

January 1, 2022

Revisions to the US Sailing *Appeals Book* for the 2021-2024 rules cycle.

Appeal 94

Question 2

May a protest committee have only one member?

Answer 2

Yes. Although it is generally preferable to have more than one, no rule in Part 5, Section B, ~~Protests, Redress, Hearings, Misconduct and Appeals: Hearings and Decisions~~, specifies the number of members of a protest committee. The only rules that **do** specify the number of protest committee members **are** ~~is~~ rules 69.2(a) (Misconduct: Action by a Protest Committee) and ~~rule~~ N1.2 (International Juries: Composition, Appointment and Organization).

Reason for revision: The previous answer said that no rule specified the number of members of a protest committee. The revision clarifies that rules 69.2(a) and N1.2 do in fact specify the number of members of a protest committee.

Appeal 123

Question 1

Rule 19.1 applies between two boats “at” an obstruction. When are boats “at” an obstruction?

Answer 1

Boats are “at” an obstruction when **they are near it and** the obstruction is influencing the course of one or both of them.

Reason for revision: an “obstruction” may be influencing the course of a boat when the boat is still a long way away from it. “The revision clarifies that “at” includes being near to the obstruction.

Question 125

Question 2

If Boat Y intends to protest X, what does Y need to do, and when, in order to comply with rule 61.1(a)?

Answer 2

Some incidents are brief, such as many incidents involving a breach of a rule of Part 2 (When Boats Meet) or rule 31 (Touching a Mark). In those cases, ~~if a boat that was involved in or saw the incident intends to protest,~~ **the protest will concern an incident in the racing area. Therefore,** the second sentence in rule 61.1(a) requires ~~her~~ **a boat intending to protest** to hail “Protest” and display a flag (if required) at the “first reasonable opportunity,” which means the first reasonable opportunity after the incident (see Appeals 82, 122 and 124).

However, some incidents go on for longer periods of time. In these assumed facts, the incident began at the preparatory signal and continued until X was no longer racing. If after the preparatory signal Y **became aware that X was sailing with** more sails on board X than **her class rules permit**, then Y's protest will concern an incident in the racing area and the second sentence of rule 61.1(a) required Y to hail "Protest" and display a flag (if required) at the first reasonable opportunity, which means the first reasonable opportunity after Y first **became aware that** X was breaking a **class** rule.

~~If Y first became aware of the fact that X was racing with more sails onboard than she was permitted to carry after she was back on shore after racing, then the first sentence in rule 61.1(a) required Y to inform X of her intention to protest at the first reasonable opportunity, which means the first reasonable opportunity after Y was first aware of the incident after she was back on shore.~~

Reason for revision: The revisions in Answer 2 to paragraph 1 are due to the change to rule 61.1(a) in the 2021-2024 RRS which deleted the phrase "was involved in or saw." The revisions to paragraph 2 acknowledge that a boat may not be able to physically see the breach of the rule (for instance the extra sails are down below), but she is aware of the breach. The final paragraph is deleted due to the deletion of the phrase "was involved in or saw."