

### Decision Making Procedure at Council

#### Regulation 3 – Council Rules of Procedure

A submission from the Russian Yachting Federation

#### Purpose or Objective

To reach the consensus in issues which need debate including all submissions.

#### Proposal

The Executive Committee at its regular meeting 2 months before the ISAF Annual Conference discusses all relevant issues to be included on the Council agenda. If there are any issues that possibly conflict with the ISAF Constitution and/or Regulations, the Executive Committee charge the Constitution Committee to study the issue and produce a statement. Such statements, together with relevant reasons and findings should be circulated to all Council members in advance of the Council meeting. This will enable a free and fair discussion later, at the Council.

#### Current Position

There is no such procedure

#### Reasons

1. To avoid the situation we had at the November 2011 Council Meeting with Submission 052-11. No debate was allowed based on the findings of the Constitutional Committee produced to the Council members at the meeting at the very last moment.
2. To inform Council members well in advance with justified conclusions and findings of the Constitution Committee with regard to matters that are possibly conflicting with the existing ISAF Constitution and Regulations.
3. Generally, to reach better understanding between the Executive Committee and Council members in making principle decisions.

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## **2012 NOVEMBER CONFERENCE**

### **COUNCIL DECISION – NOVEMBER 2012**

Council received submission 085-12 from Russian Yachting Federation

**Decision**

**On a proposal from John Crebbin, seconded by Kurt Lonnqvist, Council deferred submission 007-12 to November 2013 (7 reject, 0 abstain, 32 approve – 39 participated).**

Recommendation from the Reporting Committee

Executive Committee

**Recommendation to Council: Reject**

This is setting up further processes and the Executive Committee is already able to do as what is proposed in the submission and notes the concerns expressed.

Opinion from the Other Committees

Constitution Committee

**Opinion: Defer**

The Constitution Committee is sympathetic to this matter and recommends a review of the procedures to the New Executive.

ISAF Classes Committee

**Opinion: Approve with the following amendment**

Issues should also be circulated to Committees as well as Council

### ISAF Annual Conference

To Review Costs, Schedule and Format in Line with the 2009-2012 Strategic Plan

A submission from the Canadian Yachting Association

#### Purpose or Objective

To simplify and improve the ISAF Annual Conference by:

- a) reducing the total length of the conference from 10 days to 6 or 7, reducing ISAF and MNA costs, and enabling increased participation by delegates, especially younger delegates, for whom the shorter conference can be more easily integrated in life and work schedules;
- b) intensifying the focus and increasing the efficiency of meetings with strategic scheduling and more effective use of the internet and social media to improve preparation of participants. Consistent with the ISAF Strategic Plan 2009- 2012, start discussion on improving PROCESSES of the Conference and DELEGATES' participation with more comprehensive preparation, including the meeting of Council and the AGM.

#### Proposal

- a) To encourage and promote a more effective ISAF Conference with the integration of a range of possible strategies, including the following:
  - i) Invite the Executive to select a theme for each Conference, e.g. Youth Excellence, New Formats, Growth of Sailing, Media in Sailing, etc;
  - ii) Invite Committee and Subcommittee Chairs to present the major issues and possible/desirable outcomes/results of the Conference in an open session for all delegates;
  - iii) Introduce a social “get together” early in the Conference schedule for delegates to exchange ideas and meet new friends;
  - iv) Encourage Chairs to meet in advance to focus committee agendas on resolving the important issues and priorities;
  - v) Encourage ISAF executives to participate more in committee meetings to better understand the delegates opinions and recommendations;
  - vi) Challenge Council Members to focus on substantive issues in priority, and address administrative matters electronically before the Conference;
  - vii) Encourage Council to streamline the Submission process and number of Submissions for discussion and decisions in 2 days (not 2.5 days presently).
- b) For indicative purposes only, and to start the ISAF “conversation”, please find included a draft version for a shorter ISAF Conference schedule (ISAF Executive and staff to draft a shorter ISAF Conference schedule for discussion at 2013 annual conference, or mid year meeting if held).
- c) Other Benefits
  - i) Enable younger working delegates to more easily attend a shorter Conference.
  - ii) Reduce MNA costs
  - iii) Reduce delegates' costs and time away from work/home
  - iv) Reduce ISAF costs
  - v) Enhance the learning experience of the Annual Conference

vi) Modernize the ISAF Conference by doing "MORE WITH LESS"

Current Position

The time commitment required for the ISAF Conference is as high as 10 days for some delegates

Reasons

1. Shorter, more focused, more effective, less costly ISAF Conference
2. As set out in the adopted ISAF Strategic Plan 2009-2012, discussion on improving PROCESSES of Conference and PEOPLE'S contribution through preparation, should have already started.
3. Other Benefits
  - a. Younger working delegates better able to attend shorter Conference
  - b. Reduce MNA costs
  - c. Reduce delegates costs and time away from work/home.

	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6
<b>Breakfast</b> 0730-0900		Chair Briefing	MNA SGs			
<b>Morning</b> 0900-1300	Arrival & Registration	Special Regulations Windsurfing and Kiteboarding Regional Games International Measurers International Umpires International Judges Race Management Class Rules Racing Rules Working Party	Racing Rules Constitution Youth World Championship Development and Youth Match Racing ISAF Classes Race Officials Equipment	Events Oceanic and Offshore	Council	Council
<b>LUNCH</b>						
<b>Afternoon</b> 1400-1730	International Regulations Medical Empirical Handicap Sailing Rankings Team Racing Coaches commission Equipment Control Racing Rules Working Party World Youth Sailing Trust	Special Regulations Windsurfing and Kiteboarding International Measurers International Umpires International Judges Class Rules Olympic Classes Audit MNAs	Racing Rules Constitution Youth World Championship Development and Youth ISAF Classes Race Officials Equipment Women's Forum	Events Oceanic and Offshore AGM	Council	Council
<b>Evening</b> 1730-1830						
<b>Social</b> 1930		Welcome	Sailor of the Year			

**2012 NOVEMBER CONFERENCE**

**COUNCIL DECISION – NOVEMBER 2012**

Council received submission 018-12 from Sail Canada / Voile Canada.

**Decision:**

**On a proposal from Eric Tulla, seconded by Hector Duval, Council deferred submission 018-12 to November 2013 (2 reject, 0 abstain, 37 approve – 39 participated).**

Recommendation from the Reporting Committee

Executive Committee

**Recommendation to Council: Defer**

To November 2013 Annual Conference and refer to the New Executive Committee to consider the principle as guidance.

Opinion from the Other Committee

Constitution Committee

**Opinion: Approve**

The Constitution Committee supports this proposal.

### Olympic Sailing Competition

Make Men's 2nd and One Person Dinghy (Men's One Person Dinghy Heavyweight)  
Priority Event for Unused Quota Places

A submission from the International Finn Association

#### Purpose or Objective

To allow men racing in the one person heavyweight dinghy the opportunity to use “unused quota places” and have the same opportunities as the other one person events.

#### Proposal

ISAF has decided to give priority to the one person dinghy men and women and the windsurfing men and women, to use the “unused quota places” for the Olympic Games. ISAF should extend this to all the one person events to allow for more options and give the same opportunity to sailors of different size and weight racing in a one person event.

#### Current Position

ISAF is only allocating “unused quota places” to the Laser, Laser radial, RS:X men and RS:X women.

There is no article in the ISAF regulations **23.2 Olympic Entries**, stating the current position.

#### Reasons

By including the other one person dinghy event for men, bigger sailors will have the same opportunity to race at the Olympic Games filling their quota or exceeding their quota as the other one person events.

This will also give the chance to sailing and ISAF to bring in new countries.

For the 2012 Olympic Games, due to internal German qualification rules, the Finn didn't fill their quota of 25 Olympic entries and sailed in a fleet of 24 entries, despite requests from India, Norway, Lithuania, Cyprus and Bulgaria for using the German quota place. In the case of India, there was NO participant in the Olympic regatta from India at all, despite they requested the unused quota place to be allocated to their Finn sailor. The Heavyweight dinghy would have been the only opportunity for India in the Olympic regatta

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**2012 NOVEMBER CONFERENCE**

**COUNCIL DECISION – NOVEMBER 2012**

Council received submission 075-12 from the International Finn Association

**Decision**

**On a proposal from Chris Atkins, seconded by Kurt Lonnqvist, Council deferred submission 075-12 to November 2013 (1 reject, 1 abstain, 36 – 38 participated).**

Recommendation from the Reporting Committee

Events Committee

**Recommendation to Council: Defer**

Opinion from the Other Committees

Constitution Committee

**Opinion: No Recommendation**

Equipment Committee

**Opinion: No Recommendation**

There are no equipment related issues with the proposals.

Executive Committee

**Opinion: No Recommendation**



## Reduce Costs for Olympic Sailing Campaigns

A submission from the Swedish Sailing Federation

### Purpose or Objective

The purpose is to find ways to reducing the costs for Olympic Sailing. Costs that doesn't increase the interest of the sport but just limit the chances for more athletes and nations to compete in the Olympics at the same level.

### Proposal

ISAF should put in a working party with the mission to try to reduce costs in Olympic Sailing. For example the work could result in suggestions like:

- Material related costs – Not only focus on cheaper boats but also the parts and their quality. For example is to produce Laser sails at a higher quality to a lower price, limit the number of 470 sails used during one season.
- Coach related costs - limit the number of coach days per year, limit the number of coach boats used per nation and world cup events etc.
- Technical related costs - forbid all high-tec wind instruments on coach boats,

### Current Position

The costs for Olympic Campaigns are increasing. To be able to compete for medals in the Olympics the sailors and their federation is spending huge costs on boats, rigs sails, travels, coaches, weather programs etc. ISAF is doing is trying to reducing these costs when picking new Olympic equipment but buying the equipment is just a part of the cost in the challenge for the medals. In all type of modern sailing including Volvo Ocean Race and Americas Cup producers and class organisations are trying to reduce the costs. More can be done in Olympic Sailing

### Reason

To be able to stay Olympic the sport of sailing has to attract more sailors and nations. The cost is one of the biggest hurdles and needs to be limited.

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## **2012 NOVEMBER CONFERENCE**

### **COUNCIL DECISION – NOVEMBER 2012**

Council received submission 085-12 from the Swedish Sailing Federation

**Decision:**

**Council deferred submission 085-12 to November 2013 (2 reject, 0 abstain, 36 approve – 38 participated).**

Recommendation from the Reporting Committee

Events Committee

**Recommendation to Council: Approve**

Opinion from the Other Committees

Equipment Committee

**Opinion: Approve**

Providing satisfactory safeguards for the technical aspects of performance and cost are addressed.

ISAF Classes Committee

**Opinion: Approve**

## Events for the ISAF Youth Sailing World Championship

### Regulation 24.4.3

A submission from Danish Sailing Association and International 29er Class Association

#### Purpose or Objective

Alter the events selected to better reflect the Olympic events and equipment (regulation 23.1.4)

#### Proposal

24.4.3 The following events shall be included in the programme of the Championship:

Boy's One Person Dinghy  
Girl's One Person Dinghy  
Boy's Two Person Dinghy  
Girl's Two Person Dinghy  
Boy's Windsurfer  
Girl's Windsurfer  
~~Open~~ **Boy's Two Person** High Performance Dinghy  
~~Girl's~~ **Two Person** High Performance Dinghy  
Open Multihull

#### Current Position

As above.

#### Reasons

1. From 2016 the Olympic Events and Equipment (Regulation 23.1.4) include a men's skiff (49er) and women's skiff (Mackay FX).
2. The current events of the ISAF Youth Sailing World Championship do not reflect the Olympic Events from 2016.
3. Since the Open High Performance event was created, only a limited number of girl/girl teams have qualified to compete in the event.
4. There needs to be both a boy's event and a separate girl's event to provide a fair and suitable pathway for boy's teams and girl's teams.

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**2012 NOVEMBER CONFERENCE**

**COUNCIL DECISION – NOVEMBER 2012**

Council received submission 085-12 from the International 29er Class Association and Danish Sailing Federation.

**Decision**

**On proposal from Chris Atkins, seconded by Fiona Kidd, Council deferred submission 088-12 to November 2013 (1 reject, 0 abstain, 38 approve – 39 participated).**

Recommendation from the Reporting Committee

Events Committee

**Recommendation to Council: Defer**

The current championship has eight events. In order to add a boys and girls skiff events, the Subcommittee needs to investigate the structure and entry requirements further and to study if this can occur in the future.

Opinion from the Other Committees

Constitution Committee

**Opinion: Approve**

Subject to policy decision.

Equipment Committee

**Opinion: No Recommendation**

There are no equipment related issues with the proposals

## Classes for the ISAF Youth Sailing World Championship

### Regulation 24.4.9

A submission from the Danish Sailing Association and International 29er Class Association

#### Purpose or Objective

Alter the classes selected to better reflect the Olympic events and equipment (Regulation 23.1.4)

#### Proposal

24.4.9 The Classes for the ISAF Youth Sailing World Championship are:

Boy's One Person Dinghy - Laser Radial  
Girl's One Person Dinghy - Laser Radial  
Boy's Two Person Dinghy - 420  
Girl's Two Person Dinghy - 420  
Boy's Windsurfer - RS:X with the 8.5m rig  
Girl's Windsurfer - RS:X with the 8.5m rig  
~~Open – 29er~~ **Boy's Two Person High Performance Dinghy – 29er**  
**Girl's Two Person High Performance Dinghy – 29er**  
Open Multihull - Hobie 16 with spinnaker or Sirena SL16

Pursuant to Regulation 24.1.2, no class shall remain on the approved list for more than four years without obtaining ISAF Class status.

#### Current Position

As above

#### Reasons

1. From 2016 the Olympic Events and Equipment (Regulation 23.1.4) include a men's skiff (49er) and women's skiff (Mackay FX).
2. The current events and classes of the ISAF Youth Sailing World Championship do not reflect the Olympic Events from 2016.
3. Since the Open High Performance event was created, a limited number of girl/girl teams have qualified to compete in the event.
4. There needs to be both a boy's event and a separate girl's event using the 29er, so providing a fair and suitable pathway for both boy's teams and girl's teams.

## **2012 NOVEMBER CONFERENCE**

### **COUNCIL DECISION – NOVEMBER 2012**

Council received submission 085-12 from the Danish Sailing Association and International 29er Class Association.

#### **Decision**

**On a proposal from Chris Atkins, seconded by Fiona Kidd, Council deferred submission 089-12 to November 2013 (1 reject, 0 abstain, 38 approve- 39 participated).**

Recommendation from the Reporting Committee

Events Committee

**Recommendation to Council: Defer**

Opinion from the Other Committees

Constitution Committee

**Opinion: Approve**

Subject to policy decision.

Equipment Committee

**Opinion: No Recommendation**

There are no equipment related issues with the proposals.

### ISAF Events

#### Include Kiteboarding in ISAF Events

A submission from the International Kiteboarding Association

#### Purpose or Objective

To include kiteboarding in ISAF events

#### Proposal

To action council decision from May 2012 and amend the regulations accordingly.

#### Current Position

Kiteboarding is currently not included in ISAF events.

#### Reasons

In May 2012 council has decided to include kiteboarding in ISAF events, namely the Sailing World Cup and the ISAF Sailing World Championships.

This decision is minuted in Nr. 11 (b)(i) and (iv) of the Council minutes.

The Windsurfing and Kiteboarding Committee has made recommendations in November 2012 on when (“immediate”) and how (“Short Track Format using Formula Kite Equipment”) to implement the decisions. This recommendation has been approved by events committee and council in November 2012.

It is now time to action the decision and to change the regulations accordingly.

Including Kiteboarding already now in ISAF major events would be also a supporting argument in ISAF’s task to request additional medals for kiteboarding from the IOC, showcasing to the IOC that everything that can be done on ISAF’s side has been done and implemented.

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### **MID-YEAR MEETING MAY 2013**

#### **COUNCIL DECISION – MAY 2013**

Council received submission M08-13 from the International Kiteboarding Association.

#### **Decision:**

**On a proposal from Ross Robson, seconded by Kamen Fillyov Council deferred submission M08-13 to November 2013 (4 reject, 1 abstain, 35 approved).**

Recommendation From The Reporting Committee

**Events Committee: Defer**

The Events Committee recommends that the IKA liases further with the Events Committee to come back with clear recommendations for the 2013 ISAF Annual Conference.

Opinion from other Committees

**Executive Committee**

**Opinion: Reject**

The proposed policy is against the current Regulation. The submission does not include the relevant changes to the Regulations. The Executive Committee support Kiteboarding events in association with ISAF Events as parallel events.



### Fair Representation for Classes

A submission from the International Funboard Class Association, International Hobie 14 Class Association, International Hobie 16 Class Association, International Hobie 17 Class Association, International Hobie 18 Class Association, International Hobie Dragon Class Association, International Hobie Tiger Class Association, International Hobie Wildcat Class Association, International Lightening Class Association, the International Star Class

#### Purpose or Objective

The ISAF Classes shall each be given the same representation rights as a Full MNA member at both a meeting of the Federation and at the Council and its committee levels.

#### Proposal

The Constitution and the Regulations of the ISAF are to be changed to give effect to the principle that an ISAF Class shall have the same right of representation at the Meetings of the Federation and at the Council Level as does an MNA.

This will mean that each Class will have a vote just like an MNA at a Federation meeting. Additionally Classes will be given seats at the Council table in proportion to their numbers vis a vis the MNA's. They will also be given the right to nominate members to committees and other parties just like the MNAs currently do.

Regulations to this effect will be drafted and re-affirmed at the next Council meeting and Constitutional Change proposals effecting this change will be made for ratification at the next General Meeting of the Federation.

#### Current Position

The Classes currently have no vote at the meetings of the Federation despite paying virtually the same fees as the MNAs and have only a token representation at the council and its committees.

#### Reasons

The Classes are democratically governed on a worldwide basis and are comprised of active sailors who are part of the world wide sailing community and who have a broad geographical distribution. However due to the current system have no say for the election of the Board of the ISAF and very little say in the council.

The current system is not representative of the sailors or their numbers as distributed around the world. This will give a more representative and therefore more democratic situation than we currently have where a small number of sailors in one MNA can have the same vote as an MNA with many thousands of times more sailors. There is no representation by population of sailors in the current system of electing at Meetings of the Federation.

### Fair Subscription Fees for Classes

#### Article 10, Regulation 10.17

A submission from the International Funboard Class Association, International Hobie 14 Class Association, International Hobie 16 Class Association, International Hobie 17 Class Association, International Hobie 18 Class Association, International Hobie Dragon Class Association, International Hobie Tiger Class Association, International Hobie Wildcat Class Association, International Lightening Class Association, the International Star Class

#### Purpose or Objective

The International Classes shall be charged the same fee as the lowest fee class of MNA

#### Proposal

Regulation 10.17 shall be amended to read;

- 10.7 Pursuant to Article 10, the Executive Committee shall set the Annual Class fees which ISAF Class Associations shall pay. **This fee shall be no more than the lowest MNA subscription fee as set by the ISAF Council.** Such fees shall accrue from the date that the class's application for ISAF Class Association Status is received at the ISAF Secretariat, but such accrued fees shall not be payable until the earlier of the date when the ISAF status is granted or until the next annual class fees are payable.

#### Current Position

See above.

#### Reasons

1. Currently the each class pays almost three (3) times the amount of subscription fee as the lowest price subscription for an MNA. At last count over 60 MNA's pay the lowest subscription fee and get a vote and full membership in the Federation. The Classes do not get any such benefits for their subscription fee.
2. The Classes currently pay more per year through subscriptions and builders fees than all of the subscription fees paid by all the MNAs. (Last year published the classes paid 235,407 GBP vs. 206,369 GBP for the MNAs.)
3. Over the last 7 years the classes have paid a total of approximately half a million more pounds to ISAF than all the MNAs combined (1.90 million to ISAF vs 1.36 for the MNAs) over the same period.

## International Association for Disabled Sailing (IFDS)

### Merger of ISAF and IFDS

A submission from the Executive Committee

#### Purpose or Objective

For both ISAF and IFDS to agree in principle in November 2013:

1. the full merger of IFDS and ISAF in a manner that retains the distinctive brand, expertise and specialisms of IFDS, with the following objectives:
  - i. To create a single governing body for the MNAs and sailors that participate in the sport of sailing.
  - ii. To unify the support and services provided by today's two governing bodies, so providing consistent high quality services and improved efficiency to MNAs and sailors.
  - iii. To preserve the identity of IFDS and skills, knowledge and activities of its specialist volunteers.
  - iv. To encourage more ISAF MNAs to look after the needs and interests of sailors with disabilities.
2. the processes that will enable the merger, including all the necessary structural and regulation changes, to be completed in November 2014.

#### Proposal

1. IFDS shall, at the conclusion of the November 2014 annual conferences, become a committee of ISAF, with budget and authority to enable it to continue the activities it undertakes today. This authority shall be defined in its Terms of Reference to be agreed in November 2014, and shall include:
  - responsibility for the Paralympic Sailing programme including Event and Equipment selection;
  - responsibility for IFDS World Championships;
  - IPC representation;
  - sailor classification for IFDS and Paralympic format sailing, including administration of the classification programme, classifier instruction and evaluation, and recommendation to ISAF Race Officials Committee on appointment of classifiers;
  - equipment aids and adaptations for IFDS and Paralympic format sailing.

IFDS Committee shall liaise, where appropriate, with other ISAF committees to ensure consistency across ISAF processes and activities.

2. For November 2014 to November 2016 the membership of the IFDS Committee shall include all current members of the IFDS Executive. Thereafter nomination and appointment of the IFDS Committee shall be in accordance with normal ISAF processes, with the following additional provision: Only nominations from MNAs which have active disabled sailing programs shall be eligible for appointment to the IFDS Committee. The IFDS Committee shall be responsible for maintaining the list of such MNAs.
3. The IFDS committee may appoint Working Parties to undertake tasks currently undertaken by the specialist IFDS Committees. Some such tasks (e.g. Equipment Control & Measurement) shall instead be transferred to the appropriate ISAF Committee.
4. The Chairman of the IFDS Committee shall have a full voting seat on ISAF Council.
5. From November 2014, ISAF MNAs shall pay a single annual subscription to ISAF, rather than having to pay a separate and additional subscription to IFDS. ISAF subscriptions shall be revised in November 2014 to reflect this and to make other changes to the subscription structure.
6. Existing IFDS members who are not ISAF MNAs may become Associate Members of ISAF. As such, in addition to the normal rights of Associate Members, they will have the right to nominate delegates to the IFDS Committee.
7. The IFDS logo shall be retained. An IFDS development seminar will be included in the programme of the ISAF annual conference.
8. It is intended that racing for IFDS Paralympic fleets continues to be included within the ISAF Sailing World Cup.
9. ISAF shall be the authority on sailing rules and regulations, and the appointment of Race Officials to Paralympic and IFDS World Championship events.
10. IFDS shall also remain as a charitable trust, independent of ISAF in a similar way to the WYST, that will be available to receive donations and support the development activities of the IFDS committee. The legal structure of the independent trust is to be decided by IFDS before the full merger in 2014.
11. To assist the integration discussions, for the period of November 2013 to November 2014 the IFDS Executive shall be established as an ISAF Commission.

### Current Position

IFDS and ISAF are separate and independent organisations.

IFDS is an Affiliate Member of ISAF.

Approximately 60% of IFDS country members are ISAF MNAs. Other country members include National Paralympic Committees and other Disabled Sport organisations.

### Reasons

IFDS encourages integration at an MNA level. Likewise IPC encourages integration at an IF level. This proposal is consistent with these directions and will:

1. provide our shared MNAs and sailors with a single governing body covering the whole sport;
2. retain and therefore re-enforce the specialisms within IFDS;
3. improve external relationships by mirroring the integration that is in place elsewhere (in other sports, in OCOGs running the Olympic and Paralympic Games, and now at ASOIF);
4. provide a single, consistent interface between the sport and WADA;
5. provide consistent quality and interpretations in technical support to MNAs, sailors and Race Officials;
6. co-ordinate through ISAF EAWP consistency in race official appointments to all sailing regattas;
7. provide umbrella liability insurance for IFDS activities;
8. realise operational efficiencies within the single governing body, and for the MNAs and sailors who involve themselves in the affairs of the governing bodies;
9. provide MNAs with a single “manual of activities and best practices” covering all their activities, and a single global organisation to liaise with;
10. remove the current “authority dilemma” where a single set of sporting rules is being separately interpreted by two global organisations.

## Constitution Committee Terms of Reference

### Regulation 6.2.3

A submission from the Chairman of the Constitution Committee

#### Purpose or Objective

To amend the terms of reference of the Committee

#### Proposal

Amend Regulation 6.2.3 as follows:

6.2.3 The Constitution Committee shall:

- (a) review the **structure**, Constitution and Regulations, ~~Structure and Terms of Reference of the Committees~~ of ISAF and recommend such changes to the Council as may be necessary;
- (b) from time to time to review the terms of reference of committees;**
- (c) review all submissions affecting the Constitution and Regulations;
- (d) recommend the groupings of **Member** National Authorities and the assignment of Members to appropriate groups;
- (e) recommend the subscription categories into which each **Member** National Authority should fall, having regard to the active sailing and racing in the country represented by the **Member** National Authority and the latest **Member** National Authority Questionnaire issued by the Chief Executive Officer;
- (f) review items on the agendas of the Council and General Assembly dealing with political matters;
- (g) advise, in conjunction with counsel for the Federation, the President and the Council in the event of a proceedings under Article 14 of the Constitution;
- (h) provide liaison with any committees or working parties dealing with matters affecting the Constitution and Regulations;
- (i) be the sole body responsible for interpreting the Constitution and Regulations of the ISAF and ensure that the ISAF operates consistently within its Constitution and Regulations.

#### Current Position

As above.

#### Reason

To clarify and state the Terms of Reference of the Constitution Committee in plain English.

**Equipment Control Sub-committee Terms of Reference**

Regulation 6.4.6.5(d)(i)

A submission from the Chairman of the Equipment Committee

Purpose or Objective

To change the name of the “ISAF Guide to Measurement” to “ISAF Guide to Equipment Control”.

Proposal

6.4.6 Equipment Control Sub-committee

***Terms of reference***

6.4.6.5 The Equipment Control Sub-committee shall:

(d) keep under constant review:

(i) the ISAF Guide to ~~Measurement~~ **Equipment Control**;

Current Position

As above.

Reason

To reflect that the Guide is to contain advice on the whole equipment control process. Not just on “measurement”.

### Race Officials Committee

#### Terms of Reference – Regulation 6.9.6

A submission from the Chairman of Race Officials Committee

#### Purpose or Objective

To clarify that Race officials Committee is the body responsible for approving race official policies recommended by the four Race Official Sub-committees.

#### Proposal

6.9.6 The Race Officials Committee shall:

- (c) maintain an oversight management of its four Sub-committees: the International Judges, the International Umpires, the Race Management and the International Measurers Sub-committee; **and approve policies for the conduct and processes of race officials recommended by the Sub-committees;**

#### Current Position

As above.

#### Reasons

Race Management Sub-committee is responsible for considering and proposing race management policies for the Olympic Sailing Competition and ISAF Events (cf. Regulation 6.9.10.3(m)).

A submission for this year proposes that a similar responsibility for equipment inspection policies is delegated to the International Measurers Sub-committee (cf. Submission 007-13).

This submission clarifies that the Race Officials Committee is the body that approves these policies.



**International Measurers Sub-committee**

Terms of Reference – Regulation 6.9.8.3

A submission from the Chairman of Race Officials Committee

Purpose or Objective

To clarify an existing clause of the International Measurers Sub-committee's terms of reference and specify the responsibility for recommending equipment inspection policies at major events.

Proposal

6.9.8.3 The International Measurers Sub-committee shall:

...

- (c) ~~with the help of the Chief Measurer / Chief Executive Officer,~~ disseminate information to and communicate with International Measurers and Member National Authorities;

...

- (k) consider and recommend equipment inspection policies for the Olympic Sailing Competition and ISAF Events, in consultation with the Equipment Committee;**

Renumber current items (k)-(l) as (l)-(m)

Current Position

As above.

Reasons

- Existing 6.9.8.3(c): There is no appointed ISAF Chief Measurer since the late 1980's, and the ISAF CEO is not mentioned in the terms of reference of the other Race Officials Sub-committees.
- New 6.9.8.3(k): The International Measurers Sub-committee is the body within ISAF appointed because of their measurement and equipment inspection skills and expertise. Also, the International Measurers are the most experienced equipment inspectors of the ISAF Classes and thus, in a good position to recommend equipment inspection policies based on their experience and best practices. There is a need for greater consistency between all ISAF events and these should show the way forward for other events. It is appropriate therefore to include the items listed in the terms of reference for the IMSC.

### ISAF Commissions - Generally

Terms of reference – Regulation 8.1 to 8.5

A submission from the Chairman of the Constitution Committee

#### Purpose or Objective

To amend the Regulations concerning Commissions

#### Proposal

Delete Regulations 8.1 to 8.5 and replace as follows:

- 8.1 Commissions are specialized bodies created to advise on specific areas of professional or technical expertise. Although a commission may be created for a temporary period this would not normally be for an anticipated period of less than eighteen months.
- 8.2 Subject to Regulations 8.14 and 8.15, the appointment and removal of members of commissions is the responsibility of the Executive Committee (including the appointment of a chairman and vice-chairman).
- 8.3 The Executive Committee may recommend to Council for its approval the creation of a commission for a temporary or permanent period and a duration to be specified.
- 8.4 The purposes of the Commission shall be expressed by terms of reference. On acceptance by the Council of the Executive Committee's recommendation for the establishment of the commission and its terms of reference, the Commission is created either for a specified or indefinite period.
- 8.5 A commission shall report as set out in its terms of reference. Where a commission reports to the Executive Committee, the report shall be confidential until such time as the Executive Committee determines otherwise.

#### Current Position

See current Regulation 8.1 to 8.5

#### Reason

As the number of commissions has grown, these enabling provisions have caused some confusion and therefore the Regulations need clarification and updating in line with current practice.

