



MELGES 32 GRAND PRIX PUNTALDIA 2023 MAY 21 - 23 SAILING INSTRUCTIONS



YACHT CLUB OLBIA

1 RULES

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing.

1.2 Italian crews shall be FIV members and have a valid medical certificate.

FIV Rules state that children who have not yet turned 12, on the date of the first race, cannot be taken on board the boats during the races-

1.3 Recorded video and images from any boat support, press, media and / or support boat, or data / video of positioning electronic devices cannot be used as evidence during the hearings and may not be a reason for redress request. This changes the RRS 60.1(b) - 63.3 - 63.6.

1.4 In case of conflict between the Italian Version and English Version, the English version shall prevail.

1.5 CODE OF CONDUCT - professional foul.

Competitors shall comply with any reasonable request from a regatta official, organizing committee member, Class official and other competitors, including the participation as party or witnesses in protest hearing or investigations. It is mandatory to participate to the social events and to any official meeting. The penalty for a breach of this SI can be a scoring penalty but also a disqualification or other disciplinary actions.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official online notice board.

<https://www.racingrulesofsailing.org/documents/5838/event>

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 09.00 on the day it will take effect, except that any change to the schedule of races will be posted by 20.00 on the day before it will take effect.

4 SIGNALS MADE ASHORE

4.1 Signal made ashore will be displayed at the flag-pole located **near the club's office**.

4.2 (a) When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the race signal AP.

(b) When together with the signal as per SI 4.2(a) the letter "H" is displayed, the competitors are forbidden to leave the dock until the signal is lowered.

4.3 When flag Y is displayed ashore, RRS 40 applies at all times while afloat. This changes RRS Preamble of Part 4.

5 SCHEDULE OF RACES

5.1 Event Schedule:

Tuesday: 14.00 - 18.00: Registration and Weight

Wednesdays: 9.30 - 14.00: Registration and Weight

14.00 - 18.00: Registration and Weight

Thursdays: 9.30 - 18.00: Registration and Weight

TBA: **Practice Race**

Fridays: 11.00: Skipper Briefing

13.00: First Warning Signal

Saturdays Races

Sundays Races (No INITIAL Warning after 14.30)

5.2 Number of races:

A maximum of **8 races** are planned. A maximum of 3 races are planned on each sailing day.

5.3 The scheduled time of warning signal for the first race of Day 1 is **13:00**.

5.4 Spare

5.5 On the last day of the regatta no warning signal will be made after **14:30**.

6 CLASS FLAG

Class Flag will be the “Melges 32” Flag.

7 RACING AREAS

Races will be held in the water in front of the town hosting the event.

8 THE COURSES

8.1 Course 1

Start – W – WO – Gate – W – WO – Finish (Downwind).

8.2 Course 2

Start – WI – W – WI – Gate – WI – W – WI – Finish (Downwind).

The Race Committee will lay Mark W approximately 6 lengths to windward of Mark WI. Boats shall pass in order Marks WI, W and then WI to port before proceeding to the Gate. In the event of a change of course under RRS 33, Mark WI will be set; in case the mark cannot be set, a Mark Boat will be displaying Mike flag without sound signal.

8.3 Course 3

Start – WI – W – WO - WI – Gate – WI – W – WO - WI – Finish (Downwind).

The Race Committee will lay Mark W approximately 6 lengths to windward of Mark WI. Boats shall pass in order Marks WI, W, WO and then WI to port before proceeding to the Gate. In the event of a change of course under RRS 33, Mark WI will be set; in case the mark cannot be set, a Mark Boat will be displaying Mike flag without sound signal.

8.4 No later than the warning signal, the race committee signal boat will display the course number and the approximate compass bearing of the first leg.

8.5 Courses can be shortened provided that a shortened race has a minimum of 3 legs.

The legs described as follows are not legs for the purpose of SI 8.5:

W – WO; WI – W, W – WI, WO – WI.

