



34TH AMERICA'S CUP

The ISAF RACING RULES of SAILING AMERICA'S CUP EDITION

refer Protocol 13.4(d)
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DEFINITIONS

In interpreting these rules, the definitions in Article 1.1 of the **Protocol** shall apply. Defined terms within the class rule shall apply unless a different definition is stated below. *A term used as stated below is shown in italic type or, in preambles, in bold italic type.*

Abandon To abandon a race means to stop racing prior to a *yacht* having sailed the course.

Bowsprit The part of the cross structure that extends forward of a line abeam of the foremost point of a *yacht's* hulls.

Bowsprit overlap A bowsprit overlap exists when there is no *overlap* but a part of the *bowsprit* is overlapped to the outside of either of the other *yacht's* hulls.

Clear Astern and Clear Ahead; Overlap One *yacht* is *clear astern* of another when her hulls are behind a line abeam from the aftermost point of the other *yacht's* hulls. However a *yacht* with either bow between the other *yachts'* hulls is *clear astern*. The other *yacht* is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a *yacht* between them *overlaps* both.

Continuing Obstruction: *An obstruction that yachts take at least 6 hull lengths to sail past.*

Fetching A *yacht* 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 *yacht finishes* when any part of her hulls or bowsprit 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 44 after one or both *yachts* have *finished* each shall be recorded as *finished* when she crossed the line.

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

Leeward and Windward A *yacht's leeward* side is the side that is or, when she is head to wind, was away from the wind. The other side is her *windward* side. When two *yachts* on the same *tack overlap*, the *yacht* whose hulls are on the *leeward* side of the other's *leeward* hull is the *leeward yacht*. The other is the *windward yacht*.

Mark An object the sailing instructions require a *yacht* to leave on a specified side, and an ACRM 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 yacht to sail her proper course to round or pass the mark.*

Obstruction An object that a *yacht* 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, course limits and any area so designated by the sailing instructions are also *obstructions*. However, a *yacht* racing is not an *obstruction* to other *yachts* unless they are required to *keep clear* of her or, if rule 22 applies, avoid her. A vessel under way, including a *yacht 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 *yacht* for which redress is requested by the Regatta Director or considered by the Jury under rule 60.3(b); the Regatta Director acting under rule 60.2(b); a *yacht* or a Competitor that may be penalized under rule 69.1; a Race Officer or Regatta Director in a hearing under rule 62.1(a).

Penalty Line A Penalty Line is a line perpendicular to the line through the marks defining the leg at a specified distance from the center of the yacht towards the mark defining the beginning of that leg.

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

Proper Course A reasonable course a *yacht* might sail to *finish* as soon as possible in the absence of the other *yachts* referred to in the rule using the term. A *yacht* has no *proper course* before her starting signal. A *yacht* taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.

Protest An allegation made under rule 61.2 by a *yacht*, the Regatta Director or Jury that a *yacht* has broken a *rule*.

Racing A *yacht* is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the Race Officer signals a *postponement*, *termination* or *abandonment*.

RO Comms The communication system(s) provided by ACRM for *yachts* and race officials when on the water. These consist of an electronic text based communication system and a specific radio frequency to be used as backup.

Room The space a *yacht* needs in the existing conditions while manoeuvring promptly in a seamanlike way.

Rule

- (a) The rules in this book, including the Definitions, Introduction, preambles and the rules of relevant appendices, but not titles;
- (b) ISAF Regulation 19, Eligibility Code;
- (f) the sailing instructions; and
- (g) the documents described in Protocol Articles 13 and 4.3(k).

Start A *yacht starts* when, having her hulls and bowsprit been entirely on the pre-start side of the starting line at or after her starting signal, any part of her hulls or bowsprit cross the starting line in the direction of the first *mark*.

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

Terminate To *terminate* a race means to stop a race after one or more *yachts* have sailed the course or if in a Match Race, a *yacht* has been disqualified.

Windward See *Leeward and Windward*.

Yacht A sailboat and the crew on board.

Zone The area around *mark* one *and obstructions* within a distance of three hull lengths and the area around other *marks* within a distance of six hull lengths. A *yacht* is in the *zone* when any part of her hulls are in the *zone*.

