

**INTERNATIONAL
FUNBOARD CLASS
ASSOCIATION**

**(EXPERIMENTAL) SLALOM
COMPETITION RULES 2017-2020**

Effective on januari 1st 2018



The International Funboard Class Association was adopted as
an WORLD SAILING international class in 1987.

RACE SIGNALS

The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑↓) means that a visual signal is displayed or removed. A dot (●) means a sound; five short dashes (— — — —) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

Postponement Signals



AP Races not started are *postponed*. The warning signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.



AP over H Races not started are *postponed*. Further signals ashore.

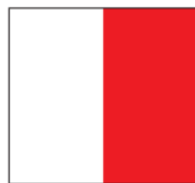


AP over A Races not started are *postponed*. No more racing today.

Abandonment Signals



N All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.

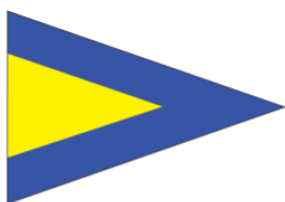


N over H All races are *abandoned*. Further signals ashore.



N over A All races are *abandoned*. No more racing today.

Recall Signals



First Substitute General recall. The warning signal will be made 1 minute after removal



X Individual recall

Other Signals



L Ashore: A notice to competitors has been posted.
Afloat: Come within hail or follow this vessel.



Y Wear a personal flotation device (see rule 40).



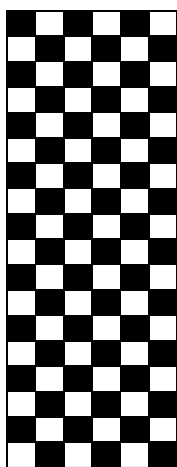
M The object displaying this signal replaces a missing mark.



(no sound)

Blue flag or shape. This race committee vessel is in position at the finishing line

ALTERNATIVE



(no sound)

Checkered flag. Marks both sides of the finish line
This signal replaces the blue flag and only shall be used if published in the Sailing instructions as mark of the finish line.

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ONLINE RULES DOCUMENTS

World Sailing has established a single internet address at which readers will find links to all the documents available on the World Sailing website that are mentioned in this book. Those documents are listed below. Links to other rules documents will also be provided at that address.

*The address is: **[sailing.org/racingrules/documents](https://www.sailing.org/racingrules/documents)**.*

- Changes made to these rules after 1 January 2017
- World Sailing Codes (Regulations 19, 20, 21, 22, 35, and 37)
- Rule G1.1 Up-to-date version of the table of national sail letters
- Appendix K Template for Notice of Race Guide
- Appendix L Template for Sailing Instructions Guide
- Appendix LE, Expanded Sailing Instructions Guide
- Appendix M Guidance on conflicts of interest
- Guidance on misconduct
- Guidelines for discretionary penalties

INTRODUCTION

The Windsurfing Slalom Competition Rules for 2017-2020 (WSR) has been created as a convenient book for use at windsurfing slalom competition events.

Slalom Surfing is a high-performance sport in which competitors are racing and rounding the marks at high speed. With the current Racing Rules of Sailing of World sailing or the Windsurfing Competition Rules in some cases this could lead to dangerous situations. For the safety of our competitors and to make the rules in our sport more understandable for competitors, race officials and spectators the Experimental Slalom Competition Rules were written. These rules are as far as possible consistent with the way the participants already applied the rules in practice.

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

Each of the terms in the table below is used in *The Windsurfing Slalom Competition Rules* with the meaning given.

<i>Term</i>	<i>Meaning</i>
Board	A sailboard or competitor on board
Competitor	A person who races or intends to race or has been racing in the event
National authority	A World Sailing member national authority
Race committee	The race committee appointed under rule 89.2(c) and any other person or committee performing a race committee function
Racing rule	A rule in the <i>The Racing Rules of Sailing or Windsurfing Slalom Competition Rules</i>
Technical committee	The technical committee appointed under rule 89.2(c) and any other person or committee performing a technical committee function
Vessel	Any boat or ship
Heat	Elimination race
Round	Several heats on the same level
Elimination	One or more rounds

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

Notation The notation '[DP]' in a *rule* means that the penalty for a breach of the *rule* may, at the discretion of the protest committee, be less than disqualification. Guidelines for discretionary penalties are available on the World Sailing website.

Revision Any changes determined to be urgent will be announced through national authorities and posted on the World Sailing website.

World Sailing Codes The World Sailing Codes are listed in the table below. The codes are published in the World Sailing Regulations.

<i>Title</i>	<i>Racing Rule</i>	<i>Regulation</i>
Advertising Code	80	20
Anti-Doping Code	5	21
Betting and Anti-Corruption Code	6	37
Disciplinary Code	7	35
Eligibility Code	75.2	19
Sailor Classification Code	79	22

These Codes are referred to in the definition *Rule* but are not included in this book because they can be changed at any time. The most recent versions of the codes are published on the World Sailing website; new versions will be announced through national authorities.

Cases and Calls World Sailing publishes interpretations of the racing rules in The Case Book for 2017–2020 and recognizes them as authoritative interpretations and explanations of the rules. This publication is available on the World Sailing website.

DEFINITIONS

A term used as stated below is shown in italic type or, in preambles, in bold italic type. The meaning of several other terms is given in Terminology in the Introduction.

- Abandon** A race that a race committee or protest committee *abandons* is void but may be resailed
- Capsized** A board is capsized when the competitor is water starting or the competitor being separated from the board or the board slows down significantly due to her sail being in the water.
- Clear Astern and Clear Ahead; Overlap** One board is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other board's hull and equipment in normal position. The other board is *clear ahead*. They *overlap* when neither is clear astern. However, they also *overlap* when a board between them *overlaps* both. These terms always apply to boards on the same *tack*.
- Conflict of Interest** A person has a *conflict of interest* if he
- may gain or lose as a result of a decision to which he contributes,
 - may reasonably appear to have a personal or financial interest which could affect his ability to be impartial, or
 - has a close personal interest in a decision
- Finish** A board *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line from the course side.
- Keep Clear** A board *keeps clear* when another board can sail her *proper course* including the manoeuvre for *rounding or passing a mark* or *obstruction* with no need to take avoiding action.
- Obstruction** An object that a board could not pass without changing course substantially, if she were sailing directly towards it and five of her hull lengths from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also *obstructions*. However, a board *racing* is not an *obstruction* to other boards unless they are required to *keep clear* of her or, if rule 23.1 applies, avoid her. A vessel under way, including a board racing, is never a continuing *obstruction*.
- Overtaking** A board is *overtaking* from the moment she gains an *overlap* from *clear astern* until the moment the overlap is broken.
- Party** A *party* to a hearing is
- for a protest hearing: a protestor, a protestee;
 - for a request for redress: a board requesting redress or for which redress is requested, a race committee acting under rule 60.2(b), a technical committee acting under rule 60.4(b);
 - for a request for redress under rule 62.1(a): the body alleged to have made an improper action or omission;
 - a person against whom an allegation of a breach of rule 69 is

made; a person presenting an allegation under rule 69;
e) a *support person* subject to a hearing under rule 60.3(d).

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

- Postpone** A *postponed* race is delayed before its scheduled start but may be started or *abandoned* later.
- Proper Course** A course a board would sail to complete the course prescribed in the sailing instructions and *finish* as soon as possible in the absence of the other boards referred to in the *rules* using the term, except that her proper course in the last 30 seconds before her starting signal shall be the shortest course to the first mark.
- Pre-start zone** The pre-start zone is defined by the starting line and the extensions on the pre-start side, of the lines between the starting marks and the first mark of the course.
- Protest** An allegation made under rule 61.2 by a board, a race committee, a technical committee or a protest committee that a board has broken a *rule*.
- Racing** A board is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.
- Room** The space a board needs in the existing conditions to sail her *proper course* to a *mark* or an *obstruction* and space to manoeuvre when *rounding or passing* this *mark* or *obstruction* including space to change course, if it is a part of the manoeuvre.
- Rounding or Passing** A board is *rounding or passing* a *mark* or *obstruction* from the time when her *proper course* is to begin to manoeuvre to round or pass it, until the *mark* or *obstruction* has been rounded or passed.
- Rule**
- a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;
 - b) World Sailing Advertising Code, Anti-Doping Code, Betting and Anti-Corruption Code, Disciplinary Code, Eligibility Code, Sailor Classification Code, respectively Regulations 20, 21, 37, 35, 19 and 22;
 - c) the prescriptions of the national authority, unless they are changed by the sailing instructions in compliance with the national authority's prescription, if any, to rule 88.2;
 - d) the class rules;
 - e) the notice of race;
 - f) the sailing instructions; and
 - g) any other documents that govern the event.
- Serious damage** A damage which significantly worsens the performance of a board.
- Start** A board *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, any part of her

hull, crew or equipment crosses the starting line in the direction of the first *mark*.

Support Person

Any person who

- a) provides, or may provide, physical or advisory support to a competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a competitor in or preparing for the competition, or
- b) is the parent or guardian of a competitor

Tack, Starboard or Port

A board is on the *tack, starboard or port*, corresponding to the competitor's hand that would be nearer the mast if the competitor were in normal sailing position with both hands on the wishbone and arms not crossed. A board is on *starboard tack* when the competitor's right hand would be nearer the mast and is on *port tack* when the competitor's left hand would be nearer the mast.

BASIC PRINCIPLES

SPORTSMANSHIP AND THE RULES

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

ENVIRONMENTAL RESPONSIBILITY

Participants are encouraged to minimize any adverse environmental impact of the sport of sailing.