This changes rule 32.

8.6 Starting/Finishing Line

(a) The starting line will be a straight line between a staff displaying an orange flag on the RC starting boat and a staff displaying an orange flag on the RC pin-end vessel or the course side of a starting mark, as described in SI 9.4.

(b) The finishing line will be a straight line between a staff displaying a BLUE flag on the RC boat and a staff displaying an orange flag on the RC pin-end vessel or the course side of a finishing mark, as described in SI 9.4.

(c) 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 boat at any time. This buoy is part of the RC boat ground tackle.

9 MARKS

9.1 Marks W will be **YELLOW** buoy.

9.2 Mark WI will be **RED** buoy

Mark WO will be **RED** buoy

- 9.3** Marks GS / GP will be **RED** buoy
- 9.4** The starting Mark will be **RED** buoy.
A finishing mark will be **RED** buoy.
- 9.5** All the marks, except the gate and the finishing mark, shall be left to port.
- 9.6** **New mark WI** will be a RED mark or a Mark Boat displaying Mike flag without sound signal.
New mark **W**, as described in SI 12.1 will be YELLOW buoy.
New mark **WO**, as described in SI 12.1 will be RED buoy
- 9.7** A race committee boat signaling a change of a leg of the course is a mark as provided in SI 12.2.
- 10** **AREAS THAT ARE OBSTRUCTIONS**
Sailing forbidden area will be notified on the Official Online Notice Board.
When these areas are notified, they will be considered “obstruction” as per definition & related application of RRS 19 & 20.
- 11** **THE START**
- 11.1** Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 11.2** Spare
- 11.3** A boat starting later than 4 minutes after her starting signal will be scored DID NOT START without a hearing. This changes rule A5.1 and A5.2.
- 11.4** The Race Committee may communicate by radio **VHF 69** individual and general recalls.
In such case, bow numbers, sail numbers or boat names may be called out for their identification.
Delay in the radio communication of these calls, or the order in which they are made, or any omission or failure in the emission or reception of these, shall not be grounds for a request for redress. This modifies RRS 62.1(a).
This rule does not reduce, modify or exonerate each boat’s responsibility to start in accordance with the RRS.
- 11.5** Spare
- 11.6** Boats to be scored BFD or UFD will be hailed as described in SI 11.4. If hailed, such boats shall remove themselves from the racecourse at the first reasonable opportunity. Failure to do so will result in a black flag umpire penalty per UF3.5(c), at which time the penalized boat(s) shall promptly leave the course area.
- 12** **CHANGE OF THE NEXT LEG OF THE COURSE**
- 12.1** To change the next leg of the course, the race committee will lay a new mark (or move the gate and/or the finishing line) and remove the original mark as soon as practicable. Offset mark and WI may not be re-located.

Any change to the position of the gate or the finish line will be signaled at mark W or WO. That change is in effect from the last windward mark to the gate or the finish. This does not change the obligation to leave mark WI to port.

If the Race Committee decides to change the position of the leeward mark (gate), the original gate marks will be relocated. If the Leeward mark is to be only one mark, this mark shall be left to port; this mark is not considered a gate and RRS 18.4 will apply.

When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2** Except at a gate, boats shall pass between the race committee boat signaling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes the Definition of Sail the Course.
- 12.3** Except at the gate, a race committee boat signaling a change of a leg of the course is a mark as provided in instruction 12.2 and RRS 18.4 will apply to that race committee boat and the nearby mark.
- 12.4** When at the gate a race committee boat is signaling a change of a leg of the course and there is only one leeward mark:

(a) if that RC boat is not displaying Mike flag, that race committee boat and the leeward mark are not a gate and RRS 18.4 will apply.

(b) if that RC boat is displaying Mike flag, that race committee boat and the leeward mark are a gate and RRS 18.4 will NOT apply.

This changes RRS 28.2 and 33.

