



International Inclusivity Keelboat Championships 2024

September 30th – October 3rd 2024, Rutland Sailing Club, UK

Sailing Instructions (SIs)

Organising Authority (OA)

The OA will be RS Sailing and Rutland Sailing Club as sanctioned by World Sailing and supported by the World Sailing Member National Authority (MNA) for the United Kingdom, The Royal Yachting Association (RYA)

Notations

- [SP] denotes a rule for which a standard penalty may be applied by the Race Committee or the technical committee without a hearing or a discretionary penalty applied by the International Jury with a hearing. This changes RRS 63.1 and A5; and
- [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).

1 RULES

- 1.1 The event is governed by the rules as defined in The *2021-2024 Racing Rules of Sailing* (RRS). Other documents under RRS
- 1.2 These Sailing Instructions change RRS 26, 29.1, 33, 35, 49.1, 60.1(b), 62, 62.1, 63.1, A4, A5 and Race Signals.
- 1.3 Attachments B, L and UF to these sailing instructions always apply.



2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except any change to the schedule of races will be posted by 2100 on the day before it will take effect.

An alteration of race area may be signalled before delta is flown.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board located in the wet bar of Rutland Sailing Club, and notices may be copied into the official WhatsApp and Telegram groups and Race Office.
- 3.2 The Race Office is located in the John Merricks building at Rutland Sailing Club.
- 3.3 On the water, the Race Committee intends to monitor and communicate with Team Coaches on VHF radio channel 72.
- 3.4 [DP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that are not available to all boats.
- 3.5 [DP] Whilst racing, Mobile phones are not permitted to be used onboard.

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] Competitors and support persons shall handle any equipment provided by the organising authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.
- 4.3 Visiting boats must comply with the Anglian Water by-laws (see link below) to help avoid the spread of invasive aquatic species.

<https://www.rutlandsailingclub.co.uk/open-events/check-clean-dry-procedure-for-visiting-boats>

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on a Rutland Sailing Club flag pole situated on the balcony.

- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
- 5.3 [DP] Flag D with one sound means 'Boats shall not leave the shore until this signal is made. Flag D will be displayed with the relevant course flag to signal that the fleet is released.
- The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed.

6 SCHEDULE OF RACES

6.1

Day	Race	Warning Signal
Sunday 29 th September	Practice Races	1400
Monday 30 th September	Races	1000 Races start and continue during the day
Tuesday 1 st October	Races	1000 Races start and continue during the day
Wednesday 2 nd October	Races	1000 Races start and continue during the day
Thursday 3 rd October	Races	1000 Races start and continue during the day

- 6.2 Races will be run on a rolling basis with changeovers after each race according to a published schedule available before racing commences.
- 6.3 The scheduled time of the warning signal for the first race each day is 10.00.
- 6.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least one minutes before a warning signal is made.
- 6.5 On the last scheduled day of racing no warning signal will be made after 1600.

6 CLASS FLAGS

- 7.1 The Class flag is the RS 21 logo on a white background.
- 7.2 The sail combination to be used will be signalled on the Race Committee boat. The signals will have the following meaning:

SIGNAL FLAG	MAINSAIL	JIB	SPINNAKER
No flag	Full	Full	None
R	Reefed	Full	None

8 RACING AREA

- 8.1 The racing area(s) are shown in SI Addendum A and will be posted on the Official Notice Board.

9 COURSES

- 9.1 The diagram(s) in SI Addendum B show(s) the course(s), the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.3 Courses will not be shortened. This changes RRS 32.

10 MARKS

- 10.1 Starting Mark(s) will be the Committee Vessel and a dan buoy with an orange flag.
- 10.2 Leeward Mark will be Black inflatable sphere.
- 10.3 Windward rounding mark will be either a Black or Yellow inflatable sphere. This will be designated by flying either a Black or Yellow flag and a panel on the Race Committee boat before the warning signal.
- 10.4 Finishing marks will be the Committee vessel and a dan buoy with an orange flag.