KEEP THE FUN IN FUNBOARD

PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

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

1.2 Personal Flotation Devices

A competitor shall carry adequate life-saving equipment ready, unless her class rules make some other provision. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.

2 FAIR SAILING

A competitor shall compete in compliance with recognized principles of sportsmanship and fair play. A competitor may be penalized under this rule only if it is clearly established that these principles have been violated, or he/she was sailing in a manner that can be considered as dangerous or reckless. The penalty shall be either disqualification or disqualification that is not excludable.

3 ACCEPTANCE OF THE RULES

3.1 a) By participating or intending to participate in a race conducted under these *rules*, each competitor and board owner agrees to accept these *rules*.

b) A support person by providing support, or a parent or guardian by permitting their child to enter a race, agrees to accept the *rules*

3.2 Each competitor and board owner agrees, on behalf of their *support persons*, that such *support persons* are bound by the rules

3.3 Acceptance of the *rules* includes agreement

a) to be governed by the *rules*;

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

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

d) by each competitor and board owner to ensure that their *support persons* are aware of the *rules*.

3.4 The person in charge of each board shall ensure that the competitor and the board's owner are aware of their responsibilities under this rule

3.5 This rule may be changed by a prescription of the national authority of the venue

4 DECISION TO RACE

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

5 ANTI-DOPING

A competitor shall comply with the World Anti-Doping Code, the rules of the World Anti-Doping Agency, and World Sailing Regulation 21, Anti-Doping Code.

An alleged or actual breach of this rule shall be dealt with under Regulation 21. It shall not be grounds for a *protest* and rule 63.1 does not apply

6 **BETTING AND ANTI-CORRUPTION**

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

7 **DISCIPLINARY CODE**

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

8 **LAST POINT OF CERTAINTY**

When there is a doubt as to relationship or change of relationship between boards, the state of the board, or her relationship to the other board, has not changed, until the jury is certain that it has changed.

PART 2

WHEN BOARDS MEET

The rules of Part 2 apply between boards that are sailing in or near the **racing** area and intend to **race**, are **racing**, or have been **racing**. However, a board not **racing** shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury, capsize or serious damage or rule 24.1

SECTION A

RIGHT OF WAY

10 ON OPPOSITE TACKS

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

11 OVERTAKING ON THE SAM TACK

The overtaking board shall *keep clear* of the overtaken board. The overtaken board shall not change course if as a result the overtaking board would need to take action to avoid contact.

12 ON THE SAME TACK, NOT OVERLAPPED

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

13 CHANGING TACK

A board changing *tack* shall keep clear of a board which is not. If two boards are subject to this rule at the same time, the one of the other's port side or the one *clear astern* shall *keep clear*.

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

A board shall avoid contact with another board if reasonably possible but no board shall be penalized under this rule unless there is contact that causes injury, *capsize* or *serious damage*.

16 CHANGING COURSE OR SPEED

When a right-of-way board changes course or slows down, she shall give the other board *room* to *keep clear*.

SECTION C

AT MARKS AND OBSTRUCTIONS

18 ROUNDING/PASSING MARK OR OBSTRUCTION

18.1 An inside *overlapped* board or a *clear ahead* board is entitled to *room* when

rounding or passing a mark or obstruction.

- 18.2 When an inside *overlapped* board must change *tack* or bear away at the mark to sail her *proper course*, until she gybes or bear away she shall sail not farther from the *mark* than needed to sail that course.

SECTION D OTHER RULES

When rule 23, 24.1m 24.2 or 24.3 apply between two boards. Section A rules do not

21 EXONERATION

When a board is sailing within the *room* to which she is entitled, she shall be exonerated if, in an incident with a board required to give her *room*, she breaks a rule of Part 2 or rule 16.

23 CAPSIZED, RESCUING

- 23.1 If possible, a board shall avoid a board that is *capsized* or has not regained control after *capsizing*, or is trying to help a person or vessel in danger.
- 23.2 If possible, a board that is *capsized* or recovering shall not interfere with another board.

24 INTERFERING WITH ANOTHER BOARD

- 24.1 A board not *racing* shall not interfere with a board that is *racing*
- 24.2 A board shall not sail in the course area defined in the sailing instructions when races are taking place except when the race is her own. A board that breaks this rule shall be penalized without a hearing and her penalty shall apply to the race sailed nearest to the time of the incident.
- 24.3 If reasonably possible, a board shall not interfere with a board that is sailing on another leg
- 24.4 During the last 30 seconds before her starting signal,
a) all boards shall sail in the *pre-start zone* in the direction of the starting line;
b) a board approaching the starting line from outside the *pre-starting zone* is not entitled to room and has to keep clear of the boards inside the *pre-starting zone*;
c) a board that stops, slows down significantly, or one that is not making significant forward progress shall *keep clear* of all others, except when accidentally *capsized*.

PART 3

CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

- 25.1 The notice of race and sailing instructions shall be made available to each board before a race begins.
- 25.2 The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the notice of race or sailing instructions.
- 25.3 When the race committee is required to display a flag as a visual signal, it may use a flag or other object of a similar appearance.

26 STARTING RACES

26.1 On water start

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

<i>Minutes before starting signal</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Means</i>
Not less than 3	Heat number	None	
3	Class flag	One	Attention signal
2	Red flag	One	Warning signal
1	Yellow flag; Red flag removed	One	Preparatory signal
1/2	Yellow flag removed	One	Half minute
0	Green flag; Class flag removed	One	Starting signal

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

26.2 Beach Start

- a) When the starting line is on the beach, or so close to the beach that the competitor must stand in the water to *start*, the start is a beach start.
- b) The starting stations shall be numbered so that station 1 is the most windward one. Unless the sailing instructions specify some other system, a board's starting station shall be determined
 1. For the first race or round of the event, by draw or
 2. For any race or round after the first one, by her place in the previous race or heat (The first place station 1, the second

place on station 2, and so on.)

- c) After boards have been called to take their positions, the race committee shall make the preparatory signal by displaying a red flag with one sound. The starting signal shall be made, at any time after the preparatory signal, by removing the red flag with one sound.
- d) After the starting signal each board shall take the shortest route from her starting station to the water and then to her sailing position without interfering other boards. Part 2 rules will apply when both of the competitor's feet are on the board.

26.3 **Rabbit Start**

- a) The starting line is the line between the starting mark and the Rabbit.
- b) All boards shall start after the Rabbit passes the start and
- c) The Rabbit may start his upwind run after the half minute signal as described in 26.1

27 **OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL**

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

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

28 **SAILING THE COURSE**

A board shall *start*, sail the course described in the sailing instructions and *finish*. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. After *finishing* she shall clear the finishing line immediately.

29 **RECALLS**

- a) When at a board's starting signal any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall signal a general recall on the starting line or an individual recall on the finishing line.
- b) If the race committee acts under rule 29 and the board is identified, she shall be disqualified without a hearing, even if the race is abandoned.
- c) The race committee shall hail or display her sail number, and she shall leave the course area immediately. If the race is restarted or resailed, she shall not sail in it.
- d) If the race was completed but was later abandoned by the protest committee, and if the race is resailed, a board disqualified under rule 29 may sail in it.

32 **ABANDONING AFTER THE START**

32.1 After the starting signal, the race committee may *abandon* the race (display flag N, N over H, or N over A, with three sounds), as appropriate, for any reason directly affecting the safety or fairness of the competition.

However, after one board has sailed the course and *finished* within the time

limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boards in the race or series.

36 **RACES RESTARTED OR RESAILED**

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

- a) prohibit a board from competing unless she has broken rule 29; or
- b) cause a board to be penalized except under rule 2 or under rule 69, or under rule 14 when she has caused injury or serious damage

37 **ELIMINATIONS INCLUDING HEATS**

37.1 **Eliminations Procedure**

- a) Competition shall take the form of one or more eliminations. Each of them shall consist of either rounds in a single eliminations where only a number of the best scorers advance, or rounds in a double eliminations where boards have more than one opportunity to advance.
- b) Boards shall sail one against another in pairs, or in groups determined by the elimination ladder. The selected form of competition shall not be changed while a round remains uncompleted.

37.2 **Seeding and Ranking Lists**

- a) When a seeding or ranking list is used to establish the heats of the first round, places 1–8 (four heats) or 1–16 (eight heats), or else if so in the sailing instruction, shall be distributed evenly among the heats.
- b) For a subsequent elimination, if any, boards shall be reassigned to new heats according to the ranking in the previous elimination.
- c) The organizing authority's seeding decisions are final and are not grounds for a request for redress.

37.3 **Heat Schedule**

The schedule of heats shall be posted on the official notice board no later than 30 minutes before the starting signal for the first heat.

37.4 **Advancement and Byes**

The number of boards in each heat that will advance to the next round will be announced by the race committee no later than 10 minutes before the starting signal for the first heat. The number of boards advancing may be changed by the protest committee as a result of a redress decision.

PART 4

OTHER REQUIREMENTS WHEN RACING

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

40 PERSONAL FLOTATION DEVICES

When flag Y is displayed with one sound before the warning signal, competitors shall wear personal flotation devices, according to the class rules, if there is any, except briefly while changing or adjusting clothing or personal equipment. When flag Y is displayed ashore, this rule applies at all times while afloat. Wet suits and dry suits are not personal flotation devices.