INTRODUCTION

ISAF Codes The ISAF Eligibility Code (Regulation 19) is referred to in the definition *Rule* but is not included in this book because it can be changed at any time. The most recent versions of the code is available on the ISAF website; new versions will be announced through national authorities and posted on the ISAF website.

Cases and Calls Only Cases that are adopted by the International Jury or Calls adopted by ACRM (on behalf of the Umpire team) are recognised as authoritative interpretations of these RRSAC rules.

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

Rule Numbering The RRSAC has kept the original numbering for rules (where possible) to aid reference to non RRSAC rules.

PART 1

FUNDAMENTAL RULES

Races shall be umpired.

1 SAFETY

1.1 Helping Those in Danger

A *yacht* or Competitor shall give all possible help to any person or vessel in danger.

1.2 Life-Saving Equipment and Personal Flotation Devices

A *yacht* shall carry adequate life-saving equipment for all persons on board. Each competitor is individually responsible for wearing a personal floatation device adequate for the conditions.

2 FAIR SAILING

Competitors shall comply with the *rules* and act at all times in compliance with recognised principles of sportsmanship and fair play. A *yacht* 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 *yacht's* series score.

3 ACCEPTANCE OF THE RULES

By participating in a race conducted under these racing rules, each Competitor 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 *yacht's* decision to participate in a race or to continue *racing* is hers alone.

5 ANTI-DOPING

A competitor shall comply with the AC34 Anti Doping Rules (Appendix A) as agreed between ACRM and ISAF. An alleged or actual breach of this rule shall be dealt with under the AC34 Anti Doping Rules.

6 LAST POINT OF CERTAINTY

When there is doubt as to the relationship or change of relationship between *yachts*, the last point of certainty will apply.

PART 2

WHEN YACHTS MEET

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

When a *yacht* 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.

SECTION A RIGHT OF WAY

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

10 ON OPPOSITE TACKS

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

11 ON THE SAME TACK, OVERLAPPED

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

12 ON THE SAME TACK, NOT OVERLAPPED

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

SECTION B GENERAL LIMITATIONS

14 AVOIDING CONTACT

A *yacht* shall avoid contact with another *yacht* if reasonably possible but shall not be penalized under this rule unless there is contact that causes serious damage or injury. However, a right-of-way *yacht* or one entitled to *room* or *mark-room* need not act to avoid contact until it is clear that the other *yacht* is not **keeping clear** or giving *room* or *mark-room*,

15 ACQUIRING RIGHT OF WAY

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

16 CHANGING COURSE

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

16.2 When sailing to a *mark* that is to windward, a right-of-way *yacht* shall not bear away to a downwind course that is below her *proper course* if the result is that the **keep clear yacht** has to immediately change course 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 yachts 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 *yachts* 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 a *yacht* approaching a *mark* and one leaving it, or
- (b) if the *mark* is a *continuing obstruction*, in which case rule 19 applies.

18.2 Giving Mark-Room

- (a) When *yachts* are *overlapped* or *bowsprit overlapped*, the outside *yacht* shall give the inside *yacht mark-room*, unless rule 18.2(b) applies.
- (b) If *yachts* are *overlapped* or *bowsprit overlapped* when the first of them reaches the *zone*, the outside *yacht* at that moment shall thereafter give the inside *yacht mark-room*. If a *yacht* is not *clear ahead* or *bowsprit overlapped* when she reaches the *zone*, the *yacht clear astern* at that moment shall thereafter give her *mark-room*.
- (c) When a *yacht* is required to give *mark-room* by rule 18.2(b), she shall continue to do so even if later an *overlap* or *bowsprit overlap* is broken or a new *overlap* or *bowsprit overlap* begins. However, if the *yacht* entitled to *mark-room* leaves the *zone*, rule 18.2(b) ceases to apply.
- (e) If a *yacht* obtained an inside *overlap* or *bowsprit overlapped* and, from the time the *overlap* or *bowsprit overlap* began, the outside *yacht* has been unable to give *mark-room*, she is not required to give it.

