

THE RACING RULES OF SAILING

2009 - 2012

with Jan. 2010 changes: 18.2(c) and two definitions are modified, C2.12 is new.
New words are underlined; deleted words are struck-through.

including
Sailing Instructions
for Sunday Dinghy Races

Note: This is an abridged version of the RRS

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Cal Sailing Club
124 University Ave.
Berkeley, CA 94710

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Note: The following sections are not included in this booklet, as they are rarely or never applicable to CSC Sunday dinghy racing, and/or supplanted by Sailing Instructions guidance:

26 Starting Races
30 Starting Penalties
33 Changing the Next Leg of a Course
43 Competitor Clothing & Equipment
45 Hauling Out; Making Fast; Anchoring
48 Fog Signals and Lights
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50 Setting and Sheeting Sails
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54 Forestays and Headsail Tacks
61.3 and 62.2 Protest time limits (superseded by Sailing Instructions)
64.3 Decisions on Measurement Protests
65.3 Protests pertaining to measurement rule.
69 Allegations of Gross Misconduct (superseded by CSC rules)
70 Appeals to national authority, and 71 National authority decisions
75 – 91 All sections superseded by Sailing Instructions or CSC rules.

All appendices are omitted except for certain portions of C and S (see Contents, above).

SPORTSMANSHIP AND THE RULES

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

PART 1 – FUNDAMENTAL RULES

1 SAFETY

1.1 Helping Those in Danger

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

1.2 Life-Saving Equipment and Personal Flotation Devices

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, 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 boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the boat's series score.

3 ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each competitor and boat owner agrees

- (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; and
- (c) with respect to any such determination, not to resort to any court of law or tribunal.

4 DECISION TO RACE

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

5 ANTI-DOPING

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

PART 2 – WHEN BOATS MEET

The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 23.1.

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

Section A – RIGHT OF WAY

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

10 ON OPPOSITE TACKS

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

11 ON THE SAME TACK, OVERLAPPED

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

12 ON THE SAME TACK, NOT OVERLAPPED

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

13 WHILE TACKING

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

Section B – GENERAL LIMITATIONS

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room*

- a) need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or *mark-room*, and
- b) shall not be penalized under this rule unless there is contact that causes damage or injury.

15 ACQUIRING RIGHT OF WAY

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

16 CHANGING COURSE

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

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

17 ON THE SAME TACK; PROPER COURSE

If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

Section C – AT MARKS AND OBSTRUCTIONS

Section C rules do not apply at a starting **mark** surrounded by navigable water or at its anchor line from the time boats are approaching them to **start** until they have passed them. When rule 20 applies, rules 18 and 19 do not.

18 MARK-ROOM

18.1 When Rule 18 Applies

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

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

18.2 Giving Mark-Room

- (a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.

- (b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at that moment shall thereafter give her *mark-room*.
- (c) When a boat is required to give *mark-room* by rule 18.2(b), she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins. However, ~~if either boat passes head to wind or~~ **passes head to wind or** leaves the *zone*, rule 18.2(b) ceases to apply.
- (d) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.
- (e) If a boat obtained an inside *overlap* from *clear astern* and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, she is not required to give it.

18.3 Tacking When Approaching a Mark

If two boats were approaching a *mark* on opposite *tacks* and one of them changes *tack*, and as a result is subject to rule 13 in the *zone* when the other is *fetching* the *mark*, rule 18.2 does not thereafter apply. The boat that changed *tack*

- (a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the *mark* on the required side, and
- (b) shall give *mark-room* if the other boat becomes *overlapped* inside her.

18.4 Gybing

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

18.5 Exoneration

When a boat is taking *mark-room* to which she is entitled, she shall be exonerated

- (a) if, as a result of the other boat failing to give her *mark-room*, she breaks a rule of Section A, or
- (b) if, by rounding the *mark* on her *proper course*, she breaks a rule of Section A or rule 15 or 16.

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between boats at an *obstruction* except when it is also a *mark* the boats are required to leave on the same side. However, at a continuing *obstruction*, rule 19 always applies and rule 18 does not.