41 OUTSIDE HELP

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

- a) help for a crew member who is ill, injured or in danger;
- b) after a collision, help from the crew of the other vessel to get clear;
- c) help in the form of information freely available to all boards;
- d) unsolicited information from a disinterested source, which may be another board in the same race.

However, a board that gains a significant advantage in the race from help received under rule 41(a) may be protested and penalized; any penalty may be less than disqualification

43 COMPETITOR CLOTHING AND EQUIPMENT

- 43.1
 - a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight. However, a competitor may wear a drinking container that shall have a capacity of at least one litre and weigh no more than 1.5 kilograms when full.
 - b) Furthermore, a competitor's clothing and equipment shall not weigh more than 8 kilograms, excluding a hiking or trapeze harness and clothing (including footwear) worn only below the knee. Class rules or sailing instructions may specify a lower weight or a higher weight up to 10 kilograms. Class rules may include footwear and other clothing worn below the knee within that weight. A hiking or trapeze harness shall have positive buoyancy and shall not weigh more than 2 kilograms, except that class rules may specify a higher weight up to 4 kilograms. Weights shall be determined as required by Appendix H.

44 PENALTIES AT THE TIME OF AN INCIDENT

44.1 Taking a Penalty

A board may take a 360°-Turn Penalty when she may have broken one of more rules of Part 2 in an incident while racing. The Sailing instructions may specify the use of some other penalty. However, if the board caused injury or *serious damage* or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire. However, if the board caused injury or *serious damage* or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

44.2 **360°-Turn Penalty**

After getting well clear of other boards as soon after the incident as possible, a board takes a 360°-Turn Penalty by promptly making a 360° turn with no requirement for a tack or a gybe. When a board takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before *finishing*.

53 **SKIN FRICTION**

A board shall not eject or release a substance, such as a polymer, or have specially textured surfaces that could improve the character of the flow of water inside the boundary layer.

55 **TRASH DISPOSAL**

A competitor shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

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

- 60.1 A board may
- a) protest another board, but not for an alleged breach of a rule of Part 2 unless she was involved in the incident; or
 - b) request redress
- 60.2 A race committee may
- a) protest a board, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from person with a *conflict of interest* other than the representative of the board herself;
 - b) request redress for a board; or
 - c) report to the protest committee requesting action under rule 69.2(b).
- 60.3 A protest committee may
- a) protest a board, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from person with a *conflict of interest* other than the representative of the board herself. However, it may protest a board
 - 1) if it learns of an incident involving her that may have resulted in injury or serious damage, or
 - 2) if during the hearing of a valid *protest* it learns that the board, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*;
 - b) call a hearing to consider redress; or
 - c) act under rule 69.2(b); or
 - d) call a hearing to consider whether a support person has broken a rule, based on its own observation or information received from any source, including evidence taken during a hearing
- 60.4 A technical committee may
- a) protest a board, but not as a result of information arising from a request for redress or an invalid protest, or from a report from a person with a conflict of interest other than the representative of the board herself. However, it shall protest a board if it decides that
 - 1) a board has broken a rule of Part 4, but not rules 41, 44, or
 - 2) a board or personal equipment does not comply with the class rules;
 - b) request redress for a board; or
 - c) report to the protest committee requesting action under rule 69.2(b).
- 60.5 However, neither a board nor a committee may protest for an alleged breach of rule 5, 6, 7 or 69

61 **PROTEST REQUIREMENTS**

61.1 **Informing the Protestee**

A board intending to protest shall inform the other board at the first reasonable opportunity. When her *protest* will concern an incident in the racing area that she was involved in, she shall hail 'Protest'. She shall also inform the race committee and the other board of her intention to protest as soon as practicable after she *finishes* or retires.

62 **REDRESS**

- 62.1 A request for redress or a protest committee's decision to consider redress shall be based on a claim or possibility that a board's score or place in a race or series has been or may be, through no fault of her own, made significantly worse by
- a) an improper action or omission of the race committee, protest committee, organizing authority or technical committee for the event, but not by a protest committee decision when the board was a *party* to the hearing;
 - b) injury, capsize or *serious damage* because of the action of a board that was breaking a rule of Part 2 or of a vessel not racing that was required to keep clear;
 - c) giving help (except to herself) in compliance with rule 1.1;
 - d) an action of a board, or competitor, that resulted in a penalty under rule 2 or a penalty or warning under rule 69.2(h).

SECTION B

HEARINGS AND DECISIONS

63 **HEARINGS**

63.1 **Requirement for a Hearing**

A board or competitor shall not be penalized without a protest hearing, except as provided in rules 29, 64.3(d), 69, and A5. A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that have been delivered to the protest committee unless it allows a *protest* or request to be withdrawn.

63.2 **Time and Place of the Hearing**

The protestor, the protestee and their witnesses, if there are any, shall go immediately to the Jury. The hearing will start as soon as possible and heats affected by the protest committee decisions may be postponed accordingly. The decisions made are final and cannot be appealed.

63.3 **Right to Be Present**

- a) Each *party* to the hearing, have the right to be present throughout the hearing of all the evidence. Any witness, other than a member of the protest committee, shall be excluded except when giving evidence.
- b) If a *party* to the hearing of a protest or request for redress does not come to the hearing, the protest committee may nevertheless decide the protest or request.

63.4 Conflict of Interest

- a) A protest committee member shall declare any possible *conflict of interest* as soon as he is aware of it, but not later than the first skippersmeeting. A competitor who believes a member of the protest committee has a *conflict of interest* shall object not later than the first skipper meeting
- b) A member of a protest committee with a *conflict of interest* shall not be a member of the committee for the hearings, unless
 - 1) all *parties* consent, or
 - 2) the protest committee decides that the *conflict of interest* is not significant.
- c) When deciding whether a *conflict of interest* is significant, the protest committee shall consider the views of the *parties*, the level of the conflict, the level of the event, the importance to each *party*, and the overall perception of fairness and shall inform the competitors before the first race.
- d) However, for World Sailing major events, or for other events as prescribed by the national authority of the venue, rule 63.4(b) does not apply and a person who has a *conflict of interest* shall not be a member of the protest committee.

63.5 Validity of the Protest or Request for Redress

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

63.6 Taking Evidence and Finding Facts

Protests and requests for redress need not be in writing; they shall be made orally to a member of the protest committee as soon as reasonably possible following the race. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

63.7 Conflict Between Rules

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

64 DECISIONS

64.1 Penalties and Exoneration

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

- a) when as a consequence of breaking a *rule* a board has compelled another

- board to break a *rule*, the other board shall be exonerated.
- b) if a board has taken an applicable penalty, she shall not be further penalized under this rule unless the penalty for a *rule* she broke is a disqualification that is not excludable from her series score.
- c) if the race is restarted or resailed, rule 36 applies.
- d) When as consequence of breaking rule there is no or minor contact or position changes, nobody shall be penalized.

64.2 Decisions on Redress

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

i64.3 Decisions on Protests Concerning Class Rules

- a) When the protest committee finds that deviations in excess of tolerances specified in the class rules were caused by damage or normal wear and do not improve the performance of the board, it shall not penalize her. However, the board shall not *race* again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.
- b) When the protest committee is in doubt about a matter concerning the measurement of a board, the meaning of a class rule, or damage to a board, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.
- c) When a board is penalized under a class rule and the protest committee decides that the board also broke the same rule in earlier races in the same event, the penalty may be imposed for all such races. No further *protest* is necessary.
- d) Measurement costs arising from a *protest* involving a class rule shall be paid by the unsuccessful *party* unless the protest committee decides otherwise.

64.4 Decisions Concerning Support Persons

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

65 **INFORMING THE PARTIES AND OTHERS**

- 65.1 After making its decision, the protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any penalties imposed or redress given.
- 65.3 When the protest committee penalizes a board under a measurement rule, it shall send the above information to the relevant measurement authorities.

66 **REOPENING A HEARING**

The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. A *party* to the hearing may ask for a reopening no later than 5 minutes after being informed of the decision.

67 **DAMAGES**

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

SECTION C **MISCONDUCT**

69 **MISCONDUCT**

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

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

69.2 **Action by a Protest Committee**

- a) A protest committee acting under this rule shall have at least three members.
- b) When a protest committee, from its own observation or from information received from any source, including evidence taken during a hearing, believes a person may have broken rule 69.1(a), it shall decide whether or not to call a hearing.
- c) When the protest committee needs more information to make the decision to call a hearing, it shall consider appointing a person or persons to conduct an investigation. These investigators shall not be members of the protest committee that will decide the matter.
- d) When an investigator is appointed, all relevant information he gathers, favourable or unfavourable, shall be disclosed to the protest committee, and if the protest committee decides to call a hearing, to the *parties*.
- e) If the protest committee decides to call a hearing, it shall promptly inform the person in writing of the alleged breach and of the time and place of the hearing and follow the procedures in rules 63.2, 63.3(a), 63.4 and 63.6 except that:

- 1) unless a person has been appointed by World Sailing, a person may be appointed by the protest committee to present the allegation.
 - 2) a person against whom an allegation has been made under this rule shall be entitled to have an advisor and a representative with him who may act on his behalf.
- f) If the person is unable to attend the hearing and
- 1) provides good reason, the protest committee shall reschedule it; or
 - 2) does not provide good reason and does not come to it, the protest committee may conduct it without the person present.
- g) The standard of proof to be applied is the test of the comfortable satisfaction of the protest committee, bearing in mind the seriousness of the alleged misconduct. However, if the standard of proof in this rule conflicts with the laws of a country, the national authority may, with the approval of World Sailing, change it with a prescription to this rule.
- h) When the protest committee decides that a competitor or board owner has broken rule 69.1(a), it may take one or more of the following actions
- 1) issue a warning;
 - 2) change their board's score in one or more races, including disqualification(s) that may or may not be excluded from her series score;
 - 3) exclude the person from the event or venue or remove any privileges or benefits; and
 - 4) take any other action within its jurisdiction as provided by the *rules*.
- i) When the protest committee decides that a *support person* has broken rule 69.1(a), rule 64.4 applies.
- j) If the protest committee
- 1) imposes a penalty greater than one DNE;
 - 2) excludes the person from the event or venue; or
 - 3) in any other case if it considers it appropriate,

it shall report its findings, including the facts found, its conclusions and decision to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing. If the protest committee has acted under rule 69.2(f)(2), the report shall also include that fact and the reasons for it.