18.4 Tacking or Gybing

When an inside *overlapped* or *bowsprit overlapped* right-of-way *yacht* must tack or gybe at a *mark* to sail her *proper course*, until she tacks or 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 *yacht* is taking *mark-room* to which she is entitled, she shall be exonerated if 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 *yachts* when at least one of them is in the *zone* of an *obstruction*, except when it is also a *mark* the *yachts* 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 *yacht* at the time rule 19 first applies may choose to pass an *obstruction* on either side.
- (b) When *yachts* are *overlapped* or *bowsprit overlapped*, the outside *yacht* shall give the inside *yacht room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* or *bowsprit overlap* began.

- (c) While *yachts* are passing a continuing *obstruction*, if a *yacht* that was *clear astern* and required to *keep clear* becomes *overlapped* or *bowsprit overlapped* between the other *yacht* and the *obstruction* and, at the moment the *overlap* or *bowsprit 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 *yachts* remain *overlapped* or *bowsprit overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

19.3 Exoneration

When a *yacht* is taking *room* to which she is entitled under rule 19.2, she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

20 ROOM TO TACK OR GYBE AT AN OBSTRUCTION

20.1 Hailing and Responding

When approaching an *obstruction*, a *yacht* may request via the *RO Comms* for *room* to tack or gybe and avoid another *yacht* on the same *tack*. After a *yacht* hails,

- (a) she shall give the requested *yacht* time to respond;
- (b) the requested *yacht* shall respond either by tacking or gybing as soon as possible, or immediately confirming via the *RO Comms* receipt of the request and then giving the requesting *yacht* *room* to tack or gybe and avoid her; and
- (c) when the requested *yacht* responds, the requesting *yacht* shall tack or gybe as soon as possible

20.2 Exoneration

When a *yacht* 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 request

A *yacht* shall not request *room* to tack or gybe unless safety requires her to make a substantial course change to avoid the *obstruction*. Also, she shall not request *room* to tack or gybe if the *obstruction* is a *mark* that the hailed *yacht* is *fetching*.

SECTION D

OTHER RULES

When rule 22 applies between two yachts, Section A rules do not.

22 CAPSIZED, ANCHORED OR AGROUND; RESCUING

If possible, a *yacht* shall avoid a *yacht* that is capsized or has both rudders out of the water, is anchored or aground, or is trying to help a person or vessel in danger. A *yacht* is capsized when her masthead is in the water.

23 INTERFERING WITH ANOTHER YACHT

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

23.2 Except when sailing a *proper course*, a *yacht* shall not hinder a *yacht* that is taking a penalty.

23.3 When *yachts* in different matches meet, any course sailed by either *yacht* shall be consistent with complying with a *rule* or trying to win her own match.

PART 3

CONDUCT OF A RACE

25 SAILING INSTRUCTIONS AND SIGNALS

- 25.1** Sailing instructions shall be made available to each *yacht* before a race begins. These shall contain all additional *rules* for a regatta.
- 25.2** The Regatta Director will stipulate in writing details of the *RO Comms* and any other form of communication system that may be used.

26 STARTING RACES

- 26.1** Races shall be started by using the following signals.

<i>Minutes before start</i>	
5	Warning signal
3	Preparatory signal; Match Race Port entry*
2:45	Match Race starboard entry*
1	End of pre-start entry time*
0	Starting Signal

*This signal, made via the *RO Comms*, shall identify the *yacht(s)* that has failed to comply with rule 27.4(b).

- 26.2** The Race Officer shall communicate via the *RO Comms* the time of the starting signal for each match or race.

In the Match Race schedule pairing list, the *yacht* listed on the left-hand side is assigned the port end, the other *yacht* is assigned the starboard end.

27 OTHER ACTIONS BEFORE THE STARTING SIGNAL

- 27.1** No later than the Warning signal, the Race Officer shall signal via the *RO Comms* the course to be sailed and the position or approximate bearing and distance from the ACRM Signal Boat to *Mark One*.
- 27.2** No later than the preparatory signal, the Race Officer may move a starting *mark*.
- 27.3** Before the starting signal, the Race Officer may for any reason *postpone* or *abandon* the race via the *RO Comms*.
- 27.4 Requirements Before The Start**

When Match Racing:

- (a) Each *yacht* shall be outside the line that is at a 90° angle to the starting line through the starting *mark* at her assigned end:
- (i) at 3 minutes before the starting signal for the port entry *yacht*; and
 - (ii) at 2 minutes 45 seconds before the starting signal for the starboard entry *yacht*.
- (b) By 1 minute before the starting signal, a *yacht* shall cross and clear the starting line, the first time from the course side to the pre-start side.