19.2 Giving Room at an Obstruction

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

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing and Responding

When approaching an *obstruction*, a boat sailing close-hauled or above may hail for *room* to tack and avoid another boat on the same *tack*. After a boat hails,

- (a) she shall give the hailed boat time to respond;
- (b) the hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat *room* to tack and avoid her; and
- (c) when the hailed boat responds, the hailing boat shall tack as soon as possible.

20.2 Exoneration

When a boat is taking *room* to which she is entitled under rule 20.1(b), she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

20.3 When Not to Hail

A boat shall not hail unless safety requires her to make a substantial course change to avoid the *obstruction*. Also, she shall not hail if the *obstruction* is a *mark* that the hailed boat is *fetching*.

Section D – OTHER RULES

When rule 21 or 22 applies between two boats, Section A rules do not.

21 STARTING ERRORS; TAKING PENALTIES; MOVING ASTERN

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

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

21.3 A boat moving astern by backing a sail shall *keep clear* of one that is not.

22 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

23 INTERFERING WITH ANOTHER BOAT

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

23.2 Except when sailing her *proper course*, a boat shall not interfere with a boat taking a penalty or sailing on another leg.

PART 3 – CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

The notice of race and sailing instructions shall be made available to each boat before a race begins. The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the sailing instructions.

27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

27.1 No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another, signal that a designated short course will be used (display flag S with two sounds), and signal that wearing personal flotation devices is required (display flag Y with one sound).

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

27.3 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

28.1 A boat shall *start*, leave each *mark* on the required side in the correct order, and *finish*, so that a string representing her track after *starting* and until *finishing* would when drawn taut

(a) pass each *mark* on the required side,

(b) touch each rounding *mark*, and

(c) pass between the *marks* of a gate from the direction of the previous *mark*.

She may correct any errors to comply with this rule. After *finishing* she need not cross the finishing line completely.

28.2 A boat may leave on either side a *mark* that does not begin, bound or end the leg she is on. However, she shall leave a starting *mark* on the required side when she is approaching the starting line from its pre-start side to *start*.

29 RECALLS

29.1 Individual Recall

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line or one of its extensions and have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 30.3 applies this rule does not.

29.2 General Recall

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

31 TOUCHING A MARK

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

32 SHORTENING OR ABANDONING AFTER THE START

32.1 After the starting signal, the race committee may shorten the course (display flag S with two sounds) or *abandon* the race (display flag N, N over H, or N over A, with three sounds), as appropriate,

- (a) because of an error in the starting procedure,
- (b) because of foul weather,
- (c) because of insufficient wind making it unlikely that any boat will *finish* within the time limit,
- (d) because a *mark* is missing or out of position, or
- (e) for any other reason directly affecting the safety or fairness of the competition.

or may shorten the course so that other scheduled races can be sailed. However, after one boat has sailed the course and *finished* within the time limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boats in the race or series.

32.2 If the race committee signals a shortened course (displays flag S with two sounds), the finishing line shall be,

- (a) at a rounding *mark*, between the *mark* and a staff displaying flag S;
- (b) at a line boats are required to cross at the end of each lap, that line;
- (c) at a gate, between the gate *marks*.

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

34 MARK MISSING

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

- (a) replace it in its correct position or substitute a new one of similar appearance, or
- (b) substitute an object displaying flag M and make repetitive sound signals.

35 TIME LIMIT AND SCORES

If one boat sails the course as required by rule 28.1 and *finishes* within the time limit, if any, all boats that *finish* shall be scored according to their finishing places unless the race is *abandoned*. If no boat *finishes* within the time limit, the race committee shall *abandon* the race.

36 RACES TO BE RESTARTED OR RESAILED

If a race is restarted or resailed, a breach of a *rule*, other than rule 30.3, in the original race shall not prohibit a boat from competing or, except under rule 30.2, 30.3 or 69, cause her to be penalized.

PART 4 – OTHER REQUIREMENTS WHEN RACING

Part 4 rules apply only to boats racing.

40 PERSONAL BUOYANCY

When flag Y is displayed with one sound before or with the warning signal, competitors shall wear life-jackets or other adequate personal buoyancy personal flotation devices, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not adequate personal buoyancy flotation devices.

