



**WORLD
MATCH RACING
TOUR**

2017

Standard Tour Rules

INCLUDING:
SECTION 1 – NOTICE OF RACE AND SAILING INSTRUCTIONS
EVENT FORMATS
DAMAGE PENALTIES
RULES FOR THE HANDING OF BOATS AND EQUIPMENT
SECTION 2 – WMRT CALLS FOR M32 RACING
SECTION 3 – TOUR SCORING REGULATIONS 2017
VERSION 1.0

SECTION 1 – NOTICE OF RACE and SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – event organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – international jury	NoR – notice of race
WMRT – World Match Racing Tour	STR – standard tour rules

1 EVENT GRADING

All WMRT World Championship Events are World Sailing Grade W. WMRT World Tour Events may be World Sailing Grade 1 – 5. Grading's are subject to review by World Sailing. Events may be re-graded, when there is a clear reason to do so.

2 RULES

- 2.1 Events using the M32 will be governed by
 - (a) the 'rules' as defined in the RRS – WMRT M32 Edition
 - (b) the STR.
 - (c) the relevant STR Attachment C (rules for handling of boats and equipment), which also applies to any practice sailing and sponsor races. Class rules will not apply.
 - (d) any prescriptions of the national authority that will apply will be posted on the official notice board.
- 2.2 The right of appeal will be denied in accordance with RRS 70.5.
- 2.3 Changes to the Racing Rules of Sailing have been authorised by World Sailing.
- 2.4 When a boat breaks rule 14 and umpires proceed under RRS 60.6(i), they will follow the guidance in STR Attachment B.

3 ENTRIES and ELIGIBILITY

- 3.1 Only skippers invited by the OA or the WMRT are eligible for the event.
- 3.2 The event damage deposit is the limit of liability of each skipper for each incident. If a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 3.3 Each skipper is responsible for the damage or loss to their boat and supplied equipment unless responsibility is otherwise assigned by the umpires or PC.
- 3.4 After the warning signal for a race, the registered skipper shall not leave the helm, except in an emergency.
- 3.5 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.

3.6 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

3.7 When racing an M32 all crew, including the skipper, shall hold a valid M32 Match Racing License.

4 AMENDMENTS TO SAILING INSTRUCTIONS

4.1 Amendments to the SI or STR made ashore will be posted at least 15 minutes before the start of any race affected and will be signed by the RC and the PC representatives.

4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day, until the boats have departed for the race course.

4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS and SAILS

5.1 Restrictions or other instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

5.2 The OA will decide which boats are to be used for each stage. When they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

5.3 The OA may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

6.1 Boats will be identified by a sponsor name or number.

6.2 While racing, skippers shall display their name across the back of the outermost clothing worn on their upper body. Breaches of this STR are not open to protest by boats but may be referred to the PC/IJ (amends RRS 60.1).

6.3 Boats will be drawn at the beginning of each stage or as decided by the RC.

6.4 Boats will be exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

7.1 Additional persons placed on board:

(a) teams may be required to race with additional person(s) as determined by the RC. The additional person(s) will be weight equalised as decided by the OA and shall not take part in sailing the boat. However, they may communicate with the crew and shall

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- remain on the trampoline close to the front beam on either side of the boat as directed by the crew.
- (b) If a person placed on board by the RC falls off the race boat, they shall be retrieved by:
- (1) The nearest support or official vessel in which case that person will not be returned to the race boat. In a match race the other boat shall continue sailing with their RC placed person. No penalty will be applied.
 - (2) The race boat if no support or official vessel is nearby at the time. The umpires will advise the PC who may open a hearing to consider redress.

8 EVENT FORMAT, SCORING and STARTING SCHEDULES

- 8.1 Event format options are detailed in STR Attachment A but may be changed by the event SI. Pairing lists will be distributed by the OA. The sequence of races may be changed by the OA at any time. The matches to be sailed in a flight will be displayed in order of starting on the RC vessel.
- 8.2 In a knock-out series between two skippers:
- (a) they will alternate assigned entry location for each match. The initial assigned entry location will be decided as per STR Attachment A and the Race Schedule.
 - (b) when the series has been decided, further matches between these two will not be sailed.
 - (c) crews will not exchange boats unless agreed by the OA.
- 8.3 The number of races to be sailed each day will be determined by the RC.
- 8.4 The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of races under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.5 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.6 When, in a flight system sequence, a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start. However, if time permits the RC may advise the competitors affected of a change in match order for that flight. This will be communicated to the competitors by the umpires of each of the affected matches. Flag 3rd substitute will not be displayed.