13 Spare

14 PENALTY SYSTEM

14.1 RRS 44.1 is changed to read:

44.1 Taking a Penalty

(a) A boat may take a Penalty when she may have broken a rule of Part 2 while racing or rule 31.

(b) However, if a boat caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire.

RRS 44.2 is changed to read:

44.2 Penalty

After getting well clear of other boats as soon after the incident as possible, a boat takes a Penalty by promptly making the required turn as follows.

a) Before starting, or when on a leg of the course to a windward mark, or a finish at Mark WI, a boat shall promptly sail clear, and as soon as reasonably possible gybe and luff to a close-hauled course.

b) On a leg of the course to mark WO, or when on a leg of the course to a leeward mark, a gate, or the finishing line when finishing on a downwind leg of Course 1 or Course 2, a boat shall promptly sail clear, and as soon as reasonably possible tack and bear away to a course that is more than 90 degrees from the true wind.

However, unless the course is shortened to finish at the windward mark, penalties within the zone of the windward mark or penalties on the offset leg may be delayed and taken as soon as possible on the downwind leg.

When a boat takes the penalty at or near the finishing line, her hull shall sail completely to the course side of the line before finishing.

14.2 Penalties for protests of RRS42 are at the discretion of the Protest committee.

15 TIME LIMITS AND TARGET TIMES

15.1 Time limits and target time are as follows:

<i>Class</i>	<i>Target Time</i>	<i>Time limit</i>	<i>Time Limit for Mark 1</i>
Melges 32	60'	90'	25'

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This change RRS 62.1(a).

15.2 The boats not finishing within 15' from the finish of the first boat, will be scored Did Not Finish without a hearing. This change RRS A5.1 and A5.2.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 The arbitration hearings and the formal hearings will be held under SI 16.8

(a) In accordance with NoR 2.4, fleet races will be umpired.

(b) The Jury may take decision after racing if the incident afloat was unseen.

(c) Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

(d) The protest time limit is 60 minutes after the last boat has finished the last race of the day or the race committee signals no more racing today, whichever is later.

16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

Hearings will be held in the protest room, located nearby the Regatta Village

16.4 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).

16.5 (a) Breaches of S.I. 18, 19, 21, 23, 24, 25, 26 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

(b) Penalties as per SI 16.5(a) will be percentage based on the total number of boats in the fleet. Percentage will be between 10% and 30% and will be governed by RRS 44.3(c)

(c) The Protest Committee may impose penalties as described in SI 16.5(b), for breaches of Class Rules or other rules.

(d) If the Protest Committee decides that a breach of a *rule* has had no significant effect on the outcome of the race, it may impose a penalty or make any other arrangement it decides is fair for all boats affected, which may be to impose no penalty.

This changes RRS 64.2.

16.6 On the last scheduled racing day a request for reopening a hearing shall be delivered

(a) within the protest time limit if the requesting party was informed of the decision on the previous day;

(b) no later than 5 minutes after the requesting party was informed of the decision on that day.

This changes RRS 66.

16.7 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 5 minutes after the decision was posted. This changes RRS 62.2.

16.8 **Arbitration system.** Before the beginning of any hearing, the parties of a protest shall participate in an arbitration hearing with the judge in charge of this subject. The penalized party, by accepting the opinion of the arbitrator, will get 20% penalty (except that for gaining an advantage by breaking a rule, the penalty will be 30%). The arbitrator is allowed to consider arbitration system improper for the case and refer the matter to a formal hearing.

During the arbitration hearing witnesses are not allowed except for the Judges that have signaled a blue flag as per SI UF3.5(d).

The Protest Committee is allowed to accept such penalties before the beginning of a formal hearing.

The arbitration system procedure can be held (shall be during the last day of races) on the Jury rib during the coming back and on the dock.