28 SAILING THE COURSE

28.1 A *yacht* shall *start*, leave each *mark* on the required side in the correct order, and *finish*, so that a string representing her *leeward* hull's wake 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 *yacht* 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

When at a *yacht's* starting signal any part of her hulls or bowsprit are on the course side of the starting line or one of its extensions, the Race Officer shall promptly identifying the *yacht* via the *RO Comms* and make one sound signal. The Race Officer shall promptly identify the *yacht* via the *RO Comms* when the *yacht's* hulls are completely on the pre-start side of the starting line or one of its extensions.

32 ABANDONING OR TERMINATING A RACE

32.1 After the starting signal, the Race Officer may *abandon* or *terminate* a race for a reason directly affecting the safety or fairness of the competition. This shall be communicated via the *RO Comms*.

32.2 When a race is *terminated*:

- (a) In a Match Race the *yacht* that has not finished shall be scored zero.
- (b) In a Fleet Race, *yachts* that have not finished shall be scored DNF.

An abandoned race may be resailed.

33 CHANGING THE NEXT LEG OF THE COURSE

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

33.2 A change of course will be signalled via the *RO Comms* and will include the approximate new position or distance and bearing.

33.3 Subsequent legs may be changed without further signalling to maintain the course shape.

34 MARK MISSING

34.1 If a *mark* is missing or out of position, the Race Officer shall, if possible replace it in its correct position or substitute a new one and inform the *yachts* via the *RO Comms*.

34.2 In the event that the Race Officer is unable to set a Gate, the Race Officer will advise *yachts* via the *RO Comms* of the rounding direction.

35 TIME LIMIT

If no *yacht finishes* within the time limit, the Race Officer shall *abandon* the race. If a *yacht* sails the course as required by rule 28.1 and *finishes* within the time limit:

- (a) In a Match Race, the Race Officer shall *terminate* the race five minutes after the first *yacht* has finished.
- (b) In a Fleet Race, the Race Officer shall *terminate* the race ten minutes after the first *yacht* has finished.

36 RACES TO BE RESTARTED OR RESAILED

If a race is restarted or resailed, unless a *yacht* is disqualified under rule 44.1(c) a breach of a rule in the original race shall not prohibit a *yacht* from competing or cause her to be penalized.

PART 4

OTHER REQUIREMENTS WHEN RACING

Part 4 rules apply only to yachts racing.

41 OUTSIDE HELP

A *yacht* shall not receive help from any outside source, except

- (a) help for the removal of an injured or ill person. Once a person has been removed from the *yacht*, that person shall not be returned or replaced;
- (b) after a collision, help from the crew of the other *yacht* to get clear;
- (c) unsolicited information from a disinterested source, which may be another *yacht* in the same race
- (d) communication with the Race Officer and Umpires.

42 PROPULSION

42.1 A *yacht* shall compete only by using the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of the wing, sails, rudders, daggerboards and hulls, and perform other acts of seamanship.

42.2 Each *yacht* shall release its tow and cast off from its towing vessel not later than one minute before the Preparatory Signal.

44 PENALTIES GIVEN BY UMPIRES

44.1 After a protest is communicated to the umpires, they shall decide whether to penalize any *yacht*. They shall communicate via the *RO Comms* one of the following decisions:

- (a) 'No penalty.'
- (b) The identified *yacht(s)* shall take a penalty by complying with rule 44.2.
- (c) The identified *yacht(s)* is disqualified, and if the race is a Match Race, the match is *terminated* and awarded to the other *yacht*.