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- 8.7 When, in a knock out series, using a flight system, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 8.8 The attention signal will be made not less than 10 minutes after flag AP with one sound is lowered ashore. This changes Race Signals.
- 8.9 When directed by the match umpires, the warning signal may be made 1 minute after the removal of flag AP or N. This changes Race Signals.
- 8.10 A Stage commences when at least 1 match of that Stage has been completed.
- 8.11 Prior to the attention signal of a race of Stage One – Fleet Race Qualifying, a boat that notifies the Race Committee that they are unable race due to an equipment breakdown that is no fault of her own, and the OA are unable to repair or replace the boat before the starting signal, may be scored in that race at the sole discretion of the Race Committee by awarding her points equal to the average of her points in all the races in the series except the race in question.

9 COURSE

- 9.1 Starting/Finishing Line
A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC vessel at any time. This buoy is part of the RC vessel ground tackle.
- 9.2 Course Limits
- (a) The Course Limit lines rank as obstructions and are the limit of safe pilotage for the purposes of RRS, Part 2.
 - (b) There is no penalty for touching the course limit buoys or objects defining those areas.
 - (c) A breach of this rule is not open to protest by boats, but is subject to action by umpires in accordance with RRS 60.6. This changes RRS 60.6.

10 BREAKDOWN and TIME FOR REPAIRS

- 10.1 Before the attention signal of a flight when a flight system is used or before the attention signal of a race (including a fleet race) when a flight system is not used or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display the OA supplied flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC vessel and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the RC.

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- 10.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by STR 10.1. After the attention signal of a race (including a fleet race) when a flight system is not used, a race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by STR 10.1.
- 10.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.
- 10.5 During periods of live broadcast television STR 10.1 will not apply.

11 MEDIA, IMAGES and SOUND

- 11.1 If required by the OA:
- (a) Media personnel and equipment (or dummies) supplied by the OA shall be on board while racing.
 - (b) Competitors (including the skipper) shall wear communications equipment supplied by the OA during racing and be available for interviews, when advised by the OA or RC.
- 11.2 The position of non-racing personnel and equipment will be determined by the RC and may be advised verbally. Competitors shall not interfere with the normal working of the OA supplied communications equipment.
- 11.3 The OA and WMRT shall have the right to use any images and sound recorded during the event free of any charge.

12 ADVERTISING

- 12.1 As boats and equipment will be supplied by the OA, World Sailing regulation 20.4 applies. Each boat will be required to display advertising as supplied by the OA.
- 12.2 Competitors may be permitted to display advertising ashore at the venue, but this is subject to individual negotiation with the OA.
- 12.3 Boats shall not protest for breaches of any rules regarding advertising (amends RRS 60.1).

13 CODE OF CONDUCT

- 13.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, media interviews, co-operation with event sponsors, instructions from the boat manager, and shall not behave so as to bring the event into disrepute.
- 13.2 Competitors shall handle boats and equipment with proper care and seamanship and in accordance with STR Attachment C.
- 13.3 Competitors shall wear team branded clothing while racing and ashore when representing their team at the event venue.

13.4 Competitors are required to be registered with and regularly update their teams' social media accounts and online presence in relation to their participation on the WMRT including, but not limited to, pictures, reports, results and news.

13.5 Breaches of this STR or RRS 60.6(f) are not open to protest by boats but may be referred to the PC/IJ (amends RRS 60.1). Any penalty will be at the discretion of the PC/IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

13.6 Gross breaches of this STR may be referred to the PC/IJ by the OA or Tour Director for action under RRS 69.

14 RISK STATEMENT

14.1 Competitors participate in a WMRT event entirely at their own risk and they are reminded of the provisions of RRS 4, Decision to Race. Racing in a WMRT event is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport (and these events in particular) and accept responsibility for the exposure of themselves, their crew and any boat supplied to them to such inherent risk whilst taking part in the event;
- (b) They are responsible for the safety of themselves, their crew, their supplied boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) By participating in any race, they are satisfied that any supplied boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, safety boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- (f) The provision of safety boat support is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- (g) They have considered their own personal insurance position and are satisfied they have adequate cover for the event.