41 OUTSIDE HELP

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

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

42 PROPULSION

42.1 Basic Rule

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

42.2 Prohibited Actions

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

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

42.3 Exceptions

- (a) A boat may be rolled to facilitate steering.
- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (c) Except on a beat to windward, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may pull the sheet and the guy controlling any sail in order to initiate surfing or planing, but only once for each wave or gust of wind.
- (d) When a boat is above a close-hauled course and either stationary or moving slowly, she may scull to turn to a close hauled course.
- (e) A boat may reduce speed by repeatedly moving her helm.
- (f) Any means of propulsion may be used to help a person or another vessel in danger.

44 PENALTIES AT THE TIME OF AN INCIDENT

44.1 Taking a Penalty

A boat may take a Two-Turns Penalty when she may have broken a rule of Part 2 while racing or a One-Turn Penalty when she may have broken rule 31. Sailing instructions may specify the use of the Scoring Penalty or some other penalty.

NOTE: CSC Sailing Instructions may supersede the number of penalty turns noted above.

However,

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

44.2 One-Turn and Two-Turns Penalties

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

44.3 Scoring Penalty

- (a) A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident.
- (b) When a boat has taken a Scoring Penalty, she shall keep the yellow flag displayed until finishing and call the race committee's attention to it at the finishing line. At that time she shall also inform the race committee of the identity of the other boat involved in the incident. If this is impracticable, she shall do so at the first reasonable opportunity and within the time limit for protests.
- (c) The race score for a boat that takes a Scoring Penalty shall be the score she would have received without that penalty, made worse by the number of places stated in the sailing instructions. However, she shall not be scored worse than Did Not Finish. When the sailing instructions do not state the number of places, the number shall be the whole number (rounding 0.5 upward) nearest to 20% of the number of boats entered. The scores of other boats shall not be changed; therefore, two boats may receive the same score.

46 PERSON IN CHARGE

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

47 LIMITATIONS ON EQUIPMENT AND CREW

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

47.2 No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A person leaving the boat by accident or to swim shall be back on board before the boat continues in the race.

49 CREW POSITION

49.1 Competitors shall use no device designed to position their bodies outboard, other than hiking straps and stiffeners worn under the thighs.

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

Section A – Protests; Redress; Rule 69 Action

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

60.1 A boat may

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

60.2 A race committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest* or, or from a report from an interested party other than the representative of the boat herself;
- (b) request redress for a boat; or
- (c) report to the protest committee requesting action under rule 69.1(a).

However, when the race committee receives a report required by rule 43.1(c) or 78.3, it shall protest the boat.

60.3 A protest committee may

- (a) protest a boat, but not as a result of information arising from a request for redress or an invalid *protest*, or from a report from an interested party other than the representative of the boat herself. However, it may protest a boat
 - (1) if it learns of an incident involving her that may have resulted in injury or serious damage, or
 - (2) if during the hearing of a valid *protest* it learns that the boat, although not a *party* to the hearing, was involved in the incident and may have broken a *rule*;
- (b) call a hearing to consider redress; or
- (c) act under rule 69.1(a).

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee

- (a) A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest concerns an incident in the racing area that she is involved in or sees, she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall display the flag until she is no longer racing. However,
 - (1) if the other boat is beyond hailing distance, the protesting boat need not hail but she shall inform the other boat at the first reasonable opportunity;
 - (2) if the hull length of the protesting boat is less than 6 metres, she need not display a red flag;
 - (3) if the incident results in damage or injury that is obvious to the boats involved and one of them intends to protest, the requirements of this rule do not apply to her, but she shall attempt to inform the other boat within the time limit of rule 61.3.
- (b) A race committee or protest committee intending to protest a boat shall inform her as soon as reasonably possible. However, if the protest arises from an incident the committee observes in the racing area, it shall inform the boat after the race within the time limit of rule 61.3.
- (c) If the protest committee decides to protest a boat under rule 60.3(a)(2), it shall inform her as soon as reasonably possible, close the current hearing, proceed as required by rules 61.2 and 63, and hear the original and the new protests together.

61.2 Protest Contents

A *protest* shall be in writing and identify

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

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

62 REDRESS

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

- (a) an improper action or omission of the race committee, protest committee or organizing authority, but not by a protest committee decision when the boat was a party to the hearing;
- (b) injury or physical damage because of the action of a boat 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 or her crew) in compliance with rule 1.1; or
- (d) a boat against which a penalty has been imposed under rule 2 or disciplinary action has been taken under rule 69.1(b).