## ISAF Commissions – Terms of Reference

### Regulation 8.6 to 8.15.8

A submission from the Chairman of the Constitution Committee

#### Purpose or Objective

To amend the terms of reference of the Commissions and housekeeping

#### Proposal

Amend Regulation 8 as follows:

#### **Medical Commission**

8.6 Medical Commission

#### ***Constituting the Commission***

8.6.1 The Medical Commission has been established and appointed by the Executive Committee in accordance with this Regulation 8 to provide medical advice on sailing matters.

~~8.6.2 Reserved for future use~~

~~8.6.3 Reserved for future use~~

~~8.6.4 Reserved for future use~~

~~8.6.5 Reserved for future use~~

#### ***Terms of Reference***

8.6.2 The Medical Commission shall:

- (a) inform and advise the ~~ISAF~~ Executive Committee in respect of the implications and implementation of World Anti-Doping Code, and all its provisions;
- (b) ensure that such annual changes as are made to the World Anti-Doping Code List of Prohibited Substances and Methods are published and made known to Member National Authorities, so that these may be disseminated to competitive sailors worldwide;
- (c) advise and assist the Executive Committee in the practical enforcement of the World Anti-Doping Code;
- (d) consider and process, via the ~~ISAF~~ Secretariat, requests from competitors for dispensation for ATUE and TUE in accordance with the procedures in the World Anti-Doping Code International Standard for Therapeutic Use Exemptions, and to issue such Certifications of Approval and notify the Executive Committee;
- (e) forward requests for Therapeutic Use Exemptions, suitably validated by the Executive Committee, for competitors seeking to compete in the Olympic Sailing Competition, to the IOC Medical Commission, and to act on behalf of such competitors in confidential negotiations with the IOC Medical Commission;
- (f) consider and advise the Executive Committee on ~~Medical~~ **medical** matters affecting all branches of sailing served by the International Sailing Federation ~~ISAF~~;

- (g) if requested by the Executive Committee, make investigations into aspects of sailing which have or may have an effect upon the physical or mental health of sailors.

### **International Regulations Commission**

#### 8.7 International Regulations Commission

##### ***Constituting the Commission***

8.7.1 The International Regulations Commission has been established and appointed by the Executive Committee in accordance with this Regulation 8 to provide advice on matters related to the regulation of recreational boats or craft by government actions or otherwise.

~~8.7.2 Reserved for future use~~

~~8.7.3 Reserved for future use~~

~~8.7.4 Reserved for future use~~

~~8.7.5 Reserved for future use~~

##### ***Terms of Reference***

8.7.6~~2~~ The Commission shall be responsible **report** to the Executive Committee **Oceanic and Offshore Committee.**

8.7.7~~3~~ The Commission shall:

- (a) monitor any legislation or actions by international or national institutions and national Governments or other similar bodies which affect the navigation, manning, construction, equipment, safety and use of recreational craft or the environment and take (in conjunction with National Authorities and other bodies representative of the users of all types of recreational craft) appropriate action in regard thereto;
- (b) represent the interest of ISAF, its member National Authorities and all users with IMO and other international or national Institutions which concern navigation, manning, construction, equipment, safety and use of recreational craft in conjunction with, if appropriate, National Authorities and other bodies representative of the users of all types of recreational craft;
- (c) liaise with relevant ISAF committees in all matters affected by its work; and
- (d) request Member National Authorities to report annually:
  - (i) whether the conditions for the free exercise of sailing have been changed;
  - (ii) the actions that should be taken to improve the situation.

### **Athletes' Commission**

#### 8.9 The Athletes' Commission

##### ***Constituting the Commission***

8.9.1 The Athletes' Commission has been established and appointed by the Executive Committee in accordance with this Regulation 8.

~~8.9.2 Reserved for future use~~

~~8.9.3 Reserved for future use~~

~~8.9.4 Reserved for future use~~

~~8.9.5 Reserved for future use~~

##### ***Terms of Reference***

8.9.6 The Athletes' Commission shall be responsible to the Executive Committee.

8.9.7 The Athletes' Commission shall:

- (a) be a non-political consultative body to offer advice and assistance to ISAF on matters and issues of relevance to athletes and act as a link between the Olympic athletes and ISAF;
- (b) present the Olympic athletes' points of view to the Executive Committee through recommendations and proposals;
- (c) promote respect of the rights of the athletes within the sport and draw up recommendations to that effect;
- (d) promote high standards of sportsmanship and ethical performance when competing and participating;
- (e) reflect the views of the Olympic athletes competing and participating at the highest level and establish relationships to promote feedback to the Executive Committee on matters concerning Olympic athletes; and
- (f) liaise with the Executive Committee on ISAF Events to help ISAF respond to the needs of the Olympic athletes.

### **Sailor Classification Commission**

8.10 The Sailor Classification **Commission**

#### ***Constituting the Commission***

8.10.1 The Sailor Classification Commission has been established ~~and appointed by the Executive Committee in accordance with Regulation 8~~ to provide technical advice on Regulation 22, the ISAF Sailor Classification Code.

~~8.10.2 Reserved for future use~~

~~8.10.3 Reserved for future use~~

~~8.10.4 Reserved for future use~~

~~8.10.5 Reserved for future use~~

#### ***Terms of Reference***

~~8.10.6 The Sailor Classification Commission shall be responsible to the Executive Committee.~~

8.10.7~~2~~ The Sailor Classification Commission shall:

- (a) inform and advise the ~~ISAF~~ Executive Committee in respect of the implications and implementation of the ISAF Sailor Classification Code, and all its provisions;
- (b) shall present proposed changes to the ISAF Sailor Classification Code to the ~~ISAF~~ Executive Committee for approval;
- (c) shall ensure approved changes to the ISAF Sailor Classification Code are published and made known to Member National Authorities, so that these may be disseminated to competitive sailors worldwide;
- (d) liaise with events and classes that use the ISAF Sailor Classification Code;
- (e) consider and process and manage, via the ISAF website, applications and appeals from competitors for ~~C~~classification and to assign such ~~C~~certifications of ~~C~~classification ~~G~~group;
- (f) liaise with **the Oceanic and Offshore Committee and** other ISAF ~~C~~committees to ensure the correct application of the Classification Code;

- (g) maintain a list of Sailors and their assigned ~~C~~classification ~~G~~group on the ISAF ~~W~~website;
- (h) be convened annually, when necessary, in order to consider any issues or proposed changes to the ISAF Classification Code; and
- (i) publish and maintain up to date on the ISAF website a set of Frequently Asked Questions (FAQs) to assist sailors in understanding the Code and its interpretations. It may be changed at any time.

## **Coaches Commission**

### 8.11 Coaches Commission

#### ***Constituting the Commission***

8.11.1 The Coaches Commission has been established and appointed by the Executive Committee in accordance with Regulation 8.

~~8.11.2 The Coaches Commission shall be responsible to the Executive Committee.~~

~~8.11.3 Reserved for future use~~

~~8.11.4 Reserved for future use~~

~~8.11.5 Reserved for future use~~

#### ***Terms of Reference***

8.11.6-2 The Coaches Commission shall:

- (a) maintain a close liaison with coaches in the sport;
- (b) debate coaching issues and make recommendations there on to the ~~ISAF~~ Executive Committee.
- (c) inform and advise the ~~ISAF~~ Executive Committee in respect of the implications and implementation of an ISAF Coaches' Code of Conduct, and all its provisions;
- (d) shall present and consider proposed changes to the ISAF Coaches' Code of Conduct to the ~~ISAF~~ Executive Committee for approval;
- (e) inform and advise the ~~ISAF~~ Executive Committee in respect of the implications and implementation of educational material for coaches; and
- (f) debate other matters that may be relevant to the coaches' interest;
- (g) develop educational materials for coaches.

## **Information Technology and Tracking Commission**

### 8.12 Information Technology and Tracking Commission

#### ***Constituting the Commission***

8.12.1 The Information Technology and Tracking Commission has been established and appointed by the Executive Committee in accordance with this Regulation 8.

~~8.12.2 Reserved for future use~~

~~8.12.3 Reserved for future use~~

~~8.12.4 Reserved for future use~~

~~8.12.5 Reserved for future use~~

**Terms of Reference**

~~8.12.6 The Information Technology and Tracking Commission shall be responsible to the Executive Committee.~~

8.12.72 The Information Technology and Tracking Commission shall:

- (a) inform and advise the ISAF Executive Committee in respect of Information and Communication Technologies issues affecting the sport of Sailing generally; and
- (b) recommend Technology-based methods and processes to gather and publish information about Sailing Regattas; and
- (c) inform and advise the ISAF Executive Committee on Tracking Technology, for the purpose of the presentation of the Support of Sailing;
- (d) inform and advise the ISAF Executive Committee on Tracking Technology, for the improvement of Race Management (in cooperation with the Race Management Sub-Committee).

**Review Board**

8.13 Review Board

*Note: The Review Board is authorized by, and its functions and procedures are provided for in Articles 77-82. It does not therefore operate under a delegation of power from the Council. This is appropriate because it exercises quasi-judicial functions.*

**Ethics Commission**

8.14 Ethics Commission

**Constituting the Commission**

8.14.1 The Ethics Commission has been established and appointed by the Executive Committee in accordance with Regulation 8.

8.14.2 Regulation 8.2 does not apply to the appointment or removal of members of the Commission. Council shall appoint the members of the Commission on the nomination of the Executive Committee. There shall be at least seven members of the Commission, including at least two members of the Constitution Committee. Council shall appoint the Chairman and Vice-Chairman of the Commission on the nomination of the Executive Committee.

8.14.3 Notwithstanding Regulation 8.2, a member of the Commission may be removed by Council.

8.14.4 **A member of the Commission may also be a member of the Review Board, but shall not hear any appeal to the Review Board from a decision of the Disciplinary Commission arising from an investigation carried out by the Ethics Commission.** ~~Not used.~~

8.14.5 Not used.

**Terms of reference**

8.14.6 The Commission shall report to the Executive Committee, except where any issue or report concerns a member of the Executive Committee, in which case the Commission shall report to Council.

8.14.7 The Commission may adopt its own rules of procedure to govern its meetings and operations.

8.14.8 The Commission shall:

- (a) promote ethical behavior within ISAF and the sport of sailing generally;
- (b) keep the ISAF Code of Ethics under review and propose any amendments it may consider necessary;
- (c) carry out investigations into complaints submitted under the ISAF Code of Ethics and make reports to the Executive Committee (or Council if a report concerns a member of the Executive Committee);
- (d) advise ISAF and its members on the proper application of the Code of Ethics (including by issuing guidance): and
- (e) provide confidential guidance on request concerning a questions of ethics.

### **Disciplinary Commission**

8.15 Disciplinary Commission

#### ***Constituting the Commission***

8.15.1 The Disciplinary Commission has been established ~~by the Executive Committee in accordance with Regulation 8~~ in order to carry out ISAF's disciplinary functions under the Racing Rules of Sailing and the ISAF Regulations.

8.15.2 Regulation 8.2 does not apply to the appointment or removal of members of the Commission. Council shall appoint the Chairman, Vice-Chairman and members of the Commission on the nomination of the Executive Committee for a specific term. The membership of the Commission shall include a sufficient number of legally qualified members to enable it to discharge its functions.

8.15.3 Notwithstanding Regulation 8.2, Council may remove a member of the Commission for good cause.

8.15.4 ~~Reserved for future use~~ **A member of the Commission may also be a member of the Review Board, but shall not hear any appeal to the Review Board from a decision of the Commission in which he has been involved.**

8.15.5 Reserved for future use

#### ***Terms of Reference***

8.15.6 The Commission shall independently exercise the functions allocated to it. Regulation 8.5 does not apply to the Commission, but it shall report to the Executive Committee on how it has carried out its functions.

8.15.7 The Commission shall adopt and publish its own rules of procedure to govern its meetings, hearings and operations. The Commission shall publish its decisions unless it believes it is inappropriate to do so.

8.15.8 The Disciplinary Commission shall:

- (a) exercise ISAF's disciplinary functions under the Racing Rules of Sailing and the ISAF Regulations (where those functions are allocated to it by ISAF Regulation and in particular Regulations 19, 35, 36 and Appendix 5);
- (b) publish guidance on dealing with misconduct and discipline in the sport of sailing and guidelines for sanctions for misconduct;
- (c) ensure ISAF's disciplinary procedures are fit for purpose and kept up to date, reflecting best practice across other Olympic sports;
- (d) operate in a transparent and fair manner;



- (e) issue advice and guidance to MNAs and ISAF Race Officials on the investigation and hearing of misconduct cases;
- (f) promote fair sailing and the principles of sportsmanship; and
- (g) when requested to do so, advise other ISAF bodies and committees on disciplinary matters.

Current Position

As above.

Reasons:

1. This follows on from the other submission on commissions. It also removes unnecessary wording, and corrects misuse of capital letters.
2. It also recognises that the International Regulation Commission already report to the Oceanic and Offshore Committee, and further that its Chairman, and that of the Classification Commission are ex officio members of that committee.

### ISAF Advertising Code

Competitors to have the right to display advertising on bibs at ISAF Events – Appendix 1  
Regulation 20

A submission from US Sailing

#### Purpose or Objective

A change in the Advertising Code to grant competitors the exclusive right to display advertising at ISAF Events.

#### Proposal

Change Appendix 1 – Advertising Code in the ISAF Regulations as follows;

20.3.1 Each Competitor, with the agreement of the Person in Charge, may display Advertising on **personal equipment** ~~except that bibs provided by the Organizing Authority shall be worn as detailed in Regulation 20.4.~~

20.4.3 At all ISAF events and at the ISAF Sailing World Cup events a bib or its equivalent, ~~shall~~ **may** be worn by the Competitors ~~in accordance with the notice of race and sailing instructions.~~ Advertising displayed on such bib, or its equivalent, is reserved for ISAF ~~unless previously agreed otherwise with ISAF in writing~~ the Competitor.

20.4.4 At all windsurfing and kiteboard events ~~other than those indicated in Regulation 20.4.3~~ a bib, or its equivalent, shall be worn by the Competitors in accordance with the notice of race and sailing instructions. Advertising displayed on such bib, or its equivalent, is reserved for the Organizing Authority.

#### Current Position

As Above.

#### Reasons

1. Competitors should have the right to display advertising on **personal equipment** including bibs at ISAF events.
2. National teams may reach agreements with their respective competitors to display advertising from national team sponsors on **personal equipment** including bibs at ISAF events.
3. Event organizers including ISAF have rights to other spaces on boats, booms, backstays and kite lines to display the advertising of their sponsors. Additionally, event organizers and ISAF

have rights to display advertising on racing marks, publications, media and throughout the venue. These other spaces should be sufficient for ISAF to attract appropriate sponsors.

4. ISAF failed to reach a reasonable compromise with Competitors and national teams on the display of advertising on bibs at ISAF events as envisioned in the change to Regulations passed last year.
5. From a purely practical perspective, it is more cost effective for Competitors to provide their own bibs that (1) actually fit, (2) are custom designed to accommodate trapeze hooks and other special requirements, (3) may be used at more than one event, and (4) include the name and national flag of the respective Competitor.

### ISAF Advertising Code

#### Advertising Space on Jib of 49er and 49erFX – Appendix 1, Regulation 20

A submission from the International 49er Class Association

#### Purpose or Objective

To aim is to make use of the jib space for advertising to help put together broadcasting packages for events through sponsorship packages.

#### Proposal

1. To allow the 49er Class Rules to assign the advertising rights for the following space on the jib sail to the International 49er Class Association for all 49er and 49erFX boats while racing:
  - a. Bottom Panel 49er Jib – between the foot and the bottom batten excluding the space assigned to the sailmaker.
  - b. 2<sup>nd</sup> panel from bottom of 49er jib – from the bottom batten to the middle batten of the jib.
  - c. Bottom Panel 49erFX Jib – between the foot and the bottom batten excluding the space assigned to the sailmaker.
  - d. 2<sup>nd</sup> panel from bottom of 49erFX jib – from the bottom batten to the middle batten of the jib.

#### Current Position

20.5.4 The class rules of a boat selected by ISAF as equipment at a future Olympic Sailing Competition shall not prohibit or limit in any way the right to display Advertising while Racing.

20.3.2 Subject to any limitation on Advertising in the applicable class rules or the rules of the relevant System, Advertising chosen by the Person in Charge may be displayed on a boat or part thereof, except on the areas detailed in Regulation 20.4 and Table 1.

#### Reasons

1. No teams use this space for advertising primarily due to the perceived disadvantage of being recognisable on the start line. There has not been any use of jib space advertising in major 49er events in the past 12 years by individual sailors.

2. The only way this space can be effectively used is if all teams have the same area and likeness of stickers, so there is no disadvantage on the start line.
3. The 49er class is best positioned to negotiate for this space on behalf of sailors to continue its efforts in media with live broadcasting, prize money, and other initiatives.
4. The 49er class is best placed to work with individual teams who may have conflicts so that those conflicts can be resolved in a timely fashion.

**ISAF Advertising Code**

Appendix 1, Regulation 20.7.1 - Table 2

A submission from the International Kiteboarding Association

Purpose or Objective

To ensure that manufacturers marks are displayed on kites in order to clearly identify kites of such brand, and that such reserved space is not overwritten by personal advertising.

Proposal

Table 2 – Manufacturers and Sailmaker’s Marks

Amend the row for kiteboarding as follows

	<b>Hull</b>	<b>Spars</b> and Equipment	<b>Sails</b> and Kites
Kiteboard	No restriction	Not applicable	No restriction <b><u>except that brand, model and size identification as required by the class rules and applied by the manufacturer shall remain clearly readable.</u></b>

Current Position

As above.

Reasons

Competitors and Race Officials must be able to identify brand, make and size of a kite in order to compare against equipment registered for the event by each competitor.

Competitors must not be able to overwrite such identification details in order to allow immediate identification of brand, make and size.

## Payment for Umpires

### Regulation 25.12.1

A submission from the Chairman of Race Officials Committee

#### Purpose or Objective

To simplify the regulation concerning the payment for umpires.

#### Proposal

Delete Regulation 25.12.1 and replace with:

#### ***Payment for Umpires***

25.12.1 For Graded Match Racing Events, International Umpires shall be paid in accordance with this Regulation:

- (a) The Executive Committee shall specify the fees payable from time to time and may specify different fees depending on the role of the umpire at the event (e.g. Chief Umpire, Deputy Chief Umpire etc.).
- (b) The fees shall be based on the number of racing days of an event, with an appropriate additional amount for travel and any other required days' attendance.
- (b) The fees payable for any event shall be the most recent that have been specified by the Executive Committee not less than 12 months before the start of the event.
- (c) Fees shall only be paid in relation to the following events:
  - (i) ISAF Open Match Racing World Championships;
  - (ii) Open Grade 1 Events; and
  - (iii) Open Grade 2 to 5 Events and all Women's Match Racing Events with cash or cashable prizes, appearance payments, individual sponsorship payments by the event organizers or otherwise, any/or other benefits of a similar nature totalling more than €15,500 or the equivalent.
- (d) When a Women's Grade 1 or 2 Match Racing event is combined with an Open Match Racing Grade 1 or 2 event then the fees payable shall be based on all race days of the combined event.

#### Current Position

Current Regulation 25.12.1.

#### Reasons

1. Umpires are currently paid based on a daily fee. The rate of the daily fee is set by the Executive Committee. The total amount paid is currently a daily fee for each racing day, plus any required days' attendance plus 2 additional daily fees (intended to cover travel).

2. The current system leads to disagreements between umpires and event organisers over required days' attendance. If after an event ISAF agrees that an umpire was required to be present for additional days, then the additional money has to be recovered from the event organisers as the fees are paid to ISAF in advance.
3. This change would provide certainty for umpires and event organisers as they will know the set fees to be paid in advance. It will also reduce the workload of the Secretariat spent chasing additional payments and verifying attendance by umpires.



### ISAF Technical Delegates

Regulation 25.8.2, 25.9 and New Regulation 25.9.1

A submission from the Executive Committee

#### Purpose or Objective

To implement the Executive's decision that recommendations on the appointment or approval of ISAF Technical Delegates should normally be made by the Event Appointments Working Party (EAWP), and not the Executive, in the same way as ISAF appoints or approves other Race Officials.

#### Proposal

1. Amend Regulation 25.8.2

25.8.2 When ~~the~~ ISAF has the right to appoint or approve the appointment of Race Officials pursuant to Regulation 25.8 or otherwise ~~and~~ with the exception of the appointment of Olympic Juries pursuant to Regulations 23.3 and 23.3.1, **and ISAF Technical Delegates pursuant to Regulation 25.9 with the exception of Olympic Technical Delegates pursuant to Regulation 25.9.1**, in the exercising of such right or obligation the Executive shall appoint a working party to make the appointments or give approvals.

2. Amend Regulation 25.9

25.9 ~~The ISAF Executive Committee shall appoint ISAF Technical Delegates for all 'ISAF Events' and Regional Games events including the Olympic Sailing Competition. The Executive Committee shall consult the~~ **Chairman of the** Regional Games Committee **shall be consulted** on the appointment of the ISAF Technical Delegates to Regional Games events.

3. Insert new Regulation 25.9.1 (and re-number current 25.9.1 to 25.9.8 accordingly)

**25.9.1 The ISAF Executive Committee shall appoint ISAF Technical Delegates to the Olympic Sailing Competition.**

#### Current Position

As above.

#### Reason

The Executive delegates this authority to the EAWP for other ISAF Race Officials, and wishes to follow the same process for ISAF Technical Delegates. The EAWP is the appropriate body with the necessary processes and expertise.



## Autonomy, Independence and Non-Interference of MNAs

### Regulation 1.15

A submission from the UAE Sailing and Rowing Federation

#### Purpose or Objective

To make sure MNAs funded by governments are not suspended without proper consultation.

#### Proposal

Change Regulation 1.15 as follows:

- 1.15 If, upon proper inquiry, the Executive Committee concludes that a Member National Authority is in breach of its obligations under Regulation 1.13, it may:
- (a) issue a formal warning to the Member National Authority and require it to take such measures as are necessary to comply with its obligations within a certain period of time; and/or
  - (b) not recognize the decisions made by the Member National Authority or any elections or appointments made by it; and/or
  - (c) suspend the Member National Authority and report the suspension to Council at its next meeting for ratification; and/or
  - (d) recommend to Council that the Member National Authority's membership be cancelled under Article 15.4.
  - (e) not do any one of any of the above (a) – (d) without proper consultation, proper due diligence with the MNA and after understanding the local realities and situation on ground by sending a representative to the country of the respective MNA.**

#### Current Position

As above.

#### Reasons

1. There are many MNAs in the world fully supported by government funding.
2. Suspension of an MNA without proper due diligence and understanding ground realities will result in wrong judgment and can potentially harm the progress of sailing in that country.
3. Sometimes, decisions taken on email reports on government interference may not give the full picture and must be supplemented by a personal visit before such a harsh judgment is made.

### Associate Membership

Definition – Regulation 1.16 to 1.19

A submission from the Chairman of the Constitution Committee

#### Purpose or Objective

To align the definition of associate membership in the Regulations with the new definition in the Constitution.

#### Proposal

Delete Regulation 1.16 and replace as follows:

**1.16 Associate Membership is available to countries that meet the criteria in Article 4 and are approved under Article 5.1. Subject to the Articles, the following criteria shall be used when determining applications for Associate Membership:**

- (a) the territory in question is an integral part of, or has some dependent (e.g. colonial relationship) with a parent state;**
- (b) the territory is geographically separated from that parent state by the sea, without bordering, or being in close proximity to, it or its coastal waters;**
- (c) the applicant National Authority has autonomous governance of the sport of Sailing in the territory; and**
- (d) the Member National Authority of the parent state has granted its consent to the application.**

Amend Regulation 1.18(f) as follows:

1.18 Associate Members shall not be entitled to:

- (f) participate in the Olympic Sailing Competition, ~~unless payment of past subscriptions are received.~~

Amend Regulation 1.19 as follows:

1.19 ~~Countries approved as~~ Associate Members shall pay an annual subscription **as determined by the Executive Committee, and every three years their membership shall be reviewed by the Executive Committee and shall continue only if it is satisfied that they still qualify for Associate Membership and have not abused their rights as such a member.**

- ~~(a) pay an annual subscription or as alternatively fixed by the Board of Directors;~~
- ~~(b) be entitled to be an Associate Member for a maximum of three years only, after which continuing membership will be at the discretion of the ISAF Council, following recommendation by the ISAF Executive Committee.~~

Current Position

As above.

Reason

Following the recent amendments in the Constitution, it is necessary to update the Regulations to reflect the new status of Associate Member. Associate membership is not temporary now, so the three year time limit is inappropriate.

## ISAF Membership

### Subscriptions and withdrawal of privileges - Regulation 1.25 to 1.26

A submission from the Chairman of the Constitution Committee

#### Purpose or Objective

To rationalise existing Regulations, thereby giving clarity, removing duplication of text, and in particular make clear the differing roles in relation to membership of the Council and the Executive Committee.

#### Proposal

Delete existing Regulations 1.25 to 1.28 in their entirety and to replace them with the following:

- 1.25 The Executive Committee may suspend the membership of a Member National Authority, a Continental Affiliate Member, or an ISAF Class Association if the Chief Executive Officer certifies in writing that it is in arrears on all or any part of a subscription, fees, dues or other payments due to the Federation or any of its subsidiary companies or any of their predecessors. Additionally the Executive Committee may:
- (a) suspend a Member National Authority, an ISAF Class Association or the rights of any of their members to participate in an ISAF Event, Regional Games or World Championships; and/or
  - (b) suspend the right of an ISAF Class Association to hold a World Championship.
- 1.26 Any suspension under Regulation 1.25 shall be reported by the Executive Committee to the next meeting of Council, which shall vote on whether or not to continue the suspension, or whether to cancel the relevant membership.
- 1.27. Additionally Council may suspend or cancel the membership of a Continental Affiliate Membership if:
- (a) in its view it has failed to comply with the objects set out in Regulation 1.22(c);
  - (b) its membership no longer complies with Regulation 1.22(b); or
  - (c) that another organisation exists which better represents the sport of sailing in the Continent concerned and that can better comply with the criteria set out in Regulation 1.22.

#### Current Position

See current Regulations 1.25 to 1.28

#### Reason

The existing Regulations are no longer consistent with the requirements for the relevant membership set out in the Articles of Association of the Federation. This proposal also makes clear that the relevant Member has 30 days to remedy such defect of being so requested to do by the Chief Executive Officer.

## ISAF Membership

### Review of Cancellation of Membership - Regulation 1.39 to 1.40

A submission from the Chairman of the Constitution Committee

#### Purpose or Objective

Housekeeping and to bring the Regulations in line with the Constitution.

#### Proposal

To amend Regulations 1.39 and 1.40 as follows:

- 1.39 The procedure to be following in respect of any review by the ~~General Assembly~~ **General Meetings** of members of the cancellation of the membership of a Full Member shall be similar to the procedure prescribed above in relation to a cancellation of membership.
- 1.40 Any request by the Full Member concerned for a review by the ~~General Assembly~~ **General Meetings** shall be treated in the same manner as a submission referred to in Regulation 15. The Full Member who made the original submission for cancellation of the membership of the Full Member concerned shall be entitled to receive all the relevant documents and to address the ~~General Assembly~~ **General Meeting**, and the Full ~~Member~~ **Member** concerned shall be entitled to speak in reply.

#### Current Position.

As above.

#### Reason

The existing Regulations are no longer consistent with the requirements for the relevant membership set out in the Articles of Association of the Federation.

**Additional Nominations to ISAF Classes Committee**

Regulation 5.1.1(a)(iii)

A submission from the Chairman of the Constitution Committee

Purpose or Objective

To delete Regulation 5.1.1(a)(iii)

Proposal

Delete Regulation 5.1.1(a)(iii):

~~5.1.1 (a)~~

~~(iii) The Women referred to in Article 36.1(g) may select a women's representative for membership of the ISAF Classes Committee. The woman selected for this position shall be drawn from the women referred to in Article 36.1(g).~~

Current Position

As above.

Reason

The Classes are well represented by women and there is no longer any necessity for this additional appointment, which in any event is no longer fulfilled. The provision is no longer required.



## Appointment of Audit Committee

### Regulation 5.1(b)

A submission from the Chairman of the Constitution Committee

#### Purpose or Objective

To provide that the Audit Committee is appointed by the Executive Committee

#### Proposal

Amend Regulation 5.1(b) as follows:

- 5.1(b) The Audit Committee shall be appointed by ~~the Council on the recommendation of the~~ Executive Committee but no employee of the ISAF or its subsidiary and associated companies shall be appointed. In making the appointment the ~~Council~~ **Executive Committee** will take into account the need for experience in matters of finance and/or investment.

#### Current Position

As above.

#### Reasons

1. The Audit Committee, whilst independent, reports to the Executive Committee as the group with primary responsibility for finance. It is normal practice for boards of directors to make this appointment.
2. It is essential that a new Audit Committee is established immediately following a General Assembly, as they will be responsible for audit oversight for the accounts of the year about to end.