STR ATTACHMENT A – EVENT FORMATS

EVENT FORMAT 1

1 Stage One – Fleet Race Qualifying

- (a) Skippers will be divided into three groups and will race a number of fleet races scored in accordance with RRS Appendix A. No race scores shall be excluded from a boats series score. This stage is not considered a round robin series under C11.1.
- (b) The highest placed skipper in each group shall proceed to Stage Three ranked 1st to 3rd based on their series score.
- (c) The second placed skipper in each group shall proceed to Stage Three ranked 4th to 6th based on their series score.
- (d) The third placed skipper in each group shall proceed to Stage Three ranked 7th to 9th based on their series score.
- (e) The fourth placed skipper in each group shall proceed to Stage Three ranked 10th to 12th based on their series score.
- (f) The fifth placed skipper in each group shall proceed to Stage Three ranked 13th to 15th based on their series score.
- (g) The lowest placed skippers in each group shall proceed to Stage Two.

For all Knockout Stages the following will apply:

- (a) The assigned entry for the first match will as per the Race Schedule.
- (b) The skipper assigned the leeward entry in each match may be given the choice of boat pair, unless the boats are assigned by the OA.

2 Stage Two – Qualifying Sail-Off

- (a) The two lowest scoring skippers from Stage One will sail against each other in the first sail-off.
- (b) The first skipper to score 2 points shall sail the remaining skipper.
- (c) The first skipper to score 2 points in the second sail-off shall proceed to Stage 3.
- (d) The losing skippers from the first and second sail-off shall be placed 17th and 18th based on rule C11.

3 Stage Three – Super 16 Knockout

- (a) Skippers shall be paired based on their position following Stage One and Two: 1v16, 2v15, 3v14 etc.
- (b) The first eight skippers to score 3 points shall proceed to Stage Four, the others shall be placed 9th to 16th.

4 Stage Four – Quarter Final Knockout

- (a) Skippers shall be paired according to the Race Schedule.
- (b) The first four skippers to score at least 3 points shall proceed to Stage Five, the others shall be placed 5th to 8th.

5 Stage Five – Semi Final Knockout

- (a) Skippers shall be paired according to the Race Schedule.

(b) The first two skippers to score at least 3 points shall proceed to Stage Seven, the others to Stage Six.

6 Stage Six - Third/Fourth Place Knockout

(a) The first skipper to score at least 2 points shall be awarded third place, the other fourth place.

7 Stage Seven – Final Knockout

(a) The first skipper to score at least 3 points shall be the winner, the other second place.

EVENT FORMAT 2

1 Stage One – Qualifying

- (a) All skippers will sail a round robin - each skipper sails each other skipper once.
- (b) The 4 highest placed skippers shall qualify for Stage Three.
- (c) The 8 lowest placed skippers shall proceed to Stage Two.

2 Stage Two – Repechage

- (a) All skippers will sail a round robin - each skipper sails each other skipper once.
- (b) The 4 highest placed skippers shall qualify for Stage Three.
- (c) The 4 lowest placed skippers will be placed 9th-12th.

For all Knockout Stages the following will apply:

- (a) The higher placed skipper from Stage One in each match will be assigned the starboard entry for the first match.
- (b) The higher placed skipper from Stage One in each match may be given the choice of boat pair, unless the boat pairs are assigned by the OA.

3 Stage Three – Quarter Final Knockout

- (a) The highest placed skipper from Stage One shall choose their opponent. The next highest placed skipper who has not already been chosen shall choose their opponent and so on.
- (b) The first four skippers to score at least 3 points shall proceed to Stage Four.

4 Stage Four – Semi Final Knockout

- (a) The highest placed skipper from Stage One shall choose their opponent, the remaining two shall sail each other.
- (b) The first two skippers to score at least 3 points shall proceed to Stage Six the others to Stage Five.

5 Stage Five - Third/Fourth Place Knockout

- (a) The first skipper to score at least 2 points shall be awarded third place, the other fourth place.

6 Stage Six - Final

- (a) The first skipper to score at least 3 points shall be the winner, the other second place.

Delete RRS A19.2(a) and replace with:

19.2 (a) has the highest place in the Stage One - Qualifying, applying A19.1 if necessary.