11 OBSTRUCTIONS

- 11.1 Boats shall keep clear of vessels that are at anchor or displaying Flag A, indicating divers are in the water.
- 11.2 Boats shall not transit through any groups of moored boats at the venue unless specifically directed to do so by the Course Marshalls.
- 11.3 Competitors shall give reasonable clearance to fishermen, with 50m being the recommended distance.
- 11.4 Boats shall keep clear of the Rutland Belle – a pleasure cruise vessel that operates on Rutland water during daylight hours.

12 THE START

- 12.1 Races will be started using RRS 26, with the warning signal made 3 minutes before the starting signal.
- 12.2 The starting line is between a staff displaying an orange flag on the Committee Boat at the starboard end and the course side of the port-end starting mark.
- 12.3 A boat that does not start within 3 minutes after her starting signal has been given, will be scored Did Not Start (DNS) without a hearing being granted. This changes RRS A5.1 and A5.2.
- 12.4 When a boat is subject to RRS 29.1, flag X need not be displayed later than 1 minute after the starting signal; this amends RRS 29.1. The Race Committee may hail the boat numbers or the total number of premature starters. The nature of this hail and the

order in which the boat numbers are hailed shall not be grounds for redress, this changes RRS 60.1 (b).

- 12.5 A boat that fails to start having been subject to RRS 29.1 and either enters the zone at, or rounds the first windward mark may be disqualified by the race umpires in accordance with NoR Attachment U.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 To change the Windward mark prior to Lap 2, the Race Committee will lay a new mark. This will either be a Black or Yellow mark as designated by which flag is flying on the Race Committee boat as the boats approach the leeward mark at the end of round 1. This will be accompanied by continuous sound and visual signals at the time. A panel with the colour of next mark will be display also.
- 13.2 The Race Committee may make minor mark moves of up to 100m without signalling. This changes RRS 33.

14 THE FINISH

- 14.1 The finishing line is between a staff displaying a orange flag on the Committee Boat and the finishing mark this being a dan buoy with an orange flag. This change the RRS Race signals
- 14.2 Boats that start, are still racing and have not rounded the windward mark for a 2nd time two minutes after the second boat sailed the course will be scored for the place the umpires judge them to be in at that time without a hearing. This changes RRS 35, A4 and A5. This score shall not be grounds for redress, this changes RRS 60.1 (b).

15 PENALTY SYSTEM

- 15.1 For the RS 21 Class RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty

16 TIME LIMITS [AND TARGET TIMES]

- 16.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Time Limit	Mark 1 Time Limit	Target Time
25 minutes	10 minutes	15 minutes

16.3 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17 HEARING REQUESTS

17.1 Appendix UF Will apply all the time

18 SCORING & FORMAT

- 18.1 A High Point Scoring System will apply. No scores shall be excluded.
- 18.2 Points will be awarded with first place being equal to the number of boats available at the start of the event, second place will be one point less and so on.
- 18.3 The event will be a series of short fleet races with all boats competing in each race.
- 18.4 The race programme will be a continuous rolling programme of races with up to around 12 to 15 races per day. Each teams result is the total of her race scores over all races sailed averaged to her score per race sailed.
- 18.6 If a competitor who is using an OA supplied charter boat is unable to start a race because the organiser cannot provide a supplied charter boat for them, they will be awarded their average points excluding this race.
- 18.7 Scoring requests should be made to the Race Office on the scoring request form available.
- 18.8 The Score for DNC, DNS, OCS, NSC, RET or DSQ will be zero points. This changes RRS A5.
- 18.9 Before starting and after finishing or retiring, boats shall sail to minimise any delay to the race schedule and without interfering with any boat still racing.
- 18.10 The initial schedule of races will be displayed on the official notice board. Any changes thereto and schedules for subsequent races will be displayed not less than 10 minutes before the start of those races.

- 18.11 The schedule of races may be modified during the event in as fair and practical a way as possible determined by the Race Committee taking into account the entries, weather conditions, time constraints and any other relevant factors. Any change shall not be grounds for redress. This changes RRS 60.1 (b).
- 18.12 When crews have not sailed the same number of races, places will be calculated by the average points score (to 2 decimal places) of each crew in all races they have sailed.