### Appointment of Committee Members

#### Appointment Process – Regulation 5.2 to 5.2.2

A submission from the Chairman of the Constitution Committee

#### Purpose or Objective

To improve the system for appointing members of committees

#### Proposal

Delete Regulation 5.2, 5.2.1 and 5.2.2 and replace with:

- 5.2 The Executive Committee shall, four days before a General Assembly, publish a list of all those nominated for appointment as members of committees.
- 5.2.1 The Executive Committee shall, subject to any specific provisions in the Regulations relating to a particular committee and so far as is practicable, follow the following guidelines:
- (a) first consideration should be given to persons for their expertise rather than geographical location;
  - (b) preference shall be given to those nominations from Member National Authorities whose nominations, taken together with other nominations from their Council group, include at least 25% of each gender;
  - (c) not less than 25% of the members of each committee should be drawn from each gender;
  - (d) not less than 20% of the chairmen and vice-chairmen of all committees should be drawn from each gender;
  - (e) not more than two persons from any country should be included on any committee;
  - (f) there should not be a set number of members of any committee, but ordinarily each committee shall not exceed eighteen (including any ex officio members);
  - (g) there should not be a maximum period of time for any individual to sit on a particular committee; and
  - (h) consideration should be given to the relevant sailing experience of nominees.
- 5.2.2 Following the General Assembly, the committees shall be appointed in the following manner:
- (a) within 30 days of the General Assembly, the new Executive Committee shall publish the proposed members of the committees (including the chairman and vice-chairman of each committee) and that list shall be circulated to Council;
  - (b) within 10 days of the circulation of the list to Council, any member of Council may propose an addition or deletion to the list provided that:
    - (i) any proposed name to be added must have been originally nominated in accordance with Regulation 5.1;

- (ii) any proposal must be in writing and be received by the Chief Executive Officer within the 10 day period;
- (iii) the proposal must be supported by at least two other Council members from two other Council groups;
- (c) following the deadline for the receipt of amendments, the Council shall vote on whether or not to approve the Executive Committee's nominations and any amendments proposed;
- (d) if the Council rejects the nominations of the Executive Committee, the Executive Committee shall submit a revised list within 14 days and the process above shall be repeated; and
- (e) if by the first day of January following the General Assembly (or such later date determined by the President) the Council has not approved or rejected the list, the list shall be deemed approved by the Council.

### Current Position

Current Regulation 5.2, 5.2.1 and 5.2.2

### Reasons

1. The present Regulation whilst addressing many issues does not help those countries who may find it difficult to identify potentially suitable female candidates. New Regulation 5.2.1(b) addresses this.
2. The present system of re-nomination has caused substantive problems on at least previous two occasions. The system was also open to inappropriate political bartering.
3. Under the present system it would also be possible for no committees to be appointed until each and every objection has been voted on. This could take months, thus freezing the work of committees. This clearly is unacceptable.
4. By establishing a start date for new committees of the 1<sup>st</sup> January it is clear that existing committees must continue their work until then and only at that date formally hand over. Thus existing committees can prepare the new committee and ensure some continuity.

### **Joint Rule 69 Working Party**

#### Regulation 5.5.1(c)

A joint submission from the Chairmen of the Constitution Committee, Race Officials Committee and Racing Rules Committee

#### Purpose or Objective

To establish a joint working party to review RRS 69 and related judicial matters and its application.

#### Proposal

To approve the appointment of a joint working party of the Racing Rules, Race Officials and Constitution Committee in accordance with Regulation 5.5.1(c) to review RRS 69 and issues relating to its application

#### Current Position

A working party was established, pursuant to Regulation 5.5.1(b), by the Racing Rules Committee in early 2013 to review RRS 69 and its application. The working party members are John Doerr (GBR - Vice Chairman, Racing Rules Committee), Jan Stage (DEN – Chairman, Race Officials Committee), David Tillett (AUS – Member, Constitution Committee) and Lance Burger (RSA – Member, Racing Rules Committee).

#### Reason

The current RRC working party, having started their work, recognise that matters relating to RRS 69 and its application have significant impact on the ISAF Regulations (how ISAF manages reports under RRS 69, for example) and how race officials apply RRS 69 consistently at regattas. These issues are beyond the scope and terms of reference of RRC alone and consequently a joint working party is appropriate.

### ISAF Committees

#### Term of office – Regulation 5.6

A submission from the Chairman of the Constitution Committee

#### Purpose or Objective

To clarify the term of office of a committee, and provide essential continuity.

#### Proposal

Add new Regulation 5.6:

**5.6 The ordinary term of office for a committee member shall be from the date of appointment by the Council until 31 December of the fourth year following the General Assembly held prior to the committee member's appointment.**

#### Current Position

There is not a clear definition as to the current term of office of a committee, although many presume that it expires at the conclusion of each General Assembly.

#### Reason

To provide clarity as to the term of office of Committees and further allow a small overlap period with any new Committee, thus providing essential continuity.

## Women's Forum

### Establish Vice-Chairman - Regulation 9.2

A submission from the Chairman of the Women's Forum

#### Purpose or Objective

To establish the position of Vice-Chairman for the Women's Forum.

#### Proposal

Amend Regulation 9.2 as follows:

- 9.2 The membership of the women's Forum shall consist of a Chairman who shall be the women's representative on the Council from time to time, **a Vice-Chairman**, and all women who are from time to time members of ISAF Committees, Sub-committees and Commissions

#### Current Position

At present, there is no provision for the position of Vice-Chairman.

#### Reasons

Given the broad objectives of the Women's Forum as described in Regulation 9.6, coupled with the fact that the Forum has by far more members than any other committee, commission or other body within ISAF, a Vice-Chair would be able to assist the chairman to facilitate the timely dissemination of information on issues, the collection and collation of the views of the various members, the education of and assistance to women in the work they do for ISAF. Given such a broad mandate in terms of representing the interests of women in all areas of the sport, this additional organizational structure would be assist fulfilling the Women's Forum's goals.

## ISAF Regulations

Regulation 11, Removal of ISAF Codes from the Regulations, New Regulation 38

A submission from the Chairman of the Constitution Committee

### Purpose or Objective

To remove various items from the Regulations.

### Proposal 1

Delete Regulation 11 ISAF CLASSIC CLASSES

### Reason:

The distinction for Classic Classes is no longer appropriate as the limitations on the World Championships are now dealt with elsewhere. In any event the definition is confusing as we have actual “classic” yachting events.

### Proposal 2

With effect from 1 January 2014, delete ISAF Regulations 19, 20, 21, 22 and Appendix 5 and replace with the following:

### **ELIGIBILITY CODE**

**As published on the ISAF website (formerly Regulation 19).**

**<http://www.sailing.org/documents/regulations/isafregulations/index.php>**

### **ADVERTISING CODE**

**As published on the ISAF website (formerly Regulation 20).**

**<http://www.sailing.org/documents/regulations/isafregulations/index.php>**

### **ANTI-DOPING CODE**

**As published on the ISAF website (formerly Regulation 21).**

**<http://www.sailing.org/documents/regulations/isafregulations/index.php>**

**ISAF SAILOR CLASSIFICATION CODE**

**As published on the ISAF website (formerly Regulation 22).**

**<http://www.sailing.org/documents/regulations/isafregulations/index.php>**

**BETTING AND ANTI-CORRUPTION CODE**

**As published on the ISAF website (formerly Appendix 5).**

**<http://www.sailing.org/documents/regulations/isafregulations/index.php>**

Proposal 3

Insert new Regulation 38:

**38 AMENDMENTS TO REGULATIONS**

**Delegated authority to amend certain Regulations**

**38.1 Pursuant to Article 42, Council delegates the authority to amend Regulations 19, 20, 21, 22 and 37 to the Executive Committee acting in accordance with this Regulation.**

**38.2 The Executive Committee may amend Regulations 19, 20, 21, 22 and 37 at any time subject to the following restrictions;**

**(a) the proposed amendment shall be approved by the Constitution Committee (and where the Regulation is also a Racing Rule, by the Racing Rules Committee);**

**(b) the amendment shall take effect from a date specified by the Executive Committee; and**

**(c) any amendment shall be published on the ISAF website prior to coming into force and shall be notified to all Member National Authorities and ISAF Class Associations.**

**38.3 Nothing in this Regulation affects the power of the Council to amend the Regulations.**

Reasons

These codes are all key to active sailors and should be readily available without having to locate the same within ISAF Regulations. The Regulations are sufficient to enable the creation of such codes, which should then be published and readily available on the internet. Changes may from time to time be necessary to such codes but these are purely technical issues and therefore should be made by the Executive and Constitution committee in oversight of any such proposed changes.

The proposal reserves the right of Council to be notified of any such changes and to review the same.



### Race Officials

Appointments to events – Regulations 25.8.10, 25.8.13 and 25.8.15

A submission from the Chairman of the Constitution Committee

#### Purpose or Objective

To update the list of events to which ISAF appoints race officials

#### Proposal

Amend Regulation 25.8.10 as follows:

25.8.10 ISAF shall exercise the right to appoint the International Jury **and** ~~an~~ Umpire Team, **where relevant**, for the following events:

~~America's Cup Series, America's Cup Challenger Series, America's Cup Defender Series, America's Cup Match;~~

**America's Cup series, including any America's Cup challenger series, America's Cup defender series and the America's Cup match**

Grade One Match Racing Events

ISAF Events as follows:

- ISAF Youth Sailing World Championship
- ISAF Sailing World Championships
- ISAF Offshore Team World Championship
- ISAF Match Racing World Championship
- ISAF Women's Match Racing World Championship
- ISAF Youth Match Racing World Championship
- ISAF Team Racing World Championship

... In addition, any other ISAF Events that are introduced.

World Championships of the Olympic Classes;

Olympic Qualifying Events;

The Olympic Sailing Competition (See Regulations 16.3 and 16.3.1);

Regional Games Category I

The Volvo Ocean Race.

Amend Regulation 25.8.13 as follows:

25.8.13 ISAF shall exercise the right to appoint the Race Officer(s) and/or Course Representatives for the following events:

**America's Cup series, including any America's Cup challenger series, America's Cup defender series and the America's Cup match**

ISAF Events as follows;

- ISAF Youth Sailing World Championship;
- ISAF Sailing World Championships;
- ISAF Offshore Team World Championship;
- ISAF Match Racing World Championship;
- ISAF Women's Match Racing World Championship;
- ISAF Youth Match Racing World Championship

ISAF Team Racing World Championship;  
ISAF Sailing World Cup  
...In addition, any other ISAF Events that are introduced.  
World Championships of the Olympic Classes;  
Olympic Qualifying Events;  
The Olympic Sailing Competition.

Amend Regulation 25.8.15 as follows:

25.8.15 ISAF shall exercise the right to appoint the Measurer(s) for the following events;

**America's Cup series, including any America's Cup challenger series, America's Cup defender series and the America's Cup match**

ISAF Events as follows:

ISAF Youth Sailing World Championship;  
ISAF Sailing World Championships;  
ISAF Offshore Team World Championship;  
ISAF Match Racing World Championship;  
ISAF Women's Match Racing World Championship;  
ISAF Team Racing World Championship;  
...In addition, any other ISAF Events that are introduced.  
The Olympic Sailing Competition.

Reasons

1. There is an anomaly in the wording of Regulation 25.8.10 which currently allows ISAF to appoint either the International Jury or an Umpire Team. ISAF should appoint both sets of officials.
2. ISAF should appoint the race officers and measurers for the America's Cup events.

### ISAF Officers

#### ISAF Treasurer

A submission from the Executive Committee

#### Purpose or Objective

To remove the position of Treasurer.

#### Proposal

To delete the position of Treasurer from the ISAF Constitution and Regulations and to provide that one Vice President shall be nominated as the Executive's liaison on financial matters.

#### Current Position

The Treasurer is currently a non-voting member of Council and the Executive Committee and is appointed by the Executive Committee to be responsible for financial matters.

#### Reasons

1. Following the change of directors from Council to the Executive Committee, it is no longer appropriate for there to be an officer solely responsible for financial affairs. All members of the Executive Committee – as company directors – are responsible in law for the financial affairs of ISAF.
2. The Executive will continue to nominate one of its members to oversee financial matters and remain as a liaison with Council.

## ISAF Constitution

### Membership Obligations – Article 15.1

A submission from the Executive Committee

#### Purpose or Objective

To provide that ISAF can take action against a Member National Authority if its representation of the sport of sailing in its country no longer meets the required standard.

#### Proposal

Amend Article 15.1 of the Constitution as follows:

- 15.1 **(a)** The status of any existing Member National Authority of the Federation may only be challenged by an existing Member National Authority Reference to FM. or MNA?in good standing or an organization which has or is claiming the status of a governing body of the sport of sailing in the particular country in which the Member National Authority is located and has been so certified by the Constitution Committee having considered the recommendation of the Secretary General.
- (b) Any Member may at any time be required at the request of the Executive Committee to demonstrate that its constitution and its representation of the sport of Sailing in that country is such that it would, at that time, satisfy the requirements for Membership as set out in Article 4 and the Regulations at the time applicable to Membership and applications for Membership. If the Executive Committee has reasonable grounds for believing that it does not so satisfy those requirements, and has failed to remedy any deficiency within 30 days of being requested to do so, then it may suspend the Member until the next meeting of Council, at which time Council shall decide whether to reinstate the Member, continue the suspension, or cancel its Membership under Article 15.3.**

#### Current Position

See above.

#### Reasons

1. It is important that, having been admitted as a Full Member, a MNA's obligation to continue to represent the sport of sailing is upheld and its constitution continues to meet the requirements of the ISAF Constitution and Regulations.
2. This proposal will allow ISAF to better enforce the required standards in the event of non-compliance.

## ISAF Constitution

### Representation at General Meetings/Assemblies

A submission from the Executive Committee

#### Purpose or Objective

To require that MNAs are represented by appropriate delegates at General Meetings and General Assemblies.

#### Proposal 1

Delete Article 25.1 and replace with:

#### **25.1 Each Member National Authority may be represented by either:**

- (a) its president, chairman or other principal executive officer (such as a secretary general or chief executive officer); or**
- (b) a delegate who is a national or resident of the country concerned and who is either a member of the Council or a member of long standing of that Member National Authority; and**

**Member National Authorities shall ensure that notice of the appointment of such delegate is given in writing to the Chief Executive Officer in accordance with Schedule B to these Articles (which forms part of these Articles). Except where Article 35 applies, no appointment of other proxies is permitted.**

#### Proposal 2

Amend Article 25.2 as follows:

- 25.2 If a **duly appointed representative under Article 25.1** ~~delegate so appointed~~ is prevented from attending for a reason outside his control, the President may accept an alternate ~~appointment~~ **delegate (being an appropriate person under Article 25.1 and being competent to represent that Member National Authority on the matters to be considered at the meeting)** at any time up to one hour before the opening of the meeting.

#### Proposal 3

Amend Schedule B of the Constitution as follows:

5. Save as expressly provided in these Articles, no member other than the properly appointed delegate of a Member National Authority, which shall have paid every subscription and other sum (if any) which shall be due and payable to the Federation in respect of its membership, shall be entitled to vote on any question at any General Meeting. **Where a duly appointed representative or delegate is unable to attend and vote either because he is refused entry to the country where that meeting is taking place or through unforeseen ill health then, if the Chief Executive Officer is satisfied after making such enquiries as he deems appropriate as to the causes of such inability to attend, then the Member National Authority in question may appoint a member of that country's diplomatic corps within the country where the meeting is taking place to take the place of and represent the delegate in question.**

Current Position

See above.

Reasons

1. Given the importance of the affairs discussed at each General Meeting (including in every fourth year the General Assembly), it is vital that delegates are properly informed of an MNA's views and can properly represent it at the meeting.
2. It is accepted that some countries may encounter difficulties sending their nominated delegate to Conference and the above proposals make suitable provision for emergencies or refusal of entry into the country.

## ISAF Constitution

### Executive Committee at General Meetings/Assemblies

A submission from the Executive Committee

#### Purpose or Objective

To remove the right of the Executive Committee to vote at General Meetings and General Assemblies.

#### Proposal

Amend Article 31 as follows:

31 The membership of the General Assembly shall consist of:

- (b) the President and the Vice-Presidents who may ~~also speak and~~ **but not** vote **unless they are also delegates of a Member National Authority;**

#### Current Position

See above.

#### Reasons

1. The Full Members of the Federation are the Member National Authorities. As a General Meeting (or in every fourth year the General Assembly) is a meeting of ISAF's Full Members, it is inappropriate for the President and Vice Presidents to vote at these meetings.
2. This is particularly the case in the General Assembly where these officers should not be able to vote for their successors.

## ISAF Constitution

### Appointments to Council

A submission from the Executive Committee

#### Purpose or Objective

To reform and update the mechanism for appointment members of Council

#### Proposal

Delete Article 40 and replace with:

- 40. (a) Members of the Council appointed by Member National Authorities shall be appointed by the groups of Member National Authorities shown in the Table in Schedule A to these Articles. Each group shall be entitled to appoint the number of members to the Council shown opposite its group.**
- (b) No earlier than sixty days before the date of the next ordinary meeting of the General Assembly, a Member National Authority may by notice in writing to the Chief Executive Officer nominate a candidate in each vacancy in that Member National Authority's group to be a member of Council for the forthcoming new term. A Member National Authority may change its nominations at any time until thirty days before the meeting of the General Assembly, when the nominations shall close. Any nomination received after this time is not valid.**
- (c) Following the close of nominations, the candidate(s) with the greatest number of nominations shall be deemed appointed to the Council by the group for the forthcoming new term. The Chief Executive Officer shall publish to all Member National Authorities in a group the nominations made.**
- (d) If there is an equal number of nominations for a vacancy, then any candidate(s) with the least number of nominations shall be eliminated and a ballot of the Member National Authorities in that group shall be held between the tied candidates. If a tie remains, this procedure shall be repeated until one candidate receives a simple majority of votes. In the event that a tie still persists seven days before the start of the General Assembly, the President shall break the tie in his sole discretion and appoint a candidate to fill the vacancy. All ballots shall be administered by the Chief Executive Officer.**

#### Current Position

See above.



Reasons

1. Following a number of disputes in the previous Council appointment process, the system for appointing Council members needs to be reformed and simplified. It is also necessary to introduce a timetable to give MNAs and the Secretariat certainty over the process.
2. Countries in a Group still can agree their Council members between them and then file appropriate nominations. However, for larger groups, it is appropriate that an election is held and for there to be appropriate mechanisms for breaking any ties.
3. The proposal also provides that the Chief Executive Officer (who is neutral) will administer any ballots in the interests of fairness.

## Training and Development Programmes

### Implementation of the ISAF Coaching Framework

A submission from the Development and Youth Committee Chairman

#### Purpose or Objective

With the development of the ISAF National Sail Training Programme guidelines through ISAF Technical Courses for Coaches and the ISAF Training Scholarship it is increasingly important for ISAF to adopt and implement an International set of International guidelines that can be used by MNAs wishing to engage with ISAF Programmes at National level.

#### Proposal

ISAF to add reference to the ISAF Coaching Framework Guidelines and the process of National Sail Training Programme implementation in all relevant Training and Development resources.

#### Current Position

None

#### Reasons

Since the endorsement of the International Council for Coaching Excellence (ICCE) International Sport Coaching Framework (ISCF) by ASOIF, WADA and the IOC Entourage Commission, ISAF has become a member of the ICCE and worked as part of the ASOIF Sport Development and Education Group (ASDEG) for the on-going development of these guidelines.

It is necessary to formalise the relationship between ISAF and the work of the ICCE and inform all ISAF members of the purpose and scope of the ISAF Coaching Framework guidelines, including education of those at a National / International level who have day-to-day contact with those coaches / coach developers that these guidelines are designed to support.

## Recognition of ISAF Performance Training Centres

A submission from the Development and Youth Committee Chairman

### Purpose or Objective

Permit MNAs to apply for possible IOC funding according to Olympic Solidarity guidelines.

### Proposal

Under the existing title of ISAF 'Recognized Training' it should be possible for High Performance training centres involved in the delivery of coaching with National / International athletes in Class specific or multi-class programmes, to be audited by and subsequently formally 'recognized' by ISAF as being suitable for the purpose of this training.

### Current Position

None

### Reason

Recognition of High Performance Training Centres is necessary for ISAF to be able to encourage MNAs to apply for possible IOC funding through the following 4 areas and endorse successful applications whilst ensuring that a process of 'due diligence' has been undertaken to audit the quality of the delivery of training at the venue in question:

- Olympic Scholarships for Athletes
- Team Support Grant
- Continental Athlete Support Grant
- Youth Olympic Games – Athlete Support Grant

## Training and Development Programmes

### Implementation of the UNICEF Safeguarding ‘Standards’

A submission from the Development and Youth Committee Chairman

#### Purpose or Objective

With the development of the ISAF National Sail Training Programme guidelines and ISAF Coaching Framework it is increasingly important for ISAF to adopt and implement an International set of Safeguarding Standards that can be used by MNAs wishing to engage with ISAF Programmes.

#### Proposal

ISAF to add reference to the UNICEF ‘Standards’ and the process of National implementation in all relevant Training and Development resources.

#### Current Position

None

#### Reason

Since the Beyond Sport Summit at London 2012 ISAF has become a member of the UNICEF International Learning Set (ILS) for the on-going development of these standards it is necessary to formalise the relationship and inform all members of the purpose and scope of the ‘standards’, including education of Coach Developers at National / International level who have day-to-day contact with those sports participants that these standards are designed to protect.



### Safety in Nacra 17 and 49er FX Racing Areas

A submission from the Real Federación Española de Vela

#### Purpose or Objective

To establish a safety policy where Nacra 17 and 49er FX classes are racing in ISAF events.

#### Proposal

ISAF to establish a policy regarding the safety requirements in areas where Nacra 17 and 49er FX classes are racing in ISAF events, including the SWC.

Such a policy will contain, without limiting, provisions to the effect that:

- (a) there will be a minimum of safety boats in the areas where Nacra 17 and 49er FX are racing.
- (b) there will be at least one boat able to provide with professional on-site First Aid assistance and evacuation if necessary.
- (c) the racing areas for Nacras 17 and 49er FX will be set, when possible, close to shore or to a place that can be easily and quickly accessed in case of emergency.

#### Current Position

None.

#### Reasons

The crews racing in the new Olympic events Nacra 17 and 49er FX are not so experienced yet and the number of accidents causing injury while racing has increased along the year. It is important that those racing areas are equipped with enough safety boats and with a First Aid team able to provide with assistance on the water and evacuation when necessary.

The fleet has expressed their concerns and there are some crews that wear helmet while racing.

### **ISAF Class Association**

Criteria for Designation as an ISAF Class Association – Regulation 10.2.1(e)

A submission from the Fédération Française de Voile

#### **Purpose or Objective**

To create a working party to study and to revise when/if needed the requirements included in Regulations 10.2.1 (e) concerning the criteria for a class to be designated as an ISAF Class association.

#### **Proposal**

To create a working party that will make recommendations to the Council to revise/review the criteria to be designated as an ISAF Class association: number of boats per MNA, number of MNAs. The working party should submit his work for a decision to be taken in November Meeting 2014.

The working party may be composed by members from: the Events Committee, the ISAF Classes committee, the Executive Committee and other Council members who would be interested.

#### **Current Position**

Regulation 10.2.1 (d) & (e):

In order to be so designated a Class must be able to meet the following criteria, detailed in an application to the Chief Executive Officer, for consideration by the ISAF Council at the next scheduled meeting,

- (a) an active Class/Owners Association;
- (b) a Constitution passed by a pre-existing Class/Owners Association and approved by the Equipment Committee and the Constitution Committee containing at least:
  - (i) the name of the class,
  - (ii) provision for control by a Class/Owners Association,
  - (iii) an elected Board and Executive Committee,
  - (iv) an Executive Committee, including at least the Executive Officers, and
  - (v) a statement of the objectives of the class;
- (c) a set of class rules in the ISAF Standard Class Rules format, and adopting the Equipment Rules of Sailing, approved by the Equipment Committee. The Equipment Committee may approve an exemption to either requirement if in its opinion the class rules are satisfactory and well established;

(d) demonstrated, either by confirmation from the requisite number of Member National Authorities (MNAs) set out below or a list of registered boat owners, that it is 'actively racing' with at least the following global distribution:

(e)

Category according to Hull Length	Designation as an ISAF Class		Entitled to World Championship
	Boats per MNA	N° of MNAs	No. of Continents
Boats up to 6.0m	15	5	2
Boats >6.0m to 9.0m	7	4	2
Boats >9.0m to 12.0m	6	3	2
Boats >12.0m to 15.0m	4	3	2
Boats >15.0m	2	3	2

### Reasons

1. ISAF Class should be representative of a more important international participation; ISAF is composed by 138 MNAs, the number of countries required is from 3 to 5 depending on the hull length, it may be increased.

For example, an ISAF class can be accepted with 5 countries and 15 boats per MNA for the highest category. It may appear to be not representative of a "real" ISAF Class association.

Increasing the number of MNAs and boats per MNAs required would promote the classes and highlight their activity.



### **ISAF Class World Championships**

Requirements to maintain the right to hold a World Championship – Regulation 10.4(b)

A submission from the Fédération Française de Voile

#### Purpose or Objective

To create a working party to study and to revise when/if needed the requirements included in Regulations 10.4(b) concerning the participation levels for an ISAF Class World Championship.

#### Proposal

To create a working party that will make recommendations to the Council to revise/review the participation requirements to maintain the right to hold a World Championship: number of entries, countries and continents. The working party should submit his work for a decision to be taken in November Meeting 2014.

The working party may be composed by members from: the Events Committee, the ISAF Classes committee, the Executive Committee and other Council members who would be interested.

#### Current Position

Regulation 10.4 (b):

Meet or exceed the following participation levels for two of the last three World Championships (except that for multihull boats up to 6.0m, the required number of entries is 25):

Category according to Hull Length	Number of Entries	No. of Countries	No. of Continents
Boats up to 6.0m	30	5	2
Boats >6.0m to 9.0m	25	4	2
Boats >9.0m to 12.0m	20	3	2
Boats >12.0m to 15.0m	12	3	2
Boats >15.0m	8	3	2

If a Class has failed to meet this requirement for two of their last three World Championships, it may only call its next such event a World Championships and award World Champion titles if the participation levels at that event meet this requirement.

Before ISAF rescinds any right to host a world championship, the Class shall be given notice in writing and shall be offered the right to appeal any decision to Council.

Reasons

1. ISAF Class World Championships should be representative of a more important international participation; ISAF is composed by 138 MNAs, the number of countries required is from 3 to 5 depending on the hull length, it may be increased.

For example, an ISAF class world championship can be acceptable with 5 countries and 30 entries for the highest category. It may appear to be not representative of a “real” ISAF class World Championship.

Increasing the number of countries required would promote the ISAF classes world championships and highlight their activity.

## ISAF Youth World Sailing Championship

### Multihull Equipment

A submission from Yachting Australia

#### Purpose or Objective

Following the selection of the NACRA 17 as the equipment for use at the Olympic Games in 2016 (with a possible commitment to 2020), to determine the most appropriate multihull for use at the ISAF Youth Sailing World Championship.

#### Proposal

To evaluate, select and introduce as soon as possible, suitable equipment for the Open Multihull event at the ISAF Youth Sailing World Championship.

#### Current Position

Either the Hobie 16 with Spinnaker or the Sirena SL16 can be used at the ISAF Youth World Sailing Championship.

#### Reasons

1. Sailors and MNAs do not see the Multihull event at the ISAF Youth World Sailing Championship as offering a relevant pathway to the Olympic Games. Numbers attending the event have not changed for several years. This is due, at least in part, to the equipment used and uncertainty over which of the two available boats will be used.
2. When the issue of the appropriate Multihull class for use at the ISAF Youth World Sailing Championship was considered in 2011, it was agreed that any action should be delayed until the Multihull equipment for the Olympic Regatta had been decided. The NACRA 17 is to be used in 2016.
3. The NACRA 17 is modern, lightweight boat, designed with a spinnaker and lifting centreboards. It is appropriate for the boat used at the ISAF Youth World Sailing Championship to have the same characteristics at the boat to be used at the Olympic Games, as is the case with other boats used at the Championship. For example, the 420 has similar characteristics to those of the 470. The Evaluation Trials prior to the selection of the NACRA 17 clearly demonstrated that there are a number of multihulls available that meet this requirement. The Hobie 16 and the Sirena SL16 do not.
4. Regulation 24.4.9 provides for only one class to be used for each event at the ISAF World Youth Sailing Championship. For example, the boat used for the Girl's and Boy's Two Person Dinghy event is the 420. There is no choice. MNAs can therefore reliably invest in this equipment. There should only one Multihull listed, consistent with the other events.

### Equipment Rules of Sailing

#### C.6.3(e)(iv) – Variable ballast

A submission from the Royal Yachting Association

#### Purpose or Objective

To amend the definition of ERS C.6.3(e)(iv) Variable Ballast

#### Proposal

To amend new ERS C.6.3(e)(iv) to read as follows:

ERS C.6.3(e)(iv) Variable Ballast

Water **ballast** which may be moved and the amount of which may be varied.

#### Current Position

As above.

#### Reasons

1. Formatting used does not replicate the ISAF requirement due to ERS terminology in bold. All additional text is shown as underlined only.
2. Currently the ERS definition of water ballast indicates that the amount of water ballast may be varied. It does not stipulate if it may be moved in its position.
3. It is common practice amongst boats which carry water ballast to move the water either via pump or gravity between different tanks on the boat.
4. The proposal looks to clarify the position that water ballast may be varied in amount as well as adjusted in position.
5. This does not have any effect on RRS 51 as the ERS definition is only applicable if used by class rules where they would need to amend RRS 51.

## Equipment Rules of Sailing

### G.1.1

A submission from the Royal Yachting Association

#### Purpose or Objective

To amend the definition of ERS G.1.1 Sail to note changes to the definition of **Stiffening**.

#### Proposal

To amend new ERS G.1.1 to read as follows:

#### ERS G.1.1 **Sail**

An item of equipment, used to propel the **boat**. It includes any of the following added parts;

**Sail reinforcements**

**Batten pockets**

**Windows**

**Stiffening**

**Battens**

**Corner boards**

**Tabling**

**Sail edge** ropes and wires

**Attachments**

Other parts as permitted by **class rules**.

#### Current Position

As above.

#### Reasons

1. Formatting used does not replicate the ISAF requirement due to ERS terminology in bold. All additional text is shown as underlined only.
2. To reflect the proposed changes to the definition of ERS Stiffening.

## Equipment Rules of Sailing

### G.1.4(b) Definition of Ply

A submission from the Royal Yachting Association

#### Purpose or Objective

To change the definition of ply as defined within the ERS.

#### Proposal

To amend ERS G.1.4(b) to read as follows:

#### ERS G.1.4(b) – Ply

A sheet of sail material which may be made up of a number of layers

#### Current Position

As above.