- 44.2** The penalized *yacht* shall take the penalty immediately except, when penalized prior to *starting* in which case she shall take the penalty immediately after starting.
- (a) If the rule infringement occurs between *yachts* after one of them has *started*:
- (i) on the same leg of the course, or
 - (ii) within the zone of a mark
- the umpire penalty shall be:
the penalized *yacht* shall slow so that her position is behind a *penalty line* four hull lengths from the position of the other *yacht(s)* not penalized in the incident when they are underway.
- (b) When 44.2(a) does not apply the umpire penalty shall be:
the penalized *yacht* shall slow so that her position is behind a *penalty line* two hull lengths from her position at the time of the penalty or if the penalty is awarded prior to starting, two hull lengths behind the starting line. The *penalty line* is then moved toward the next mark at half of a universal VMG / VMC speed based on the wind speed and course to the next mark;
- (c) For the same incident, when 44.2(a) applies, 44.2(b) shall not.
- 44.3** Multiple 44.2(a) penalties and multiple 44.2(b) penalties are cumulative. However, if a *yacht* has been penalised in different incidents under 44.2(a) and 44.2(b), she shall complete her penalties concurrently.
- 44.4** A *yacht* does not complete her penalty until the umpires signal via the *RO Comms* that the penalty is completed.
- 44.5** A penalized *yacht* shall not be recorded as having *finished* until she takes her penalty and her hulls are completely to the course side of the line and its extensions and then *finishes*, unless the penalty is cancelled which may be after she crosses the finishing line.
- 44.6** If a *yacht* has a penalty and the other *yacht* in her match is penalized, each penalty shall be cancelled and this shall be signalled via *RO Comms*.
- 44.7** When as a consequence of breaking a *rule* a *yacht* has compelled another *yacht* to break a *rule*, the other *yacht* shall be exonerated by the umpires without a hearing.

47 LIMITATIONS ON EQUIPMENT AND CREW

- 47.1** A *yacht* shall use only the equipment on board at her preparatory signal.
- 47.2** A *yacht* shall not permit any person on board to intentionally leave unless ill or injured. A person accidentally leaving shall not be accepted back on board nor replaced during the race.
- 47.3 Preventing windward daggerboard increasing righting moment**
After starting, a *yacht* shall have the windward board draft stripe(s) visible so to confirm that the board is no more than 0.500 m below **MWP**, unless one of the following applies:
- (a) the windward board does not penetrate the surface of the water for more than 15 continuous seconds;
 - (b) the *yacht* is within 300m of a mark;
 - (c) the *yacht* is within 30 seconds prior to and after tacking or gybing;
 - (d) the *yacht* is sailing less than 15 knots;
 - (e) the *yacht* is sailing at less than 90% of its performance relative to the other *yacht(s)*;
 - (f) the *yacht* is taking a penalty.

49 CREW POSITION

49.1 Crew shall use only the following devices to position their bodies outboard of the local beam:

- (a) hiking straps connected to the hull, trampoline or cross structure;
- (b) rigging and equipment within 0.400 m of the local hull or cross structure;
- (c) sail control lines extending from the hull or cross structure. Making loops on sail control lines to aid hiking is prohibited.

56 GUESTS

The Regatta Director will determine whether or not *yachts* shall carry a guest. A guest shall take no part in sailing the *yacht*. The Regatta Director will issue directions regarding position and correction weights.

PART 5

PROTESTS, REDRESS, HEARINGS, MISCONDUCT & APPEALS

SECTION A

PROTESTS; REDRESS; RULE 69 ACTION

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

60.1 A *yacht* may

- (a) 'Y flag protest' another *yacht* under a rule of Part 2, except rule 14;
- (b) 'Red Flag protest' another *yacht* under any rule not included in rule 60.1(a) or 60.4(a) or AC72 Rule 5.12, 6.11, 9.7; or
- (c) request redress except for an improper action or omission of the Race Officer referred to in 62.1(a).

60.2 The Regatta Director may

- (a) protest a *yacht*, but not:
 - (i) for rules in rule 60.1(a) and 60.4(a); nor
 - (ii) as a result of information arising from an invalid protest, or from a report from a Competitor other than the representative of the *yacht* herself;
- (b) request redress on behalf of a *yacht*; and
- (c) report to the protest committee requesting action under rule 69.1(a).