Section B – Hearings and Decisions

63 HEARINGS

63.1 Requirement for a Hearing

A boat or competitor shall not be penalized without a protest hearing, except as provided in rules 30.2, 30.3, 67, 69, A5 and P2. A decision on redress shall not be made without a hearing. The protest committee shall hear all *protests* and requests for redress that have been delivered to the race office unless it allows a boat to withdraw her *protest* or request.

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

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

63.3 Right to Be Present

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

63.4 Interested Party

A member of a protest committee who is an *interested party* shall not take any further part in the hearing but may appear as a witness. Pro-test committee members must declare any possible self-interest as soon as they are aware of it. A *party* to the hearing who believes a member of the protest committee is an *interested party* shall object as soon as possible.

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

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

63.7 Conflict between the Notice of Race and the Sailing Instructions

If there is a conflict between a rule in the notice of race and one in the sailing instructions that must be resolved before the protest committee can decide a protest or request for redress, the committee shall apply the rule that it believes will provide the fairest result for all boats affected.

63.8 Protests between Boats in Different Races

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

64 DECISIONS

64.1 Penalties and Exoneration

- (a) When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule*, it shall disqualify her unless some other penalty applies. A penalty shall be imposed whether or not the applicable *rule* was mentioned in the *protest*.
- (b) If a boat has taken an applicable penalty, rule 64.1(a) does not apply to her unless the penalty for a rule she broke is a disqualification that is not excludable from her series score.

- (c) When as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, rule 64.1(a) does not apply to the other boat and she shall be exonerated.
- (d) If a boat has broken a *rule* when not *racing*, her penalty shall apply to the race sailed nearest in time to that of the incident.

64.2 Decisions on Redress

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

65 INFORMING THE PARTIES AND OTHERS

65.1 After making its decision, the protest committee shall promptly inform the *parties* to the hearing of the facts found, the applicable *rules*, the decision, the reasons for it, and any penalties imposed or redress given.

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

66 REOPENING A HEARING

The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule F5. A *party* to the hearing may ask for a reopening no later than 24 hours after being informed of the decision. When a hearing is reopened, a majority of the members of the protest committee shall, if possible, be members of the original protest committee.

67 RULE 42 AND HEARING REQUIREMENT

When so stated in the sailing instructions, the protest committee may penalize without a hearing a boat that has broken rule 42, provided that a member of the committee or its designated observer has seen the incident, and a disqualification under this rule shall not be excluded from the boat's series score. A boat so penalized shall be informed by notification in the race results.

68 DAMAGES

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

APPENDIX C - MATCH RACING RULES

For CSC racing, the following sections are excluded because they are not typically applicable to our conditions:

C2.7 – hand signals; C2.8 – non-racing boats interfering with race;
C3 – race signals; C5 – signals by umpires; C6.1 – C6.5 – protests (mainly about use of flag signals); C7.3(a) - spinnaker use during penalty turns; C7.3(d) - flag signals; C7.4(b) and (c) – taking penalty rules; C8 – penalties initiated by umpires; C9 – request for redress;
C10 – scoring; C11 - ties

Match races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Matches shall be umpired unless the notice of race and sailing instructions state otherwise.

C1 TERMINOLOGY

'Competitor' means the skipper, team or boat as appropriate for the event. 'Flight' means two or more matches started in the same starting sequence.

C2 CHANGES TO THE DEFINITIONS AND THE RULES OF PARTS 2 AND 4

C2.1 The definition Finish is changed to

A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark after completing any penalties. However, when penalties are cancelled under rule C7.2(d) after one or both boats have finished each shall be recorded as finished when she crossed the line.

C2.2 Add to the definition Proper Course: 'A boat taking a penalty or maneuvering to take a penalty is not sailing a proper course.'

C2.3 In the definition Zone the distance is changed to two hull lengths.

C2.4 Rule 13 is changed to

13 WHILE TACKING OR GYBING

13.1 After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course.

13.2 After the foot of the mainsail of a boat sailing downwind crosses the centerline she shall keep clear of other boats until her mainsail has filled.