#### Reasons

1. Formatting used does not replicate the ISAF requirement due to ERS terminology in bold. All additional text is shown as underlined only.
2. Without a definition of “layers”, this becomes a misleading definition which starts to conflict with the definition **woven ply** and **laminated ply**.
3. Creates a contradiction where “layers” is used in the inferior sense in the definition of **ply** but is then used in the superior sense in the definition of **primary reinforcement** and **secondary reinforcement**.
4. Proposal is to remove the contradictions and create a definition that is easily understood.

## Equipment Rules of Sailing

### G.1.4(n) - Stiffening

A submission from the Royal Yachting Association

#### Purpose or Objective

To delete the definition of stiffening and replace with separate definitions of corner boards and battens.

#### Proposal

Delete ERS G.1.4(n) **Stiffening** as follows:

ERS G.1.4(n) STIFFENING

Corner boards and battens.

Add new ERS G.1.4(n) **Batten**

ERS G.1.4(n) BATTEN

Any material added to the **sail**, as either a removable, permanent or other element the purpose of which is to support and/or stiffen the **sail**.

Add new ERS G.1.4(o) **Corner boards**

ERS G.1.4(o) CORNER BOARD

A **batten** at a corner to which **running rigging** is attached.

Renumber remainder of ERS G.1.4 accordingly.

#### Current Position

As above.

#### Reasons

1. Formatting used does not replicate the ISAF requirement due to ERS terminology in bold. All additional text is shown as underlined only.
2. Currently the ERS definition of stiffening does not adequately allow class rules to use it as corner boards and battens can be two very different objects on the sail.
3. By providing two separate definitions for battens and corner boards, it allows classes to implement one or the other within their rules as either a prohibited, permitted or controlled item.

### Equipment Rules of Sailing

#### G.5.4– Seven-Eighths Leech Point

A submission from the Royal Yachting Association

#### Purpose or Objective

To add a new leech measurement point.

#### Proposal

To add new ERS G.5.4 to read as follows:

#### ERS G.5.4 **Seven-Eighths Leech Point**

The point on the **leech** equidistant from the **head point** and the **three-quarter leech point**.

Re-number remainder of G.5 accordingly.

#### Current Position

As above.

#### Reasons

1. Formatting used does not replicate the ISAF requirement due to ERS terminology in bold. All additional text is shown as underlined only.
2. To provide defined measurement points and measurements for an increasing number of classes that would like to control this area of the sail.
3. It is also very helpful to classes where the sail dimensions are not fixed and using upper width and upper leech point does not work due to affixed position being different on each sail.



### Equipment Rules of Sailing

#### G.5.9– Seven-Eighths Luff Point

A submission from the Royal Yachting Association

#### Purpose or Objective

To add a new luff measurement point.

#### Proposal

To add new ERS G.5.9 to read as follows:

#### ERS G.5.9 **Seven-Eighths Luff Point**

The point on the **luff** equidistant from the **head point** and the **three-quarter luff point**.

Re-number remainder of G.5 accordingly.

#### Current Position

As above.

#### Reasons

1. Formatting used does not replicate the ISAF requirement due to ERS terminology in bold. All additional text is shown as underlined only.
2. To provide defined measurement points and measurements for an increasing number of classes that would like to control this area of the sail.
3. It is also very helpful to classes where the sail dimensions are not fixed and using upper width and upper leech point does not work due to affixed position being different on each sail.

## Equipment Rules of Sailing

### G.7.7– Seven-Eighths Width

A submission from the Royal Yachting Association

#### Purpose or Objective

To add a new width measurement.

#### Proposal

To add new ERS G.7.7 to read as follows:

#### ERS G.7.7 **Seven-Eighths Width**

MAINSAIL and HEADSAIL: The shortest distance between the **seven-eighths leech point** and the **luff**.

SPINNAKER: The distance between the **seven-eighths leech point** and the **seven-eighths luff point**.

Re-number remainder of G.7 accordingly.

#### Current Position

As above.

#### Reasons

1. Formatting used does not replicate the ISAF requirement due to ERS terminology in bold. All additional text is shown as underlined only.
2. To provide defined measurement points and measurements for an increasing number of classes that would like to control this area of the sail.
3. It is also very helpful to classes where the sail dimensions are not fixed and using upper width and upper leech point does not work due to affixed position being different on each sail.

## Equipment Rules of Sailing

### H.5.4 – Sail Measurement extended as necessary

A submission from the Royal Yachting Association

#### Purpose or Objective

To define a consistent method of identifying corner points for sail measurement which is consistent with the ISAF Sail Measurement Course as promoted through the ISAF IHC Scheme.

#### Proposal

To add new ERS H.5.4 – Extended as necessary to read as follows:

#### ERS H.5.4 – Extended as necessary

A number of rules in Part, Section G, include the words, “extended as necessary” referring to a sail edge when determining a sail corner measurement point. If there is local curvature and/or irregularity in the sail edge leading into a corner point, the extension of the sail edge shall be found as follows using a batten as specified in H.5.4(e) :-

- (a) Hold the batten at its very ends with one end approximately where the **corner point** will be and the other end touching the **sail edge** being extended.
- (b) Apply compression to the batten to produce a uniform curve when required.
- (c) If the batten does not replicate the sail edge shape exactly, move the end of the batten at the **corner** away from **sail** until the longest possible length of the batten touches the **sail edge**.
- (d) Where this technique does not provide a repeatable **corner point**, ERS H.1.2 shall apply.
- (e) Battens shall be of a specification approved by ISAF unless otherwise specified in class rules.
- (f) Class Rules may vary ERS H.5.4

#### Current Position

As above.

#### Reasons

1. Formatting used does not replicate the ISAF requirement due to ERS terminology in bold. All additional text is shown as underlined only.
2. ISAF have promoted its Guide to Sail Measurement and subsequent ISAF Sail Measurement

Course to all MNA's adopting the ISAF In-House Certification Scheme.

3. The above technique is employed by any In-House Official Measurer within a licenced loft for sails built for classes adopting the ERS and invoking IHC within their class rules.
4. The above technique may not necessarily be employed by other official measurers or equipment inspectors which has led to an inconsistency in sail measurement and has led to sails of different sizes being certificated.
5. By promoting the consistent technique as promoted by ISAF within the ISAF Sail Measurement Course within the Equipment Rules of Sailing, it is hoped to remove the ambiguity into how the term "extended as necessary" may be interpreted and allow for consistent measurement points to be determined.
6. By specifying the already used ISAF Sail Measurement Courses consistent and repeatable method within the Equipment Rules of Sailing, will remove the current ambiguities in how the term "extended as necessary" may be interpreted and allow for consistent measurement points to be determined.



## 2016 Olympic Sailing Competition

### Format

A submission from Sail Canada

#### Purpose or Objective

To establish the competition format for the 2016 Olympic Games in order to ensure fair competition that will reward those sailors who display consistent excellence.

#### Proposal

The Events Committee, in conjunction with the President and Secretary General, is asked to recommend to Council that the Olympic Regatta format shall consist of an opening series of nine races followed by one medal race. The format for the 2016 Olympic Sailing Competition shall be finalized by Council no later than May 31, 2014.

#### Current Position

The Olympic Regatta format has not yet been determined. ISAF is experimenting with different formats at World Cup events.

#### Reasons

1. The experimental period has not resulted in a format that is better than the opening series and single medal race format.
2. The continuous changing of formats at different regattas is:
  - 2.1 Confusing to sailors, support teams, media and wider audiences.
  - 2.2 Not always fair. The best sailor has not always emerged as the winner.
3. Easy to explain to the media and the public.

## 2016 Olympic Sailing Competition

### Format and Competition Schedule

A submission from the Royal Yachting Association

#### Purpose or Objective

Determine the format & competition schedule for the 2016 Olympic Games.

#### Proposal

To consider the following proposals individually, in determining the optimum format & schedule for the 2016 Olympic Games, building on the November 2012 format working party recommendations and May 2013 Events Committee minutes. It is the intention that each of the following recommendations are considered separately and individually, and exclusion of any one aspect of the recommendations should not be reason to dismiss the others.

1. The Olympic Regatta should include a minimum of 8 Racing days.
2. Each Olympic Event should be scheduled to race on at least 6 days (an alternative schedule is proposed in 8), with two races per day (3 for skiffs & multihull).
3. Series scoring should be used for all Events, with one Opening series score excluded once 5 races have been completed.
4. Medal races for all Events should be umpired, non-excludable, and scores in these races should be doubled.
5. Only one reserve day should be scheduled during the opening series, and a second reserve day scheduled the day prior to the medal race for each Event. Reserve days shall be used whenever the Opening series is behind schedule.
6. Fleet size for medal races should be 10 in all Events.
7. The table below summarises the proposed schedule;

<u>Format</u>	<u>Opening Series</u>			<u>Medal Races</u>		
	<u>Days</u>	<u>Races</u>	<u>Target Time</u>	<u>Days</u>	<u>Races</u>	<u>Target Time</u>
<u>Windsurfer M&amp; W</u>	<u>6</u>	<u>12</u>	<u>25</u>	<u>1</u>	<u>1</u>	<u>20</u>
<u>1 Person Dinghy M&amp;W</u>	<u>6</u>	<u>12</u>	<u>50</u>	<u>1</u>	<u>1</u>	<u>30</u>
<u>1 Person Dinghy (Heavy)</u>	<u>6</u>	<u>12</u>	<u>50</u>	<u>1</u>	<u>1</u>	<u>30</u>
<u>2 Person Dinghy M&amp;W</u>	<u>6</u>	<u>12</u>	<u>50</u>	<u>1</u>	<u>1</u>	<u>30</u>
<u>Skiff M&amp;W</u>	<u>6</u>	<u>15</u>	<u>30</u>	<u>1</u>	<u>3</u>	<u>20</u>
<u>Mixed Multihull</u>	<u>6</u>	<u>15</u>	<u>30</u>	<u>1</u>	<u>3</u>	<u>20</u>

8. An alternative schedule proposal is:

<u>Format</u>	<u>Opening Series</u>			<u>Medal Races</u>		
	<u>Days</u>	<u>Races</u>	<u>Target Time</u>	<u>Days</u>	<u>Races</u>	<u>Target Time</u>
<u>Windsurfer M&amp; W</u>	<u>5</u>	<u>10</u>	<u>25</u>	<u>1</u>	<u>1</u>	<u>20</u>
<u>1 Person Dinghy M&amp;W</u>	<u>5</u>	<u>10</u>	<u>50</u>	<u>1</u>	<u>1</u>	<u>30</u>
<u>1 Person Dinghy (Heavy)</u>	<u>5</u>	<u>10</u>	<u>50</u>	<u>1</u>	<u>1</u>	<u>30</u>
<u>2 Person Dinghy M&amp;W</u>	<u>5</u>	<u>10</u>	<u>50</u>	<u>1</u>	<u>1</u>	<u>30</u>
<u>Skiff M&amp;W</u>	<u>5</u>	<u>12</u>	<u>30</u>	<u>1</u>	<u>3</u>	<u>20</u>
<u>Mixed Multihull</u>	<u>5</u>	<u>12</u>	<u>30</u>	<u>1</u>	<u>3</u>	<u>20</u>

Current Position

As outlined in the May 2013 Events Committee minutes, including EC\_5 (a)(i) 2016 Olympic Format – 2013 Mid-Year Meeting Update Report.

Reasons

- 1 Skill, not luck: The Olympic Games is, and must remain, the most significant and prestigious event to win in small boat sailing for individuals and Nations. Therefore only formats that can be relied on to produce a "true" champion should be used at the Olympics. Shorter, or more random, formats may be more appropriate elsewhere. The greater the number of days, the more likely it is that racing takes place in a range of conditions, and therefore the better the test of the sailors' ability. Every days' racing should count in a boat's final score.
- 2 In total length of time, the Weymouth 2012 Olympic regatta was too long, and towards the end the number of people and boats on the site was very small. Olympic regattas should ideally have a maximum of 8 or 9 racing days. However this number should be increased when the expected conditions at the venue mean that there is a likelihood of races being lost due to the weather. In the Rio 2016 Games, the winds are likely to be light and variable and daylight only lasts until 17.00 hours.
- 3 The final day's racing in any Event should take place on the course closest to the spectators, with the result being known at the finish, and the medal ceremony taking place as soon as possible after the last race of the day. Therefore the final day's races should be umpired. However the fleet should be large enough to retain the interest of as many MNAs as practical. The current 10 boat fleet currently achieves this. The stadium course should not be used as it introduces too great a luck factor, and presents race management challenges in shifting winds.
- 4 The format and scoring should be consistent with each day's racing having equal significance to the final result. Raising the minimum fleet size to 20 makes this easier to achieve.



## 2016 Olympic Sailing Competition

### Final day format for 49er and 49erFX

A submission from International 49er Class Association

#### Purpose or Objective

To aid making the final day of the Olympic games both fair and exciting for sailing fans of the 49er and 49erFX classes.

#### Proposal

1. To use the 'Theatre Style' format for the final day of the Olympic games. Both the 49er and 49erFX classes should be scheduled to race 3 X 10 minute target time races.
2. Theatre Style means that the race course shall use, when appropriate, a continuous artificial boundary running parallel with the wind and on either side of the race course that the teams may not pass beyond.

#### Current Position

The current position is to use one or two medal races, where teams race on a normal racecourse with a target time of between 20-30 minutes.

#### Reasons

3. A 10 minute race is more suitable to television viewing than a 20 or 30 minute race.
4. A 10 minute race without boundaries results in teams going straight to the laylines and is not exciting to watch.
5. A continuous boundary allows media boats and fans to get very close to the sailing boats without being a navigable hazard to the sailors
6. A series of 3 races increases the fairness of the result compared to a single race, aiding the goal of having the team who sails the best win the regatta.
7. The Class has trialled this system a number of times and the sailors have voted for it.

## 2016 Olympic Sailing Competition

### Race day format for 49er and 49erFX

A submission from International 49er Class Association

#### Purpose or Objective

To aid making the race days of the Olympic games fair for the sailors and exciting for sailing fans of the 49er and 49erFX classes.

#### Proposal

To schedule 4 X races per day each of a target time of 20 minutes.

#### Current Position

The current position is to use schedule 3 X races per day each of a target time of 30 minutes.

#### Reasons

1. A 20 minute race is more suitable to television viewing or live viewing than a 30 minute race.
2. A 20 minute racecourse is smaller than a 30 minute racecourse, so more of the racecourse can be close to a live viewing audience.
3. If fairness is defined as the team with the best skills being rewarded by taking the best finish places, then there is little change to the overall fairness of this format change. There is a small negative effect on fairness by shortening the race as a large proportion of the result is determined in the first 20 minutes compared to the last 10 minutes in a 30 minute race. The decrease in fairness created by shortening the race is countered by the increase in the number of races per day to 4 instead of 3.
4. 3 X 30 minute races and 4 X 20 minute race take roughly the same amount of time so there is little effect on the overall regatta schedule.

## 2016 Olympic Sailing Competition

### Continental Qualifiers

A submission from the International 49er Class Association

#### Purpose or Objective

To have qualification for the 2016 Olympic Games at the 2014 ISAF World Championships/ Class World Championships and Continental Qualifier Events as per the IOC recommendation with Universality and Continental Qualification as priorities

#### Proposal

- 1) The total quota for sailing is 380 Athletes.
  - a. Each Equipment to be allocated a certain number of places in the 2016 Olympic Games based on the Events Committee Continental Qualifier Working Party recommendation with a minimum of 20 entries for all new Equipment
  - b. In each Equipment category, one entry per Nation as per previous Olympic Games. The Host Nation will be allowed one entry in each Equipment. The Host Nation entry will not be counted towards a Continental Quota
  - c. Where Continental Qualification is discussed, the 6 continents to be considered are:
    - i. Europe
    - ii. North America
    - iii. South America
    - iv. Asia
    - v. Africa
    - vi. Oceania

Division of Nations between North and South America should be the same as the split for the IOC Youth Olympic Games qualification. North America includes Mexico and the Caribbean Islands. South America includes all Central America Mainland south of Mexico.

- d. 50% of all places for each Equipment will be allocated to Nations on the basis of performance at the 2014 ISAF World Championships/ Class World Championships.
- e. For Equipment with fleets of less than 30 boats, 1 place per Continent will be allocated to the Continental Qualifier process. Remaining places will be allocated at either a 2015 or 2016 (before March 30th) Class Regional or World Championship or similar ISAF approved event.

- i. North and South American Continental Qualifier shall be held together and both spots be pooled into one (i.e. 2 spots for North or South America or one each depending on the top 2 finishing positions in the Continental Qualifier)
  - ii. Asia, Oceania and African Continental Qualifier will be held together and will be in Asia and all three spots be pooled into one category (i.e. a maximum of 3 spots for Asia, Oceania or Africa or one each or any other combination depending on the top 3 finishing positions in Continental Qualifier)
  - iii. The European Qualifier will be held in Europe and will not be pooled with any other qualifier
- f. For fleets of 30 boats or more, 2 places per continent will be allocated equally for all continents
- i. All continents will host their own Continental Qualifier i.e. there will be no pooling.
- g. Continental Qualifier Events shall be held before March 2016 and shall have ISAF approval for the Notice of Race, Sailing Instructions, International Jury and Principal Race Officer.
- 2) ISAF will determine the Continental Qualifiers after receiving input and feedback from the relevant Continental Associations and Olympic Classes.
- 3) Unfilled quotas from Continental Qualifiers and the 2014 ISAF World Championships will be added as IOC Tripartite and ISAF invitational places.

### Current Position

There is no current position for the qualification procedure to the 2016 Olympic Games.

### Reasons

1. This submission is as per the IOC requirements
2. Sailors in emerging Nations will be able to start their Olympic Campaigns later which will help due to restrictive funding in smaller Nations
3. Continental Qualifiers will retain their importance
4. It will encourage more Nations to participate at Continental Qualifiers in their respective regions
5. It will make it easier and cheaper for sailors by reducing the travel for required to attend multiple events with Olympic standards

## Practical Example 1:

For Olympic Equipment with 20 spots:

- 10 spots are based on finishing positions at 2014 Worlds + 1 for the host Nation
- 3 spots based on finishing positions at a 2015 or 2016 (before March 30th) Class Regional or World Championship or similar ISAF approved event.
- CQ Europe - 1 spot at SWC 2015 or an early 2016 (before March 30th) SWC
- CQ Asia/Oceania/Africa - 3 spots at an Asian regatta, late 2015 or early 2016
- CQ North and South America - 2 spots at a SWC or Pan-American

## Practical Example 2:

For a Olympic Equipment with 40 spots:

- 20 spots based on finishing positions at 2014 Worlds + 1 for host Nation
- 7 spots based on finishing positions at the 2015 or early 2016 Class Regional or World Championship or similar ISAF approved event.
- CQ Europe - 1 spot at SWC 2015 or an early 2016 (before March 30<sup>th</sup>) SWC
- CQ Africa - 2 spot at a 2015 or an early 2016 (before March 30<sup>th</sup>) African Championships
- CQ Asia - 2 spot at SWC 2015 or an early 2016 (before March 30<sup>th</sup>) SWC or Asian Championships
- CQ Oceania - 2 spot at SWC 2015 or an early 2016 (before March 30<sup>th</sup>) SWX or Oceanic Championships
- CQ North America - 2 spot at SWC 2015 or an early 2016 (before March 30<sup>th</sup>) SWC or North American Championships
- CQ South America - 2 spot at SWC 2015 or an early 2016 (before March 30<sup>th</sup>) SWC or South American Championships

Allocations with hypothetical class numbers:

Option 4; Every Continent gets One or Two, also 2015 WC													
	2014	2015 WC	Europe	N.America	S.America	Asia	Africa	Oceania	Host	Subtotal	Tot Boats	Athletes	
Laser	23	8	2	2	2	2	2	2	1	44	46	46	2 invites
Radial	19	4	2	2	2	2	2	2	1	36	37	37	1 invites
RS:X M	18	3	2	2	2	2	2	2	1	34	36	36	2 invites
RS:X Wm	13	5	1	2			3		1	25	26	26	1 invites
470 M	13	6	1	2			3		1	26	26	52	
470 Wm	10	3	1	2			3		1	20	20	40	
Skiff M	10	3	1	2			3		1	20	20	40	
Finn	12	4	1	2			3		1	23	23	23	
Nacra 17	10	3	1	2			3		1	20	20	40	
Skiff Wm	10	3	1	2			3		1	20	20	40	
										268	274	380	

## Olympic Sailing Competition

### Selection of Core Events – Regulation 23.1.5(a)

A submission from the International Funboard Class Association

#### Purpose or Objective

To establish a reliable long term structure of events which ensures continuity in events while maintaining flexibility for the inclusion of new events and equipment.

#### Proposal

Amend Regulation 23.1.5(a) as follows:

#### 23.1.5 Core Events and Core Equipment

- (a) Core events and Core Equipment shall be decided at ~~Council's first ordinary meeting after an Olympic Games~~ **any ordinary Council meeting before the next Olympic Games**. Only Events and Equipment already selected for the next Olympic Games may be considered."

#### Current Position

As above.

#### Reasons

1. The original Olympic Commission has clearly recommended to select not more than 8 core events (and possibly equipment) at any time to ensure continuity, but keep 2 events (and equipment) open for new developments.
2. It is understood that ISAF has to demonstrate to IOC that there is more continuity to ensure sailors have a clear pathway for a period longer than one Olympiad, and that MNAs have more financial safety for their investments into events.
3. If ISAFs campaign to achieve an 11<sup>th</sup> medal for sailing through kiteboarding is not successful, "freezing" the current events and equipment till 2020 or even 2024 would mean that there is no possibility to include any new events or equipment before 2024 or 2028. This applies to the selection of kiteboarding in the same way as for any other type of events like gender separated multihulls, keelboats etc., but also for the selection of new equipment for windsurfing classes, e.g. to allow for new competition formats.
4. If ISAF chooses to have exactly the same events and equipment in the 2020 and 2024 Games as in 2016 then there is no room for development. One of the key arguments for de-selecting wrestling from the list of Olympic Core Sports was that wrestling did not adopt to new opportunities.

5. Many other Olympic Sports continue to change their program (not radical, but with 1-2 of their events) to adopt to new opportunities that are youth and media attractive, for example cycling (BMX disciplines) or Basketball (3-on-3 discipline).
6. The original Olympic Commissions report, which recommended a maximum of 8 core events and 2 “flexible” events, achieves the goals to give sailing the required continuity while maintaining flexibility in an ideal way. This principle should be upheld. The 8 core events to achieve continuity should be able to be selected at any time before the next Olympic Games (which is currently not the case).

## 2020 Olympic Sailing Competition

Events and Equipment – Regulations 23.1.3(f), 23.1.4 and 23.1.7

A submission from the Executive Committee

### Purpose or Objective

To introduce a period of continuity in sailing's Olympic Events and Equipment that will:

1. allow ISAF, its committees, MNAs and the Olympic Classes to focus on working together to grow participation and enhance the overall event structure of the sport;
2. support ISAF's campaign for additional medals for kiteboarding in 2020.

### Proposal 1

1. All ten 2016 Olympic Events and Equipment shall be included in the 2020 Olympic Sailing Competition.
2. Additional medals shall be sought from IOC for Kiteboarding in 2020.
3. The Olympic Classes contract, and ISAF's relationships with the Olympic Class Associations and manufacturers, shall be strengthened to give ISAF an appropriate level of control and authority over the continued availability of fair Olympic equipment, and to encourage joint initiatives to improve the universality and attractiveness of Olympic sailing.
4. The name of the Event using the Finn Equipment is changed in the ISAF Regulations from "Men's 2nd One Person Dinghy" to "Heavyweight Men's One Person Dinghy".
5. The Regulation changes to implement the above are detailed below.

### Proposal 2

Add new Regulation 23.1.3(f)

- (f) Notwithstanding regulation 23.1.3(a) to (e) above, the ten Olympic Events and Equipment in Regulation 23.1.4 are selected for the 2020 Olympic Sailing Competition. Equipment evolution shall be permitted and shall be decided in accordance with 23.1.3(d). In the event that Sailing is allocated an additional medal for 2020, a Kiteboarding Event shall be selected. This regulation shall be deleted at the conclusion of the 2020 Olympic Games**

### Proposal 3

Amend Regulation 23.1.4 as follows:



**2016** Olympic Events and Equipment:

Men's Board - RS:X  
 Women's Board - RS:X  
 Men's One Person Dinghy - Laser  
 Women's One Person Dinghy – Laser Radial  
**Heavyweight** Men's One Person Dinghy - Finn  
 Men's Skiff - 49er  
 Women's Skiff – 49erFX  
 Men's Two Person Dinghy - 470  
 Women's Two Person Dinghy - 470  
 Mixed Two Person Multihull – Nacra 17

**2020 Olympic Events and Equipment:**

**Men's Board - RS:X**  
**Women's Board - RS:X**  
**Men's One Person Dinghy - Laser**  
**Women's One Person Dinghy – Laser Radial**  
**Heavyweight Men's One Person Dinghy - Finn**  
**Men's Skiff - 49er**  
**Women's Skiff – 49erFX**  
**Men's Two Person Dinghy - 470**  
**Women's Two Person Dinghy - 470**  
**Mixed Two Person Multihull – Nacra 17**

Proposal 4

Amend Regulation 23.1.7 first sentence as follows

23.1.7 Council may ~~decide to~~ **only** change a ~~specific part of Regulation 23.1.4 closer in time to the Olympic Games than permitted in Regulation 23.1.3~~ **decision already made with regard to selection of an Olympic Event or Equipment** if at least 75% of votes cast are in favour of a motion to ~~do so~~ **change that specific Olympic Event or Equipment selection.** In such an event, the timescales in regulation 23.1.3 shall not apply, and any subsequent voting process shall ensure that an Event or Equipment is de-selected, or new Event or Equipment is selected, only after a vote of more than 50% of votes cast in favour of the decision.

**Notes to the submission**

- i. Evolution of existing Olympic equipment is permitted, but only at the request or with the approval of ISAF.
- ii. Regulation 23.1.7 is simplified to make it clear that, if extra-ordinary circumstances require it (e.g. non-availability of Equipment), any Event or Equipment selection can be changed with a 75% vote of Council in favour of a motion to do so.
- iii. To give the campaign for additional kiteboarding medals the best chance of success, it is important that kiteboarding events are integrated into ISAF championships as soon as practical within the current Olympic cycle. Other submissions address this.
- iv. A separate submission includes a proposal to provide greater continuity, while enabling an appropriate degree of change, for 2024 and thereafter.

Current Position

1. The Men's and Women's One Person Dinghy Events have been selected for 2020, with the Equipment being the Laser Standard and Laser Radial.
2. The Men's and Women's Skiff Events have been selected for 2020, with the Equipment being the 49er and 49erFX.
3. The other six sailing Events for 2020 will be decided in 2014, and any Equipment changes will be decided in 2016.

4. The Event using the Finn Equipment is described in ISAF's Regulations as "Men's 2nd One Person Dinghy" but was known at 2012 Olympics as the Men's One Person Dinghy (Heavyweight)".
5. The current Regulation 23.1.6 requires that the Olympic Equipment contract is agreed between ISAF and the appropriate Classes and / or manufacturers by May 1st in the year four years before the Olympic Sailing Competition, and that if ISAF is unable to agree the contract for particular Equipment, Council shall decide alternative Equipment. The current regulations therefore already give ISAF the required contractual authority, and this submission clarifies ISAF's intentions.

### Reasons

1. The existing Events and Equipment are providing a good and exciting representation of our sport, and support a wide diversity of athlete physiques and sailor skills. There is no clear benefit to any change.
2. Change in Olympic Events and Equipment is disruptive and expensive to ISAF, MNAs and sailors, and can reduce the appeal of the sport to sponsors.
3. Change in Olympic Equipment renders obsolete existing MNA (and parent) investment in the previous Equipment. The prospect of Equipment change can only discourage MNA and parent investment in Olympic Equipment.
4. Young sailors cannot currently plan with confidence their route to Olympic participation. It is widely agreed that Olympic sailing success is typically at least an 8-year campaign.
5. The IOC has advised that our uncertainty over Olympic Events and Equipment is a significant negative to our status as an Olympic sport. ISAF's Olympic Event decisions in 2012 brought this to greater attention.
6. If ISAF does not support the existing ten 2016 Events and Equipment for 2020, then there will be little validity to a campaign to request an 11<sup>th</sup> Medal for 2020.
7. The uncertainty caused by the possibility of change holds the sport back elsewhere. Securing sponsorship, regatta planning for 2017-2020, and liaison with the 2020 OCOG, are all made more difficult, and can lead to problems at events. At the Olympics, problems range from major challenges such as field-of-play planning and resourcing to specific issues such as camera mountings.
8. Greater certainty of Olympic Events and Equipment will enable the ISAF Youth Worlds Championships to reflect Olympic pathways rather than sometimes being "one step behind".
9. Greater certainty of Olympic Equipment will allow ISAF to work more closely with Olympic Classes, from control over equipment rules and manufacture quality to sports promotion and developing young sailors in emerging parts of the world. Currently a significant proportion of these classes' focus is spent on retention of Olympic status. Olympic certainty would allow them instead to focus fully on improving their equipment, and growing their participation, in partnership with ISAF.
10. In return, the Olympic Classes Contract would be strengthened to ensure that ISAF has appropriate authority and control over the global availability, and manufacturing quality, of all Olympic equipment. With the current diversity of Olympic equipment supply models, this may require different arrangements for each class.

11. ISAF Council and Committees spend a lot of time in every four year cycle on this single issue, leaving insufficient time and focus on the challenge of continuing to broaden and improve the appeal of the sport. More time could be spent on such non-Olympic matters.
12. If ISAF is to benefit from eliminating this uncertainty, then the earlier the decision is made the greater the benefit.
13. The current title "Men's 2<sup>nd</sup> One Person Dinghy" suggests an overlap of existing Events. Whereas one of sailing's strengths is the diversity of physiques of its athletes, and the inclusion of both the Finn and Laser supports this strength. With the confirmation of the same Equipment for 2020 as 2016, the differentiation between the two Men's One Person Dinghy Events should be apparent through their titles. Having "Heavyweight" as the first word is simpler and consistent with the style used by rowing. Making this decision now will enable Rio 2016 Event titles to reflect ISAF's wishes.