19 SAFETY REGULATIONS

- 19.1 [SP] Boats are required to sign in and out using the forms provided outside of the race office (or inside in event of bad weather). Failure to sign in or out will result in a 1 point standard penalty.
- 19.2 [SP] A boat that retires from a race shall notify the Race Committee at the first reasonable opportunity.
- 19.3 [SP] Competitors are required to follow safety instructions given by Marshall or Safety Boats or any World Sailing marked Boats. Failure to follow instructions given by Marshals, World Sailing Technical Delegate or World Sailing Boats will result in a 2 point standard penalty.

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 [DP] Substitution of competitors is not allowed without prior written approval of the World Sailing Technical Delegate.
- 20.2 [DP] Substitution of damaged or lost equipment will be managed by a Bosun boat positioned just below the finish line. Competitors must display a yellow flag provided by the race office at registration and go to the bosun boat immediately after the finish.
- 20.3 Classifiers. Requests for substitution of crews shall be made to the Organising Authority at the first reasonable opportunity through the Race Office, which may be after the race.

21 EQUIPMENT AND MEASUREMENT CHECKS

- 21.2 All boats or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 21.3 [DP] When instructed by a Race Official on the water, a boat shall proceed to a designated area for inspection.
- 21.4 [DP] All boats shall comply with class rules regarding the carrying of a tow rope.

22 SUPPLIED BOATS

- 22.1 Boats are supplied by the organizing authority. Competitors are expected to handle supplied equipment with due care and attention. Collisions must be avoided at all time by both Give Way and Right of Way boats.
See SI Addendum C.

23 OFFICIAL VESSELS

- 23.1 Official vessels will be identified as follows:

Race Committee	RC
World Sailing	WS
International Jury	IJ
International Measurer	IM
International Classifier	IC
Marshall	Marshall

24 [DP] SUPPORT TEAMS/ COACHES

- 24.1 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the Race Committee signals a postponement, general recall or abandonment, including being on the extensions of the start line.
- 24.2 Support person vessels shall be identified with country letters clearly displayed on the engine/ engine cover or by a flag.
- 24.3 Support Team/ Coaches SI 24.1 does not apply to World Sailing Coaches.

25 TRASH DISPOSAL

- 25.1 Waste (Rubbish / Trash) may be placed aboard any official or support person vessel. Competitors should not put trash into the water.

26 BERTHING/ CHANGEOVERS

- 26.1 [DP] Changeovers will generally be conducted on the water via changeover boats. Boats shall follow all instructions from the Dockmaster/ Event Technical Delegate when entering the pontoon area for any reason. Failure to follow instructions may result in a discretionary penalty.
- 26.2 [DP] Boats shall be kept in their assigned places as indicated by the Dockmaster at the end of each day, until they can be moved to the overnight mooring.

27 BREAKDOWNS

- 27.1 Crews are responsible for inspecting their boats before racing.
- 27.2 Before the warning signal of a race or within two minutes of changing into a new boat, whichever is the later, a boat may display a **YELLOW** flag to signal breakdown or damage to the boat, sails, or injury to the crew and request a delay to the next start. The boat shall proceed as soon as possible to a position just to leeward of the signal vessel and remain there unless otherwise directed.
- 27.3 The time allowed for repairs or treatment of an injury will be at the discretion of the Race Committee and is not grounds for a request for redress by a competitor, this changes RRS 62.1.
- 27.4 After the warning signal of a race, it will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 10.2.
- 27.5 When to continue racing after damage or breakdown risks further damage, the boat shall retire immediately.

28 DIVING EQUIPMENT AND PLASTIC POOLS

- 28.1 Underwater breathing apparatus including snorkels and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the last race of the event.

29 PRIZES

29.1 Prizes will be given for the following:

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1st - 3rd teams

30 RISK STATEMENT

30.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.'

By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks.

These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.

Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

31 INSURANCE

31.1 The supplied boats include 3rd Party insurance cover of £3,000,000

31.2 A Team involved in a collision causing boat damage is responsible to the excess costs up to £300 per incident. Responsibility for assessment and allocation of costs to teams involved will be Umpire and bosun team in conjunction with OA.

