

APPENDIX D – 2021-2024 CHANGES

1. Where only rule numbers have changed these changes are not discussed.
 2. Actual rules shown in blue font with important changes bold underscored.
 3. Also read Dave Perry's summary of changes to the RRS.
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Rule D1.1(d) Rule 20 Room to Tack

When stated in the sailing instructions, rule 20 is changed so that the following arm signals ~~by the helmsman~~ are required in addition to the hails:

The arm signals may be made by anyone on the boat.

Also, but not in Appendix D: The Introduction of the RRS now states that a language other than English may be used for a hail required by the rules provided that it is reasonable for it to be understood by all boats affected; however, a hail in English is always acceptable. This means the required words "you tack" in rule 20.2 may be hailed in another language at international events.

D1.2(c) PROTESTS AND REQUESTS FOR REDRESS: The boat requesting ~~A boat intending to request~~ redress for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire.

These changes were made to remove 'intent' from the rule. A rule that requires the reader to know a person's state of mind is more difficult to apply than a rule that does not make such a requirement.

Rule D1.3 Penalties

D1.3(b) is a new rule stating, When a boat clearly indicates that she will take a penalty under rule 44.1, she shall take that penalty.

This new rule makes it clear that it is mandatory that a boat take a penalty when she indicates that she will do so. This supports the umpire-initiated penalty for a boat's failure to take a penalty that she clearly indicated she would take. See D2.3(e). Now umpires should not penalize a boat under D2.3(g) for a breach of sportsmanship for not taking penalty she indicated she would. However, after acting under D2.3(e) an umpire could penalize under D2.3(g) or report the incident to the protest committee.

D1.3(c) is revised as follows: A boat may take a penalty by retiring and informing the race committee or an umpire. This change removes the requirement that notification of a retirement be given as soon as reasonably possible and permits a boat to notify the race committee or an umpire, and also no longer includes scoring direction.

D1.3(d) is deleted. It allowed umpires to exonerate a boat under rule 64.1(a) without a hearing and is no longer necessary due to new rule 43.1 that uses the words 'is exonerated'.

D2.1 WHEN RULE D2 [UMPIRED RACES] APPLIES: Rule D2 applies to umpired races. Races to be umpired shall be identified ~~either~~ in the **notice of race** or sailing instructions or by the display of flag J no later than the warning signal.

This change makes the notice of race a third option for identifying races that will be umpired.

D2.2 Protests by Boats

Several changes were made to limit this rule to the decision-making process when boats protest and only indicate when the umpires *shall decide* whether to penalize a boat, and then to signal a decision.

- D2.2(a) *no change*
- **D2.2(b):** The boats shall be given time to respond.
- **D2.2(c):** If no boat takes a penalty or clearly indicates that she will do so, as soon as possible an umpire shall decide whether to penalize any boat.
- **D2.2(d):** If more than one boat breaks a rule ~~and was not exonerated~~, an umpire shall decide whether to penalize any boat that does not take a penalty or clearly indicate she will.

Comments:

1. D2.2(b) says only that boats get time to respond.
2. D2.2(c) applies when one boat has broken a rule. It defines the two possible responses available to either boat, most likely the boat that has been protested. If neither response is made, and umpire shall decide whether to penalize any boat. When one boat responds, the competitors have resolved the incident, i.e., one boat has acknowledged breaking a rule. It is then up to that boat to take a penalty correctly under either response.
3. D2.2(d), which applies when more than one boat breaks a rule, now says the umpires 'shall decide' rather than 'may penalize', to be consistent with D2.2(c). Exoneration is a consideration in every umpire decision, so it does not have to be stated.
4. As in the 'old' rules, when an umpire has made a decision, he signals it in compliance with D2.4.

D2.3 Penalties Initiated by an Umpire

D2.3(e) is changed to, breaks rule D1.3(b).

D2.5 Two-Flag Protest Procedure and D2.6 Limited Umpiring have both been removed from Appendix D. The Two-Flag procedure was seldom used and Limited Umpiring can be put in intercollegiate and interscholastic Procedural Rules if needed.

D2.5 Penalties Imposed by Umpires

A boat penalized by an umpire shall take a Two-Turns Penalty. However, when a penalty is imposed under rule D2.3 and an umpire hails or signals a number of turns, the boat shall take that number of One-Turn Penalties.

This rule takes the penalties imposed under D2.2 and D2.3 and puts them in one rule.

D2.6 Limitation on Other Proceedings (was D2.7)

There is an addition to this rule. (a) A breach of rule D2.5 shall not be grounds for a protest by a boat. When a boat does not take an umpire imposed penalty, no other boat can protest (it is left to the umpires to handle under rule D2.3(f)). *No other changes to this rule.*

D3. SCORING A RACE

D3.1 The main change here, in conjunction with the change to D1.3(c) is to have only one score for retiring whether a boat retires before or after finishing. A retiring boat is scored points equal to the number of boats entitled to race, these are no longer added to her finishing place.

- (a) Each boat finishing a race and not retiring thereafter shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to race.
- (b) *No change.*
- (c) When a boat fails to take a penalty imposed by an umpire at or near the finishing line, she shall be scored as retired.
- (d) When a boat is scored as retired after finishing, each boat with a worse finishing place shall be moved up one place. Self-explanatory. *No further changes other than renumbering.*

D4 SCORING AN EVENT

This section is renamed and significantly revised to define round-robin and knockout formats and terms, as well as to clarify scoring and tie-breaks, and clean up some problems in the prior Appendix. It is strongly suggested that chief umpires carefully review this section, and in particular with the OA and PRO before an event.