13.3 While rule 13.1 or 13.2 applies, rules 10, 11 and 12 do not. However, if two boats are subject to rule 13.1 or 13.2 at the same time, the one on the other's port side or the one astern shall keep clear.

C2.5 Rules 16.2 and 17.2 are deleted.

C2.6 Rule 18.3 is changed to

If two boats were on opposite tacks and one of them changes tack and as a result is subject to rule 13.1 within the two-length zone when the other is fetching the mark, 18.2 does not thereafter apply. If, once the boat that changed tack has completed her tack,

(a) the other boat cannot by luffing avoid becoming over-lapped inside her, she is entitled to mark-room, the boat that changed tack shall keep clear and rule 15 does not apply;

(b) the other boat can by luffing avoid becoming overlapped inside her, the boat that changed tack is entitled to mark-room.

C2.9 Add new rule 23.3: 'When boats in different matches meet, any change of course by either boat shall be consistent with complying with a rule or trying to win her own match.'

C2.10 Add to the preamble of Part 4: 'Rule 42 shall also apply between the warning and preparatory signals.'

C2.11 Rule 42.2(d) is changed to 'sculling: repeated movement of the helm to propel the boat forward;

C2.12 Rule 18.2(e) is changed to 'If a boat obtained an inside *overlap* and from the time the *overlap* began, the outside boat has been unable to give *mark-room*, she is not required to give it.'

C4 REQUIREMENTS BEFORE THE START

C4.1 At her preparatory signal, each boat shall be outside the line that is at a 90° angle to the starting line through the starting mark at her assigned end. In the race schedule pairing list, the boat listed on the left-hand side is assigned the port end and shall display a blue flag at her stern while racing. The other boat is assigned the starboard end and shall display a yellow flag at her stern while racing.

C4.2 Within the two-minute period following her preparatory signal, a boat shall cross and clear the starting line, the first time from the course side to the pre-start side.

C6.6 Protest Committee Decisions

(a) The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

(b) If the protest committee decides that a breach of a rule has had no significant effect on the outcome of the match, it may

- (1) impose a penalty of one point or part of one point;
- (2) order a resail; or
- (3) make another arrangement it decides is equitable, which may be to impose no penalty.

(c) The penalty for breaking rule 14 when damage or injury results will be at the discretion of the protest committee, and may include exclusion from further races in the event.

C7 PENALTY SYSTEM

C7.1 Deleted Rule
Rule 44 is deleted.

C7.2 All Penalties

(a) A penalized boat may delay taking a penalty within the limitations of rule C7.3 and shall take it as follows:

- (1) When on a leg of the course to a windward mark, she shall gybe and, as soon as reasonably possible, luff to a close-hauled course.
- (2) When on a leg of the course to a leeward mark or the finishing line, she shall tack and, as soon as reasonably possible, bear away to a course that is more than ninety degrees from the true wind.

(b) Add to rule 2: 'When racing, a boat need not take a penalty unless signaled to do so by an umpire.'

(c) A boat completes a leg of the course when her bow crosses the extension of the line from the previous mark through the mark she is rounding, or on the last leg when she finishes.

(d) A penalized boat shall not be recorded as having finished until she takes her penalty and sails completely to the course side of the line and then finishes, unless the penalty is cancelled before or after she crosses the finishing line.

(e) If a boat has one or two outstanding penalties and the other boat in her match is penalized, one penalty for each boat shall be cancelled except that a red-flag penalty shall not cancel or be cancelled by another penalty.

(f) If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4.

C7.3 Penalty Limitations

(b) No part of a penalty may be taken inside the zone of a rounding mark that begins, bounds or ends the leg the boat is on.

(c) If a boat has one outstanding penalty, she may take the penalty any time after starting and before finishing. If a boat has two outstanding penalties, she shall take one of them as soon as reasonably possible, but not before starting.

C7.4 Taking and Completing Penalties

(a) When a boat with an outstanding penalty is on a leg to a wind-ward mark and gybes, or is on a leg to a leeward mark or the finishing line and passes head to wind, she is taking a penalty.

APPENDIX S SOUND-SIGNAL STARTING SYSTEM

This Appendix is a US SAILING

prescription.