- k) If the protest committee decides not to conduct the hearing without the person present, or if the protest committee has left the event and a report alleging a breach of rule 69.1(a) is received, the race committee or organizing authority may appoint the same or a new protest committee to proceed under this rule. If it is impractical for the protest committee to conduct a hearing, it shall collect all available information and, if the allegation seems justified, make a report to the national authority of the person or, for specific international events listed in the World Sailing Regulations, to World Sailing.

69.3 **Action by a National Authority and World Sailing**

The disciplinary powers, procedures and responsibilities of national authorities and World Sailing that apply are specified in World Sailing Regulation 35, Disciplinary Code. National authorities and World Sailing may impose further penalties, including suspension of eligibility, under that regulation

SECTION D

APPEALS

- 70 **APPEALS AND REQUESTS TO A NATIONAL AUTHORITY**
Appeals and requests to a National Authorities are not permitted in disciplines and formats with elimination series.

PART 6

ENTRY AND QUALIFICATION

75 ENTERING A RACE

- 75.1 To enter a race, a board shall comply with the requirements of the organizing authority of the race. She shall be entered by
- a member of a club or other organization affiliated to a World Sailing member national authority,
 - such a club or organization, or
 - a member of a World Sailing member national authority.

75.2 Competitors shall comply with World Sailing Regulation 19, Eligibility Code.

76 EXCLUSION OF BOARDS OR COMPETITORS

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

76.2 The organizing authority or the race committee shall not reject or cancel the entry of a board or exclude a competitor because of advertising, provided the board or competitor complies with World Sailing Regulation 20, Advertising Code.

76.3 At world and continental championships no entry within stated quotas shall be rejected or cancelled without first obtaining the approval of the relevant World Sailing Class Association or the World Sailing.

77 IDENTIFICATION ON SAILS

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

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

78.1 While a board is *racing*, her owner and any other person in charge shall ensure that the board is maintained to comply with her class rules and that her measurement remains valid. In addition, the board shall also comply at other times specified in the class rules, the notice of race or the sailing instructions. When so prescribed by World Sailing, a numbered and dated device on a board, fin and rig shall serve as her measurement certificate.

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

79 CLASSIFICATION

If the notice of race or class rules state that some or all competitors must satisfy classification requirements, the classification shall be carried out as described in

World Sailing Regulation 22, Sailor Classification Code

80 **ADVERTISING**

A board and her crew shall comply with World Sailing Regulation 20, Advertising Code.

81 **RESCHEDULED EVENT**

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

PART 7

RACE ORGANIZATION

84 GOVERNING RULES

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

85 CHANGES TO THE RULES

85.1 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.

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

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

86 CHANGES TO THE RACING RULES

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

- a) Prescriptions of a national authority may change a racing rule, but not the Definitions; the Basic Principles; a rule in the Introduction; Part 1, 2 or 7; rule 43, 63.4, 69, 70, 75, 76.3, 79, 80 or 86.1; a rule of an appendix that changes one of these rules; Appendix H or N; World Sailing Regulation 19, 20, 21, 22, 35 or 37.
- b) The notice of race or sailing instructions may change a racing rule, but not rule 76.1 or 76.2, or a rule listed in rule 86.1(a).
- c) The class rules may change only rule 53

86.2 In exception to rule 86.1, World Sailing may in limited circumstances (see World Sailing Regulation 28.1.3) authorize changes to the racing rules for a specific international event. The authorization shall be stated in a letter of approval to the event organizing authority and in the notice of race and sailing instructions, and the letter shall be posted on the event's official notice board.

86.3 If a national authority or the class association so prescribes, the restrictions in rule 86.1 do not apply if rules are changed to develop or test proposed rules. The national authority may prescribe that its approval is required for such changes.

87 CHANGES TO CLASS RULES

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

88 NATIONAL PRESCRIPTIONS

88.1 The prescriptions that apply

The prescriptions that apply to an event are the prescriptions of the national authority with which the organizing authority is associated under rule 89.1. However, if boards will pass through the waters of more than one national authority while *racing*, the notice of race or sailing instructions shall identify the prescriptions that will apply and when they will apply.

88.2 Changes to Prescriptions

The notice of race or sailing instructions may change a prescription. However, a national authority may restrict changes to its prescriptions with a prescription to this rule, provided World Sailing approves its application to do so. The restricted prescriptions shall not be changed

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

89.1 Organizing Authority

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

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

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

89.2 Notice of Race; Appointment of Race Officials

- a) The organizing authority shall publish a notice of race that conforms to rule J1.
- b) The notice of race may be changed provided adequate notice is given.
- c) The organizing authority shall appoint a race committee and, when appropriate, appoint a protest committee, a technical committee and umpires. However, the race committee, an international jury, a technical committee and umpires may be appointed by World Sailing as provided in its regulations.

90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

90.1 Race Committee

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

90.2 Sailing Instructions

- a) The race committee shall publish written sailing instructions that conform to rule J2.
- b) When appropriate, for an event where entries from other countries are expected, the sailing instructions shall include, in English, the applicable national prescriptions.
- c) The sailing instructions may be changed provided the change is in writing and posted on the official notice board before the time stated in the sailing instructions or, on the water, communicated to each board before her warning signal. Oral instructions may be given only if the procedure is stated in the sailing instructions.

90.3 Scoring

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

91 PROTEST COMMITTEE

A protest committee shall be

- a) a committee appointed by the organizing authority or race committee, or
- b) an international jury appointed by the organizing authority or as prescribed in the World Sailing regulations. It shall be composed as required by rule N1 and have the authority and responsibilities stated in rule N2. A national authority may prescribe that its approval is required for the appointment of international juries for races within its jurisdiction, except World Sailing events or when international juries are appointed by World Sailing under rule 89.2(b).
- c) a committee appointed by the national authority under rule 71.2.

92 TECHICAL COMMITTEE

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

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

Appendix A

SCORING

See rule 90.3.

A1 NUMBER OF RACES

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the sailing instructions. If an event includes more than one discipline or format, the sailing instructions shall state how the overall scores are to be calculated.

To validate an elimination the competitors in A-final and B-final shall be defined.

A2 SERIES SCORES

Each board's elimination score shall, subject to rule 90.3(b) be the total of her race scores excluding her

- a) worst score when 3 or 4 eliminations are completed,
- b) two worst scores when from 5 to 7 eliminations are completed,
- c) three worst scores when 8 or more eliminations are completed.

(The sailing instructions may make a different arrangement. A elimination is completed if scored; see rule 90.3(a).) If a board has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The board with the lowest series score wins and others shall be ranked accordingly.

A3 STARTING TIMES AND FINISHING PLACES

The time of a board's starting signal shall be her starting time, and the order in which boards *finish* a race shall determine their finishing places.

A4 POINT SYSTEM

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

Finishing place	Points
First	0.7
Second	2
Third	3
Fourth	4
Fifth	5
Sixth	6
Seventh	7
Each place thereafter	Add 1 point

A4.2 A board that did not *start*, did not *finish*, retired, penalized under rule 29 or was disqualified shall be scored points for the finishing place equal to the total number of boards entered in that final including the upper finals or in a heat of an elimination.

A4.3 When a heat cannot be completed, the points for the unscored places shall be added together and divided by the number of places in that heat. The resulting

number of points, to the nearest tenth of a point (0.05 to be rounded upward), shall be given to each board entered in the heat.

A5 SCORES DETERMINED BY THE RACE COMMITTEE

A board that did not start, or comply with rule 29, finish or retires shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a board's score

A6 CHANGES IN PLACES AND SCORES OF OTHER BOARDS

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

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

A7 HEAT TIES

If boards are tied at the finishing line the points for the place for which the boards have tied and for the place(s) immediately below shall be added together and divided equally.

A8 ELIMINATION TIES

A8.1 If there is a elimination-score tie between two or more boards, they shall be ranked in order of their best excluded elimination score.

A8.2 If a tie remains between two or more boards, each board's elimination scores, including excluded scores, shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the board(s) with the best score(s). These scores shall be used even if some of them are excluded scores.

A8.3 If a tie still remains between two or more boards, they shall be ranked in order of their scores in the last elimination. Any remaining ties shall be broken by using the tied boards' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

A9 RACE SCORES IN A SERIES LONGER THAN A REGATTA

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

A10 GUIDANCE ON REDRESS

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

- a) In the next round; or
- b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races in the series except the race in question, but never more or less point as can be scored in the race in question; or

- c) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races before the race in question, but never more or less point as can be scored in the race in question; or
- d) points based on the position of the board in the race at the time of the incident that justified redress.