## 2024 Olympic Sailing Competition and Beyond

Events and Equipment Regulations 23.1.3, 23.1.4, 23.1.5, 23.17 and 23.1.9

A submission from the Executive Committee

### Purpose or Objective

To revise and simplify the processes for Olympic Event and Equipment selection to provide assured continuity of Events and Equipment in most Olympic Events, while enabling and encouraging innovative change where appropriate.

To schedule the selection of new Equipment to be at the latest five years before the Olympic Sailing Competition to improve the global availability of that Equipment at the start of the next Olympic cycle.

### Proposal 1

1. Eight years before an Olympics (i.e. November conference immediately after an Olympics) Council decides which Events shall be reviewed and possibly changed. **There shall be a minimum of one and maximum of three such Events.**
2. The remaining Events (seven, eight or nine), and their Equipment, shall at this time be confirmed for the Olympics in eight years time. Normal evolution of confirmed Equipment may still be required.
3. Seven years before an Olympics, Council decides for each of the reviewed Events:
  - i. to retain the Event and retain the current Equipment; or
  - ii. to retain the Event and evolve the current Equipment; or
  - iii. to retain the Event and select new Equipment following trials; or
  - iv. to change the Event and select new Equipment following trials.
4. If Council decides to evolve the current Equipment, it shall at the same time decide the scope of such evolution.

If Council decides to change the Event, it shall at the same time select what the new Event shall be.

If Council decides to select new Equipment, it shall at the same time decide the criteria for the selection of new Equipment.
5. Five years before an Olympics (or earlier), Council selects any new Equipment and confirms any Equipment evolution.
6. By 1 May four years before an Olympics, the Olympic Classes contract, and ISAF's relationships with the Olympic Class Associations and manufacturers, shall be agreed to give ISAF an appropriate level of control and authority over the continued availability of fair Olympic equipment.

7. As in the current Regulations, Council can thereafter, in exceptional circumstances, change an earlier decision if 75% of votes are cast in favour of a motion to do so.
8. The Regulation changes to implement the above are detailed below.
9. If this submission is passed, then a follow-on submission will be proposed in 2014 to define the submissions and voting processes to support this process.

The table below shows how this would be reflected in the 2024 Olympic decisions

<b>Council Meeting</b>	<b>2024 Decisions</b>
November 2016	Post Olympic report. Select at least one, & maximum three 2020 Events for review. Confirm all other 2020 Events & Equipment are retained for 2024
November 2017	Select new or same Events & decide whether to retain, evolve or select new Equipment
November 2018	
November 2019	Select any new Equipment after trials (could be earlier – in 2018)
November 2020	Initial availability of new Equipment
November 2021	
November 2022	
November 2023	
August 2024	2024 Olympic Sailing Competition

## Proposal 2

Replace Regulation 23.1.3 with the following:

23.1.3 The Olympic Events and Equipment selected for the next two Olympic Sailing Competitions are defined in Regulation 23.1.4. Any change to Regulation 23.1.4 shall be made according to the process below.

- (a) If Sailing is allocated an additional medal for 2020, a Kiteboarding Event shall be selected. This paragraph shall be deleted at the conclusion of the 2020 Olympic Games.
- (b) At Council's first November meeting after an Olympic Games, Council shall decide by 31 December of the year of the Olympic Games which of the Events selected for the next Olympic Sailing Competition (in four years time) to review for possible change for the Olympic Sailing Competition in eight years time. There shall be a minimum of one and a maximum of three such Events. All other Events and their associated Equipment shall be included in the Olympics in eight years time.
- (c) For each Event it is reviewing under 23.1.3(b), Council shall decide by 31 December of the following year either:
  - (i) to retain the Event and retain the current Equipment; or
  - (ii) to retain the Event and evolve the current Equipment; or
  - (iii) to retain the Event and select new Equipment; or
  - (iv) to select a new Event and select new Equipment.
- (d) For its decisions under 23.1.3(c), if Council decides:
  - (i) to evolve the current Equipment, it shall at the same time specify where evolution is required;

- (ii) to select new Equipment, it shall at the same time decide the criteria for the selection of new Equipment;
- (iii) to select a new Event, it shall at the same time select what that new Event shall be.
- (e) New Equipment shall only be selected following Equipment trials or other evaluation against the specified criteria, and shall be selected no later than 31 December of the year five years before the Olympic Games.
- (f) ISAF may at any time require evolution of selected Equipment and shall liaise with the Class organisation and manufacturers before so deciding. Any such evolution shall be decided no later than 31 December of the year five years before the Olympic Sailing Competition.

### Proposal 3

Amend Regulation 23.1.4 as follows:

#### 23.1.4 Olympic Events and Equipment

##### **2016** Olympic Events and Equipment:

Men's Board - RS:X  
 Women's Board - RS:X  
 Men's One Person Dinghy - Laser  
 Women's One Person Dinghy – Laser Radial  
**Heavyweight** Men's One Person Dinghy - Finn  
 Men's Skiff - 49er  
 Women's Skiff – 49erFX  
 Men's Two Person Dinghy - 470  
 Women's Two Person Dinghy - 470  
 Mixed Two Person Multihull – Nacra 17

##### **2020 Olympic Events and Equipment:**

**Men's Board - RS:X**  
**Women's Board - RS:X**  
**Men's One Person Dinghy - Laser**  
**Women's One Person Dinghy – Laser Radial**  
**Heavyweight Men's One Person Dinghy - Finn**  
**Men's Skiff - 49er**  
**Women's Skiff – 49erFX**  
**Men's Two Person Dinghy - 470**  
**Women's Two Person Dinghy - 470**  
**Mixed Two Person Multihull – Nacra 17**

### Proposal 4

Delete Regulation 23.1.5 Core Events and Equipment

### Proposal 5

Amend Regulation 23.17 as follows:

- 23.1.7 Council may ~~decide to~~ **only** change a ~~specific part of Regulation 23.1.4 closer in time to the Olympic Games than permitted in Regulation 23.1.3~~ **decision already made with regard to selection of an Olympic Event or Equipment** if at least 75% of votes cast are in favour of a motion to ~~de-se~~ **change that specific Olympic Event or Equipment selection.** In such an event, the timescales in regulation 23.1.3 shall not apply, and any subsequent voting process shall ensure that an Event or Equipment is de-selected, or new Event or Equipment is selected, only after a vote of more than 50% of votes cast in favour of the decision.

Proposal 6

Delete Regulation 23.1.9 – see Proposal 1 paragraph 9 above.

Current Position

There is no assurance of continuity of Olympic Events or Equipment. Council can decide to change any or all Events before every Olympics. New Events are decided six years before the Olympic Games and new Equipment four years before the Olympic Games.

Reasons

1. The proposed process is similar to the process now adopted by IOC for balancing the need for change of sports while assuring continuity to most sports. Most sports are identified as “safe”. The consideration of change is focused on a small number of sports that IOC identifies are “at risk”. IOC then selects one for possible change.
2. The proposed process extends the current “Core Events & Equipment” process by confirming continuity for at least 8 years for most Events & Equipment. It will therefore make it far easier for ISAF to establish clear pathways for sailors from junior to Olympic sailing, and for MNAs to invest in these pathways and develop their sailors.
3. The process will encourage Olympic Classes to work in partnership with ISAF on the growth and promotion of sailing worldwide. It will also give ISAF the ability to initiate equipment evolution or other change within Olympic Classes when this will be beneficial to ISAF, MNAs and sailors.
4. The process will reduce the risk of short-term changes to the Olympic Events and Equipment, and will therefore provide a better outcome for MNAs and enhance the IOC’s assessment of sailing as an Olympic sport.
5. Any decision on new or evolved Equipment will be made at a time that should allow for the new Equipment to be globally available four years before its first Olympics.
6. Young sailors, and their parents and MNAs, will be able to chart with confidence their route to Olympic participation. It is widely agreed that Olympic sailing success is typically at least an 8-year campaign. The process will enable sailing at the IOC Youth Games and ISAF Youth Worlds Championships always to reflect Olympic pathways.
7. Relations with sponsors, broadcasters and other stakeholders that are essential for the future promotion of the sport, will benefit from the greater certainty and continuity.
8. Other regatta planning, and liaison with future OCOGs, will be made easier as there will be less possibility of significant late change.
9. ISAF Council and Committees will have to spend less time on the Olympic debate so will be able to focus more on the challenge of continuing to broaden and improve the appeal of the sport.

## Olympic Sailing Competition

### Selection of Core Events – Regulation 23.1.5(a)

A submission from the International Kiteboarding Association

#### Purpose or Objective

To establish a reliable long term structure of events which ensures continuity in events while maintaining flexibility for the inclusion of new events and equipment.

#### Proposal

Amend Regulation 23.1.5(a) as follows:

- (a) Core events and Core Equipment shall be decided at ~~Council's first ordinary meeting after an Olympic Games~~ **any ordinary Council meeting before the next Olympic Games.** Only Events and Equipment already selected for the next Olympic Games may be considered."

#### Current Position

As above.

#### Reasons

1. The original Olympic Commission has clearly recommended to select not more than 8 core events (and possibly equipment) at any time to ensure continuity, but keep 2 events (and equipment) open for new developments.
2. It is understood that ISAF has to demonstrate to IOC that there is more continuity to ensure sailors have a clear pathway for a period longer than one Olympiad, and that MNAs have more financial safety for their investments into events.
3. If ISAFs campaign to achieve an 11<sup>th</sup> medal for sailing through kiteboarding is not successful, "freezing" the current events and equipment till 2020 or even 2024 would mean that there is no possibility to include any new events or equipment before 2024 or 2028. This applies to the selection of kiteboarding in the same way as for any other type of events like gender separated multihulls, keelboats etc., but also for the selection of new equipment for windsurfing classes, e.g. to allow for new competition formats.
4. If ISAF chooses to have exactly the same events and equipment in the 2020 and 2024 Games as in 2016 then there is no room for development. One of the key arguments for de-selecting wrestling from the list of Olympic Core Sports was that wrestling did not adopt to new opportunities.



5. Many other Olympic Sports continue to change their program (not radical, but with 1-2 of their events) to adopt to new opportunities that are youth and media attractive, for example cycling (BMX disciplines) or Basketball (3-on-3 discipline).
6. The original Olympic Commissions report, which recommended a maximum of 8 core events and 2 “flexible” events, achieves the goals to give sailing the required continuity while maintaining flexibility in an ideal way. This principle should be upheld. The 8 core events to achieve continuity should be able to be selected at any time before the next Olympic Games (which is currently not the case).

## ISAF Sailing World Championship

### Regulation 24.2.7

A submission from the International Kiteboarding Association and the Chairman of the Windsurfing and Kiteboarding Committee

#### Purpose or Objective

To support ISAF's campaign for an 11th Medal by enabling the inclusion of kiteboarding in ISAF major events from 2014 onwards.

#### Proposal

Amend the Regulations governing the ISAF Sailing World Championship to permit the inclusion of demonstration events using potential future Olympic Equipment.

Proposed New Regulation 24.2.7

**24.2.7 Notwithstanding 24.2.2 above the Organising Authority for an ISAF Sailing World Championship may, with ISAF approval, also include Demonstration Events using potential future Olympic Equipment or disciplines.**

**Where practical within the constraints of current contracts, resources and venues, ISAF requests that Sailing World Championship Organising Authorities also organise a kiteboarding event as a demonstration event at the same time of the Sailing World Championship. The format of any such event shall be agreed with ISAF.**

#### Current Position

There is currently no Regulation 24.2.7

#### Reasons IKA

1. Demonstration events held in advance of ISAF or IOC decisions can help support these decisions. However the current regulations do not allow for such demonstration events at the Sailing World Championship or other ISAF events.
2. ISAF's campaign for an 11th Olympic Medal through kiteboarding is more likely to be successful if ISAF can show to IOC that it has already included kiteboarding in its own events.
3. To further explore race management, rules and organizational implications it is advisable to include kiteboarding as early as possible in ISAF major events.
4. To further test and explore possible racing formats it is advisable to include kiteboarding as early as possible in ISAF major events.

5. Kiteboarding equipment should be “bring yourself” and therefore does not add excessive costs to the organizers budget.

Reasons WSKC

1. Inclusion of Kiteboarding events held in advance of ISAF or IOC decisions can help support these decisions. However the current regulations do not allow for such events at the Sailing World Championship or other ISAF events.
2. ISAF's campaign for an 11th Olympic Medal through kiteboarding is more likely to be successful if ISAF can show to IOC that it has already included kiteboarding in its own events.
3. To further explore race management, rules and organizational implications it is advisable to include kiteboarding as early as possible in ISAF major events.
4. To further test and explore possible racing formats it is advisable to include kiteboarding as early as possible in ISAF major events.
5. Kiteboarding equipment should be “bring yourself” and therefore does not add excessive costs to the organizers budget.
6. It is important to demonstrate to IOC that ISAF is fully incorporating Kiteboarding in its major events and structures. Therefore event grading, points and rankings, and display of such on the ISAF website should be applied similar to the current Olympic Classes.

### ISAF Sailing World Cup

#### Regulation 24.3 and New Regulation 24.3.5

A submission from the International Kiteboarding Association and the Chairman of the Windsurfing and Kiteboarding Committee

#### Purpose or Objective

To support ISAF's campaign for an 11th Medal by enabling the inclusion of kiteboarding in ISAF major events from 2014 onwards.

#### Proposal 1:

Amend the Regulations governing the ISAF Sailing World Cup to permit the inclusion of demonstration events using potential future Olympic Equipment.

Amend Regulation 24.3.3 as follows:

24.3.3 Notwithstanding 24.3.1 above the Organising Authority for an ISAF Sailing World Cup regatta may, with ISAF approval, also include: ~~events and Equipment included in the next Paralympic Sailing competition provided that if it does so the format of such Events shall be based on the format of those Events for the next Paralympic Sailing competition.~~

**(a) Events and Equipment included in the next Paralympic Sailing competition provided that if it does so the format of such Events shall be based on the format of those Events for the next Paralympic Sailing competition;**

**(b) Demonstration Events using potential future Olympic Equipment or disciplines.**

#### Current Position

As above.

#### Proposal 2

Amend the Regulations governing the ISAF Sailing World Cup to permit the inclusion of demonstration events using potential future Olympic Equipment, and renumber current 24.3.5 accordingly.

Proposed New Regulation 24.3.5

**24.3.5 Where practical within the constraints of current contracts, resources and venues, ISAF requests that Sailing World Cup Organising Authorities also organise a kiteboarding event as a demonstration event at the same time as the Sailing World Cup in 2014-2016. The format of any such event shall be agreed with ISAF.**

Current Position

There is currently no Regulation 24.5

Reasons - IKA

1. Demonstration events held in advance of ISAF or IOC decisions can help support these decisions. However the current regulations do not allow for such demonstration events at the Sailing World Cup or other ISAF events.
2. ISAF's campaign for an 11th Olympic Medal through kiteboarding is more likely to be successful if ISAF can show to IOC that it has already included kiteboarding in its own events.
3. To further explore race management, rules and organizational implications it is advisable to include kiteboarding as early as possible in ISAF major events.
4. To further test and explore possible racing formats it is advisable to include kiteboarding as early as possible in ISAF major events.
5. Kiteboarding equipment should be "bring yourself" and therefore does not add excessive costs to the organizers budget.

Reasons WSKC:

1. Inclusion of Kiteboarding events held in advance of ISAF or IOC decisions can help support these decisions. However the current regulations do not allow for such events at the Sailing World Cup or other ISAF events.
2. ISAF's campaign for an 11th Olympic Medal through kiteboarding is more likely to be successful if ISAF can show to IOC that it has already included kiteboarding in its own events.
3. To further explore race management, rules and organizational implications it is advisable to include kiteboarding as early as possible in ISAF major events.
4. To further test and explore possible racing formats it is advisable to include kiteboarding as early as possible in ISAF major events.
5. Kiteboarding equipment should be "bring yourself" and therefore does not add excessive costs to the organizers budget.
6. It is important to demonstrate to IOC that ISAF is fully incorporating Kiteboarding in its major events and structures. Therefore event grading, points and rankings, and display of such on the ISAF website should be applied similar to the current Olympic Classes.

## ISAF Youth Sailing World Championship

### Events - Regulation 24.4.9

A submission from the Chairman of the Events Committee

#### Purpose or Objective

To review and amend the Events at the ISAF Youth World Championships (Regulation 24.4.9) so that the Championships remains viable for organizers, and provides the best possible pathway for MNAs and sailors into Olympic sailing.

#### Proposal

Two options for change are proposed

#### Option 1

**Increase # Events to 9 by adding 2nd 29er:**

24.4.9 The Classes for the ISAF Youth World Sailing Championships are:

Boy's One Person Dinghy - Laser Radial  
Girl's One Person Dinghy - Laser Radial  
Boys' Two Person Dinghy - 420  
Girls' Two Person Dinghy - 420  
Boy's Windsurfer - RS:X with the 8.5m rig  
Girl's Windsurfer - RS:X with the 8.5m rig

**Boys' Skiff – 29er**

**Girls' Skiff – 29er**

~~Open Skiff – 29er~~

Open Multihull - Hobie 16 with spinnaker or Sirena SL16

**Reasons** to add a girls-only Skiff Event:

- 1) Supports Olympic skiff pathway development of girl skippers and crews
- 2) Matched set of events parallels Olympic event choices
- 3) MNAs will support more girl sailors for a girls only event then for an "Open" event
- 4) Event will help transition of girls from Optimist into two-person sailing
- 5) The "open" event does not result in equal opportunity for both genders

However the Championships is already complex and costly to host, and the increase to nine Events will further increase cost and complexity for the Organisers without necessarily delivering any extra value to MNAs or sailors. This could be avoided by choosing Option 2.

#### Option 2

**Maintain same # of events, add the Girls' Skiff, change the Open Skiff to Boys' Skiff, and delete Multihull:**

24.4.9 The Classes for the ISAF Youth World Sailing Championships are:

Boy's One Person Dinghy - Laser Radial  
 Girl's One Person Dinghy - Laser Radial  
 Boys' Two Person Dinghy - 420  
 Girls' Two Person Dinghy - 420  
 Boy's Windsurfer - RS:X with the 8.5m rig  
 Girl's Windsurfer - RS:X with the 8.5m rig  
**Boys' Skiff – 29er**  
**Girls' Skiff – 29er**  
~~Open Skiff – 29er~~  
~~Open Multihull – Hobie 16 with spinnaker or Sirena SL16~~

**Reasons** to increase # events to 9 and retain the Multihull event:

- 1) Multihull Sailing is represented in the Olympics and represents a unique branch of sailing
- 2) Performance of multihulls attracts youth sailors with a different dimension than dinghy and windsurfing
- 3) Gaining popularity of multihull sailing and the Olympic and Elite (AC, Extreme 40) pathway in the sport

**Reasons** to delete the Multihull event:

- 1) The multihull Event is currently the smallest Event and has only attracted an average of 15 nations since 2006. The extra cost of equipment and training prohibits most MNAs from running multihull programmes or participating in multihull events at the youth level
- 2) Development of multihull sailors is usually as a crossover from racing in dinghies and windsurfers – there are very few youth development programs in multihulls
- 3) There is pressure on the Championships not to grow too large for host venues to accommodate.
- 4) Deleting the multi-hull Event will enable both event organizers and MNAs to focus their resources and training programmes on 4 matched boy / girl events
- 5) Simplify equipment choices for MNAs and organizers - 4 suppliers instead of 5
- 6) Having an option of 2 multihulls under possible classes is not satisfactory and has made support from equipment suppliers uncertain year to year
- 7) Concern from sailors, coaches and parents about choice of equipment has resulted in little support for the Hobie 16 and Sirena SL16, and more interest in equipment that is "pathway equipment" to the Nacra 17 Olympic Equipment.

If the multihull event is retained as a result of choosing Option 1, then the future intention is to make a submission that will allow a single different equipment option for the Multihull event, and to consider the Open vs Mixed option.

#### Current Position

See above.

#### Reasons

See above.

## ISAF Youth Sailing World Championship

### Events - Regulation 24.4.3

A submission from the 29er Class Association, Hong Kong Sailing Federation, Russian Yachting Federation and the Swedish Sailing Federation

#### Purpose or Objective

To ensure parity with Olympic Class events by adding a girls and boys fleet to the ISAF Youth Worlds to replace the Open event as currently stands.

#### Proposal

24.4.3 The following events shall be included in the program of the Championship:

- Boy's One Person Dinghy
- Girl's One Person Dinghy
- Boy's Two Person Dinghy
- Girl's Two Person Dinghy
- Boy's Windsurfer
- Girl's Windsurfer
- ~~Open~~ **Boy's Two Person** High Performance Dinghy
- Girl's Two Person** High Performance Dinghy
- Open Multihull

#### Current Position

As above.

#### Reasons

1. From 2016 forward, the Olympic Events and Equipment (Regulation 23.1.4) include a men's skiff (49er) and women's skiff (MacKay FX) which are core events through 2020 Olympic Games.
2. The current events of the ISAF Youth Sailing World Championship do not reflect the Olympic Events from 2016
3. At the recent 2013 ISAF Youth Worlds, only 5 females and one all-female team competed (of 29 teams), with very similar numbers at the previous events (see chart below). However, when the 29er was chosen for boys & girls, full teams were fielded from both genders.
4. There needs to be parity with the Olympic equipment and to provide a single step youth pathway to the Olympics, especially for women, to generate additional opportunities for girls in sailing.



5. The Int. 29er Class has made a long term commitment to work with ISAF and the Youth Worlds to generate additional opportunities for women in the sport.

ISAF Youth Worlds - 29er participation

	male teams	female teams	mixed/f skipper	mixed/m skipper	
2007	23	18			Canada
2008	25	18			Denmark
2009	--	--			Brazil
2010	13	4	1		Turkey
2011	16	4	1	2	Croatia
2012	21	1		2	Ireland
2013	24	1	2	2	Cyprus

6. We request that this take place in 2014 or as soon as possible. The Int. 29er Class is prepared to work with builders and ISAF to make this possible for 2014.

## ISAF Youth Sailing World Championship

### New Regulation 24.4.10

A submission from the International Kiteboarding Association and Chairman of the Windsurfing and Kiteboarding Committee

#### Purpose or Objective

To support ISAF's campaign for an 11th Medal by enabling the inclusion of kiteboarding in ISAF major events from 2014 onwards.

#### Proposal

Amend the Regulations governing the ISAF Youth Sailing World Championship to permit the inclusion of demonstration events using potential future Olympic Equipment.

Proposed New Regulation 24.4.10

**24.4.10 Notwithstanding 24.4.3 and 24.4.9 above the Organising Authority for an ISAF Youth Sailing World Championship may, with ISAF approval, also include Demonstration Events using potential future Olympic Equipment or disciplines.**

**Where practical within the constraints of current contracts, resources and venues, ISAF requests that Sailing Youth World Championship Organising Authorities also organise a kiteboarding event as a demonstration event at the same time of the Sailing Youth World Championship. The format of any such event shall be agreed with ISAF.**

#### Current Position

There is currently no Regulation 24.4.10

#### Reasons IKA

1. Demonstration events held in advance of ISAF or IOC decisions can help support these decisions. However the current regulations do not allow for such demonstration events at the Sailing Youth World Championship or other ISAF events.
2. ISAF's campaign for an 11th Olympic Medal through kiteboarding is more likely to be successful if ISAF can show to IOC that it has already included kiteboarding in its own events.
3. To further explore race management, rules and organizational implications it is advisable to include kiteboarding as early as possible in ISAF major events.
4. To explore new formats like freestyle, slalom etc. the ISAF Sailing Youth World Championships provide a perfect testing ground.

5. Kiteboarding equipment should be “bring yourself” and therefore does not add excessive costs to the organizers budget.
6. It is important to demonstrate to IOC that ISAF is fully incorporating Kiteboarding in its major events and structures, including (and especially) the youth pathway events.

Reasons WSKC

1. Inclusion of Kiteboarding events held in advance of ISAF or IOC decisions can help support these decisions. However the current regulations do not allow for such events at the Sailing Youth World Championship.
2. ISAF's campaign for an 11th Olympic Medal through kiteboarding is more likely to be successful if ISAF can show to IOC that it has already included kiteboarding in its own events.
3. To further explore race management, rules and organizational implications it is advisable to include kiteboarding as early as possible in ISAF major events.
4. To explore new formats like freestyle, slalom etc. the ISAF Sailing Youth World Championships provide a perfect testing ground.
5. Kiteboarding equipment should be “bring yourself” and therefore does not add excessive costs to the organizers budget.
6. It is important to demonstrate to IOC that ISAF is fully incorporating Kiteboarding in its major events and structures, including (and especially) the youth pathway events.



## Oceanic Races

### Safety Devices

A submission from the Real Federación Española de Vela

#### Purpose or Objective

To establish the obligation of using certain safety devices in oceanic racing.

#### Proposal

To establish that the use of the following devices is obligatory in oceanic races, both double-handed and full crew.

1. Compulsory use of a receiver and transmitter AIS (Automatic Identification System)
  - a. It shall be connected at all times during the race;
  - b. The transponder will contain the MMSI of the boat, registered as a racing boat, and its name;
  - c. The transponder will be placed at the top of the mast. (they usually use the VHF aerial)
2. Compulsory for the skippers to wear a PFD with harness that includes a personal AIS device. It has to be able to send its position to any boat with an AIS working within a distance of at least 4 miles.

The personal AIS device will transmit the GPS position and a serial number to identify the signal with 24 hours transmission time after activation.

#### Current Position

None

#### Reasons

The AIS will facilitate the continuous following of the boats together with the other systems already used and provided by the organisers. Its compulsory and continuous use will make it another device to see and to be seen by other boats. This will reduce the risk of incidents or collisions with other boats.

In a double handed oceanic race it is advisable that, besides the personal locator beacon, the crew members always carry personal AIS. Its signal is immediately sent to the screen when it is activated. The signal is shown on the boat's screen and on the screen of any boat within the stated distance, which facilitates finding the position at all times.

Experienced skippers in oceanic racing (Volvo, BWR ...) have declared that safety is their main concern and that using a personal device that shows the position of a lost person on his own boat's screen, the closest to his position, will facilitate the rescue.

## Universal Measurement System

### UMS

A submission from the ORC, IRC and US Sailing

#### Purpose or Objective

The UMS is a joint project between equal partners the Offshore Racing Congress, the RORC Rating Office and US Sailing with the fundamental aim of reducing the complexity for owners and rating offices when a yacht owner chooses to race under multiple rating rules.

The UMS partners ask the ISAF Oceanic and Offshore committee endorse and support this undertaking.

#### Proposal

The primary mechanism to achieve this will be the development of a common electronic data collection and transfer protocol between the participating rules. Current participating rules are IRC, ORCi, ORR and HPR.

A further (and very important element) is to work towards a common “Rating Application Form”. Participating rule rating applications will be accessible on the web through a single form. Owners can select those rating rules they expect to compete under. Once this form is completed, each rating rule office will receive their rule specific information in their input format.

#### Current Position

The Offshore community has available multiple rating rules that event organizers may select from. That choice is dependent on rule characteristics that best serve their event. No one rating rule currently meets all event requirements.

Owners racing in events that use different rating rules currently must have their boat measured multiple times and submit multiple applications for ratings to each rating authority

#### Reason

The UMS can make this process significantly easier and hopefully promote increased participation. Peripheral benefits include measurers cross trained in multiple rating rules, and the future potential for unification of measurement definitions and nomenclature.

**ISAF Offshore Special Regulations Submissions**

*Submissions regarding the ISAF Offshore Special Regulations can be seen online under the supporting papers of the Special Regulation Sub-committee at*

*<http://www.sailing.org/meetings/2013-Conference.php>*

*The Oceanic and Offshore Committee, on behalf of Council, approve changes to the ISAF Offshore Special Regulations.*





## International Race Officials Administration

### Integration of Three Additional Disciplines

A submission from the Chairman of Race Officials Committee

#### Purpose or Objective

To integrate three additional disciplines of race officials into the ISAF International Race Official program.

This submission sets out the principles for inclusion of three additional disciplines of race officials into the current ISAF International Race Official program. Should it be approved, the Race Officials Committee will produce detailed submissions on the Regulations outlined below for November 2014.

The training and administration of these disciplines is currently handled by others, and the proposal confirms that formally.

#### Proposal

1. In principle, from November 2014 the constitution and terms of reference for the Race Officials Committee and any of its relevant Sub-committees are to be amended to include within its jurisdiction the following three disciplines:
  - A. International Expression Judges  
Officials that score competitors in windsurfing and kiteboarding expression competitions.
  - B. International Technical Delegates  
Officials that undertake the responsibilities described in regulation 25.9.
  - C. International Classifiers  
Officials that classify competitors for IFDS (International Federation for Disabled Sailing) events.
2. Any new terms of reference for the Race Officials Committee and its Sub-committees, related to the inclusion of these three additional disciplines, shall require them to consult and seek advice from the following bodies:
  - A. For International Expression Judges, the Windsurfing and Kiteboarding Committee
  - B. For International Technical Delegates, the Regional Games Committee and the Executive Committee
  - C. For International Classifiers, the IFDS

For all three additional disciplines, the Race Officials Committee shall remain responsible for the appointment, training, disciplinary actions and removal of race officials to the same extent as it is for the four existing disciplines.

3. For November 2014, the Race Officials Committee shall make submissions with detailed amendments to the Regulations, in particular Regulations 6.9 and 31, to give effect to the proposals above.

#### Current Position

No current position.