US SAILING prescribes that, when the sailing instructions so indicate, the Sound-Signal Starting System described below shall be used. This system is recommended primarily for small-boat racing and makes it unnecessary for competitors to use stopwatches. Supplemental visual course and recall signals are also recommended when practicable.

S1 Course and postponement signals may be made orally.

S2 Audible signals will govern, even when supplemental visual signals are also used.

S3 The starting sequence will consist of the following sound signals made at the indicated times:

<i>Signal</i>	<i>Sound</i>	<i>Time before start</i>
Warning	3 long	3 minutes
Preparatory	2 long	2 minutes
	1 long, 1 short	1 minute, 30 seconds
	1 long	1 minute
	3 short	30 seconds
	2 short	20 seconds
	1 short	10 seconds
	1 short	5 seconds
	1 short	4 seconds
	1 short	3 seconds
	1 short	2 seconds
	1 short	1 second
Starting	1 long	0

S4 Signals will be timed from their commencement.

S5 A series of short signals may be made before the sequence begins in order to attract attention.

S6 Individual recalls will be signaled by the hail of the sail number (or some other clearly distinguishing feature) of each recalled boat. Flag X need not be displayed.

S7 Failure of a competitor to hear an adequate course, postponement, starting sequence or recall signal will not be grounds for redress.

DEFINITIONS

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

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

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

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

Finish A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after taking a penalty under rule 44.2 or, after correcting an error made at the finishing line, under rule 28.1.

Interested Party A person who may gain or lose as a result of a protest committee's decision, or who has a close personal interest in the decision.

Keep Clear One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and, when the boats are *overlapped* on the same *tack*, if the *leeward* boat can change course in both directions without immediately making contact with the *windward* boat.

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

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

Mark-Room *Room* for a boat to sail to the *mark*, and then room to sail her proper course while at the *mark*. However, *mark-room* does not include *room* to tack unless the boat is overlapped to windward and on the inside of the boat required to give *mark-room*.

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

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

Party A *party* to a hearing: a protestor; a protestee; a boat requesting redress or for which redress is requested by the race committee or considered by the protest committee under rule 60.3(b); a race committee acting under rule 60.2(b); a boat or competitor that may be penalized under rule 69.1; a race committee or an organizing authority in a hearing under rule 62.1(a).

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

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

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

Racing A boat 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 boat needs in the existing conditions while maneuvering promptly in a seamanlike way.

Rule

- (a) The rules in this book, including the Definitions, Race Signals, Introduction, preambles and the rules of relevant appendices, but not titles;
- (b) ISAF Regulation 19, Eligibility Code; Regulation 20, Advertising Code; and Regulation 21, Anti-Doping Code; and Regulation 22, Sailor Classification Code;
- (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;
- (d) the class rules (for a boat racing under a handicap or rating system, the rules of that system are 'class rules');
- (e) the notice of race;
- (f) the sailing instructions; and
- (g) any other documents that govern the event.

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

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

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

Windward See *Leeward and Windward*.

Cal Sailing Club
Sunday Dinghy Racing
SAILING INSTRUCTIONS
March 15, 2009

1. RULES

- 1.1 The sailing competition will be governed by the Racing Rules of Sailing (RRS), the prescriptions of US Sailing (both available at <http://www.ussailing.org/rules/>) and by these Sailing Instructions (SI) (<http://www.cal-sailing.org/racing/>). Where there is a conflict between the RRS and SI, the SI shall govern. All parts of the RRS that are omitted from this booklet for the sake of brevity, and that are not in conflict with the SI, are applicable unless ruled as not applicable by the Dinghy Racing Chair.
- 1.2 If the Dinghy Racing Chair decides to tally series scores, when a new version of the RRS takes effect, the remainder of the series in progress and the end-of-series regatta, will be completed under the old version. The new version goes into effect at the beginning of the next series.
- 1.3 These Sailing Instructions take effect on March 15, 2009.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 The Dinghy Racing Chair (or co-Chair), designated representative, or the acting Race Chair (herein referred to as Race Chair), may amend or modify these instructions when appropriate. Oral instructions given after the Racers' Meeting must be confirmed by all skippers racing.