31.3 Teams will be required to make a reserve payment by card with the RSC office prior to start of the event. This will be cancelled at the end of the event if not required.

32 HAUL-OUT RESTRICTIONS

32.1 [DP] Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the World Sailing Technical Delegate. Please submit requests in writing or by email to the RS21 Race Administrator in the race office.

All boats will be kept afloat and stored on moorings overnight.

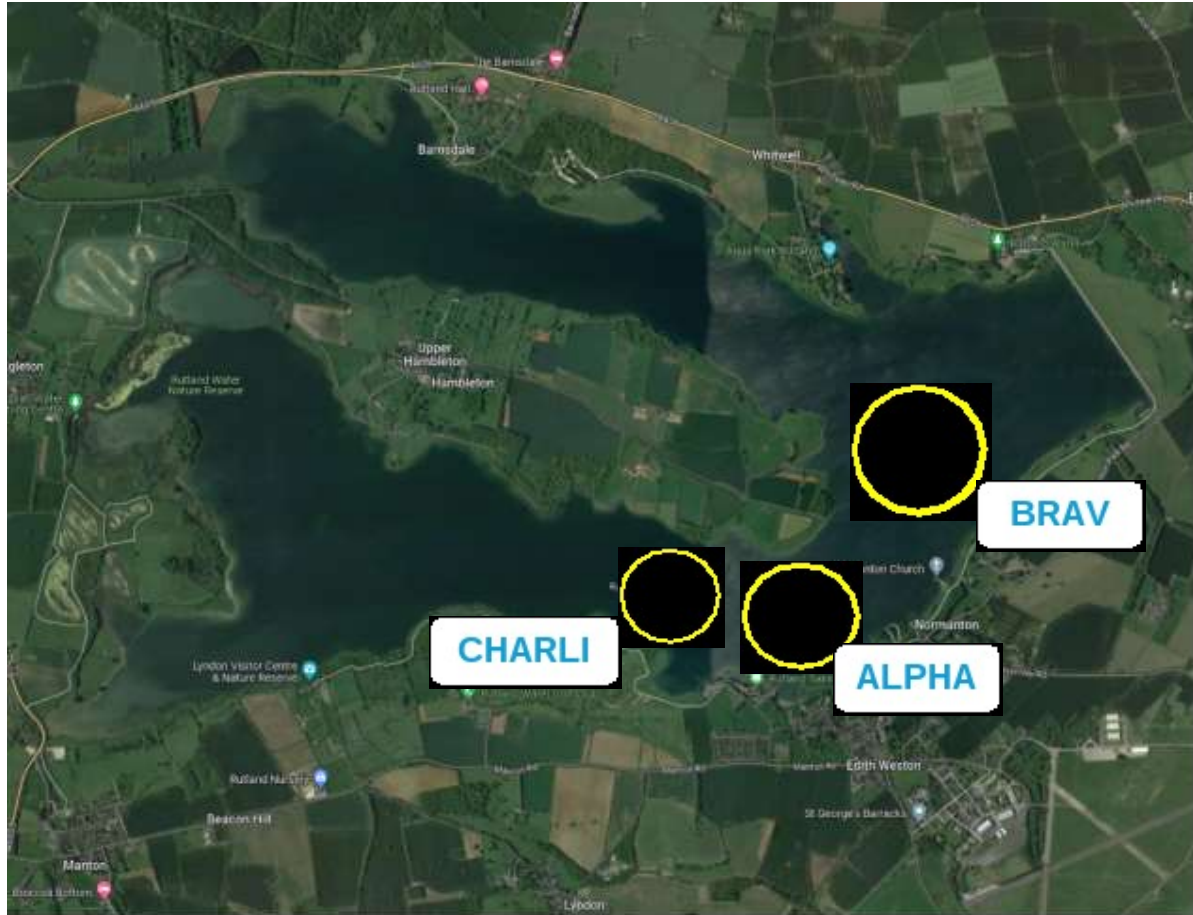
32.2 [DP] Boats will not be able to be hauled out until the completion of the competition on Thursday 3rd October, without written approval of the OA.