A11 SCORING ABBREVIATIONS

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

DNC	Did not start; did not come to the starting area
DNE	Disqualification that is not excludable
DNF	Did not finish
DNS	Did not start (other than DNC and OCS)
DPI	Discretionary penalty imposed
DSQ	Disqualification
OCS	Did not start; on the course side of the starting line at her starting signal and broke rule 29
RDG	Redress given
RET	Retired
SCP	Scoring Penalty applied

Appendix G

IDENTIFICATION ON SAILS

See rule 77.

G1 WORLD SAILING CLASS BOARDS

G1.1 Identification

Every board of a World Sailing Class shall carry on her mainsail and, as provided in rules G1.3(d) and G1.3(e) for letters and numbers only.

- a) The insignia denotes her class. The insignia shall not refer to anything other than the manufacturer or class and, if it is not an abstract design, it shall not consist of more than two letters and three digits;
- b) at all international events, except when the boards are provided to all competitors, national letters denoting her national authority from the table on the World Sailing website. For the purposes of this rule, international events are World Sailing events, world and continental championships, and events described as international events in their notices of race and sailing instructions; and

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

G1.2 Specifications

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

<i>Overall length</i>	<i>Minimum height</i>	<i>Minimum space between characters and from edge of sail</i>
Under 3.5 m	230 mm	45 mm

G1.3 Positioning

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

- a) The class insignia shall be displayed once on each side of the sail in the area above a line projected at right angles from a point on the luff of the sail one-third of the distance from the head to the wishbone. The national letters and sail numbers shall be in the central third of that part of the sail above the wishbone, clearly separated from any advertising. They shall be black and applied back to back on an opaque white background, or white and applied back to back on an opaque black background. The background shall extend a minimum of 30 mm beyond the characters. There shall be a '-' between the national letters and the sail number, and the spacing between characters shall be adequate for legibility.

- b) If the class insignia is of such a design that two of them coincide when placed back to back on both sides of the sail, they may be so placed.
- c) National letters shall may be placed above the sail number.

G2 OTHER BOARDS

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

G3 CHARTERED OR LOANED BOARDS

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

G4 WARNINGS AND PENALTIES

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

G5 CHANGES BY CLASS RULES

World Sailing Classes may change the rules of this appendix provided the changes have first been approved by World Sailing

Appendix H

WEIGHING CLOTHING AND EQUIPMENT

See rule 43. This appendix shall not be changed by sailing instructions or prescriptions of national authorities.

- H1 Items of clothing and equipment to be weighed shall be arranged on a rack. After being saturated in water the items shall be allowed to drain freely for one minute before being weighed. The rack must allow the items to hang as they would hang from clothes hangers, so as to allow the water to drain freely. Pockets that have drain-holes that cannot be closed shall be empty, but pockets or items that can hold water shall be full.
- H2 When the weight recorded exceeds the amount permitted, the competitor may rearrange the items on the rack and the member of the technical committee in charge shall again soak and weigh them. This procedure may be repeated a second time if the weight still exceeds the amount permitted.
- H3 A competitor wearing a dry suit may choose an alternative means of weighing the items.
 - a) The dry suit and items of clothing and equipment that are worn outside the dry suit shall be weighed as described above.
 - b) Clothing worn underneath the dry suit shall be weighed as worn while racing, without draining.
 - c) The two weights shall be added together

APPENDIX K

NOTICE OF RACE

This guide provides a notice of race designed primarily for major championship regattas. the guide can also be useful for other events.

Rule references within the notice of race use ESCR, NoR and SI to denote the source of the rule. 'ESCR x' is a rule in The Experimental Slalom Competition Rules. 'NoR x' is a rule in the notice of race, and 'SI x' is a rule in the sailing instructions.

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

<TITLE OF EVENT>

<Date>

<Location, City, Country>

Organised by: <Club as defined in ESCR 89.1 >
in co-operation with the: <Organisation>

1. Rules

- 1.1. The event will be governed by the rules as defined in The Experimental Slalom Competition Rules (ESCR).
- 1.2. The International Funboard Class Association (IFCA) Championship Rules shall apply.
- 1.3. No national prescriptions will apply.
- 1.4. If there is a conflict between languages the English text will take precedence.

2. Advertising

- 2.1. Sailors may be required to display advertising chosen and supplied by the organising authority. World Sailing Regulation 20 'Advertising Code' shall apply.
- 2.2. Event branding shall be worn at all times when afloat, and as requested by the organisers during media interviews and during the prize giving.

3. Divisions

- 3.1. This championship is for <MEN> and <WOMEN> only, <who shall race together>
- 3.2. <There may be prizes for highest placed <Seniors>, <Youths>, <Junior>, <Masters> or <Grandmaster>.
- 3.3. A Senior shall be a man over the age of 20 and under the age of 36, or a woman over the age of 20 and under the age of 31.
- 3.4. A Youth shall be a <girl/boy> under the age of 21 (born in <year> or later).
- 3.5. A Junior shall be a <girl/boy> under the age of 17 (born in <year> or later).
- 3.6. A Master shall be a man over the age of 35 (born in <year> or earlier), or a women over the age of 30 (born in <year> or earlier).
- 3.7. A Grandmaster shall be a man over the age of 45 (born in <year> or earlier), or a women over the age of 40 (born in <year> or earlier).
- 3.8. A minimum of <5> competitors is required to constitute a prize division.

4. Eligibility and Entry

- 4.1. All entries shall meet the requirements of World Sailing Regulation 19 - Eligibility Code.
- 4.2. Competitors shall be members of a National Class Association which is a paid up member of the international class association, or of the IWA. Membership formalities can be completed on site.
- 4.3. *<Eligible competitors may enter online - credit/debit card or bank transfer payment required.>*
- 4.4. The following shall be presented upon registration:
 - a. Evidence of valid third party insurance
 - b. Proof of age
 - c. Emergency Contact & Health Information Form - for those under age of 18

5. Fees

- 5.1. The entry fee is: *<xxx>* euro, except for Youth - *<xxx>* euro.
- 5.2. A discount of *<xxx>* euro applies for entries received by *<date>*.
- 5.3. Late entries accepted at registration will incur a *<xxx>* euro surcharge.
- 5.4. Entry fees paid at registration shall be paid in cash (euro).

6. Race format

- 6.1. The *<title of event>* shall be an "open entry" championship for *<Men and Women>*.
- 6.2. Competitors shall race a maximum 4 eliminations per day.
- 6.3. One completed slalom round is required to validate the championship.

7. Schedule

<i><day and date></i>	
<i><time - time></i>	Arrival & Registration
<i><time></i>	Official opening
<i><day and date></i>	
<i><time - time></i>	Registration
<i><time></i>	First possible warning signal
<i><day and date - day and date ></i>	
<i><time></i>	Racing
<i><day and date></i>	
<i><time></i>	Last possible warning signal
<i><time></i>	Prize giving ceremony & party
<i><day and date></i>	Departure

- 7.1. The first possible warning signal will be made each day at *<time>* hrs, except on *<date>*
- 7.2. There will be a daily skippers meeting *<xxx>* hour before first possible warning signal.

8. Equipment and Equipment inspection

- 8.1. An Online Equipment Inspection Form shall be completed by each competitor and submitted before the end of registration on *<day, date and time>*.
- 8.2. Equipment inspections may be made at any time during the event.

- 8.3. *Sail Numbers. The Equipment Inspectors will pay special attention to sail identification rule compliance. A discretionary penalty of 1 point may be imposed for every slalom elimination sailed with sail numbers that are not complying.*

9. Sailing instructions

- 9.1. *The sailing instructions (SI's) will be available upon registration. Any changes to the SI's shall be approved by the Class Representative.*

10. Courses

- 10.1. *Courses will be as described in the IFCA Championship Rules or as prescribed in the sailing instructions or published on the official notice board (ONB).*

11. International jury

- 11.1. *An International Jury may be appointed in accordance with ESCR Appendix N. There shall no appeal from their decisions in accordance with ESCR 70.*

12. Scoring

- 12.1. *ESCR Appendix applies.*
12.2. *Men will be scored in an 'overall championship ranking'; women will be scored separately if 5 or more are entered, and a 'women's ranking' published*

13. Coaches and support boats

- 13.1. *Coaches and support boats shall be registered with the organiser. Support boat drivers shall have a valid boat licence and third party liability insurance.*

14. Safety

- 14.1. *If personal buoyancy is prescribed every competitor and support boat crewmember shall wear a personal flotation device that shall conform to the minimum standard ISO 12402-5 (Level 50).*

15. Prizes and Titles

- 15.1. *Trophies shall be awarded to the first <three> <Men>, <Youth>, <Junior>, <Masters>, <Grandmasters> and <Women>.*
15.2. *The winners shall be declared: ".....".*
15.3. *A Prize Fund of <.....> euro (net of taxes) shall be distributed according to IFCA Championship Rules.*

16. Official ceremonies

- 16.1. *Competitors are requested to attend the event's social functions; however, the organising authority may refuse entry to those whose standard of attire is not commensurate with the occasion. Prize winners may forfeit prizes for non-attendance at the prize giving ceremony.*

17. Disclaimer of liability

- 17.1. *Competitors participate in the event entirely at their own risk; see ESCR 4 - Decision to Race. The organizing authority will not accept any liability for*

material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

18. Insurance

- 18.1. Each participating competitor shall be insured with valid third party liability insurance with a minimum cover of <1.000.000> euro per event or the equivalent.