3. ENTRIES

- 3.1 Any CSC member may enter competition for a Sunday's races by registering on the sign-up list as skipper or crew. A Racing Skipper Rating is required to compete as a skipper, with the following exceptions:
- 1) When the Race Chair declares a "Crew's Race", in which crew may skipper a race, when a rated racing skipper acts as their crew.
 - 2) The Race Chair may permit a Jr. Skipper (or above) who is not a rated Racing Skipper, but who has demonstrated recent pertinent experience in other venues, to be a racing skipper for a day.
- 3.2 Races shall be sailed as one-design races in club dinghies designated by the Race Chair.
- 3.3 Assignment of skippers and crew is determined by the Race Chair.
- 3.4 The Race Chair shall construct a plan which must include equitable rotation of boats, races, crew, and Race Committee responsibilities among competing skippers.

4. SCHEDULE OF RACES

- 4.1 Races are generally scheduled every Sunday morning. Some races on "low-tide" Sundays may be rescheduled for other times on the weekend, with the approval of ExComm. Notice of any such changes will be provided to Racing Skippers and CSC members prior to Friday of the preceding the weekend with the altered race schedule.
- 4.2 The Race Chair may designate the dates for a series of races, usually lasting about a quarter of a year. Following the end of a series, a special, one-day regatta may be held, and may be of a special format determined by the Race Chair. A new series starts on the following Sunday.
- 4.3 The Race Chair may specially designate races during a series to be sailed in a

special format, for example: Match Racing; furthermore, the Race Chair may decide whether the results of those races will count as part of the series scores, if applicable.

4.4 Race day schedule:

	9:30 am	Club is opened and sign-up is posted
	10:00 am	Sign-up closes
approx	10:30 am	Racers meeting; racing begins
	1:00 pm	End of racing [#]
approx	1:20 pm	Protest committee hearings begin

[#] If there is interest among dinghy racers, racing may continue past 1:00 pm until such time as any CSC rated member requests use of a race dinghy.

5. COURSES AND MARKS

5.1 The course shall use temporary marks set in the Berkeley Marina South Sailing Basin every race day. In general, the mark west of the starting line will be designated "A"; the outer end of the start line will be designated "B"; the east or "downwind" mark will be designated "C", and subsequent marks will be designated, "D", "E", etc., continuing in a clockwise direction. The Race Chair will announce the official mark designations during the Racers' Meeting.

5.2 The Race Committee shall signal courses by visual signals as follows:

- a) Each mark is designated by a letter (A, B, C, etc.). Letters will be displayed by the committee and indicate, from top to bottom, the order in which marks are to be rounded, not including the starting and finishing marks.
- b) A "P" letter indicates that marks below it are to be left to port (counterclockwise), and an "S" letter indicates that marks below it are to be left to starboard (clockwise). If no "P" or "S" signal is displayed, all marks shall be left to port.

5.3 If proper course signals as required above cannot be displayed, then the course shall be given orally, the Race Committee making a reasonable effort to assure that all skippers understand the course.

5.4 When the course is changed between races, the Race Committee should call attention to the changes with one long whistle blast.

5.5 Appropriate hails by the Race Committee, making a reasonable effort to assure that all affected skippers understand, may be substituted for other Race Committee visual or sound signals described by the RRS. This modifies RRS 30, 32, 33, 34, and 40.

6. STARTING AND FINISHING LINES; STARTING SYSTEM

6.1 The starting and finishing line extends from a pole at the end of the dock, a mast on a committee boat, or a mark designated by the Race Chair, to mark "B" or other mark designated by the Race Committee.

6.2 A limit mark may be set at the start/finish line, and it shall be considered a starting and finishing mark. A boat will have started or finished properly only if she leaves the limit mark on the same side as the Race Committee pole when approaching the line to start and when finishing. The limit mark is not necessarily on the starting line.

6.3 Races shall be started using the sound-signal starting system described in RRS Appendix S.

6.4 Five short blasts during the starting sequence shall indicate a postponement. Five short blasts after the start shall indicate a general recall.

6.5 When all boats start properly (no boats start early), the Race Committee shall hail "all clear". When one or more boats start early, the Race Committee shall inform the early-starting boats immediately, and hail them immediately when they have returned to the pre-start side of the start line. When the Race Committee believes that the number of early start boats compromises the race, the Race Committee may elect to recall all of the boats and restart the race.