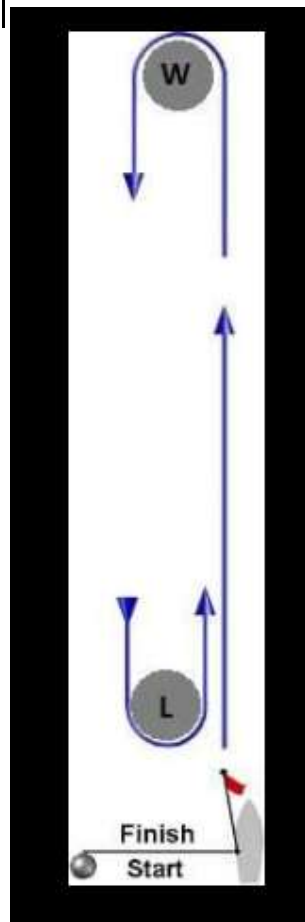
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SI ADDENDUM A Likely location of Courses



SI ADDENDUM B Course Description



C1. For the purposes of the definitions used elsewhere in these Sailing Instructions C1.1.

Mark W will be the Windward Mark

C1.2. Mark L will be the Leeward Mark C2.

Course – leaving W & L to Port.

C2.1. Start – W – L – W – Finish

C3. The colour of the Windward Mark to be used during a race will be indicated at the warning signal as per SI 8.5; or changed by a flag and a panel as displayed according to SI 7.2.

C3.1. The colours available for the Windward Mark are as follows

(a) Yellow

(b) Black

C3.2. Where practical, the Race Committee may remove any unused Windward Marks; failure to do so will not be grounds for redress; this changes RRS 60.1(b).

C4. The Leeward Mark will be Black

C5. The Starting and Finishing mark will be orange .

SI ADDENDUM C

BOATS SUPPLIED BY THE ORGANIZING AUTHORITY

A1 BOATS

- A1.1 Boats supplied to competitors shall not be modified in any way except for:
- (a) the addition of a compass tied or taped to the hull or spars;
 - (b) the application of wind indicators, including yarn or thread, tied or taped anywhere on the boat;
 - (c) use of adhesive tape anywhere above the water line
- A1.2 The following shall not be modified or adjusted in anyway:
- (a) Rigging tension
 - (b) Steering purchases
- A1.3 All equipment supplied with the boat for sailing purposes shall remain in the boat while afloat, including the fenders, sail bags and a tiller extension.
- A1.4 The penalty for not complying with one of the above instructions is disqualification from all races sailed in which the instruction was broken.
- A1.5 Competitors shall report any damage or loss of equipment, however slight, to the on-water bosun immediately after the finish of a race. The penalty for breaking this instruction, unless the protest committee is satisfied that the competitor made a determined effort to comply, is disqualification from the race most recently sailed.
- A1.6 The Race Committee will allocate the boats to be used in each race. A boat shall remain the responsibility of the crew until handed over to the Race Committee or the next crew to use that boat.
- A1.7 The Organising Authority will take all reasonable steps to equalise the boats.
- A1.8 Neither the allocation of boats, nor any variation between the boats and their equipment, shall be grounds for redress. This amends RRS 62.1.
- A1.9 The last crew on board a boat at the end of each sailing day shall return the boat to the dock and moor it and are responsible for:
- (a) folding, bagging and placement of the sails as directed.
 - (b) removing all trash, tape and marks.



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- (c) leaving the boat in a satisfactory state of cleanliness.
- (d) complying with any instruction from any person appointed by the Organising Authority.

A1.10 A breach of SI A1.9 may be considered as damage and the cost of rectification charged against the Crew.

A1.11 Class rules requiring competitors to be members of the class association do not apply.



Attachment L - Boat Rules and Permitted Actions

A breach of the following rules may result in a penalty initiated by an umpire in accordance with Appendix UF.