60.3 The Jury may

- (a) protest a *yacht*, but only when during the hearing of a valid protest it learns that the *yacht*, although not a party to the hearing, was involved in the incident and may have broken a rule;
- (b) act under rule 69.1(a).

60.4 When the umpires decide that a *yacht* has:

- (a) broken rules 27.4, 42, 47, 49
- (b) gained an advantage by breaking a *rule* after allowing for a penalty; or
- (c) committed a breach of sportsmanship

she shall be penalized under rule 44.1(c) or 44.2(a) or (b).

- (d) broken rule 14, she shall be penalized under rule 44.1(c).

60.5 In a Match Race when, after one *yacht* has started, the umpires are satisfied that the other *yacht* will not *finish*, they may signal under rule 44.1(c) that the *yacht* that will not *finish* is disqualified.

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee and Umpires

- (a) For 'Y flag protests' a *yacht* shall signal using the *RO Comms* immediately after an incident in which she was involved;
- (b) For 'Red Flag protests' while racing, a *yacht* shall signal using the *RO Comms* as soon as possible after an incident.

61.2 Protest Contents

A protest under 60.1(b), 60.2 and 60.3 shall be delivered via any electronic system approved by the Regatta Director and identify

- (a) the protestor and protestee; and
- (b) the incident, including where and when it occurred.

61.3 Protest Time Limit

A *protest* by a *yacht* about an incident in the racing area, shall be lodged no later than thirty (30) minutes after the time that *yacht* finishes its last race of the day. Other protests shall be lodged within two hours after the receipt of the relevant information. The Jury shall extend the time if there is good reason to do so.

62 REDRESS

62.1 A request for redress or a Jury's decision to consider redress shall be based on a claim or possibility that a *yacht's* score 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 Officer;
- (b) action of a *yacht* that was breaking rule 14;
- (d) a *yacht* against which a penalty has been imposed under rule 2 or disciplinary action has been taken under rule 69.1(b).
- (e) an illegal or accidental action by a third party that causes serious damage to a *yacht* or injury to the crew.

62.2 The request shall be made in writing within the time limit of rule 61.3 and shall identify the incident. The Jury shall extend the time if there is good reason to do so. If the request for redress is because of circumstances that arise while racing she shall signal using the *RO Comms* as soon as possible after she becomes aware of those circumstances.

SECTION B PROTESTS; REDRESS; RULE 69 ACTION

63 HEARINGS

63.1 Requirement for a Hearing

A *yacht* or competitor shall not be penalized without a protest hearing, except as provided in rules 44 and 60.4. A decision on redress shall not be made without a hearing. The Jury shall hear all *protests* and requests for redress that have been delivered unless the *protest* or request is withdrawn.

63.6 Taking Evidence and Communication a Decision

The Jury may take evidence in any way it considers appropriate and may communicate its decision orally.

64 DECISIONS

64.1 Penalties and Exoneration

Further to Protocol 15.4(d), when the Jury decides that a *yacht* that is a *party* to a protest hearing has broken a *rule*, it shall disqualify her if the Jury decides that the breach may have improved the performance of the *yacht* or had a significant effect on the outcome of a race.

64.2 Decisions on Redress

When the Jury decides that a *yacht* is entitled to redress under rule 62, it shall make as fair an arrangement as possible for all *yachts* affected, whether or not they asked for redress. This may be to adjust the scoring, to *abandon* the race, to let the results stand, rescheduling of any outstanding races beyond the existing schedule, permitting or requiring the substitution of another eligible *yacht* belonging to the Competitor or to make some other arrangement.

64.3 Decisions on Measurement Protests

- (a) When the Jury 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 *yacht*, it shall not penalize her. However, the *yacht* shall not *race* again until the deviations have been corrected, except when the Jury decides there is or has been no reasonable opportunity to do so.
- (b) When a protest or request for redress relating to any matter concerning the measurement of a *yacht*, the interpretation of the class rule, or damage of a *yacht* is lodged with the Jury, the Jury shall refer the matter together with the relevant facts to the Measurement Committee and be guided by its advice.