6.6 When multiple, consecutive starts are made, the starting signal for one class shall be the 3-minute warning signal for the next class.

7. PENALTIES

7.1 A racing boat that believes she has broken a rule of **Part 2: When Boats Meet** of the RRS after may exonerate herself by performing a One-Turn penalty, including one tack and one jibe. This modifies rule 44.1.

8. TIME LIMITS

8.1 Races shall, for the purposes of RRS 35, have a time limit of 30 minutes.

8.2 If any boats are still racing more than 5 minutes after the first boat finishes, the Race Committee may end the race and score the boats as they stand. The Race Committee will signal such action with five short blasts, repeated until all boats have clearly understood the signal.

9. PROTESTS

9.1 A protest by a yacht is required to be made in writing only if so requested by a party to the protest, the protest committee, or the Race Chair. This modifies RRS 61.2.

9.2 A protesting yacht shall inform the Race Committee of her intent to lodge a protest at the first reasonable opportunity after returning to the dock, and shall lodge the protest by noting it in writing on the race rotation within 20 minutes after the last boat finishes the race involved, unless the protest committee has reason to extend these time limits. This modifies RRS 61.3.

9.3 A protest committee member who is an interested party may participate in the hearing, discussion, and decision of a protest unless a party to the protest objects. This modifies RRS 63.4.

9.4 Witnesses may, at the discretion of the protest committee, be present during the hearing of evidence and questioning of witnesses. This modifies RRS 63.3 (a).

9.5 The protest committee shall record in writing on the race rotation the scoring results of its decisions.

10. SCORING

10.1 Races will be scored using Low Point scoring system of RRS Appendix A, as modified below:

For N skippers ranking as starters:

1st place	1 point
2nd place	2 points
3rd place	3 points
Nth place	N points
DNF, DNS, RAF	N points
DSQ	N+1 points
DNC	0 points, no race

10.2 At the discretion of the Race Chair, the score for a series may be determined using a "low-point average" system, as follows:

$$\text{LPA} = (\text{TP} + \text{ND}) / \text{NR}$$

where:

LPA = Low-point average, corrected for number of races;

TP = the total of all the skipper's points;

NR = the number of races in which the skipper ranked as a starter.

ND = the number of days on which races have occurred, or a maximum value of 10.

The use or amount of the correction factor may be changed by the Chair prior to the start of a series.

10.3 For the purposes of scoring, a skipper ranks as a starter in each race in which the skipper is scheduled to sail; unless a boat suffers equipment breakdown, damage, or unavailability, for which the skipper may request to be scored as DNC (did not compete); providing the Race Committee is so informed at the first reasonable opportunity.

10.4 A minimum of two skippers must rank as starters in order for a race to be counted.

10.5 Series scores shall be calculated to two decimal places, and ties in series scores are decided in favor of the skipper ranking as a starter in the most races.

10.6 The Race Chair shall maintain and post the results of races and series standings. Race results shall be sent by email to all CSC members on the Sunday dinghy racing email list, within one week of each race.

11. OTHER PROVISIONS

11.1 While racing, a boat that comes in contact with any part of a sailboard's equipment or crew shall be disqualified, irrespective of right-of-way considerations.

11.2 One or more races of the day may be crews' races, at the discretion of the race chair. Boats will be raced with crew at the helm and with a Racing Skipper on board. Such races are not counted for series scores. Any yacht with only Race Skippers aboard may compete, provided it completes a 360° turn penalty in accordance with rule 44.2 as soon as possible after starting.

11.3 All club equipment normally used for a given class of boats is allowed. Other equipment is not allowed, except that skippers may bring their own compasses, telltales, and other portable instruments. Skippers may not use their own whisker poles.

11.4 When conditions require one skipper to reef, then all boats shall be reefed. In match racing, this rule will apply only within a given match.

11.5 Skippers are responsible for putting away the boat they sailed in the last race. The Race Committee for the last race shall be responsible for retrieving marks and putting away race committee equipment.

11.6 The last Race Committee of the day is responsible for transmitting the race results to the Race Chair. The Race Chair shall distribute the race results per SI 10.6 and maintain results and series scores.