D4.1 Terminology

- (a) The format of an event consists of one or more stages.

- (b) In a round-robin stage, teams are divided into one or more groups, and each group is scheduled to sail one or more round-robins.
- (c) A round-robin consists of each team in a group sailing one race against each other team in that group.
- (d) A knockout stage consists of one or more rounds in which each team sails one match. A match is one or more races between two teams.

Comments

1. A stage is either round-robin or knockout. Best practice should be never include both; e.g., if the teams are split into gold and silver, where gold will have knockouts and silver sails round-robins, it is best to make each a separate stage.
2. The term 'round' applies to a both a 'round-robin' and the progressive 'rounds' in a knock-out stage, e.g., semifinal round, final round.
3. Sequential round-robin stages are scored separately unless the sailing instruction state otherwise (see D4.3 and 4.4), e.g., 'race-wins' from the all-teams round-robin carry forward to the gold and silver split fleet round robin.

D4.2 Event Format

- (a) The sailing instructions shall state the format and stages of the event, and any special scoring rules.
- (b) In order to conclude an event, the race committee may change or terminate any part of the format at any reasonable time taking into account the entries, weather, time constraints and other relevant factors.

Comments

The format must be defined in the sailing instructions, and only the format, not the scoring rules, can be changed once the event has started.

D4.3 Scoring a Round-Robin Stage

- (a) Teams in a round-robin group shall be ranked in order of number of race wins, highest first. If the teams have not completed an equal number of races, they shall be ranked in order of the percentage of races won, highest first.
- (b) However, if a round-robin is terminated when fewer than 80% of its scheduled races have been completed, its race results shall not be included, but shall be used to break ties between teams in the group who all sailed each other in the terminated round-robin.
- (c) Results from a previous round-robin stage shall only be carried forward if stated in the sailing instructions.

Comments

1. (a) Ranking is only within one round-robin group, not across separate groups.
2. (b) The 80%+ completion rule applies to only ONE round-robin and is now mandatory.
3. Multiple round-robins are scored separately, not across stages unless SI's say otherwise (i.e., race wins carry forward).
4. When there are two round-robins in a stage and the second must be scored on a percentage win basis (more than 80% of races sailed, but less than 100%), the best way to rank the teams is to calculate each team's race win percentage across all races sailed in the two round robins (race-wins divided by number of races sailed).

D4.4 Round-Robin Tie-Breaks

Ties in a round-robin stage shall be broken using results from that stage only.

(a) If the tied teams have all sailed each other at least once in the stage, the tie shall be broken in the order below.

(1) Percentage of races won in all races between the tied teams, highest first;

(2) Average points per race in all races between the tied teams, lowest first;

(3) If two teams remain tied, the winner of the last race between them;

(4) Average points per race in all races against common opponents, lowest first

(5) A sail-off if possible, otherwise a game of chance.

(b) Otherwise, the tie shall be broken using only steps (4) and (5) above.

(c) When a tie is partially broken by one of the above, the remaining tie shall be broken in accordance with D4.4(a) or (b) as appropriate.

Comments

1. There is an important implication in the first sentence of this rule. Consider a format where there are two round-robin stages in an event and the first is a RR among all teams and the second is a split fleet RR among top 6 and bottom 6 from the first stage. If race-wins carry forward for final ranking after the two stages, but there is a tie, it can only be broken using results from the second stage unless the SI change this sentence, which I don't recommend doing because competitors understand that results in later rounds are more important.

2. (a)(1) and (a)(2) help assure a fair tiebreak when three or more tied teams have sailed each other at least once, but not necessarily the same number of times in the RR stage. This can happen when one of the round-robins in a stage with two or more round-robins is scored complete >80%<100% of races sailed.
3. b) is added to break ties fairly in the situation when three or more tied teams have not all sailed each other in a terminated, >80% complete, single round-robin.
4. When using a) or b) and there are still ties, start over at either a) or b).

Scoring a Knockout Stage

- (a) A round shall not be scored unless at least one race has been completed in each match in that round. The final and petit-final are separate rounds.
- (b) The winner of a match shall be the first team to score the number of race wins stated in the sailing instructions. If a match is terminated, the winner shall be the team with the higher number of race-wins at that time or, if this is a tie, the team that won the last race of the match.
- (c)
 - (1) Teams that win in a round shall be ranked ahead of those that lose.
 - (2) Teams that lose in a round and do not sail again shall be equally ranked.
 - (3) In a round that is not scored, teams will be ranked in order of their places in the previous stage of the event, with teams from different groups ranked separately.

Comments

1. D4.5 is mostly new. It covers all scoring direction for a knock-out stage.
2. (a) one race in each match must be completed to score a round; there cannot be any 0:0 tie breaks. A petit-final needs to be a separate round for the application of D4.5(c) in case the final completes one race and the petit-final does not.
3. (b) the tie-break for any terminated match in a scored round is now determined by the race-wins in that match.
4. (c) (1) and (2) provide a standard ranking method for teams participating in the knock-out stage.
5. (c) (3) prescribes how teams are ranked when a round is not scored to determine final rankings if the knock-out is terminated before the final. It also provides a way to determine which teams advance if a round is cancelled or is terminated before one race has been sailed in each match. For example, the knock-out stage consists of semi-finals (4 winners), and finals/petit finals. Conditions will not enable both semis and final/petit final to be completed. The semis could be cancelled and the OA could put teams ranked 1-2 in the finals and 3-4 from the prior stage in the Petit finals. The last part covers ranking when teams came from "parallel" round-robins.