#### Reasons

The ISAF Race Officials program has been developed over many years. Today, the procedures for the four current disciplines (International Judges, International Measurers, International Umpires and International Race Officers) are well defined in regulations and procedural documents. Thereby, the Race Officials Committee (ROC) and its sub-committees ensure

1. An appropriate level of consistency of process across the disciplines
2. A consistency and second-level review of applications, in particular of the applicants that are borderline qualified

A number of people act at sailing events in roles that in many ways are similar to the race officials in our four current disciplines. This includes the three new disciplines listed as A, B and C above. The procedures for these disciplines are less well defined, and lack the second level of review through the ROC.

Comments on the individual disciplines:

- A. International Expression Judges  
It has not previously been discussed to integrate these judges in the ISAF International program, but the roles they undertake at events makes it relevant to consider their inclusion.
- B. International Technical Delegates  
There was a submission in November 2012 (014-12) proposing that technical delegates should be administered by a new fifth ROC sub-committee. The idea was supported, but the submission was rejected because it was seen as a too complicated solution to a quite limited problem.
- C. International Classifiers  
Some years ago, there were discussions about inclusion of IFDS classifiers into the ISAF International Race Official program. These discussions never turned into a submission.

This submission will resolve these previous considerations and identified problems by including all three disciplines uniformly under the ISAF International Race Official program.

**International Umpires Administration**

Regulation 31.12.1

A submission from the Chairman of Race Officials Committee

Purpose or Objective

To establish that one of the requirements for appointment as International Umpire applies only to first appointment.

Proposal

31.12.1 A candidate for first appointment and re-appointment as an International Umpire shall:

- (a) **in the case of applications for first appointment only**, have raced recently, preferably match or team racing;

Current Position

As above.

Reasons

The purpose of the above requirement is to ensure that International Umpires understand how competitors act. This is important as an entry requirement. However, to continue racing while also acting as an International Umpire is desirable but not necessary as a requirement. This submission clarifies that difference.

## International Measurers Administration

### Regulation 31.13.2

A submission from the Chairman of Race Officials Committee

#### Purpose or Objective

To clarify an existing clause of the International Measurers Sub-committee's terms of reference and specify the responsibility for recommending equipment inspection policies at major events.

#### Proposal

31.13.2 An International Measurer can only be appointed to a maximum of ~~three~~ **five** Classes **subject to meeting the requirements in 31.13.5** ~~except that the Race Officials Committee may authorize additional Classes if they are very similar to measure as a Class the International Measurer is already appointed to.~~

#### Current Position

As above.

#### Reasons

The purpose of this submission is to encourage International Measurers to be involved with and ultimately to be appointed to more classes than the current limit of three, thereby broadening their experience and raising their knowledge levels. Regulation 31.13.2, in its present form, places unnecessary limitations and complications to the system.

**International Race Officers Administration**

Regulation 31.14.1

A submission from the Chairman of Race Officials Committee

Purpose or Objective

To define the timing for a re-sit of the International Race Officers examination.

Proposal

31.14.1 A candidate for first appointment as International Race Officer shall have complied in the 4 years prior to 14 October of the year of application with the following:

...

(f) have attended an ISAF Race Management Seminar ~~and have passed the International Race Officers written test~~ within the four years prior to 14 October of the year of application; ~~and~~

**(g) have passed the ISAF International Race Officers examination, in accordance with the provisions of this regulation, within the four years prior to 14 October of the year of application;**

**(i) candidates who fail the examination the first time may take a new examination, but not within six months after the first one, except in special circumstances; and**

**(ii) candidates who fail the examination a second time and request to take a new examination shall be assessed on an individual basis. The decision whether to allow this or not shall be made by the Chairman of the International Race Management Sub-Committee. Candidates who fail the examination a third time may only reapply after a period of 2 years following the failing of the third examination and only if they fulfil all requirements for first appointment.**

*Renumber current items (g)-(h) to (h)-(i)*

31.14.2 A candidate for re-appointment as International Race Officer shall comply with the following:

(a) the requirements set out in Regulation 31.14.1 with the exception of 31.14.1(f), **(g)** and ~~(h)~~ **(i)**.

Current Position

As above

Reasons

1. A Regulation is the clearest method of defining policy on this issue.
2. The submission brings race management practice in this respect in line with ISAF Judges and ISAF Umpires.

## International Judges Administration

### Regulation 31.21

A submission from the Chairman of Race Officials Committee

#### Purpose or Objective

To clarify how International Judges that are re-appointed subject to passing the ISAF judges examination are listed in the ISAF Yearbook.

#### Proposal

31.21 Separate lists of International Race Officials shall be printed in the ISAF Yearbook with a designation indicating the designation of the Member National Authority of the official. However if an **International Judge or** International Umpire is approved for re-appointment subject to passing the ~~Umpires~~ **ISAF Examination of his discipline** before 1 May and the examination is not passed before the 31 December, his name will not be included.

#### Current Position

As above.

#### Reasons

In November 2012, Council approved submission 108-12 which introduced an examination for re-appointment as International Judge. Regulation 31.11.2(a) allows, under certain conditions, re-appointment of an International Judge subject to passing the ISAF examination after the November conference. However, it is not clear how an International Judge re-appointed this way is listed in the ISAF Yearbook. This submission clarifies that and brings it in line with International Umpires.

## Race Officials Performance

### Regulation 32.10

A submission from the Chairman of Race Officials Committee

#### Purpose or Objective

To clarify a sanction that may be imposed on a Race Official.

#### Proposal

32.10 The panel may recommend an appropriate sanction, for example:

- that a formal warning be given;
- that a reprimand be given;
- that the ISAF Race Official shall not be appointed to or approved for events of a specified grade or type;
- that the ISAF Race Official be supervised when attending an event;
- that the ISAF Race Official attend a seminar before attending a further event;
- that the ISAF Race Official be re-assessed in his discipline, if assessment is a requirement before appointment in that discipline;
- that the ISAF Race Official take a test in the discipline concerned;
- that the ISAF Race Official be suspended from his appointment for ~~up to one year~~ **a specified period of time followed by an evaluation of improvements in his performance**;
- that the appointment of the ISAF Race Official be terminated.

#### Current Position

As above.

#### Reasons

On April 11, 2013 Constitution Committee issued an interpretation related to example number 8 in the list above (that the ISAF Race Official be suspended from his appointment for up to one year). The interpretation stated that the list above is only examples and that other sanctions can be recommended and imposed.

This submission suggests that the period of suspension is specified in the recommendation and is followed by an evaluation of improvements in the performance of the race official.



## Conflict of Interest

### Regulation 34

A submission from the Chairman of Race Officials Committee

#### Purpose or Objective

To introduce the “ISAF Race Officials Committee Guidelines for assessing a Conflict of Interest for Race Officials” into the Regulations.

#### Proposal

- 34.1 A conflict of interest exists when an ISAF Race Official has, or reasonably appears to have, a personal or financial interest which could affect the official’s ability to be impartial.
- 34.2 When an ISAF Race Official is ~~aware of a conflict of interest~~ **invited to serve at a regatta**, he/she shall **consult the guidelines for race officials for assessing a conflict of interest, issued by the Race Officials Committee, and act in accordance with these guidelines, which may be to** ~~decline an the invitation to serve at a regatta at which an International Jury is appointed.~~
- 34.3 When the ISAF Race Official has any doubt ~~whether or not there is a conflict of interest~~ **on the action to take**, ~~the ISAF Race Official~~ **he/she** shall promptly consult ISAF, prior to accepting the invitation, and be bound by its decision.
- 34.4 When, at an event, an ISAF Race Official becomes aware of a conflict of interest, ~~the official~~ **he/she** shall disclose the potential conflict to the International Jury which shall take appropriate action **in accordance with the guidelines for race officials for assessing a conflict of interest, issued by the Race Officials Committee.**

#### Current Position

As above.

#### Reasons

The current Regulation 34 handles conflict of interest as a simple yes or no. This is no longer in line with the way the sport is practiced on all levels. There are multi-event regattas where events are separate, regattas where volunteers may have links with parts of the organizing committee and regattas at lower levels that cannot be run without volunteers that have some conflict of interest. There are also officials who may have had a conflict of interest sometime in the past. Thus treating conflict of interest as simplistically as the current Regulation 34 suggest is no longer appropriate.

To improve this, Race Officials Committee has had a working party develop guidelines to help race officials assess a potential conflict of interest. They were also designed to improve consistency in a global culture. The guidelines were approved by Race Officials Committee in February this year.

The guidelines define what a conflict of interest is, how a race official can assess it and a range of required actions. The guidelines are available on the ISAF website.

The current version of the guidelines can be found on the ISAF website here:

<http://www.sailing.org/33947.php>

The corresponding Appendix D with examples of conflict of interest decisions can be found on the ISAF website here:

<http://www.sailing.org/33946.php>

This submission introduces the guidelines into Regulation 34 (Conflict of Interest) and defines how race officials should act.



## Racing Rules of Sailing

### Definition Clear Astern and Clear Ahead; Overlap

A submission from US Sailing

#### Purpose or Objective

To simplify and clarify a complex sentence that experienced sailors report is difficult to understand.

#### Proposal

***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*. **The terms** ~~They do not~~ apply to boats on opposite *tacks* **only when** ~~unless~~ rule 18 applies **between them** or **when** both boats are sailing more than ninety degrees from the true wind.

#### Current Position

As above.

#### Reasons

1. The proposed rewording of the last sentence makes the sentence easier to read by eliminating the double negative construction used in the last sentence of the current definition.
2. Rule 18 will often apply to a pair of boats other than the pair referred to in the definition. The intent of the last sentence is that the three defined terms, Clear Astern, Clear Ahead and Overlap, should only apply to two boats on opposite tacks when rule 18 applies between those two boats and not when rule 18 applies between any other pair of boats. With the addition of 'between them', the last sentence will be consistent with the intent. A similar use of 'between them' can be found in rule 20.2(e).
3. The word 'They' at the beginning of the last sentence could refer to either 'the boats' or 'the terms' in the previous sentence. Repeating 'The terms' resolves that ambiguity and makes the sentence easier to read.

## Racing Rules of Sailing

### Definition Proper Course

A submission from the Malaysian Yachting Association

#### Purpose or Objective

To amend the Definition of “*Proper Course*”

#### Proposal

***Proper Course*** A course a boat’s **skipper reasonably believes** 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.

#### Current Position

As above. Currently, a claim that a boat was not sailing her proper course would have to be upheld by the Protest Committee when it is satisfied that the course sailed was not in fact the fastest course even though it was the reasonable belief of the skipper at the time.

#### Reasons

The wording of the current definition does not reflect the way we are interpreting the requirement which is simply the reasonable belief that the course is the fastest way to finish.

#### Examples

1. Sailing on a broad reach against the stream on a river, boat L gets an overlap to leeward of boat W. They come to a bend and L thinks the best course is to luff slowly to cross the river to get to the inside of the bend. W disagrees, protests, but nevertheless keeps clear. Other boats kept to the outside of the bend out of the stream and gained considerable over L and W, proving that L’s course did not meet the definition. Under the current rules the PC would have no alternative but to find L broke 17.
2. Many sailors believe the best course is to approach a leeward mark wide and come closest to the mark when on a close-hauled course, and indeed this might be the best tactical course considering the presence of the other boat. But remove the other boat and it is not in fact the most efficient course (which is to be closest to the mark when on the extension of an imaginary line from the windward mark through the leeward mark).

## Racing Rules of Sailing

### Rationalisation of Sound Signal Requirements – Rules 26 and 29.1

A submission from the Malaysian Yachting Association

#### Purpose or Objective

To amend Rules 26 and 29.1.

#### Proposal 1

To remove the relief in the requirement to make a sound signal at the start.

### 26 STARTING RACES

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

#### Current Position

As above. If the sound signal fails at the start of a race, the Race Committee is required to disregard the absence.

#### Reasons

The current wording has been the same for decades. It reflects a time when timepieces and sound signals were unreliable . Nowadays there is no excuse to have sound signals that are unreliable and might fail, thereby confusing sailors .

The rule envisages the failure of a sound signal, and says it 'shall be disregarded'. However there is no similar relief to the requirement for the sound signal accompanying an 'Individual recall' visual signal:

#### Proposal 2

### 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 signal **which shall be immediately after the start sound signal**.

### Current Position

As above. Under the current rules, the two signals are not required to be consecutive . There needs to be two distinct signals .

### Reasons

Imagine the failure of the sound signal accompanying the visual signal at the start, and then the recall sound signal being made for an individual recall . A boat starting close to the line at the pin end will hear only one sound signal, and is not in a position to see the X flag . It would be reasonable for that boat to assume she had started correctly. When scored after the race as OCS, she would be unlikely to be able to get redress as the rules require the RC to disregard the failure of the sound signal. (This happened in 2012 in the China Coast Regatta.)

Surely Race Committees nowadays are capable of preparing themselves with reliable sound sources. Gone are the days when Race Committees used canon and every tenth charge was a dud. At the start it is the second sound signal which prompts a sailor to look back at the flags of the RC boat, otherwise, its eyes forward . Just as a “protest” hail is important to give another boat a chance to exonerate, the individual recall horn must be distinctly recognised as a separate (second) sound from the start signal to give a boat a chance to start correctly

*At the Korean Nationals 2012, there were two flag operators, one with the class flag and one with the X flag and each with their own horns . At the start, the class flag came down and simultaneously the X flag went up with each flag operator sounding their respective horns. The result was a single sound albeit two tone.*

### Proposal 3

The signal should be taken from the sound signal, not the visual signal . No one (least of all the Race Officer), is looking at the visual signals, so if the visual signal is early or late the Race Officer doesn't know.

You could argue that a sailor might not hear a sound signal but it is more true to say most sailors cannot see the visual signal . Imagine a good start with 60 boats lined up nicely close hauled on starboard tack just behind the line . Only one crew (at the committee boat end) can see the visual signal, and even for that one crew it takes quite a bit of twisting round . All of the others are blanketed.

**Racing Rules of Sailing**

Rule 61.1(a)(3)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To correct an ambiguity in rule 61.1(a)(3).

Proposal

- (3) if the incident was an error by the other boat in sailing the course, she need not hail or display a red flag but she shall inform the other boat before ~~that boat finishes~~ or at the first reasonable opportunity after **that boat** ~~she~~ finishes;

Current Position

As above.

Reason

The penultimate word in rule 61.1(a)(3), 'she', is ambiguous because it is not clear whether it refers to the boat intending to protest or the other boat. The proposed wording change removes the ambiguity.



## Racing Rules of Sailing

### Rules 62.2 and 66

A submission from the Chairman of Race Officials Committee

#### Purpose or Objective

To include into the racing rules the widely used change of time limits for requests for redress and reopening on the last scheduled day of racing in a regatta.

#### Proposal 1

62.2 A request shall be in writing and identify the reasons for making it. **No red flag is required.**

**(a)** If the request is based on an incident in the racing area, it shall be delivered to the race office within the protest time limit or two hours after the incident, whichever is later.

**(b)** Other requests shall be delivered as soon as reasonably possible after learning of the reasons for making the request.

**(c) On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minute after the decision was posted.**

The protest committee shall extend the time limit if there is good reason to do so. ~~No red flag is required.~~

#### Current Position 1

62.2 A request shall be in writing and identify the reason for making it. If the request is based on an incident in the racing area, it shall be delivered to the race office within the protest time limit or two hours after the incident, whichever is later. Other requests shall be delivered as soon as reasonably possible after learning of the reasons for making the request. The protest committee shall extend the time limit if there is good reason to do so. No red flag is required.

#### Proposal 2

66 The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule 71.2 or R5.

**(a)** A party to the hearing may ask for a reopening no later than 24 hours after being informed of the decision.

**(b) On the last scheduled day of racing a request for reopening a hearing shall be delivered**

**(1) within the protest time limit if the requesting party was informed of the decision on the previous day or**

**(2) no later than 30 minutes after the requesting party was informed of the decision on that day.**

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

**Current Position 2**

66 The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. It shall reopen a hearing when required by the national authority under rule 71.2 or R5. A party to the hearing may ask for a reopening no later than 24 hours after being informed of the decision. When a hearing is reopened, a majority of the members of the protest committee shall, if possible, be members of the original protest committee.

**Reasons 1 and 2**

1. The Sailing Instructions for most races and regattas include from RRS Appendix L, Sailing Instructions Guide, paragraph 16.7 decreasing the time limit for requests for reopening a hearing and paragraph 16.8, decreasing the time limit for requests for redress based on a protest committee decision. These sailing instructions modify RRS 66 and 62.2, respectively.
2. By putting these decreased time limits within the rules themselves, there would be no need for race officers to write these additional paragraphs in the sailing instructions for each event.
3. Putting these clauses into the respective rules would provide further consistency in time limits for such requests across all racing, making it easier for competitors to recall these reduced time limits.
4. Events may change these clauses in their sailing instructions if different time limits are desired.
5. Reducing the amount of information in sailing instructions is desirable to decrease the work of writing sailing instructions, to decrease the amount of additional reading for competitors at each event, and to save ink and for environmental considerations with printing costs.
6. The reorganization of each rule into separate subsections makes the components of each rule easier to read.

## Racing Rules of Sailing

### Rule 63.3(a)

A submission from the Malaysian Yachting Association

#### Purpose or Objective

To amend Rule 63.3(a)

#### Proposal

### **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.

#### Current Position

As above.

#### Reasons

All modern judicial systems allow a party to be represented as a matter of right. It is unsound practice to remove this right under any circumstances and may lead to successful referrals to a court of law or CAS.

In practice where a sailor is perfectly capable of giving evidence in a part 2 hearing, but chooses to appoint some legal expert, he is unlikely to gain anything. More likely, such an appointment would be detrimental to his chances of winning a case.

On the other hand, a sailor not comfortable with the English language or with understanding the rules may need a representative to fairly put his case, and should not be put in a position that he must satisfy the Committee that there is a 'good reason'.

The Protest Committee should never be in the position of deciding whether there is 'a good reason' to permit the use of a representative (which is the current position).

In Asia we are used to dealing with shy, respectful, often young, sailors who often need a representative but would not feel comfortable having to argue there was a 'good reason'.

## Racing Rules of Sailing

### Use of “ISAF” in Various Rules

A submission from US Sailing

#### Purpose or Objective

To adopt a consistent style for the use of the acronym ‘ISAF’ in *The Racing Rules of Sailing*.

#### Proposal

In *The Racing Rules of Sailing*, in each of the following places, change ‘the ISAF’ to ‘ISAF’:

Introduction, Cases and Calls, first sentence  
Rule 69.2(c), last sentence  
Rule 69.2(d), last sentence – two changes  
Rule 69.2(f), last sentence – two changes  
Rule 69.3, title  
Rule 69.3(a), first sentence  
Rule 69.3(a), last sentence  
Rule 69.3(c)  
Rule 69.4, title  
Rule 69.4, first sentence  
Rule 70.5(c)  
Rule 76.3  
Rule 86.2, first sentence  
Rule 88.2, second sentence  
Rule 89.1(a)  
Rule 89.1(b)  
Rule 89.1(h)  
Rule 89.2(b), last sentence  
Rule 91(b), last sentence  
Appendix B, Rule B6  
Appendix G, Rule G5  
Appendix N, Rule N1.1, last sentence

Note: In each of the places listed above, ‘the ISAF’ is used as a noun in the current rulebook. No change is proposed in the many instances of the use of ‘the ISAF’ as an adjective, as in ‘the ISAF website’ or ‘the ISAF Regulations’.

#### Current Position

As above.

Reason

Current use is inconsistent, overly formal, and the word 'the' slows the reader down unnecessarily. There are places in the current rules in which 'ISAF' is used as a noun without the word 'the': the preamble to Online Rules Documents, rule J1.2(a) and rule J1.2(3).

## Racing Rules of Sailing

### Rule 86.1(b)

A submission from the Chairman of the Racing Rules Committee

#### Purpose or Objective

To allow the Notice of Race to properly change a racing rule.

#### Proposal

1. Change rule 86.1(b) as follows:

### **86 CHANGES TO THE RACING RULES**

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

(a) Prescriptions of a national authority may change a racing rule, but not the Definitions; a rule in the Introduction; Sportsmanship and the Rules; Part 1, 2 or 7; rule 42, 43, 69, 70, 71, 75, 76.3, 79 or 80; a rule of an appendix that changes one of these rules; Appendix H or N; or ISAF Regulation 19, 20, 21 or 22.

(b) Sailing instructions **or the notice of race** may change a racing rule by referring specifically to it and stating the change, but not rules 76.1 or 76.2, Appendix R, or a rule listed in rule 86.1(a).

2. Change rule J1.2(1) to incorporate the principles contained in rule J2.2(3).

#### Current Position

As above.

#### Reasons

1. Rule changes that are needed by competitors to decide if they should enter the event or are needed well in advance for adequate preparation must be included in the Notice of Race. Consequently, notice of the future change is included in the notice of race and the actual change occurs in the sailing instructions. This adds unnecessary complexity to managing these documents.
2. By the definition *Rule*, the notice of race and the sailing instructions have equal standing. Including (a) the intention to change a rule and (b) the actual change of the rule in two separate documents with different wording can lead to differences of interpretation which rule 63.7 cannot resolve.
3. Many current event documents contain invalid '*rules*', as rule changes included in the Notice of Race that are not repeated in the Sailing Instructions. While it is easy to criticise the

authors for poor drafting, this situation remains unhelpful for competitors and officials. Disputes will be avoided by this submission and that is for the benefit of all enjoying the sport.

4. In general, duplication between documents should be avoided where ever possible. This reduces the chances of conflicting rules and simplifies the documents that govern our sport.
5. The RRC has a working party established that is reviewing the current Appendices J, K, L and LE to bring them into line with current practice, to make them more user friendly to the authors of event documentation and to make them easier for competitors by making them clearer, simpler and more consistent from event to event. This submission is important to give direction for this work.

**Racing Rules of Sailing**

Rule B3.31

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To reinstate the former wording as it was changed in error. It should start to apply from 01.01.2014.

Proposal

Delete rule B3.31 and replace it with:

**B3.31 TOUCHING A MARK**

Rule 31 is changed to 'A board may touch a mark but shall not hold on to it.'

Current Position

Current rule B3.31

Reason

To reinstate the former wording as it was changed in error.



### Racing Rules of Sailing

Rule F2 18, Appendix F Definitions “Mark-Room”, “Zone” and “About to Round or Pass”

A submission from the Chairman of the Racing Rules Committee

#### Purpose or Objective

To reinstate standard RRS 18 for Kiteboard Racing, including subsequent changes to the Definitions. It should start to apply from 01.01.2014.

#### Proposal

Delete the change of Rule F2.18.1

Delete the change of Rule F2.18.2(b)

Delete the change of Rule F2.18.2(c)

Delete the change of Rule F2.18.3

Delete the change of Rule F2.18.4

Delete RRS Appendix F Definition “Mark-Room”

Delete RRS Appendix F Definition “About to Round or Pass”

Add RRS Appendix F Definition “Zone” as follows:

**Zone The area around a mark within a distance of 25m of the kiteboard nearer to it. A kiteboard is in the zone when any part of her hull is in the zone.**

#### Current Position

Current Rule F2.18, RRS Appendix F Definitions “Mark-Room” and “About to Round or Pass”

#### Reasons

A fixed zone is beneficial to sailors and judges. “About to round or pass” is sometimes only centimetres and therefore difficult to judge, especially given the speed of kiteboards approaching to the mark.

Creating a zone of 25m around the mark allows to sailors enough reaction time to give a mark-room and to avoid the right of way kiteboard in a seamanlike way.

Gates in kiteboard racing competitions are usually set at a width of 50m (due to the line length of the kite – to avoid blocking the gate by a capsized kiteboard with the kite in the water), hence 25m for the zone does not create an overlap between the zones around two gate marks.

## Racing Rules of Sailing

### Rule F13

A submission from the Chairman of the Racing Rules Committee

#### Purpose or Objective

To reinstate the standard RRS 13 for Kiteboard Racing. It should start to apply from 01.01.2014.

#### Proposal

Delete RRS Appendix F2.13 with changes of Rule F2.13.1 and F2.13.2

#### Current Position

Current rule RRS Appendix F2.13

#### Reasons

Analysis of the kiteboarding tack showed that standard RRS 13 provides better wording for the process, as subsequent actions of a tacking kiteboard (acquiring right of way and changing course or kite position) are covered by rules 15 and 16.

Rule F2.13.2 is a leftover from previous versions of the experimental Appendix BB, when windward and leeward was not clearly defined for kiteboards (as the hull might be to windward while the equipment – kite – is to leeward of the other kiteboard). The definition has been amended for RRS 2013-2016 to clarify this situation; therefore F2.13.2 is not needed anymore and should have been deleted in this edition of the rules.

## Racing Rules of Sailing

### Composition of International Juries - Appendix N

A submission from the Malaysia Yachting Association

#### Purpose or Objective

Amend Appendix N.

#### Proposal

#### **N1 COMPOSITION, APPOINTMENT AND ORGANIZATION**

**N1.1** Except as permitted by N1.3, an international jury shall be composed of experienced sailors with excellent knowledge of the racing rules and extensive protest committee experience. It shall be independent of and have no members from the race committee, and be appointed by the organizing authority, subject to approval by the national authority if required (see rule 91(b)), or by the ISAF under rule 89.2(b).

**N1.2** The jury shall consist of a chairman, a vice chairman if desired, and other members for a total of at least five. A majority shall be International Judges. The jury may appoint a secretary, who shall not be a member of the jury.

**N1.3** Except when an International Jury is appointed by ISAF, an International Jury shall include a person who is not an International Judge. That person shall have a good knowledge of the racing rules, have protest committee experience, and be an experienced sailor who is aspiring to become an International Judge in the future.

Renumber N1.3 to N1.7 accordingly

#### Current Position

As above. The current wording actually prohibits the inclusion of an apprentice (used in this proposal to mean a 'rookie', 'learner' or 'novice' – typically a national judge) who may not yet have an 'excellent knowledge of the racing rules' but can nevertheless make an important contribution, and gain the experience to become an International Judge

#### Reasons

The original concept (in 1980) when setting up the Judges scheme, was to encourage the inclusion of apprentices by requiring only that a majority be IJs. What is happening now is that organisers think it important that the entire Jury is made up of IJs, thereby not allowing novices to gain experience.

Under this proposal, an OA may still appoint their 'favourite 5 IJs' but will, in such a case, have to include a sixth (the apprentice). Or of course, they may appoint 4 IJs and an apprentice.

It is important for the ongoing development of judges that apprentices be encouraged and given the opportunity to learn and well as contribute on International Juries

## Racing Rules of Sailing

### Rule N1

A submission from the Chairman of Race Officials Committee

#### Purpose or Objective

To provide the option of reducing the size of an international jury, for some events, from five to three members, while ensuring the fairness of the competition.

#### Proposal

**N1.7 When approved by ISAF in accordance with established criteria, a national authority may for a particular event approve an international jury consisting of a chairman and members for a total of three. All three members shall be International Judges and from three different national authorities.**

Renumber current rule N1.7 to N1.8.

#### Current Position

No current position.

#### Reasons

1. Fairness of a sailing competition is ensured through the processes of protests and redress requests and the appeal process. In events where the right of appeal is denied, an international jury takes sole responsibility for ensuring the fairness of a competition. The current rule composes an international jury with five members, having at least three international judges and members from at least three member national authorities.
2. This submission is to provide a limited option for the composition of an international jury, where the size is reduced to three members, while maintaining the high level of fairness for competitors.
3. The composition of the reduced international jury of three members maintains the core requirements of the international jury: three international judges with members from three member national authorities.
4. Each year, ISAF is receiving some requests from ISAF classes to waive the requirement to appoint an International Jury for their world championships (cf. Regulation 10.10). Decisions about such requests have been based on criteria such as few or no hearings at the previous championships, the quality of the proposed protest committee, independence of the member national authority of the organizing authority and whether the requirement has been waived previously. Other relevant criteria whether the event does not use if Appendix P for on-the-water penalties by the international jury for breaches of rule 42, or a system for direct judging

on the water. Unfortunately, waiving the requirement means that the jury becomes an ordinary protest committee with right of appeal. An international jury of three members might be feasible for such events as the jury of three members could fulfil their duties to hear protests and requests for redress and respond to questions about rules, while ensuring fairness of the competition when the right of appeal is denied.

5. It should be noted that, in accordance with rule N1.5, when an international jury of three members, has fewer than three members, because of illness or emergency, and no qualified replacement IJ is available it is not remain properly constituted. It becomes a protest committee whose decisions are subject to appeal under rule 70.5.

### Racing Rules of Sailing

#### Size and Composition of International Juries – Appendix N1.2

A submission from Sail Canada

#### Purpose or Objective

A discussion paper to reduce costs of events by reducing the size of International Juries at events with the exception of Sailing World Cups and Regional Games. Note: The Olympic Games Jury is prescribed in Regulation 23.3.

#### Proposal

Amend RRS Appendix N1.2 as follows: (effective in RRS 2017-2020)

N1.2 The jury shall consist of a chairman, a vice chairman if desired, and other members for a total of at least ~~three~~<sup>five</sup>. A majority shall be International Judges. The jury may appoint a secretary, who shall not be a member of the jury.

Furthermore, it is proposed that the International Judges sub-committee review Appendix N, including composition of International Juries (e.g. nationalities) and training of new International Jurors, and make a Submission for November 2014.

#### Current Position

As above.

#### Reasons

1. Entry fees have increased considerably over the last decade, and one of the cost factors are the higher costs of travel, accommodations and food for 5 or more jurors.
2. Many regattas report that jury costs can be approximately 40-50% of the entry fees.
3. Many International Judges suggest that larger juries (5 plus) take longer to arrive at a decision and write up the decision.

## Racing Rules of Sailing

New Case (Appeal 107)

A submission from US Sailing

### Purpose or Objective

To submit a US Sailing Appeal for consideration as an ISAF Case.