EVENT FORMAT 3

1 Stage One – Qualifying

- (a) All skippers will sail one or more round robins - each skipper sails each other skipper one or more times.
- (b) The 4 highest placed skippers shall qualify for Stage Two.

2 Stage Two – Semi Final Knockout

- (a) The highest placed skipper from Stage One shall choose their opponent, the remaining two shall sail each other.
- (b) The first two skippers to score at least 3 points shall proceed to Stage Four, the others to Stage Three.
- (c) The higher placed skipper from Stage One in each match will be assigned the starboard or leeward entry for the first match.
- (d) The higher placed skipper from Stage One may be given the choice of boat pair, unless the boat pairs are assigned by the OA.

3 Stage Three - Third/Fourth Place Knockout

- (a) The first skipper to score at least 2 points shall be awarded third place, the other fourth place.
- (b) The higher placed skipper from Stage One will be assigned the starboard or leeward entry for the first match.

4 Stage Four – Final Knockout

- (a) The first skipper to score at least 3 points shall be the winner, the other second place.
- (b) The higher placed skipper from Stage One will be assigned the starboard or leeward entry for the first match.

STR ATTACHMENT B – CONTACT AND DAMAGE PENALTIES

Rule 60.3 and 60.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document gives general guidance on the appropriate penalty when there is contact and explains how damage will be assessed. When the protest committee has good reasons to do so, it may apply a different penalty.

Penalties for contact between boats in a match race

Contact and Damage will be divided into three levels, as follows:

Level	Extent	Effect
Level A – Contact	Contact between the hulls, racks, rudders, spars or rigging of at least two boats.	Boat may continue racing.
Level A – Minor Damage	Damage does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than two hours of work.
Level B - Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race, but may need some work before racing again. The boat requires more than two hours of work, but should not normally require more than four hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again and will require more than four hours of work in total.

Penalties - to be applied without a hearing (amends RRS 60.6(i));

Level	Round Robin	Knockout – Percentage withholding per incident of the greater of the event Damage Deposit or the skippers final Prize Money
A	Half	1.0%
B	Half	1.5%
C	One	2.0%

Penalties for contact between boats in a fleet race

- (a) When the umpires observe or can verify a report of “hard” contact (defined as hulls, racks, rudders, spars or rigging against another boats hull, racks, rudders, spars or rigging), between boats they will impose a two-point penalty on the boat that broke a rule in the incident and a one-point penalty on the other boat without a hearing. The penalty on the other boat may be waived.
- (b) When there is contact that causes damage the umpires may impose further penalties on either one or both boats which may include exclusion from races not yet started.
- (c) If the umpires receive and can verify a report of hard contact that causes damage, or have incomplete facts to make a decision on an incident they observe that causes damage they will award a two-point penalty to all boats involved.

STR ATTACHMENT C – HANDLING of MULTIHULLS and EQUIPMENT

1 GENERAL

1.1 While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS - Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

2.1 Any additions, omissions or alterations to the equipment supplied.

2.2 The use of any equipment for a purpose other than that intended or specifically permitted.

2.3 The replacement of any equipment without the sanction of the RC.

2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.

2.5 Boarding a boat without prior permission.

2.6 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while flag AP is displayed ashore.

2.7 While racing, detaching and subsequently not reattaching the anchor line of a mark of the course.

2.8 Hauling out a boat or cleaning surfaces below the waterline.

2.9 Perforating sails, even to attach tell tales.

2.10 Marking directly on the hull or deck with permanent ink.

2.11 Use of any tape that leaves a residue or the use of duct tape

2.12 Radio transmissions (including mobile telephones), except via the OA supplied radio communications equipment.

2.13 Adjusting or altering the tension of standing rigging.

2.14 The use of electronic instruments other than hand held/personally worn, compasses, GPS systems and watches.

2.15 Adjusting or altering the rake of the rudder.

2.16 Adjusting or altering the position of the tiller extension fittings.

2.17 Removing a daggerboard from its case.

2.18 Adjusting or altering mainsail batten tensions.

2.19 Omitting any turning block before sheeting onto a winch.

2.20 Use of a winch other than for sheeting the gennaker or adjusting the cunningham.

2.21 Removal or modification of the daggerboard stopper lines.

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- 2.22 Sheeting the gennaker inside the shrouds.
 - 2.23 Partially deploying the gennaker except when manoeuvring.
 - 2.24 While racing, having more than 300kgs of crew weight (as determined at registration) on a rack at any one time.
 - 2.25 While racing, having all the crew on a rack at any one time.
 - 2.26 Having the gennaker set on a leg to a windward gate when there are any crew on a rack.