SECTION C GROSS MISCONDUCT

69 ALLEGATIONS OF GROSS MISCONDUCT

69.1 Action by the Jury

- (a) When the Jury, from its own observation or a report received from any source, believes that a person associated with a Competitor may have committed a gross breach of a *rule*, good manners or sportsmanship, or may have brought the sport into disrepute, it may call a hearing. The Jury shall promptly inform the individual in writing of the alleged misconduct and of the time and place of the hearing. If the individual provides good reason for being unable to attend the hearing, the Jury shall reschedule it.
- (b) If the Jury decides that the person committed the alleged misconduct it shall either
 - (i) warn the person or
 - (ii) impose a penalty by excluding the person and, when appropriate, disqualifying a *yacht*, from a race or the remaining races or all races of the series, or by taking other action within its jurisdiction. A disqualification under this rule shall not be excluded from the *yacht's* series score.
- (c) The Jury shall promptly report a penalty, but not a warning, to the national authority of the person and to the ISAF.
- (d) If the person does not provide good reason for being unable to attend the hearing and does not come to it, the Jury may conduct it without the person present. If the Jury does so and penalizes the person, it shall include in the report it makes under rule 69.1(c) the facts found, the decision and the reasons for it.

- (e) If the Jury chooses not to conduct the hearing without the person present or if the hearing cannot be scheduled for a time and place when it would be reasonable for the person to attend, the Jury shall collect all available information and, if the allegation seems justified, make a report to the relevant national authority and to the ISAF.

69.2 Action by a National Authority or Initial Action by the ISAF

- (a) When a national authority or the ISAF receives a report alleging a gross breach of a rule, good manners or sportsmanship, or a report alleging conduct that has brought the sport into disrepute, or a report required by rule 69.1(c) or 69.1(e), it may conduct an investigation and, when appropriate, shall conduct a hearing. It may then take any disciplinary action within its jurisdiction it considers appropriate against the competitor or *yacht*, or other person involved, including suspending eligibility, permanently or for a specified period of time, to compete in any event held within its jurisdiction, and suspending ISAF eligibility under ISAF Regulation 19.
- (b) The national authority of a competitor shall also suspend the ISAF eligibility of the competitor as required in ISAF Regulation 19.
- (c) The national authority shall promptly report a suspension of eligibility under rule 69.2(a) to the ISAF, and to the national authorities of the person or the owner of the *yacht* suspended if they are not members of the suspending national authority.

69.3 Subsequent Action by the ISAF

Upon receipt of a report required by rule 69.2(c) or ISAF Regulation 19, or following its own action under rule 69.2(a), the ISAF shall inform all national authorities, which may also suspend eligibility for events held within their jurisdiction. The ISAF Executive Committee shall suspend the competitor's ISAF eligibility as required in ISAF Regulation 19 if the competitor's national authority does not do so.

PART 6

ENTRY AND QUALIFICATION

75 Competitors shall comply with ISAF Regulation 19, Eligibility Code.

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

78.1 Competitors shall ensure that the *yacht* is maintained to comply with the class rule and that her measurement certificate, if any, remains valid.

78.2 When the Measurement Committee decides a *yacht* does not comply with the class rules in a race, it shall report the matter to the Regatta Director who shall protest the *yacht*, unless the Measurement Committee and Regatta Director are satisfied the non-compliance was caused by damage or normal wear, and the non-compliance does not improve the performance of the *yacht*. If this is the decision, the *yacht* shall not race again until the *yacht* is brought back into compliance with the class rule there is or has been no reasonable opportunity to do so.

PART 7

RACE ORGANIZATION

85 GOVERNING RULES

The organizing authority, Race Officer, Umpires and Jury shall be governed by the *rules* in the conduct and judging of races.

90 SAILING INSTRUCTIONS

90.1 ACRM shall publish written sailing instructions for a Regatta 30 days prior to the first scheduled race.

90.2 Changes to the sailing instructions shall be posted on the official notice board before 0900 on the day they are due to take effect or, on the water, communicated to each *yacht* before her warning signal via the *RO Comms*.

92 SCORING

The Regatta Director shall include the scoring for Match / Fleet Racing and ACWS into these rules.