### Proposal

**CASE XXX** (Appeal 107)

### **Definitions, Interested Party**

#### **Rule 63.4, Interested Party**

#### **Rule 71.2, National Authority Decisions**

*A protest committee member whose child is competing in a race that includes the parties to the protest is an interested party, because the relationship between the parent and child is a ‘close personal’ one. The protest committee member therefore will have a close personal interest in the protest committee’s decision, and therefore must not take part in the hearing.*

### **Summary of the Facts**

In the last race of a regatta involving International Optimists, the boat finishing second protested the boat finishing first concerning an incident near a windward mark. The decision on the protest could not affect the final series ranking of boats other than the protestor and the protestee. The protest committee disqualified the protestee.

The protestee appealed on the grounds that a member of the protest committee was an interested party. The protest committee member was the father of a competitor in the race who was not a party to the hearing. In a comment on the appeal, the protestor argued that the father was not an interested party because the decision on the protest could not affect the relative scores of boats other than the protestor and the protestee, and therefore the father’s participation in the hearing could have no effect on his son’s series position.

### **Decision**

Concerning whether the protest committee member in question was an interested party, the definition Interested Party provides two meanings. The one applicable here is ‘a person who...has a close personal interest in’ a protest committee’s decision. The relationship between a parent and child will almost certainly be a ‘close personal’ one. Therefore a parent on a protest committee would have a close personal interest in the decision on a protest involving parties in a race in which the parent’s child was also a competitor. Accordingly, the father was an interested party and was prohibited from taking part in the hearing, other than to appear as a witness (see rule 63.4).

The reasoning that the father was not an interested party because the decision on the protest could not affect the relative scores of boats other than the protestor and the protestee is incorrect.



Disqualification of one or both of the original parties to the hearing is not the only possible decision on a protest. Other possibilities include deciding to protest other boats, granting redress to some boats and abandoning the race.

The fact that an interested party was a member of the protest committee and as such took part in the hearing conflicted with the requirements of rule 63.4, and therefore the hearing is nullified. The protest itself was valid, however, and therefore the protestor was entitled to a proper hearing. As permitted by rule 71.2, the protest is to be returned to the regatta's organizing authority to arrange for a new hearing and decision by a new protest committee with no members from the original committee.

#### Current Position

None.

#### Reasons

1. Parents are often asked to be members of protest committees. This appeal makes it clear that a parent is an 'interested party' and therefore cannot be a member of a protest committee for a hearing involving a race their child was racing in.
2. It explains that even when a disqualification would not affect the parent's child's score, disqualification may not be the only outcome of the hearing; therefore the parent should not be involved at all where he or she may have an influence on the outcome.
3. It also makes the point that if a hearing involved a member of the protest committee who was an interested party, and if the protest is valid, the hearing should be held, but with a protest committee that does not include an interested party.

### **Racing Rules of Sailing**

New Case (Question 110)

A submission from US Sailing

#### **Purpose or Objective**

To submit a US Sailing Appeal for consideration as an ISAF Case.

#### **Proposal**

**CASE XXX** (Question 110)

#### **Basic Principles, Environmental Responsibility Rule 55, Trash Disposal**

*Broken sail stops made of yarn or rubber bands that fall into the water are trash, even if they are biodegradable. Intentionally putting broken sail stops in the water breaks rule 55. However, rule 55 can be changed in the sailing instructions to permit their use.*

#### **Assumed Facts**

Boat A stops a sail using commercially available biodegradable yarn or rubber bands. When the sail is hoisted and the stops are broken, some of them fall into the water. Boat B protests A, alleging that she broke rule 55. In the hearing, A argues that the stops are not trash because they are biodegradable.

#### **Question**

Did Boat A break rule 55?

#### **Answer**

Yes. The broken sail stops that fall into the water, although biodegradable, are trash that the competitor intentionally put in the water; therefore Boat A broke rule 55. However, rule 55 can be changed in the sailing instructions to permit putting sail stops in the water; see rule 86.1(b). The change should also be noted in the notice of race; see rule J1.2(1).

If rule 55 is changed to permit putting sail stops in the water, then in keeping with the new Basic Principle, Environmental Responsibility, it would be appropriate to require that sail stops be biodegradable.

#### **Current Position**

None, other than ISAF Q&A 2013-028.

Reasons

1. Both the Basic Principle, Environmental Responsibility and rule 55, Trash Disposal, are new to the racing rules, and both deserve special emphasis because they introduce to the rules the importance of protecting the environment.
2. This appeal answers a question asked by competitors who sail with large spinnakers and headsails, noting that broken sail stops put in the water are trash, whether or not they are biodegradable.
3. Furthermore, it points out that rule 55 can be changed by sailing instructions, and that if rule 55 is changed, it would be appropriate to require that the stops be biodegradable.
4. This decision is in line with ISAF Q&A 2013-028.

## Racing Rules of Sailing

New Case based on Q&A B002

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To propose a new case based on an ISAF Q&A.

### Proposal

## CASE XXX

### **Rule 10, On Opposite Tacks Rule 14, Avoiding Contact**

*When it would be clear to a competent sailor at the helm of a starboard-tack boat that there is substantial risk of contact with a port-tack boat, the starboard-tack boat breaks rule 14 if contact occurs and there was still time for her to change course sufficiently to avoid the contact.*

### **Assumed Facts for Question 1**

In a fleet race with 10 knots wind, two one-design dinghies, each 5 metres in length, are approaching each other on close-hauled courses. S is on starboard tack and P is on port tack. P does not change course or speed. S also holds her course and speed. There is contact between S's bow and P's starboard quarter, about 20 centimetres from P's stern, causing damage. Neither boat takes a penalty. S protests P. During the hearing, the representatives of both P and S state that until the contact occurred they thought that, if S held her course and speed, P could cross ahead without contact.

### **Question 1**

How do the rules apply to this incident? In particular, did S break rule 14?

### **Answer 1**

In this situation P made an erroneous judgment that she would cross in front of S. P could have tacked to leeward of S and thereby kept clear of S and avoided the contact. Because P failed to do so, she broke both rule 10 and rule 14 and is disqualified.

Rule 14 requires a boat, including a right-of-way boat, to avoid contact if reasonably possible. However, rule 14(a) also states that a right-of-way boat need not act to avoid contact until it is 'clear' that the other boat is not keeping clear. In the conditions described, when P's bow crossed in front of S's bow it would be clear to a competent, but not necessarily expert, sailor at the helm of S that there was substantial risk of contact and therefore that P was not keeping clear. At that moment there was still time for S to bear away sufficiently to avoid the contact, and therefore S broke rule 14. Because the contact caused damage, S is disqualified and is not exonerated (see rule 14(b)).

**Assumed Facts for Question 2**

The assumed facts are the same as those for Question 1, except that just before the contact occurs S bears away slightly in an attempt to avoid P. However S misjudges the manoeuvre and there is contact that causes damage.

**Question 2**

Did S break rule 14?

**Answer 2**

As noted in Answer 1, at the time it became clear that P was not keeping clear, there was still time for S to bear away sufficiently to avoid the contact. Therefore, it was reasonably possible for S to have done so. She failed either to bear away sufficiently or to begin to bear away early enough, but that does not mean that it was not reasonably possible for her to have avoided the contact. Therefore, S broke rule 14 despite having borne away slightly before the contact occurred. Because the contact caused damage, S is disqualified and is not exonerated.

Current Position

None. The case is new. However, it is based on current ISAF Q&A B002.

Reason

To comply with an item in the minutes of the 2012 Racing Rules Committee meeting in Dublin by proposing a new case based on current ISAF Q&A B002. At that meeting, the Racing Rules Committee recommended that that Q&A was sufficiently helpful and interesting to competitors and officials that it be proposed as a new case.

**Racing Rules of Sailing**

New Case based on Q&A B003

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To propose a new case based on an ISAF Q&A.

Proposal

**CASE XXX**

**Definition, Room**

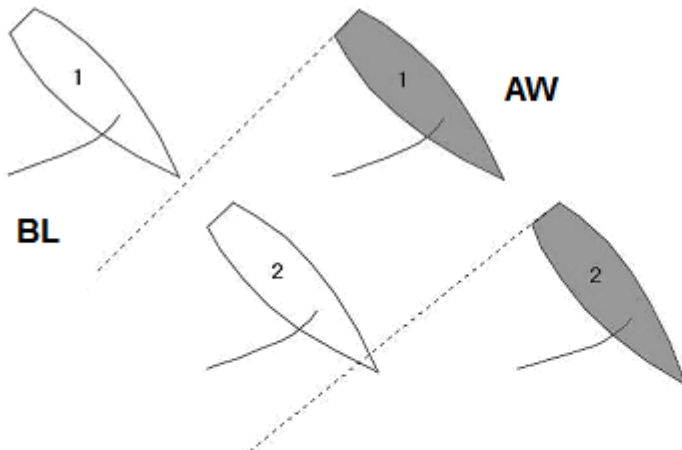
**Rule 19.2(a), Room to Pass an Obstruction: Giving Room at an Obstruction**

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

**Rule 21(a), Exoneration**

**Rule 64.1(a), Decisions: Penalties and Exoneration**

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



**Assumed Facts**

While racing, boats AW and BL are approaching an obstruction that can be passed on either side. Both boats are heading towards the middle of the obstruction. At position 1, AW is clear ahead by a very narrow margin and on a track to windward of BL. At position 2, they have become overlapped with AW to windward of BL.

At position 1, AW is clear ahead and thus has right-of-way under rule 12. When the overlap between them begins, BL becomes the right-of-way boat under rule 11.

**Question**

Rule 19.2(a) states that the right-of-way boat may choose to pass the obstruction on either side. How can we determine which boat has the right to choose in this situation?

**Answer**

At any point in time, the right-of-way boat at that moment is entitled by rule 19.2(a) to choose on which side she will pass the obstruction. Therefore, while AW is clear ahead of BL, she has the right to choose to pass the obstruction on either side. However, after the boats become overlapped, AW has lost that right, and at that time BL has the right to choose.

When a right-of-way boat acts to implement a choice she has made under rule 19.2(a), she must comply with any applicable rules of Sections A and B.

In the situation shown in the diagram, if after position 2 BL chooses to pass to leeward of the obstruction and if the boats remain overlapped, BL must give AW room between herself and the obstruction as required by rule 19.2(b). However, if, contrary to what is shown in the diagram, the overlap were to be established after AW was already committed to passing to leeward of the obstruction and BL was unable to give her room to do so, BL fails to give AW room to keep clear and breaks rule 15 (see the definition Room). AW is then exonerated under rule 64.1(a) for breaking rule 11.

If the boats remain overlapped after position 2 and BL chooses to pass to windward of the obstruction, BL must comply with rule 17 and, until the boats begin to pass the obstruction on the same side, with rule 16.1. AW must keep clear as required by rule 11. If AW is unable to give BL room between herself and the obstruction from the time the overlap began, BL breaks rule 16.1. BL cannot be exonerated under rule 21(a) because she is not sailing within room to which she is entitled. AW is then exonerated under rule 64.1(a) for breaking rule 11.

Current Position

None. The case is new. However, it is based on current ISAF Q&A B003.

Reason

To comply with an item in the minutes of the 2012 Racing Rules Committee meeting in Dublin by proposing a new case based on current ISAF Q&A B003. At that meeting, the Racing Rules Committee recommended that that Q&A was sufficiently helpful and interesting to competitors and officials that it be proposed as a new case.

## Racing Rules of Sailing

New Case based on Q&A B004

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To propose a new case based on an ISAF Q&A.

### Proposal

## CASE XXX

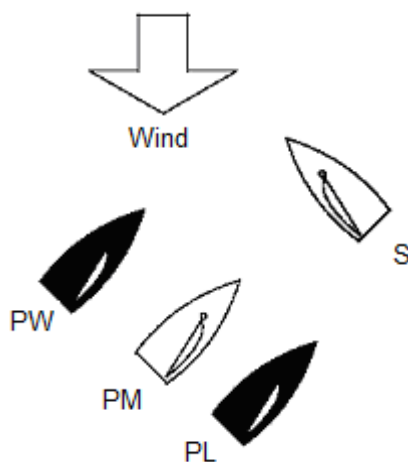
### **Definition, Obstruction**

### **Definition, Room**

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

### **Rule 21(a), Exoneration**

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



### **Assumed Facts**

Boats PW, PM and PL are close-hauled and overlapped on port tack. Boat S is close-hauled on starboard tack. PW is on a collision course with S. PM and PL do not need to change course, to pass safely astern of S. PW bears away to pass astern of S without making contact, and PM bears away to give her just enough space to do so. PL holds her course and there is a contact between PM and PL, without damage or injury. No boat takes a penalty. PM protests PL.



**Question**

How do the rules apply to this incident and which boat or boats should be disqualified?

**Answer**

S was an obstruction to PW, PM and PL because each of them would need to change course substantially if she were sailing directly towards S and were one hull length from S, and because they all were required by rule 10 to keep clear of S (see definition Obstruction). PL had the right under rule 19.2(a) to choose to pass S on either side because she had right of way over both PM and PW. However, PL was not entitled to hail for room to tack under rule 20 because she did not need to change course to avoid S (see rule 20.1(a)). As PL passed astern of S, rule 19.2(b) required PL to give room to both PM and PW to pass between her and S. Rule 19.2(b) also required PM to give PW room.

The space that PL was required to give to PM and PW included enough space for PM to give PW room and for PM to keep clear of PL, as well as space for PW to keep clear of both S and PM (see the definition Room). PL did not give that space. Therefore, she broke rule 19.2(b), and should be disqualified. PL also broke rule 14 as, had she given PM and PL enough space, the contact could have been avoided. However, because PL had right of way over PM and there was no damage or injury, PL is exonerated under rule 14(b) for her breach of rule 14.

PM broke rule 11, but she is exonerated under rule 21(a) because she was sailing within the room to which she was entitled under rule 19.2(b). PM did not break rule 14 because it was not possible for her to have avoided making contact either with PL or with PW.

Current Position

None. The case is new. However, it is based on current ISAF Q&A B004.

Reason

To comply with an item in the minutes of the 2012 Racing Rules Committee meeting in Dublin by proposing a new case based on current ISAF Q&A B004. At that meeting, the Racing Rules Committee recommended that that Q&A was sufficiently helpful and interesting to competitors and officials that it be proposed as a new case.

## Racing Rules of Sailing

New Case based on Q&A D001

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To propose a new case based on an ISAF Q&A.

### Proposal

## CASE XXX

### **Rule 24.2, Interfering with another Boat**

*For the purpose of determining whether rule 24.2 applies to an incident, a boat is sailing on the leg which is consistent with her course immediately before the incident and her reasons for sailing that course.*

### **Assumed Facts for Question 1**

The course for a race begins with a windward leg to the windward mark, followed by a short reach to an offset mark and then a run to the leeward mark. Boats L and W sail the windward leg and round the windward mark and the offset mark. On the run, while L and W are on the same tack sailing towards the leeward mark, L luffs W, and W responds and keeps clear. After the race, W learns that L had failed to start and has been scored OCS. W protests L alleging that L broke rule 24.2.

### **Question 1**

For the purposes of rule 24.2, were L and W sailing on the same leg of the course or different legs when L luffed W?

### **Answer 1**

For the purpose of determining whether rule 24.2 applies to an incident, a boat is sailing on the leg which is consistent with the course she is sailing before the incident and with her reasons for sailing that course. L had not started, but she was unaware that she had made that error. Therefore, L was sailing on the leg of the course to the leeward mark. Clearly W was on the same leg. Therefore, when L luffed W, rule 24.2 did not apply between them.

### **Assumed Facts for Question 2**

The facts are the same as for Question 1, but with these differences: L started correctly, but she was unaware of the requirement to round the offset mark and she failed to round it on the required side. After rounding the windward mark she sailed towards the leeward mark until she luffed W.

**Question 2**

For the purposes of rule 24.2, were L and W sailing on the same leg of the course or different legs when L luffed W?

**Answer 2**

Clearly W was sailing on the leg to the leeward mark. Because L was unaware of the requirement to round the offset mark and had been sailing towards the leeward mark from the time she rounded the windward mark until she luffed W, L was also sailing on the leg to the leeward mark. Therefore, when L luffed W, rule 24.2 did not apply between them.

**Assumed Facts for Question 3**

The facts are the same as for Question 2, but with these differences: After L had sailed part of the way to the leeward mark, she realized that she had failed to round the offset mark and she turned back to correct her error. While L was beating to windward to the offset mark she encountered boat X. X had rounded the windward mark and the offset mark and was running towards the leeward mark on the same tack as L. L deviated from her proper course to the offset mark in order to luff X. X protested L alleging that L broke rule 24.2.

**Question 3**

For the purposes of rule 24.2, were L and X sailing on the same leg of the course or different legs when L luffed X?

**Answer 3**

Clearly X was sailing on the leg to the leeward mark. When L realized that she failed to round the offset mark and turned to sail towards the offset mark, she was no longer sailing on the leg to the leeward mark and had begun to sail on the leg from the windward mark to the offset mark. She was sailing on that leg when she encountered X. Therefore, the boats were sailing on different legs when L luffed X. Rule 24.2 did apply between L and X, and L broke it.

Current Position

None. The case is new. However, it is based on current ISAF Q&A D001.

Reasons

To comply with an item in the minutes of the 2012 Racing Rules Committee meeting in Dublin by proposing a new case based on current ISAF Q&A D001. At that meeting, the Racing Rules Committee recommended that that Q&A was sufficiently helpful and interesting to competitors and officials that it be proposed as a new case.

This case helps to answer the question, 'For the purposes of rule 24.2, how can a protest committee determine what leg of the course a boat was sailing on when an incident occurred?' This question has been debated for many years, but no guidance has been given in the Case Book. In the view of the Case Book Working Party, the question of what leg a boat is sailing on is similar to the question of whether or not a boat was sailing her proper course at a particular time. It is also similar to one of the questions with which the protest committee was confronted in Case 34.

In the Case Book Working Party's opinion, the answers to all three of these questions depend on the course the boat was sailing prior to the incident and the reasons she gives for sailing that course.

## Racing Rules of Sailing

New Case based on Q&A E001

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To propose a new case based on an ISAF Q&A.

### Proposal

## CASE XXX

### **Definition, Racing**

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

### **Question**

The definition Racing states that a boat that *'finishes* and clears the finishing line and *marks*' is no longer racing. When does a boat 'clear' the finishing line and marks?

### **Answer**

A boat clears the finishing line and marks when the following two conditions are met: no part of her hull, crew or equipment is on the line, and no finishing mark is influencing her choice of course.

For example, a boat that clears the finishing line and then continues to sail toward a finishing mark, where current sets her into the mark, is still racing and has broken rule 31. However, a boat that crosses the finishing line, and sails to a position at which no finishing line mark is influencing her choice of course, is no longer racing. If, later, she hits a finishing line mark, she does not break rule 31.

### Current Position

None. The case is new. However, it is based on current ISAF Q&A E001.

### Reason

To comply with an item in the minutes of the 2012 Racing Rules Committee meeting in Dublin by proposing a new case based on current ISAF Q&A E001. At that meeting, the Racing Rules Committee recommended that that Q&A was sufficiently helpful and interesting to competitors and officials that it be proposed as a new case.

## Racing Rules of Sailing

New Case based on Q&A E002

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To propose a new case based on an ISAF Q&A.

### Proposal

## CASE XXX

### Definition, Finish

#### Rule 28.2, Sailing the Course

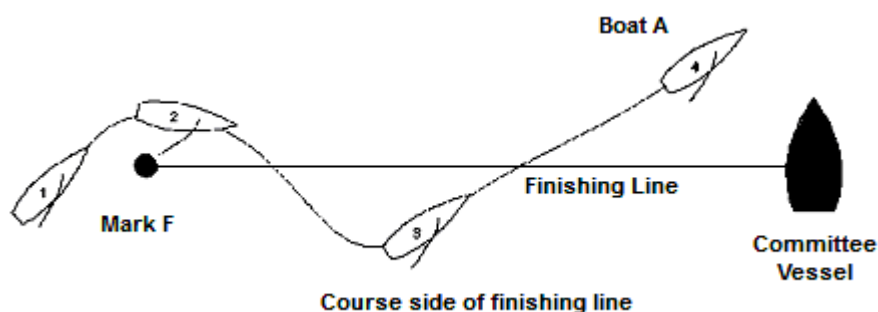
#### Rule 31, Touching a Mark

#### Rule A5, Scores Determined by the Race Committee

*If a boat makes an error under rule 28.2 or breaks rule 31 at the finishing line and finishes without correcting her error or taking a penalty, she must be scored points for the place in which she finished. She can only be penalized for breaking rule 28.2 or rule 31 if she is protested and the protest committee decides that she broke the rule.*

### Assumed Facts for Question 1

All the boats in a race, with the exception of boat A, sailed to the finishing line from the last mark and then finished by crossing the line from its course side leaving the committee vessel to starboard and mark F to port. As shown in the diagram, A left mark F to starboard, bore away, sailed completely to the course side of the finishing line, and, shortly after position 3, finished. A then sailed into the harbour. Members of the race committee observed A sail the course shown in the diagram. The rules of Appendix A applied.



### Question 1

What should the race committee do in this situation?

**Answer 1**

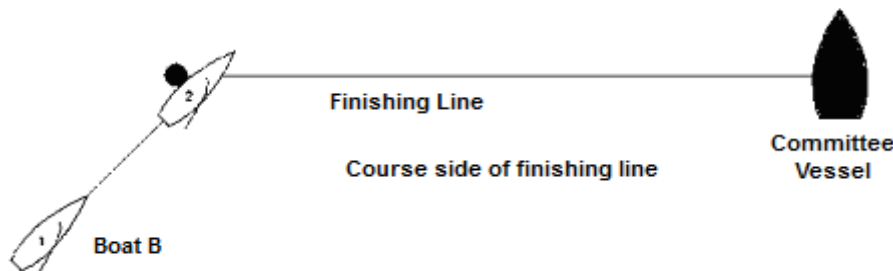
The race committee is required by rule A4.1 to score A points for the place in which she finished.

To comply with rule 28.2, a string representing a boat's track must, when drawn taut, pass mark F on the required side. A made an error under rule 28 at the line because the string representing her track, when drawn taut, passes mark F on the wrong side. A did not correct that error, and therefore she broke rule 28.2. As rule A5 states, only the protest committee may penalize A for her breach. Therefore, A can be penalized only if a valid protest is made against her and the protest committee decides that she broke the rule.

As rule 60.2(a) states, the race committee may protest A. If it decides to do so, it must inform her that it intends to protest and deliver its written protest within the time limit of rule 61.3 (see rule 61.1(b)). In addition, the protest committee or a boat may protest A.

**Assumed Facts for Question 2**

The race committee observes boat B touch the finishing mark as she crosses the finishing line. B does not take a penalty and sails into the harbour.

**Question 2**

What should the race committee do?

**Answer 2**

B finished when she crossed the finishing line just before position 2. The race committee is required by rule A4.1 to score B points for the place in which she finished.

As rule 60.2(a) states, the race committee may protest B. If it decides to do so, it must inform her that it intends to protest and deliver its written protest within the time limit of rule 61.3 (see rule 61.1(b)). In addition, the protest committee or a boat, if the boat saw B touch the mark, may protest B.

Current Position

None. The case is new. However, it is based on current ISAF Q&A E002.

Reason

To comply with an item in the minutes of the 2012 Racing Rules Committee meeting in Dublin by proposing a new case based on current ISAF Q&A E002. At that meeting, the Racing Rules Committee recommended that that Q&A was sufficiently helpful and interesting to competitors and officials that it be proposed as a new case.

## Racing Rules of Sailing

New Case based on Q&A E006

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To propose a new case based on an ISAF Q&A.

### Proposal

## CASE XXX

### **Definition, Finish**

#### **Rule 28, Sailing the Course**

#### **Rule 32, Shortening or Abandoning after the Start**

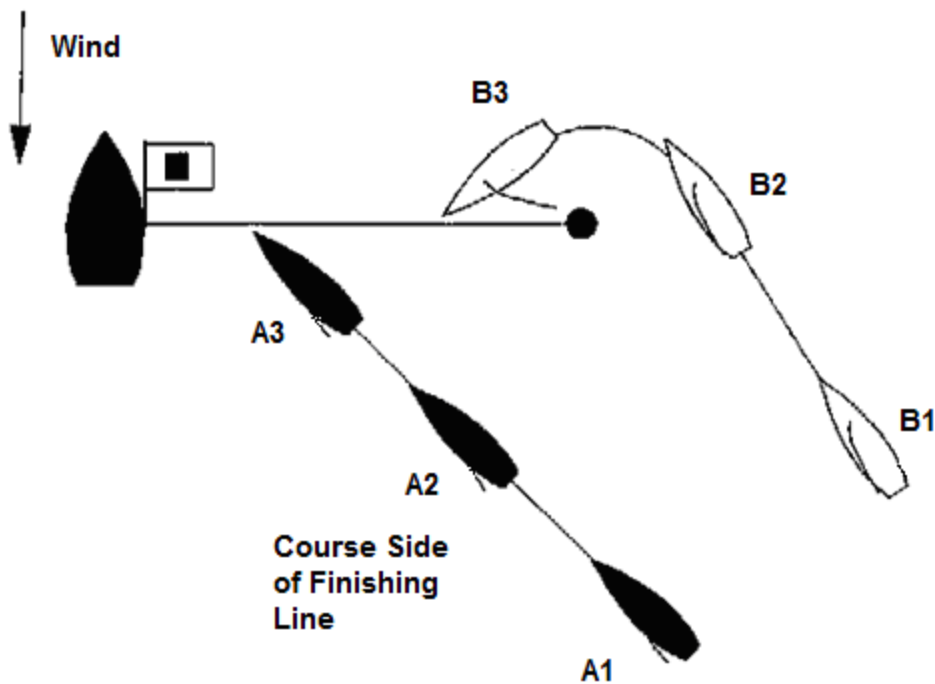
#### **Rule 62.1(a), Redress**

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

### **Assumed Facts for Question 1**

The sailing instructions state that all rounding marks, including the windward mark, are to be left to port. Due to insufficient wind the race committee shortens the course by displaying flag S (with two sounds) from a staff on a committee boat anchored near the windward mark.





The committee sets the finishing line as shown in the diagram, with the committee boat positioned to be the mark at the port end of the line. Boats A and B approach the finishing line, see flag S and sail the courses shown in the diagram.

### Question 1

After the race committee signals shortened course, are boats still required to leave the windward mark to port and to 'hook round' it (as B does), or are they required to cross the finishing line from the course side (as A does)?

### Answer 1

After the race committee signals shortened course, the windward mark is no longer a rounding mark. It becomes a finishing mark. To comply with rule 28, boats must finish in accordance with the definition Finish. Therefore, they must cross the finishing line from its course side. A finishes in accordance with the definition; B does not finish.

### Additional Assumed Facts for Question 2

Boat B requests redress claiming that positioning the committee boat as shown in the diagram was an improper action of the race committee because it was not clear from reading the racing rules and the sailing instructions in which direction boats were required to cross the finishing line.

### Question 2

Was it an improper action of the race committee to anchor the committee boat displaying flag S where it did?

### Answer 2

No. When the course is shortened at a rounding mark, rule 32.2(a) permits the race committee to position the vessel displaying flag S at either end of the finishing line. Rule 28 clearly requires boats

to cross the finishing line in accordance with the definition Finish. The definition Finish cannot be changed by a sailing instruction (see rule 86.1).

If the committee boat displaying flag S had been anchored in a position that angled the finishing line so that boats could not easily determine in which direction they should cross the finishing line, that would have been an improper action of the race committee (see Case 82).

If the race committee had issued a sailing instruction that required boats to finish by crossing the finishing line by 'hooking round' the finishing mark as boat B did, that would have been an improper action (see Case 45).

#### Current Position

None. The case is new. However, it is based on current ISAF Q&A E006.

#### Reason

To comply with an item in the minutes of the 2012 Racing Rules Committee meeting in Dublin by proposing a new case based on current ISAF Q&A E006. At that meeting, the Racing Rules Committee recommended that that Q&A was sufficiently helpful and interesting to competitors and officials that it be proposed as a new case.

## Racing Rules of Sailing

New Case based on Q&A J021

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To propose a new case based on an ISAF Q&A.

### Proposal

#### CASE XXX

#### **Rule 43.1, Competitor Clothing and Equipment**

#### **Rule 60.2, Right to Protest; Right to Request Redress or Rule 69 Action**

#### **Rule 78, Compliance with Class Rules; Certificates**

#### **Rule A5, Scores Determined by the Race Committee**

*A person appointed to serve as an equipment inspector or event measurer is a member of the race committee only if appointed by that committee. Such a person must always make a report when one is required by rule 43.1(c) or rule 78.3. He may protest a boat under rule 60.2's last sentence only if the race committee delegates the responsibility for such protests to him. When a boat breaks rule 78.2, the race committee cannot disqualify her without a protest.*

#### **Question 1**

Is an equipment inspector or measurer for an event a member of the race committee for that event?

#### **Answer 1**

An equipment inspector or event measurer is responsible for checking that the boats or the personal equipment used by competitors comply with the rules. The race committee includes any person performing a race committee function (see Terminology in the Introduction). The race committee's responsibilities, which determine its functions, are stated in many racing rules (see, for example, rules 85, 90, 60.2 and other rules, particularly those in Part 3). No racing rule makes the race committee responsible for checking that boats or personal equipment comply with the rules. However, if a person is appointed by the race committee to serve as an equipment inspector or event measurer, then that person is a member of the race committee.

#### **Question 2**

Do the rules permit a protest under rule 60.2's last sentence by an equipment inspector or event measurer who is a member of the race committee and who decides that a boat or personal equipment does not comply with the class rules or believes that a competitor may have broken rule 43.1(a) or 43.1(b)? Is it necessary for such an equipment inspector or event measurer to make a written report required by rule 43.1(c) or rule 78.3?

**Answer 2**

Such an equipment inspector or event measurer may protest a boat under rule 60.2's last sentence only if the race committee delegates the responsibility for such protests to him. A written report required by rule 43.1(c) or rule 78.3 must be made unless a sailing instruction changes rule 78.3 so that the report required by that rule is not required.