A breach of STR C 2.22, 2.23, 2.24, 2.25 or 2.26, is not open to protest by boats, but is subject to action by Umpires in accordance with RRS 60.6. This changes RRS 60.6 and 60.1(a).

3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line of 4mm diameter or less
 - (d) elastic line of 6mm diameter or less
 - (e) marking pens
 - (f) tell tale material
 - (g) watch, timers and associated fixings
 - (h) hand held compasses
 - (i) hand held GPS systems
 - (j) blocks, cleats, shackles and clevis pins
 - (k) velcro tape
 - (l) climbing harness
 - (m) spare flags
 - (n) items listed in rule 40
 - (o) cameras, transmission equipment and associated fixings
 - (p) RC approved, non oil based lubricant
- 3.2 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) mark control settings
 - (d) make minor repairs and permitted adjustments
 - (e) make signals as per RRS 60.1
 - (f) keep track of time, place and velocity
 - (g) take compass bearings
 - (h) attach the items in 3.1(g) and (o) to the supplied equipment
 - (i) effect personal safety
 - (j) record and/or transmit moving or still images
 - (k) provide refreshment
 - (l) lubricate the daggerboards and their cases

3.3 Tightening the trampoline net without the use of tools.

4 MANDATORY ITEMS and ACTIONS – the following are mandatory:

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future races. When boats are exchanged on the water, the report should be made verbally to the RC as soon as possible.
- 4.2 At the end of each sailing day:
 - (a) rolling, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) removing all non OA applied tape
- 4.3 At the end of the final day for a particular boat, cleaning the boat, removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

5 SUPPLIED EQUIPMENT

- 5.1 The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.
- 5.2 Sails, Sailing and Safety Equipment
 - (a) Mainsail and set of battens
 - (b) Gennaker and two gennaker sheets
 - (c) Two winch handles
 - (d) Capsize righting lines

6 BASE SETTINGS FOR THE M32

- 6.1 The M32 will be set up with the following base settings
 - (a) Diamond base settings: 49 on HT-10M Loose Gauge.
 - (b) Spreader deflection: 190mm.
 - (c) Mast rake: 480mm measured as per M32 rigging guide.
 - (d) Rudder angle set at 0 degrees toe in or out.

SECTION 2 – WMRT CALLS FOR M32 RACING

WMRT CALL 01/2017

Rule 28 Sailing The Course

Rule 29.1 Individual Recall

Rule 44 Penalties and Signals by Umpires

Definitions OCS

Question 1

Yellow and Blue are both identified as *OCS*. What signals will the race committee and umpires make?

Answer 1

The race committee will identify both boats as *OCS* and also indicate the first boat that was *OCS* and will display the corresponding identification flag(s) with one sound signal. The umpires will then signal a penalty in accordance with rule 44 for the first boat that was identified as *OCS* having cancelled the penalty for the other boat.

Question 2

Blue has two penalties outstanding, how should she complete the penalties?

Answer 2

The penalty to be taken is based on the axis of the leg that the penalized boat is on. When a boat has multiple penalties they are taken consecutively. Blue is required to act immediately to slow down until she is four hull-lengths behind the other boat.

Question 3

At the starting signal, Yellow and Blue are over the extension of the line. What signals will the Race Committee make and what actions will the umpires take?

Answer 3

The Race Committee will display the Blue and Yellow flags until the corresponding boats are on the pre-start side of the starting line. The umpires will take no action under rule 44.1.

Question 4

At the starting signal, Yellow is over the line and Blue is over the extension of the line. What signals will the Race Committee make and what actions will the umpires take?

Answer 4

The Race Committee will display the Blue and Yellow identification flags with one sound signal. The umpires will signal a Yellow penalty in accordance with rule 44.1

Question 5

When it is clear to the Race Committee that one or more boats are over the line at the starting signal but haven't complied with rule 28.2 what signals will the Race Committee make.