19. Right to use name and likeness

- 19.1. In registering for the event, competitors automatically grant to the Organising Authority the right in perpetuity to make, use, modify and show from time to time at their discretion, any motion pictures, still pictures and live, taped or filmed television and other reproduction of them, taken during the period of the event, for the said Event as defined in the Notice of Race and Sailing Instructions in which he/she participates without compensation.

20. Further information

- 20.1. Registration will be in the race office at the event site.
- 20.2. For further information please contact: <name, phone, email>
- 20.3. Venue <Adress>

ADDITIONAL INFORMATION SHEET

The following information is not part of the rules for the Event.

1. Travel and transfers

- 1.1. <The organiser has as special arrangement with <xxx> – full details in the Travel & Accommodation leaflet (see separate pdf)>
- 1.2. The distance between the airport of <city> and the Race Office is <xxx> km. <There will be <free> transfers between the Airport and the Race Office, we only ask to send an email to the organization with the date and your flight schedule.>
- 1.3. For transfer please contact: <name, phone, email>

2. Accommodation

- 2.1. <There is a variety of holiday-rental accommodation in <city>, but the local organiser has a contract with local hotels with excellent conditions and prices for all the competitors and family (see separate pdf)>
- 2.2. All the hotels have a maximum distance to the Race Office of <xxx> m.
- 2.3. For all reservations don't forget to tell the Hotel reservations that you participate in the <title>.
- 2.4. Further accommodation <link website>

3. Prevailing conditions

- 3.1. Wind: <xxx> to <xxx> knots;
- 3.2. Air temperature: <xxx> °C to <xxx> °C
- 3.3. Water temperature: <xxx> °C

4. *Venue and Racing area*

<MAP(s)>

APPENDIX L

SAILING INSTRUCTIONS

This guide provides a set of tested sailing instructions designed primarily for major championship regattas. The guide can also be useful for other events, however, for such events some of these instructions will be unnecessary or undesirable. Race officers should therefore be careful in making their choices.

The principles on which all sailing instructions should be based are as follows:

- 1) They should include only two types of statement: the intentions of the race committee and protest committee and the obligations of competitors.*
- 2) They should be concerned only with racing. Information about social events, assignment of moorings, etc., should be provided separately.*
- 3) They should not change the racing rules except when clearly desirable. (When they do so, they must follow rule 86 by referring specifically to the rule being changed and stating the change.)*
- 4) They should not repeat or restate any of the racing rules.*
- 5) They should not repeat themselves.*
- 6) They should be in chronological order; that is, the order in which the competitor will use them.*
- 7) They should, when possible, use words or phrases from the racing rules.*

Rule references within the sailing instructions use ESCR, SI and NoR to denote the source of the rule. 'ESCR x' is a rule in The Experimental Slalom Competition Rules. 'SI x' is a rule in the sailing instructions, and 'NoR x' is a rule in the notice of race.

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

<TITLE OF EVENT>

<Date>

<Location, City, Country>

Organised by: <Club as defined in ESCR 89.1>
in co-operation with the: <Organisation>

[DP] denotes a rule for which the penalty is at the discretion of the Jury.

[NP] denotes a rule which cannot be protested by a competitor.




1. Rules

- 1.1. The event will be governed by the rules as defined in The Experimental Slalom Competition Rules.*
- 1.2. The International Funboard Class Association (IFCA) Championship Rules shall apply.*
- 1.3. No national prescriptions will apply.*
- 1.4. In case of a discrepancy within the rules, these Sailing Instructions will take precedence.*
- 1.5. If there is a conflict between languages, the English text will prevail.*



2. Notice to Competitors

- 2.1. Notices to competitors will be posted on the Official Notice Board (ONB) located *<on the corner of the competitor equipment area>*.

3. Changes to Sailing Instruction

- 3.1. Any change to the SI will be posted at least 30 minutes before the starting time of the race or races concerned. Changes affecting the schedule of the next day's racing shall be posted not later than 60 minutes after the finish of the last scheduled heat or after AP  over A  is displayed whichever is later.
- 3.2. If oral instructions or changes to the sailing instructions will be given, the flag ICF "L"  shall be shown at least 5 minutes before the instructions or changes. Sufficient effort has to be made to inform all the competitors involved.

4. Signals Made Ashore

- 4.1. Signals made ashore will be displayed on the Official Flag Poles located *<on the corner of the competitor equipment area>*.
- 4.2. When flag AP  is displayed ashore, 1 minute is replaced with "not less than *<15>* minutes". This changes ESCR (race signals).
- 4.3. When flag Y  is displayed ashore, rule 40 applies at all times while afloat. This changes the Part 4 preamble.
- 4.4. If no division flags are shown the signals will apply to all divisions

5. Schedule of Races and Official Briefings

- 5.1. The daily skippers meeting will be held at *<60 minutes before the first possible warning signal.>*
- 5.2. The time of the first possible Warning Signal will be at *<time>*, *<except for the first day where it will be <time>>*
- 5.3. The daily race schedule will be posted on the Official Notice board at least 30 minutes before the first start.
- 5.4. The schedule is subject to alteration
- 5.5. At the discretion of the Race Committee, races may be rescheduled.
- 5.6. To alert boards that an elimination or sequence of eliminations will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 5.7. *There will be a maximum of <3> eliminations per day*
- 5.8. The numbering of the eliminations shall be in order of sailing

6. Division Flags

- 6.1. Division flags will be:

7. Racing area [DP] [NP]

- 7.1. The racing area will be illustrated on the ONB as an area extending 75 metre beyond the course including the finishing line and their extensions, in which a board normally sails while racing and 300 metre below the starting line. See appendix A
- 7.2. Boards not racing shall avoid the racing area.

8. Courses

- 8.1. The courses will be as illustrated on the ONB. The course diagram (not to scale) will be posted on the ONB at least 30 minutes before the start. Courses will be as prescribed in the IFCA Championship Rules or variations of it.

9. Marks

- 9.1. The marks shall be described on the course diagram.
9.2. The Course Marks will be <orange cylindrical buoys>.
9.3. The Starting marks will be <the flagpole with the orange flag> on the Race Committee Signal Boat and a <yellow pyramid buoy>.
9.4. The Finishing marks will be <the flagpole with the blue flag> on the Race Committee Finishing vessel or ashore and a <yellow pyramid buoy>.


10. Areas that are Obstructions [DP] [NP]

- 10.1. The following areas are designated as obstructions:

11. Starting [DP] [NP]

- 11.1. The starting line shall be illustrated on the course diagram
11.2. Slalom on water start; according to the ESCR 26.1
11.3. Slalom beach start; according to the ESCR 26.2
11.4. The starting signals will be shown from the Race Committee Signal Boat on the windward end of the starting line, seen in the direction of the first mark or from a flagpole windward of the starting line in case of a beach start.
11.5. Competitors whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
11.6. Boards failing to start within 2 minutes after her starting signal will be scored Did Not Start without a hearing. This changes ESCR A4 and A5
11.7. A repetitive sound signals will be given when flag "1st substitute" (general recall) is displayed. This changes RRS Race Signals

12. Recalls

- 12.1. Slalom general recalls will be signalled:
- <In the first round, the C- Final and the D – Final> The Race committee can signal an Individual recall and display flag "X"  at the finish vessel to inform the competitors there was an Individual Recall and one or more competitors are disqualified in that heat. This modifies ESCR 29.a.
 - All the other heats in accordance with ESCR 29.a.

13. Finish [DP] [NP]

- 13.1. The finishing line will be between <the flagpole with the blue flag on the Race Committee Finishing Boat or on the Beach> and <a red pyramid buoy>.
13.2. All boards that have finished must keep clear of competitors still racing and the finish line and shall leave the racing area as soon as reasonably possible.

14. Time limits

- 14.1. The start time limit is 2 minutes after a valid start in the concerning heat.
14.2. Boards failing to finish within 3 minutes after the first board in her class sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes ESCR, A4 and A5.






15. **Jury & Protests**

- 15.1. An *<independent protest committee>* *<international jury>* will handle the slalom protests.
- 15.2. Jury hearings can be held with one or two Jury members
- 15.3. Protests and requests for redress need not be in writing; they shall be made orally to a member of the jury as soon as reasonably possible following the race. The jury shall take evidence in any way it considers appropriate and may communicate its decision orally.
- 15.4. The protestor shall make every reasonable effort to bring the protestee to the jury
- 15.5. The location of the Jury on the beach near *<competitor area>* will be signalled by a *<white flag marked "Jury">*.
- 15.6. Special attention will be for ESCR 61.1 ".....She shall inform the Race Committee of her intention to protest immediately after she finishes or retires"
- 15.7. Penalties for breaches of instructions marked with [DP] may be less than disqualification if the protest committee so decides. The scoring abbreviation for a discretionary penalty will be DPI.
- 15.8. Breaches of instructions marked with [NP] will not be grounds for a protest by a board. This changes ESCR 60.1(a).

16. **Scoring**

- 16.1. Appendix A applies.

17. **Safety Regulations [DP] [NP]**

- 17.1. The safety of the sailboard and its entire management including insurance shall be the sole responsibility of the competitor racing the sailboard who must ensure that the sailboard is adequate to face the conditions that may arise in the course of the race. Neither the establishment of these sailing instructions nor the inspection of the board under these conditions in any way limits or reduces the absolute responsibility of the competitor for his/her board and entire management thereof. The race organizers, the race committee and the jury will not be responsible for any loss, damage, death or personal injury however caused to the competitors as a result of their taking part in the race or races.
- 17.2. Flotation devices: When flag "Y"  is displayed, every competitor shall wear a personal flotation device that shall conform to the minimum standard ISO 12402-5 (Level 50)
- 17.3. If either one of the signals "N"  over H" , "N over A" , "AP"  over H" or "AP over A" is made on one or more RC vessels, boards shall return to the competitors area on the beach as soon as possible..
- 17.4. Competitors shall go afloat and ashore in *<the competitors area>* only.

