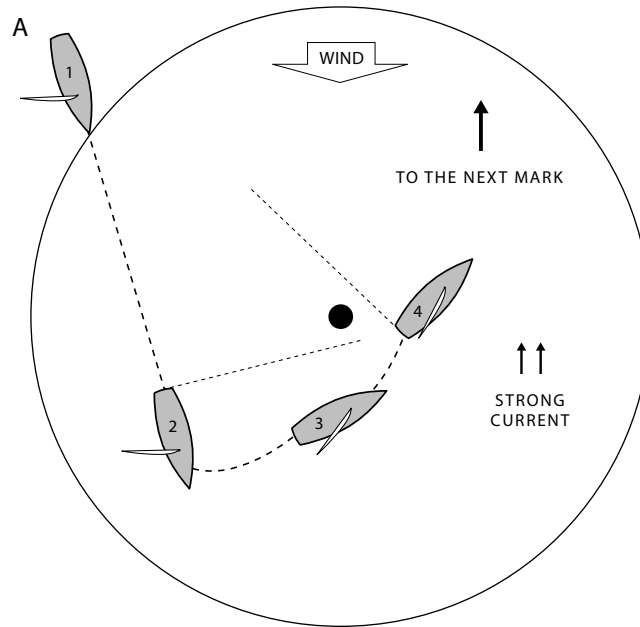
Question 4

In the definition Mark-Room, when does a boat ‘leave the mark astern’, for the purposes of rule 18.1(b), When Rule 18 Applies?

Answer 4

A boat leaves the mark astern when the mark is behind a line abeam from the aftermost point of her hull and equipment in normal position. However, if while maneuvering in the zone a boat temporarily leaves the mark astern, only when she leaves it astern after rounding or passing it on the required side as needed to begin sailing the next leg has she been given mark-room.

Diagram 8



At position 2, Boat A has left the mark astern. However, she has not rounded the mark yet, so she is still entitled to mark-room. At position 3, A is alongside the mark and is still rounding it, so she has not yet been given mark-room. At position 4, she has left the mark astern and has been given mark-room.

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