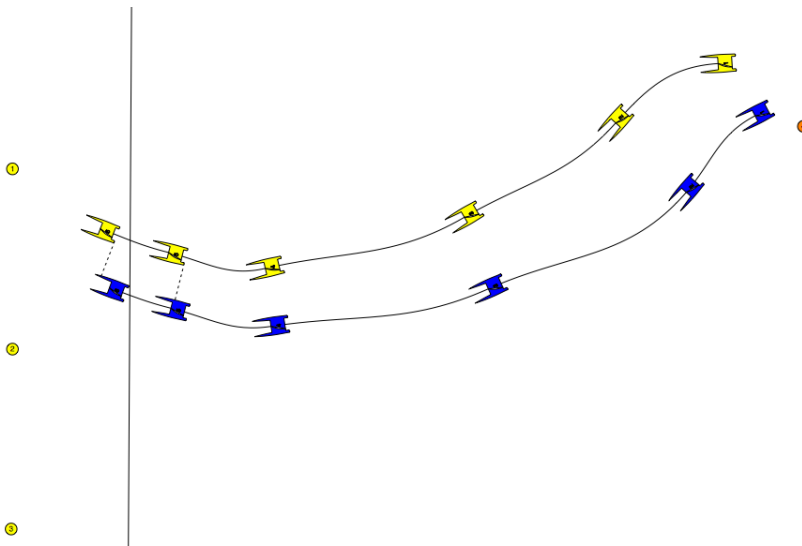
Answer 5

The Race Committee will display the Blue and Yellow flags until the corresponding boats are on the pre-start side of the starting line. The umpires will take no action under rule 44.1.

Rule 20 Room to Pass a Boundary
Definitions Boundary

Question 1

Blue and Yellow are overlapped on a leg to a leeward gate. As they approach the boundary, which is considered the inside boat entitled to room to pass the boundary when in the zone.?



Answer 1

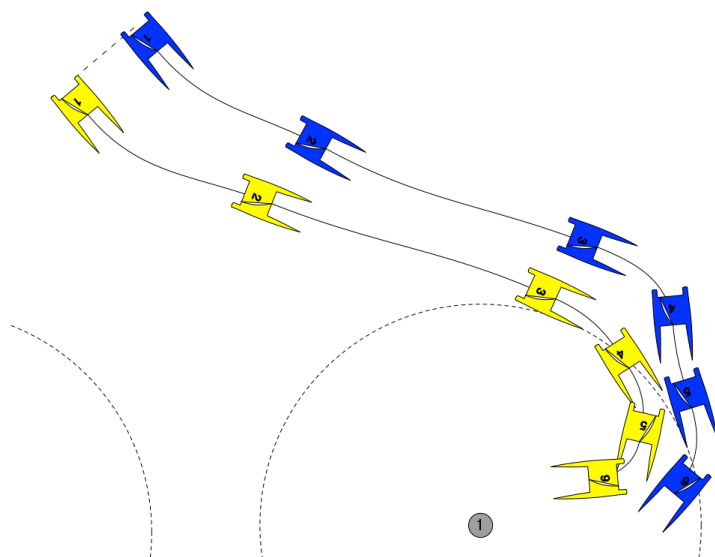
On a leg to a leeward gate Yellow is considered the inside boat and Blue is required to give her room to sail her proper course while inside the zone of the boundary.

Rule 18.2 Giving Mark-Room
Definitions Mark-Room and Proper Course

Question

Blue is overlapped to windward of Yellow. Prior to the zone of a leeward gate, Yellow luffs Blue and Blue keeps clear.

At position 3 Yellow remains overlapped with Blue and enters the zone to a leeward gate mark. Yellow gybes shortly after entering the zone but Blue is unable to sail her proper course to the mark. A Y flag protest is made, what should the call be?



Answer

Penalize Yellow. Yellow breaks rule 18.2(a)(1) by not giving Blue room to sail her proper course to round or pass the mark.

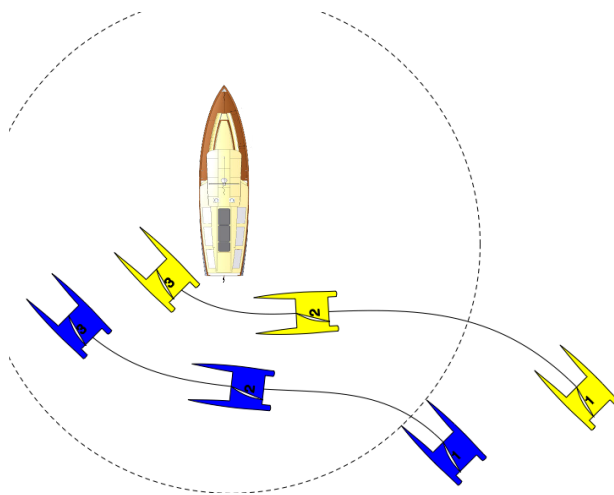
At position 3 Yellow reaches the zone. At that point Blue is entitled to mark-room and from the angle of Blue to the course and wind, the umpires consider Blue's proper course is to gybe immediately. Yellow has been able to give mark-room from the time the overlap with Blue was established so Yellow is required to give Blue room.