18. **Replacement of equipment [DP] [NP]**

- 18.1. Substitution of damaged or lost equipment will not be allowed unless authorized by the Race Committee. Request for substitution shall be made in writing at the first reasonable opportunity. Forms for replacement are available at the Race Office.

19. **Equipment and measurement checks [DP] [NP]**

- 19.1. An Online Equipment Inspection Form shall be completed by each competitor and submitted before the end of registration on *<day, date, time>*

- 19.2. A board or equipment may be inspected at any time for compliance with the class Rules and Sailing Instructions. On the water, a board can be instructed by the Race Committee to proceed immediately to a designated area for inspection.
- 19.3. National letters and numbers: Penalties for breaches of ESCR appendix G may be less than disqualification

20. Event Advertising [DP] [NP]

- 20.1. Competitors are required to wear the advertising vest, provided by the organizer at the registration, while racing and training and on the race site. In case of loss or damage of the original Lycra vest a new Lycra vest can be collected at the race office. *A refundable deposit of <25> euro shall be paid and returned if the spare Lycra vest is returned undamaged at the end of the event.*
- 20.2. The lycra vest shall be worn outside other clothing when going afloat for training or racing.
- 20.3. *Organizers sail stickers are mandatory on all sails applied back-to-back.*
- 20.4. *The sticker shall not be cut or adopt in any way*

21. Shore Regulations [DP] [NP]

- 21.1. The instructions of the RC or the Beach master shall be strictly obeyed.
- 21.2. Unless otherwise directed by the organising authority, boards and equipment shall be launched and retrieved from the designated area at the event sit
- 21.3. *Camping is only allowed in designated camping areas. Camping in campers or vans on the streets or in parking lots is not allowed*

22. Trash disposal [DP] [NP]

- 22.1. Boards and support boats shall not put trash in the water. Trash may be placed aboard of support- and race committee boats

23. Prizes & Titles

- 23.1. Trophies shall be awarded to the first <three> <Senior>, <Youth>, <Junior>, <Masters>, <Grandmasters> and <Women>.
- 23.2. The winners shall be declared: ".....".
- 23.3. *A Prize Fund of <.....> euro (net of taxes) shall be distributed according to IFCA Championship Rules.*
- 23.4. Prize winners may forfeit prizes for non-attendance at the prize giving ceremony.

24. Disclaimer of Liability

- 24.1. Competitors participate in the regatta entirely at their own risk. See ESCR 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

25. Insurance

- 25.1. Each participating board shall be insured with valid third-party liability insurance with a minimum cover of <1.000.000> euro per incident or the equivalent.

26. **Official Ceremonies**

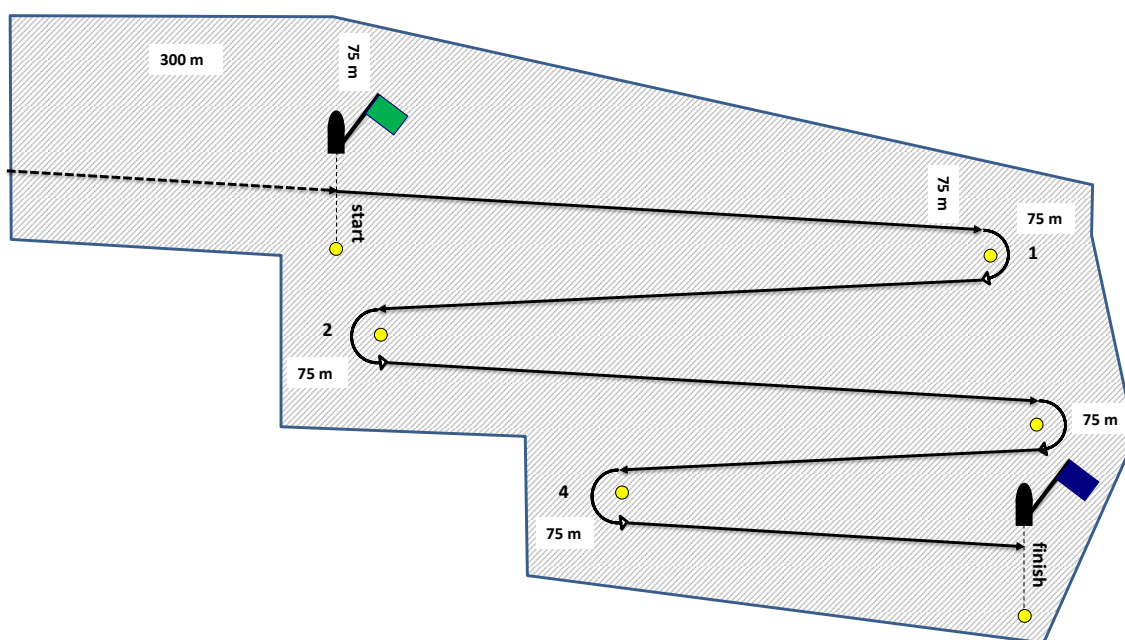
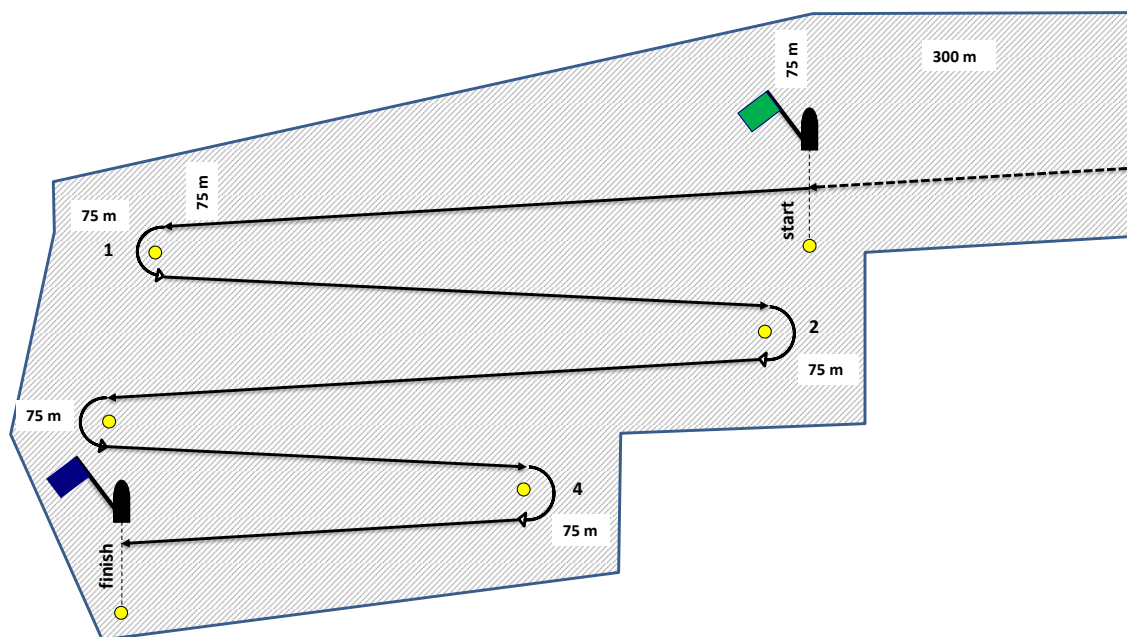
26.1. *The attendance of all competitors to the opening and closing ceremonies are mandatory, however, the organising authority may refuse entry to those whose standard of attire is not commensurate with the occasion.*

27. **Officials**

Race Organizer	<organization>
Principal Race Officer	<name, country>
IFCA Race Supervisor	<name, country>
Jury president	<name, country>
Judges	<name, country>
	<name, country>
	<name, country>
	<name, country>
Measurer	<name, country>
Media	<name, country>

APPENDIX -A-

RESTRICTED AREAS:

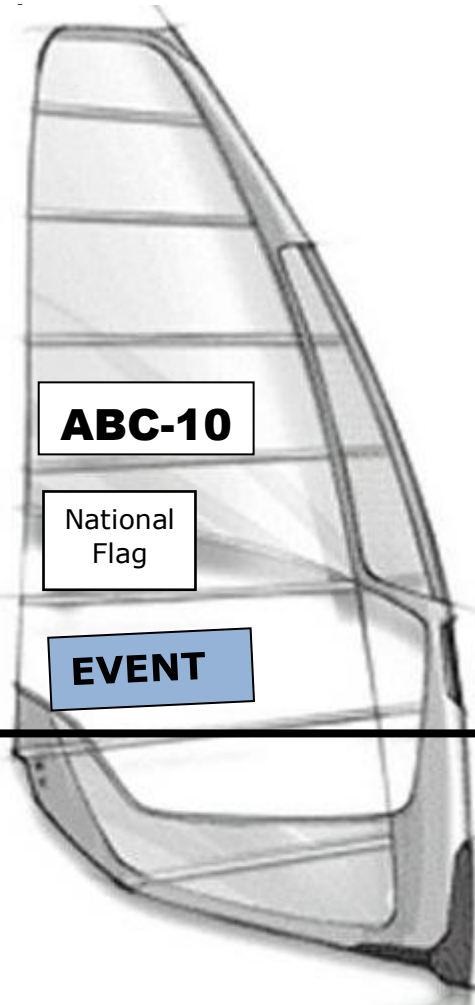


The areas are defined as follows: not closer than 75 metres to any board racing (except a board in distress requiring assistance) or to a mark, layline or rumblin, and inside the course trapezoid. Until the starting signal boards NOT RACING and coach boats shall be at least 300 metres below the starting line or its extensions.