L1 Actions Prohibited at All Times

The following actions are prohibited at all times, unless permitted by SI L2:

L1.1 Rules Specific to the boats being used in this event

- (a) The event will be sailed in four/five RS21 type keelboats with spinnakers.
- (b) Crew shall not stand or lean out over the cockpit, such that their torso is outside the line extending vertically from them, other than to make temporary repairs or correct problems.
- (c) Using the boom, shrouds (including any inner shrouds) above the turnbuckle, mast, stanchions, cockpit safety lines or stern rails, to facilitate tacking, gybing, or steering.
- (d) Using a reef line as an outhaul.
- (e) Omitting any headsail car or turning block.

L1.2 General Rules applicable to all boats

- (a) Passing head to wind with the head of the spinnaker above the gooseneck.
- (b) Adjusting or altering the tension of standing rigging, excluding the backstay when fitted.
- (c) Adding to, omitting, or altering the equipment supplied; including but not limited to cutting or shortening of any sheets, control lines or other running rigging.
- (d) The removal or replacement of any equipment without the consent of the Race Committee.
- (e) Sailing the boat in a manner that it is reasonable to predict would cause damage.
- (f) Moving equipment from its normal stowage position except when being used.
- (g) Boarding a boat without the consent of the Race Committee.
- (h) Taking a boat from its berth or mooring without the consent of the Race Committee.
- (i) Cleaning surfaces below the waterline.
- (j) Marking directly on the hull or deck with ink.
- (k) Perforating sails, even to attach tell tales.
- (l) The use of any equipment for a purpose other than that intended.

L2 Permitted Actions

Notwithstanding SI L1, the tools and equipment in SI L2.1 may be taken on board and the actions in SI L2.2 are permitted.

L2.1 The following tools or equipment may be taken on board:

- (f) Safety knives, with retractable blade or sheath
- (g) Basic hand tools
- (h) Electrical tape
- (i) Rope (elastic or otherwise) of 4mm or less
- (j) Marking pens
- (k) Tell-tale material
- (l) Watches and timers
- (m) Shackles and clevis pins
- (n) Velcro tape

L2.2 The following are permitted tasks:

- (a) Any action considered necessary for the safety of the crew.
- (b) Changing the number of purchases for the mainsheet
- (c) Preventing fouling of lines, sails and sheets
- (d) Attaching tell-tales.
- (e) Preventing sails being damaged or falling overboard.
- (f) Making minor repairs and permitted adjustment

APPENDIX UF

UMPIRED FLEET RACING

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.’

UF1.3 Rule 14 is changed to:

14 AVOIDING CONTACT

14.1 If reasonably possible a boat shall

- (a) avoid contact with another boat,
- (b) not cause contact between boats, and
- (c) not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

14.2 When there is contact between hulls, the umpires may, without a hearing, impose a scoring penalty of **1 point** on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of **1 point** on other boats if they consider that these boats contributed to the contact.

14.3 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is **2 points**.

UF1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for *room* to tack, repeatedly and clearly pointing to windward; and

- (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 Rule 70 is deleted.

UF1.6 Test rules

- (c) Rule 17 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next mark or crossed the finishing line to *finish*.

UF2.2 Rule 31 is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 In this appendix, 'a penalty' will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

UF3.2 The first sentence of rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31'

UF3.3 On the Water Protests by Boats and Penalties

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,
 - (6) fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c),

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,

- (b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

- UF4.1** After boats have finished, the race committee will inform competitors about the results on the official noticeboard.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 ---Not in Use---

UF5.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall inform the race committee in the following way:

- Whilst afloat verbally notifying the race signal boat within two minutes of the last boat finishing the race nearest to the incident occurring.
- And, as soon as returning ashore, informing the race office in writing (if the race office unattended due to being afloat, within 15 minutes of the race office returning ashore).

UF5.4 The time limit defined in rule UF5.3 also applies to protests under rule UF5.9, UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.

UF5.6 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.

Rule 62.1(a) is deleted.

UF5.7 The first three sentences of rule 64.2 are changed to: 'When the protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'

UF5.8 Hearings

Except for a hearing under rule 69.2

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.

- (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.
- (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.

UF5.9 The race committee will not protest a boat.

UF5.10 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.

UF5.11 The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.

UF5.12 Rule 66.2 is changed to 'A party to the hearing under this appendix may not request a reopening.'



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