**Assumed Facts for Question 3**

A rule in the sailing instructions for an event requires that a certificate be produced or its existence verified before a boat races. One boat does not comply with this requirement, but before the first race she provides the race committee with a statement signed by the person in charge that the boat has a valid certificate. At the end of the event, the certificate has neither been produced nor verified.

**Question 3**

Rule 78.2 requires that the boat be disqualified from all races of the event. Is the race committee permitted to score the boat 'DSQ' for all races without a hearing?

**Answer 3**

No. Rule A5 lists the scoring actions the race committee may take without a hearing. An action under rule 78.2 is not in that list. Rule A5 also states that 'only the protest committee may take other actions that worsen a boat's score.' Therefore, the boat cannot be penalized for breaking rule 78.2 unless she is protested. The race committee may protest the boat (see rule 60.2(a)). In exercising its discretion to protest or not, the race committee ought to consider that other boats may not be aware that the boat has failed to produce her certificate or verify that it exists. If the boat is protested and the protest committee finds that she broke rule 78.2, her penalty is disqualification from all races of the event.

Current Position

None. The case is new. However, it is based on current ISAF Q&A J021.

Reason

To comply with an item in the minutes of the 2012 Racing Rules Committee meeting in Dublin by proposing a new case based on current ISAF Q&A J021. At that meeting, the Racing Rules Committee recommended that that Q&A was sufficiently helpful and interesting to competitors and officials that it be proposed as a new case.

## Racing Rules of Sailing

New Case based on Q&A M001

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To propose a new case based on an ISAF Q&A.

### Proposal

#### **CASE XXX**

#### **Rule 18.1(a), Mark-Room: When Rule 18 Applies** **Rule 42.3(c), Propulsion: Exceptions**

*A boat is ‘on a beat to windward’ when the course she would sail to finish as soon as possible in the absence of other boats is a close-hauled course or above.*

### **Question**

The phrase ‘on a beat to windward’ is used in rules 18.1(a) and 42.3(c). When is a boat on a beat to windward?

### **Answer**

For the purposes of rules 18.1(a) and 42.3(c), a boat is on a beat to windward when the course she would sail to finish as soon as possible in the absence of other boats is a close-hauled course or above.

When a boat is on a windward leg, she is not necessarily on a beat to windward. An example is a boat that has overstood a windward mark and, in the absence of other boats, would therefore sail below close-hauled to finish as soon as possible. Such a boat may have overstood the mark either by sailing beyond the layline to the mark or because a change in wind direction has made it possible for her to sail to the mark on a course below close-hauled.

Similarly, when a boat is on a reaching or a downwind leg, there are circumstances in which she may be on a beat to windward. This can happen when a boat has been swept by current below the rhumb-line to a reaching mark, or there has been a change in wind direction, and as a result the course the boat would sail to finish as soon as possible in the absence of other boats has become a close-hauled course or above.

### Current Position

None. The case is new. However, it is based on current ISAF Q&A M001.

Reason

To comply with an item in the minutes of the 2012 Racing Rules Committee meeting in Dublin by proposing a new case based on current ISAF Q&A M001. At that meeting, the Racing Rules Committee recommended that that Q&A was sufficiently helpful and interesting to competitors and officials that it be proposed as a new case.

## Racing Rules of Sailing

New Case based on Q&A M002

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To propose a new case based on an ISAF Q&A.

### Proposal

## CASE XXX

### **Rule 16, Changing Course**

*A boat changes course when the direction in which her bow is pointing changes. However, if a boat is moving astern through the water and then without changing the direction in which her bow is pointing begins to move forward, she changes course by 180°; and vice versa.*

### **Assumed Facts for Question 1**

The wind is from the southeast. A boat is moving forward through the water on starboard tack with her bow pointing directly east (90°). Without changing the direction in which her bow is pointing, she eases her sheets, her sails luff and her speed drops to zero. Later, she trims her sheets, fills her sails and begins to move forward. Initially she makes leeway and the direction in which she moves through the water is 70°, even though her bow is still pointing east.

### **Question 1**

For the purposes of rule 16, when the boat begins to move forward while making leeway, does she change course?

### **Answer 1**

No. Her course was 90° before she began to move, and it remains 90° after she begins to move forward.

### **Assumed Facts for Question 2**

Without changing the direction in which her bow is pointing, a boat that had been moving astern through the water, changes the trim of her sails and begins to move forward through the water.

### **Question 2**

When the boat begins to move forward, does she change course?

**Answer 2**

Yes. When a boat is moving forward through the water, her course is the direction in which her bow is pointing, but when she is moving astern through the water, her course is the direction in which her stern is pointing. Therefore, if a boat is moving astern through the water and then without changing the direction in which her bow is pointing begins to move forward, she changes course by 180°. Similarly, if a boat is moving forward and then without changing the direction in which her bow is pointing begins to move astern, she changes course by 180°.

Current Position

None. The case is new. However, it is based on current ISAF Q&A M002.

Reason

To comply with an item in the minutes of the 2012 Racing Rules Committee meeting in Dublin by proposing a new case based on current ISAF Q&A M002. At that meeting, the Racing Rules Committee recommended that that Q&A was sufficiently helpful and interesting to competitors and officials that it be proposed as a new case.



## Racing Rules of Sailing

### The Call Book for Match Racing, New MR Call C3

A submission from the Chairman of the Racing Rules Committee

#### Purpose or Objective

To comply with ISAF Regulations 28.3.1, 28.3.2, 28.3.4 and 28.3.7

#### Proposal

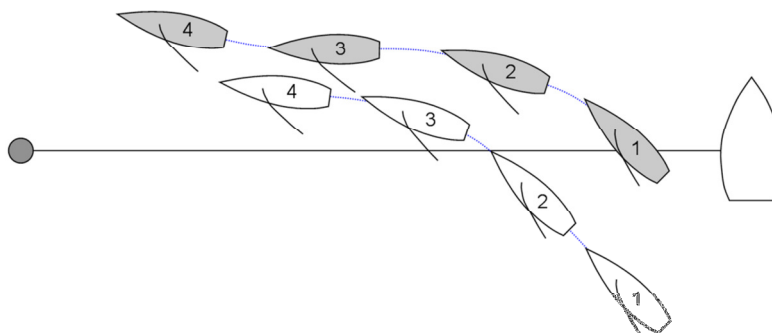
### MR CALL C3

**Rule 22.1 Starting Errors**  
**Rule 24.2 Interfering with Another Boat**

#### **Question**

The starting signal is made at position 1 and Blue is signalled as being OCS. Blue bears away to return to the starting line. At position 2, Blue is able to cross in front of Yellow if Yellow holds her course.

Yellow bears away to prevent Blue from crossing her. Blue luffs and keeps clear. There is a Y-flag. What should the call be?



#### **Answer**

Display the green and white flag.

Although Blue has not started correctly, Yellow is not interfering with a boat on 'another leg of the course', so rule 24.2 does not apply. In addition, rule 22.1 does not apply until Blue has born away sufficiently to be sailing towards the pre-start side of the starting line. Rule 11 applies and Blue is keeping clear of Yellow.

Current Position

MR Rapid Response Call 2013.01 as above.

Reasons

1. To clarify that an OCS boat is not subject to rule 22.1 until she is sailing a course towards the pre-start side of the starting line or one of its extensions to start.
2. Further, an OCS boat is not on 'another leg' than the boat that started correctly, so rule 24.2 does not apply.

## Racing Rules of Sailing

The Call Book for Match Racing, Additional Question in New MR Call C3 (130-13)

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To clarify and give a 'black and white' answer to a situation that has been called inconsistently for years.

### Proposal

Create new Question 2 in MR Call C3 with one of the proposed answers shown below, and if needed, amend TR Call C3 accordingly.

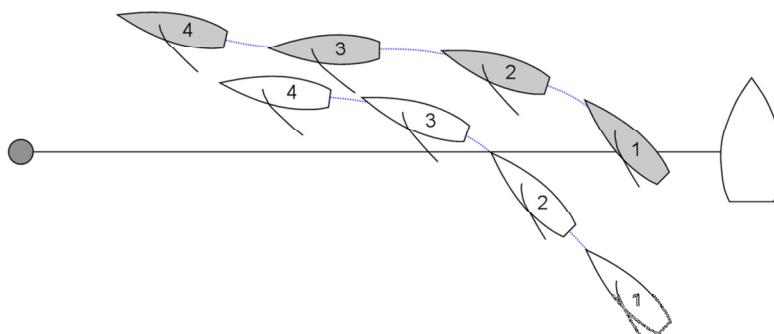
### **MR CALL C3**

**Rule 22.1 Starting Errors**  
**Rule 24.2 Interfering with Another Boat**

#### **Question 1**

The starting signal is made at position 1 and Blue is signalled as being OCS. Blue bears away to return to the starting line. At position 2, Blue is able to cross in front of Yellow if Yellow holds her course.

Yellow bears away to prevent Blue from crossing her. Blue luffs and keeps clear. There is a Y-flag. What should the call be?



#### **Answer 1**

Display the green and white flag.

Although Blue has not started correctly, Yellow is not interfering with a boat on 'another leg of the

course', so rule 24.2 does not apply. In addition, rule 22.1 does not apply until Blue has born away sufficiently to be sailing towards the pre-start side of the starting line. Rule 11 applies and Blue is keeping clear of Yellow.

## Question 2

**Will rule 24.2 apply when Blue starts sailing a course towards the starting line?**

### Answer 2 (Alternative 1)

**No. Both boats are on the leg to the windward mark.**

### Answer 2 (Alternative 2)

**Yes. Because Blue has not started and is sailing towards the starting line to start, she is on different leg than Yellow.**

## Current Position

As above. (MR Call C3 as submitted this year.)

## Reasons

1. MR Call C3 begs for an answer to whether the situation changes with regard to rule 24.2 when an OCS boat is actually sailing towards the pre-start side of the line to start (and rule 22.1 applies too). One answer is given in TR Call C3, however these two calls are not quite the same. Giving a clear answer in MR Call C3 and if needed amending TR Call C3 accordingly will increase consistency, not only within match racing, but between the two disciplines.
2. One difference between those two calls is that in TR Call C3 the OCS boat has never been on the pre-start side of the starting line, whereas in MR Call C3 the OCS boat has 'started', but too early, and until she is sailing back towards the starting line (or one of its extensions) to start she is considered to be on the windward leg. If she continues sailing the course, she maintains her rights - but will be scored OCS by the RC without a hearing. (This principle is supported through several cases in the ISAF Case Book: Cases 28, 31, 34 and 65.) If she returns to start - and while she is then sailing towards the line to start correctly - she is subject to rule 22.1 and must keep clear. Until she does - she is simply on the windward leg, although she has made a mistake/broken a rule at the start.
3. Including the proposed Question 2 to this call will answer the question: Is there a 'leg of the course' before starting, or: when you have not started, are you on 'another leg' than a boat that has started?
4. The requirements in rule 28 contain three distinct parts: starting, sailing the course and finishing. A boat can do one or two of these without doing all three:
  - A boat that does not start correctly but sails the course, retains her rights and will, if she finishes, be scored OCS by the RC.
  - A boat that starts correctly, but makes a mistake in sailing the course, retains her rights and will, if she finishes, be scored as finished - and then there should be a protest under rule 28.

- A boat that starts correctly and sails the course but does not finish, will be scored DNF by the RC.

5. The RRS reflects these three parts:

- Rule 22.1 addresses the scenarios where one boat has started and another is 'returning to start',
- rule 24.2 addresses situations where boats have had different progress on the race course and therefore meet while being on different legs, and
- rule 24.1 addresses situations where one boat has finished (or retired) and stopped racing while another is racing.

## Racing Rules of Sailing

### The Call Book for Match Racing, MR Call E3

A submission from the the Chairman of the Racing Rules Committee

#### Purpose or Objective

To correct a rules update mistake in the current MR Call E3.

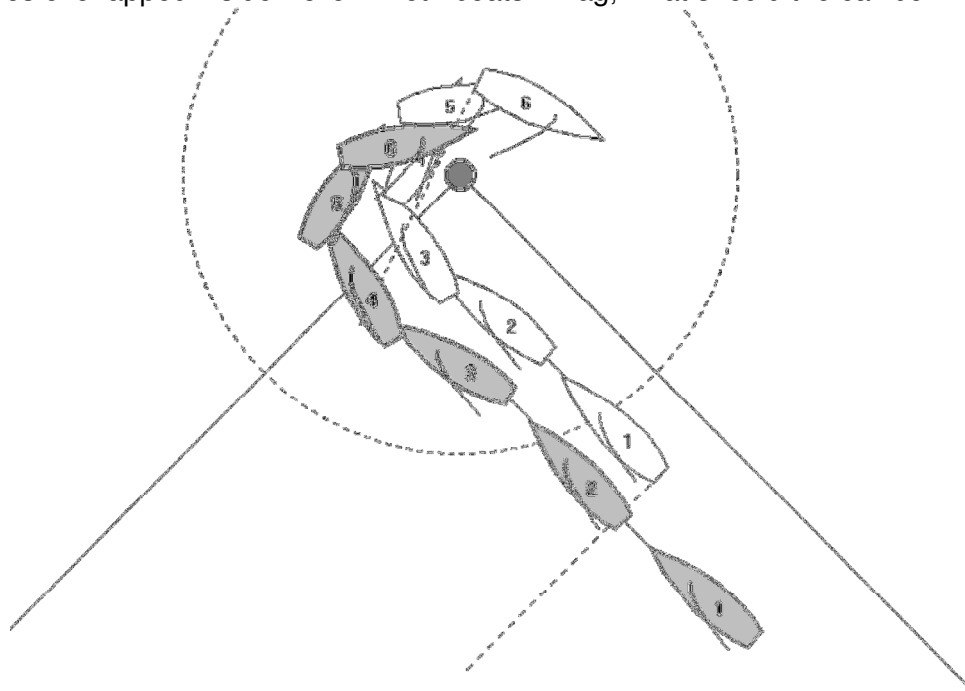
#### Proposal

**,MR CALL E3 (UMP 30)**

<b>Rule 15</b>	<b>Acquiring Right of Way</b>
<b>Rule 17</b>	<b>On the Same Tack; Proper Course</b>
<b>Rule 18.2</b>	<b>Giving Mark-Room</b>
<b>Rule C2.7</b>	<b>Tacking in the Zone</b>
<b>Definitions</b>	<b>Mark-Room</b>

#### **Question 1**

Yellow enters the zone clear ahead of Blue. Both boats tack and continue to round the mark. Blue becomes overlapped inside Yellow. Both boats Y-flag, what should the call be?



#### **Answer 1**

**When Yellow enters the zone, rule 18.2(b) applies until Yellow passes head to wind. When**

**Blue thereafter passes head to wind, rule C2.7 applies because the boats are on the same tack and Yellow is fetching the mark. Rule 18.2 does not thereafter apply between them.**

**When Blue completes her tack, rule C2.7(b) applies because Yellow can by luffing avoid becoming overlapped inside Blue. Penalize Yellow for not giving Blue mark-room.**

~~When Yellow becomes overlapped to windward and on the inside of Blue in position 3, mark room includes room for Yellow to tack. After she has been given room to tack, 18.2(b) ceases to apply. From the moment Blue becomes overlapped inside Yellow, rule 18.2(a) applies.~~

~~Rule 18.2(c) applies and Yellow is only required to give mark room provided she has been able to do so from the time the overlap began. Since Yellow is unable to give mark room, she is not required to give it.~~

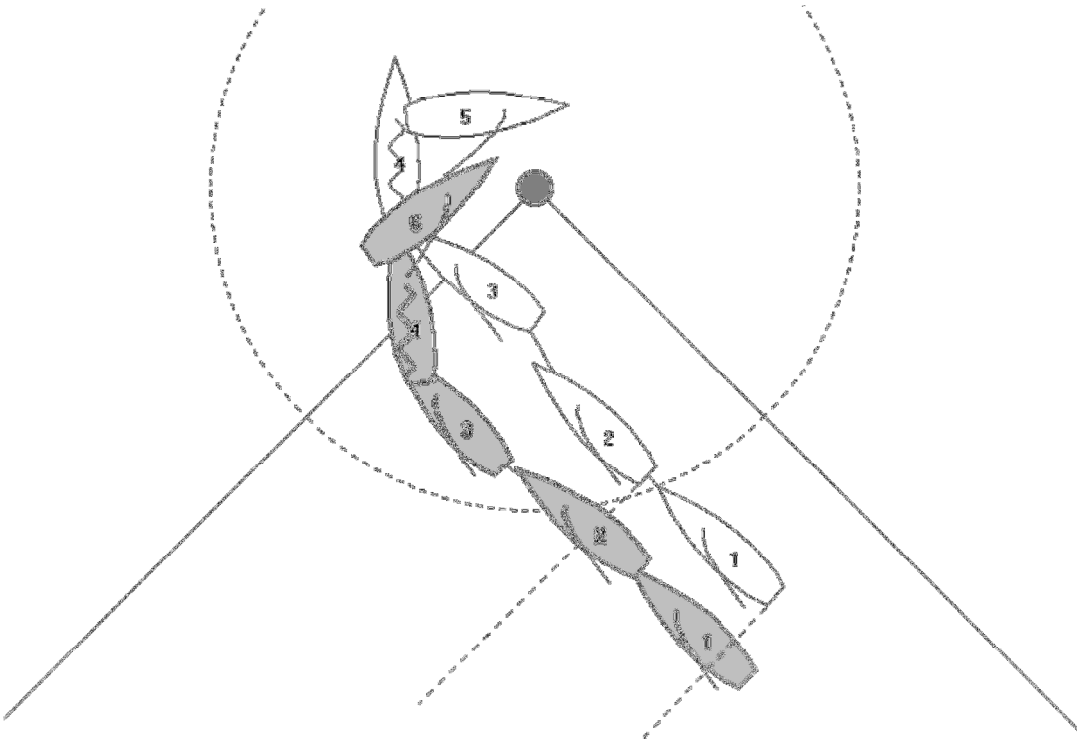
~~If the overlap was created by Blue bearing away, then rule 15 applies and Blue must initially give Yellow room to keep clear. If Yellow is unable to keep clear, penalize Blue.~~

~~If the overlap was created by Yellow bearing away, Blue acquires right of way, at least in part, through Yellow's actions. Therefore the second part of rule 15 applies, so Blue does not have to give Yellow room to keep clear. Penalize Yellow.~~

Because the overlap ~~is~~ **was** established from clear astern, rule 17 applies.

## Question 2

Yellow and Blue enter the zone overlapped. Both boats tack and continue to round the mark. Blue becomes overlapped inside Yellow. Yellow's boom touches Blue's hull. Both boats Y-flag, what should the call be?



## Answer 2

~~See answer 1.~~

When Yellow enters the zone, rule 18.2(b) applies until one of the boats passes head to wind. At that moment, rule 18 ceases to apply because the conditions of rule 18.1(a) are met. When the other boat then passes head to wind, rule C2.7 applies. However, if both boats pass head to wind simultaneously [as shown in the diagram], the conditions of rule C2.7 will apply to each of them and rule 18.2 does not thereafter apply between them.

When Yellow's tack is completed, Blue cannot by luffing avoid becoming overlapped inside Yellow. Rule C2.7(a) applies. When Blue's tack is completed, Yellow can by luffing avoid becoming overlapped inside Blue. Rule C2.7(b) applies. In either case, Blue is entitled to mark-room. At position 5, Yellow is not giving Blue mark-room. Penalize Yellow.

Because the new overlap was established from clear astern, rule 17 applies.

### Current Position

MR Call E3 as above.

### Reason

When updating the Call Book for Match Racing in November 2012 it had not yet become clear that rule 18.3 applied in this situation. Match racing has changed rule 18.3 in rule C2.7. The call has been updated to be in line with the current rule.



## Racing Rules of Sailing

### The Call Book for Match Racing, New MR Call L3

A submission from the Chairman of the Racing Rules Committee

#### Purpose or Objective

To comply with ISAF Regulations 28.3.1, 28.3.2, 28.3.4 and 28.3.7

#### Proposal

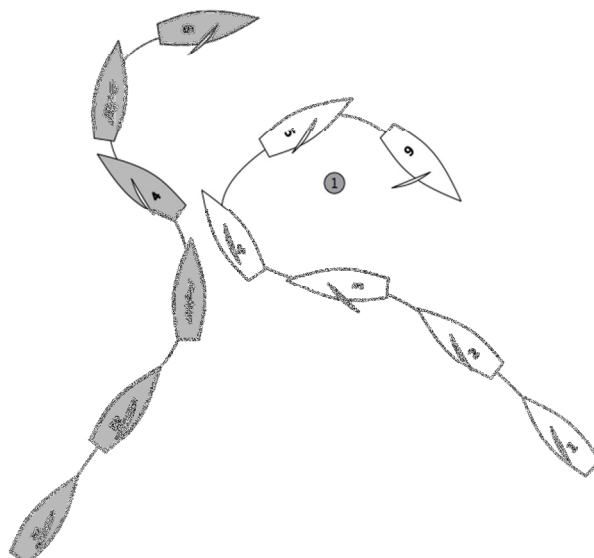
### MR CALL L3

**Rule 22.1 Starting Errors**  
**Rule 24.2 Interfering with Another Boat**

*In all the questions Blue has been signaled correctly as being OCS, but nevertheless continued sailing the course instead of returning and starting correctly.*

#### **Question 1**

Yellow and Blue are approaching the windward mark. Blue is on port tack and Yellow is on starboard tack. Yellow bears away below her proper course but never to a downwind course, and passes to leeward of the mark. Blue tacks to keep clear of Yellow. Yellow tacks and rounds the mark well ahead of Blue. There is a Y-flag. What should the call be?



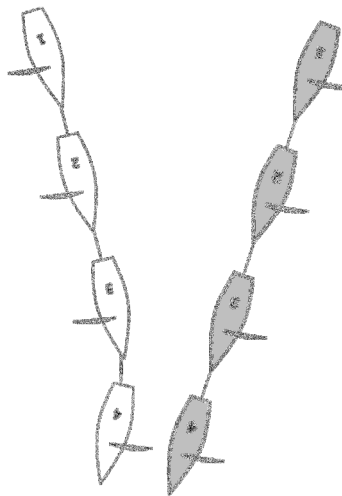
**Answer 1**

Display the green and white flag.

Blue keeps clear of Yellow as required by rule 10 and Yellow does not break rule 16.1 (MR Call D6). Blue is neither sailing towards the pre-start side of the starting line to start, nor sailing on 'another leg' then Yellow, so rules 22.1 and 24.2 do not apply.

**Question 2**

Both boats round the windward mark and bear away towards the leeward mark. Blue on starboard tack approaches Yellow on port tack. Both boats are sailing proper courses. Yellow is forced to gybe away to keep clear of Blue. There is a Y flag. What should the call be?

**Answer 2**

Display the green and white flag.

Although Blue has not started correctly and may subsequently be scored OCS, she is sailing the course with full rights and obligations under the rules. Blue is not sailing towards the starting line in order to start, so rule 22.1 does not apply.

**Question 3**

When should boats be considered to be sailing on the same leg?

**Answer 3**

Boats should be considered to be sailing on the same leg when they are on the same lap and the umpires are certain that both boats are sailing ~~on a course~~ to either

- a windward mark,
- a leeward mark, or
- the finish.

This applies when one of them is OCS, and it also applies when they have rounded different marks in order to get on that leg.

Current Position

MR Rapid Response Call 2013.02 as above, with one edit.

Reasons

1. To clarify that a boat that is OCS and not returning to start retains her rights relative to other boats while sailing the course, and that she should be considered to be on the windward leg while sailing to the windward mark and then on the leeward leg after having rounded the windward mark. This is supported by ISAF Cases 28, 31, 34 and 65 not mentioning rule 24.2.
2. Further, to clarify that although such boat, for example after rounding a windward mark, may sail a course that is 'pointing' towards the starting line, she is sailing towards the starting line to start and therefore is not subject to rule 22.1.
3. To provide consistent answers to situations that have caused a lot of debate in the match racing community.

## The Racing Rules of Sailing

The Call Book for Team Racing, New TR Call D9

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To comply with ISAF Regulations 28.3.1, 28.3.2, 28.3.4 and 28.3.7.

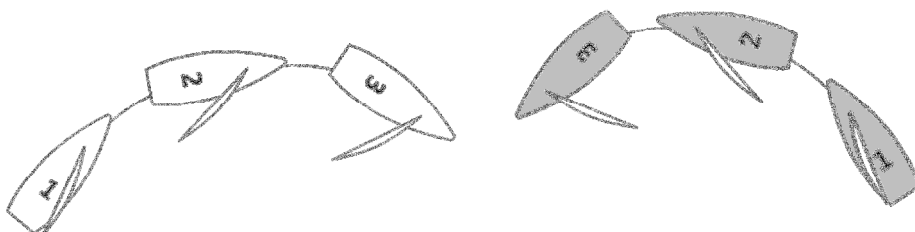
### Proposal

#### TR CALL D9

#### Rule 16 Changing Course

##### Question

Y on port tack and B on starboard tack are on a beat to windward. Y bears away to pass behind B. While Y's course is still above B's stern, B starts bearing away too. Y does not need to respond immediately to B's course change. The boats bear away until both are sailing downwind courses. B continues to bear away and now Y must respond immediately. Y protests. What should the call be?



##### Answer

When Y starts bearing away she begins sailing to pass astern of B, even though her course is still above B's stern. B is subject to rule 16.2 and must not change course if as a result Y would immediately need to change course to continue keeping clear. However, when B does bears away, Y has no need to change course immediately to continue keeping clear of B; B does not break rule 16.2.

Later, when Y does need to change course immediately to continue keeping clear of B, Y is no longer sailing a course to pass astern of B and therefore rule 16.2 no longer applies.

If Y is unable to continue keeping clear in a seamanlike way, B breaks rule 16.1. Penalise B.

If Y is able to continue keeping clear in a seamanlike way, no penalty.

*The expression 'sailing to pass astern' in rule 16.2 refers to the overall actions of the port-tack boat clearly attempting to pass astern of the starboard-tack boat, and not necessarily to the course or heading she is sailing at any moment.*

Current Position

TR Rapid Response Call 2013.03 as above.

Reason

To clarify that the words 'sailing to pass astern' refers to the overall actions of the port-tack boat clearly attempting to pass astern of the starboard-tack boat, and not necessarily the course or heading she is sailing at any moment.

## The Racing Rules of Sailing

The Call Book for Team Racing, New TR Call L7

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To comply with ISAF Regulations 28.3.1, 28.3.4 and 28.3.7

### Proposal

#### **TR CALL L7**

**Rule D4.2**                    **Terminating a Series**  
**Rule D4.4**                    **Ties in a Completed Round-Robin Series**  
**Rule D4.5**                    **Ties in an Incomplete Round-Robin Series**

An event plans to hold a round robin series followed by a semi-final and a final. The round robin series is scheduled to have three round robins. Light winds force the round robin series to be terminated when 36 out of 45 races of the second round robin have been sailed.

#### **Question 1**

Does the decision to terminate the second round robin mean the round robin series is ‘complete’?

#### **Answer 1**

No. The act of terminating a longer-specified series does not mean the series is completed.

#### **Question 2**

Would the answer to Question 1 be different if the number of round robins required to complete the round robin series was not specified in the sailing instructions?

#### **Answer 2**

Yes. The act of terminating an unspecified series completes the series.

#### **Question 3**

Rule D4.2(b) advises that, if 80% of a round robin has been sailed, that round robin should be considered complete for scoring purposes. Does this mean it is also considered complete for tie-break purposes?

#### **Answer 3**

Yes. Tie-breaking is part of the scoring progress.

#### **Question 4**

Can a round robin that is deemed complete under rule D4.2(b) be used to break a tie under rule D4.5?

**Answer 4**

No. See Answer 3. The second round robin is deemed to be complete. Only incomplete round robins may be used to break a tie under rule D4.5. Therefore, as per the last sentence of rule D4.5, ties shall be broken in accordance with rule D4.4 and the second round robin would be used in this process.

*NOTE: Although no rule prevents a race committee from terminating one round robin and then starting another round robin in the same series, this is not good practice and would be inappropriate in most circumstances.*

Current Position

TR Rapid Response Call 2013.01 as above.

Reason

To clarify the scoring of a round-robin and a round-robin series when the series is terminated by the race committee.

## The Racing Rules of Sailing

The Call Book for Team Racing, New TR Call M10

A submission from the Chairman of the Racing Rules Committee

### Purpose or Objective

To comply with ISAF Regulations 28.3.1, 28.3.2, 28.3.4 and 28.3.7

### Proposal

#### TR CALL M10

<b>Rule 2</b>	<b>Fair sailing</b>
<b>Rule D1.1(d)</b>	<b>Changes to the Rules of Part 2 — Room to Tack</b>
<b>Rule D2.3</b>	<b>Penalties Initiated by Umpires</b>

#### Question 1

Rule D1.1(d) requires clear and repeated arm signals, in addition to hails. If there is an arm signal but no hail from Y, what action should the umpires take

- a) if B protests?
- b) on their own initiative?

#### Answer 1

- a) When the umpires are certain that no hail was made, then the signal for room to tack has not been made. (The umpires may be certain there was no hail if they have had no difficulty hearing other calls from a similar position.) For the purpose of the rules of Part 2 they should act as if there has been no signal.
- b) The umpires may decide that Y has broken rule D2.3(g) and penalize her. They could also, in an extreme or repeated case, initiate a hearing under rule 2, Fair Sailing.

#### Question 2

If there is a hail but no arm signal, is the answer the same?

#### Answer 2

Yes.

### Current Position

TR Rapid Response Call 2013.02 as above.



Reasons

Rule D1.1(d) requires hand signals in addition to a hail for room to tack 'when rule 20 applies'. One interpretation of this rule is that a 'hail' with either a hand signal but no audible hail or an audible hail but no hand signal breaks rule 20.1; another interpretation is that if the requirements for a hail and hand signal are not both met, no hail was made. The proposed call resolve this ambiguity in favor of the second interpretation.