Rule 19 Room To Pass An Obstruction
Definitions Obstruction

Question

Blue and Yellow are approaching an obstruction that is within the course boundary. Blue bears away to go astern of the obstruction and Yellow bears away to also go astern of the obstruction. Blue has to bear away further in order for Yellow to pass between her and the obstruction.

Blue Y flag protests at position 3, what should the call be?



Answer

Signal 'No Penalty'.

Blue is the leeward, right of way boat and chooses to go astern of the obstruction. Rule 19.2(b) requires Blue to give Yellow room at the obstruction while the boats are overlapped. Blue has given Yellow this room.

Blue only needs to give Yellow room at the obstruction while Yellow is the inside overlapped boat and Blue is able to give the room once the overlap begins.

Rule 11 On the Sam Tack Overlapped

Rule 18 Mark Room

Question 1

Yellow and Blue are rounding a leeward gate mark with Yellow entitled to mark-room and Blue overlapped to leeward of her.

Blue has her windward rack lifted, and cannot lower the rack without touching Yellow.

Whilst they are still rounding the mark Blue's rack is lowered into position and it hits Yellow.

There is a Y-flag. What should the call be?

Answer 1

Penalize Blue. Yellow has not been given the mark-room to which she is entitled in order for to sail her proper course and to comply with the rules of Section A.

Question 2

Yellow's stern passes the mark and she continues luffing to increase the distance between her and Blue and to continue keeping clear. Blue lowers her rack and it hits Yellow.

There is a Y-flag. What should the call be?

Answer 2

Penalize Blue. When rounding the mark Yellow was not given the mark-room to which she is entitled for her to sail her proper course and to comply with the rules of Section A.

Question 3

Yellow's stern passes the mark but she does nothing to increase the distance between her and Blue. Blue lowers the rack and it hits Yellow.

There is a Y-flag. What should the call be?

Answer 3

Penalize Yellow. Yellow breaks rule 11 by not keeping clear of Blue. She did not increase the distance between her and Blue whilst Blue was sailing a course that gave her the mark room to which she is entitled for her to sail her proper course and to comply with the rules of Section A.

Unless the umpires are certain the only reason for lowering the rack is to infringe Yellow, Blue's actions are consistent with placing the rack in a normal position.

Also refer to World Sailing cases 73 & 74.

SECTION 3 – TOUR SCORING REGULATIONS 2017

The Tour is made up of a number of World Championship Events (WCE) and World Tour Events (WTE) and includes the WMRT Finals.

Skippers may count points from a combination of WCE and WTE.

Skippers shall count points from the number of events equal to the number of WCE prior to the WMRT Finals minus one.

The skipper with the highest points score shall be ranked first and others shall be ranked accordingly.

The top sixteen teams on the WMRT leaderboard following the penultimate event of the Tour will be invited to the WMRT Finals.

The winner of the WMRT Finals will be the World Match Racing Tour champion and also crowned Open Match Racing World Champion and the others will be ranked according to their finishing position in the WMRT Finals.

Championship Points Table

Place	WCE Points	WTE Points
1	40	10
2	36	9
3	33	8
4	30	7
5	26	6
6	24	5
7	22	4
8	20	3
9	16	
10	15	
11	14	
12	13	
13	12	
14	11	
15	10	
16	9	
17	8	
18	7	
19	6	
20	5	
21	4	
22	3	
23	2	
24	1	

If there is a series-score tie between two or more skippers, each skippers WCE scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the skipper(s) with the best scores(s).

If a tie remains between two or more skippers, they shall be ranked in order of their WCE scores in the last event. Any remaining ties shall be broken by using the tied skippers scores in the next-to-last event and so on until all ties are broken.

If none of the skippers in the tie have raced in a WCE then WTE scores shall be used.