APPENDIX -B-

SAIL AREAS

If you dissect the sail above the boom into three parts, from the luff:



In the top third you have space for the red rhomboid (for women only) or (see class rules) the class insignia the Board Manufacturers name or logo

The middle third is where you place your national letters and sail numbers (and if required the national flag)

The lower third, and in the back half of that area, is the place reserved for event sponsors, maximum 0,4 square meter.

The rest of the sail (below the boom and the front half of the lower third above the boom and even above the sail numbers) can be used for personal sponsors.

APPENDIX M

RECOMMENDATIONS FOR PROTEST COMMITTEES

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

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

As the result of a protest is important for the next round, protest hearings shall take as less time as possible. The protests are orally (without a protest form) and immediately after the finish of the heat involved. The competitor has to inform the other party immediately after the incident hearing "PROTEST". He also has to inform the RC as soon as possible (at the finish)

M1 PRELIMINARIES

The location of the Protest Committee has to be clearly visible for the competitors

M2 PROCEDURE

- M2.1
- 1) The protestor has to bring the protestee (and if available the witnesses) to the jury. Immediately after the finish of the race involved.*
 - 2) Inform the starting vessel/Race officer if there is a protest that can influence the starting schedule!! (The RO will postpone the start)*

M2.2 Validity

- 1) Check if the Race committee is informed by the protestor about his intention to protest. (ESCR 61.1)*
- 2) Check if and when the protestee is informed about the intention to protest (ESCR 61.1)*
- 3) If the protestor fulfilled these conditions the protest is valid and the hearing can be started*

M2.3 Before the hearing

- 1) Make sure all parties could be present. If they are not present the committee may proceed under rule 63.3 (b)*
- 2) Ask the parties if they consent to the members. If a party does not object as soon as possible after a conflict of interest has been declared, the protest committee may take this as consent to proceed and should record it.*
- 3) When a request for redress is made under rule 62.1(a) and is based on an improper action or omission of a body other than the protest committee, a member of that body should not be a member of the protest committee.*

M3 HEARING

- M3.1 1) *Ask the protestor and then the protestee to tell their stories. Then allow them to question one another. In a redress matter, ask the party to state the request*
- 2) *Invite questions from protest committee members.*
- 3) *Make sure you know what facts each party is alleging before calling any witnesses. Their stories may be different.*
- 4) *Call each party's witnesses (and the protest committee's if any) one by one. Limit parties to questioning the witness(es) (they may wander into general statements).*
- 5) *Invite the protestee to question the protestor's witness first (and vice versa). This prevents the protestor from leading his witness from the beginning.*
- 6) *Allow members of the protest committee who saw the incident to give evidence (rule 63.6), but only while the parties are present. Members who give evidence may be questioned, should take care to relate all they know about the incident that could affect the decision, and may remain on the protest committee (rule 63.3(a)).*

M4 FIND FACTS (rule 63.6).

- M4.1 *Inform the competitor about the facts found*

M5 DECIDE THE PROTEST OR REQUIST FOR REDRESS (rule 64).

- M5.1 *Inform the competitor about the discussion made.*

M6 AFTER THE PROTEST

- M6.1 1) *Inform the Race officer and scorer immediately after the parties are informed about the discussion made.*
- 2) *Write the facts found, conclusion a decision on the jury report which shall be posted on the ONB*

M7 MISCONDUCT (rule 69)

- M7.1 *An action under this rule is not a protest, but the protest committee gives its allegations in writing to the competitor before the hearing. The hearing is conducted under rules similar to those governing a protest hearing but the protest committee must have at least three members (rule 69.2(a)). Use the greatest care to protect the competitor's rights.*
- M7.2 *A competitor or a board cannot protest under rule 69, but the protest form of a competitor who tries to do so may be accepted as a report to the protest committee, which can then decide whether or not to call a hearing.*
- M7.3 *Unless World Sailing has appointed a person for the role, the protest committee may appoint a person to present the allegation. This person might be a race official, the person making the allegation or other appropriate person. When no reasonable alternative person is available, a person who was appointed as a member of the protest committee may present the allegation*
- M7.4 *When it is desirable to call a hearing under rule 69 as a result of a Part 2 incident, it is important to hear any board-vs.-board protest in the normal way, deciding which board, if any, broke which rule, before proceeding against the competitor under rule 69.*
- M7.5 *Although action under rule 69 is taken against a competitor, board owner or support person, and not a board, a board may also be penalized (rules 69.2(h)(2) and 64.4).*

- M7.6 *When a protest committee upholds a rule 69 allegation, it will need to consider if it is appropriate to report to either a national authority or World Sailing. Guidance on when to report may be found in the World Sailing Case Book. When the protest committee does make a report, it may recommend whether or not further action should be taken*
- M7.7 *Unless the right of appeal is denied in accordance with rule 70.5, a party to a rule 69 hearing may appeal the decision of the protest committee.*
- M7.8 *Further guidance for protest committees about misconduct may be found on the World Sailing website.*

M9 PHOTOGRAPHIC EVIDENCE

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

- 1) The party producing the photographic evidence is responsible for arranging the viewing.*
- 2) View the video several times to extract all the information from it.*
- 3) The depth perception of any single-lens camera is very poor; with a telephoto lens it is non-existent. When the camera views two overlapped boards at right angles to their course, it is impossible to assess the distance between them. When the camera views them head on, it is impossible to see whether an overlap exists unless it is substantial.*
- 4) Ask the following questions:*
 - a. Where was the camera in relation to the boards?*
 - b. Was the camera's platform moving? If so in what direction and how fast?*
 - c. Is the angle changing as the boards approach the critical point? Fast panning causes radical change.*
 - d. Did the camera have an unrestricted view throughout?*

APPENDIX N

INTERNATIONAL JURIES

See rules 70.5 and 91(b). This appendix shall not be changed by the notice of race, sailing instructions or national prescriptions.

N1 COMPOSITION, APPOINTMENT AND ORGANIZATION

- N1.1 An international jury shall be composed of experienced sailors with excellent knowledge of the racing rules and extensive protest committee experience. It shall be independent of and have no members from the race committee, and be appointed by the organizing authority, subject to approval by the national authority if required (see rule 91(b)), or by World Sailing under rule 89.2(c).*
- N1.2 The jury shall consist of a chairman and other members for a total of at least three. Minimum one shall be International Judge.*
- N1.3 They shall be from three different national authorities except in Groups M, N and Q, where they shall be from at least two different national authorities.*
- N1.4 When it is considered desirable or impossible that some members not participate in discussing and deciding a protest or request for redress, and no qualified replacements are available, the jury or panel remains properly constituted if at least two members remain and at least one of them is International Judge.*
- N1.5 When the national authority's approval is required for the appointment of an international jury (see rule 91(b)), notice of its approval shall be included in the sailing instructions or be posted on the official notice board.*

N2 RESPONSIBILITIES

- N2.1 An international jury is responsible for hearing and deciding all protests, requests for redress and other matters arising under the rules of Part 5. When asked by the organizing authority or the race committee, it shall advise and assist them on any matter directly affecting the fairness of the competition.*
- N2.2 Unless the organizing authority directs otherwise, the jury shall decide*
a) questions of eligibility, measurement or rating certificates; and
b) whether to authorize the substitution of competitors, boards or equipment when a rule requires such a decision.
- N2.3 The jury shall also decide matters referred to it by the organizing authority or the race committee.*

N3 PROCEDURES

- N3.1 Decisions of the jury, or of a panel, shall be made by a simple majority vote of all members. When there is an equal division of votes cast, the chairman of the meeting may cast an additional vote.*
- N3.2 Members shall not be regarded as having a significant conflict of interest (see rule 63.4) by reason of their nationality, club membership or similar. When otherwise*

considering a significant conflict of interest as required by rule 63.4, considerable weight must be given to the fact that decisions of an international jury cannot be appealed and this may affect the perception of fairness and lower the level of conflict that is significant. In case of doubt, the hearing should proceed as permitted by rule N1.6.

N3.3 If a panel fails to agree on a decision it may adjourn, in which case the chairman shall refer the matter to a properly constituted panel with as many members as possible, which may be the full jury.

N4 MISCONDUCT (Rule 69)

N4.1 World Sailing Regulation 35, Disciplinary Code, contains procedures that apply to specific international events with regard to the appointment of a person to conduct any investigation. These procedures override any conflicting provision of this appendix.

N4.2 A person shall be responsible for presenting to the hearing panel any allegations of misconduct under rule 69. This person shall not be a member of the hearing panel but may be a member of the jury. Such a person shall be required to make full disclosure of all material that may come into his possession in the course of his investigation to the person subject to allegations of a breach of rule 69.

N4.3 Prior to a hearing, the hearing panel, to the extent practically possible, shall not act as an investigator of any allegations made under rule 69. However, during the hearing the panel shall be entitled to ask any investigative questions it may see fit.

N4.4 If the panel decides to call a hearing, all material disclosed to the panel in order for them to make that decision must be disclosed to the person subject to the allegations before the hearing begins.