16.9 (a) When a boat breaks Class Rules C2.1(b), C2.1(c) (Helmsperson) and C9.5 (Retracting Bowsprit), may be penalized on the water by an umpire displaying a red flag with one sound signal. The umpire will identify such a boat by hailing or pointing to her. The penalized boat shall take a penalty in accordance to SI 14.1.

(b) Helmsperson

When, while racing, the umpires observe any crew member other than the 'Principal or Relief Helmsperson' steering the boat, they may penalize that boat in accordance with SI 16.9(a) and SI UF3.5(b).

Aiding steering the boat in a situation where it is reasonable to expect that a collision or injury might occur, will not be penalized if a boat does not come out in a better position than it would have done otherwise.

However, if the umpires observe a crew member aiding steering, and they are not yet certain as to whether this is an infringement, they will signal a warning by displaying a yellow flag and pointing conspicuously to

the boat concerned. Only one warning will be made for an incident.

16.10 A boat that protests as provided in SI UF3.3 is only entitled to a hearing if the umpires acknowledge her protest by displaying a “Blue” flag, or there is no signal from the umpires and no penalty is taken by the protested boat.

16.11 Spare

16.12 RRS 67 is deleted and substituted with:

- (a) Protest committee, International Jury or Appeal Jury shall make their decision based exclusively on *The Racing Rules of Sailing*. Any issue of liability or claim for damages arising from an incident while a boat is bound by *The Racing Rules of Sailing* or by the IRPCAS shall not be dealt with.
- (b) A boat that takes a penalty or retires does not thereby admit liability or that she has broken a *rule*.

17 SCORING

17.1 The scoring system will be the Low Point scoring system.

17.2 One (1) race is needed for the regatta to be scored as a single event.

- 17.3** (a) When fewer than 6 races have been completed, a boat’s series score will be the total of her race scores.
- (b) When 6 or more races have been completed, a boat’s series score will be the total of her race scores excluding her worst score.

18 SAFETY REGULATIONS

18.1 A boat that retires from a race shall notify the race committee as soon as possible.

18.2 Boats not leaving the harbor for the races of the day (DNC) shall inform the race office as soon as possible.

18.3 Boats not starting or retiring from a race (DNS, DNF) shall inform the race office or the race committee as soon as possible.

18.4 All boats shall return only to their allocated moorings.

19 REPLACEMENT OF CREW OR EQUIPMENT

19.1 Substitution of competitors will not be allowed without prior written approval of the Race Committee

19.2 Substitution of damaged or lost equipment will not be allowed unless approved by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

20 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

21 EVENT ADVERTISING

Boats shall display event advertising supplied by the organizing authority as per Appendix 1 of Notice of Race.

22 OFFICIAL BOATS

The official boats will be identified by displaying flags as follows:

Race Committee Boat	Yacht Club flag
Measurer Boat	White flag with a “M”
Media	White flag “P”

23 SUPPORT BOATS

23.1 Refer to IM32CR H.5

23.2 Support boat will be identified by displaying a flag as provided by the OA.

24 TRASH DISPOSAL

Trash shall remain onboard until the end of the last race of the day but to throw the trash on the water will be considered a breach even between races.

25 HAUL-OUT RESTRICTIONS

Keelboats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

26 RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

27 PRIZES

Prizes will be given as per Notice of Race.

28 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

29 MEDIA, IMAGES and SOUND

- (a) The OA may require media personnel, equipment and electronic devices to be carried on board at any time.
- (b) The position of these personnel and equipment will be determined by the RC and may be advised verbally.
- (c) The OA shall have the right to use any image, sound recorded and navigation data.

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.

2022 Melges 32 Edition

Version: 30th August 2022

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 0,5 points on other boats if they consider that these boats contributed to the contact. This rule also applies to bowsprit, pushpit, pulpit, stanchions, mast, boom and shrouds.

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 1 point.

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 (a) The definition *Mark-Room* is changed to:

Mark-Room Room for a boat to sail her proper course to round or pass the mark on the required side.

However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.

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*. This rule also applies to bowsprit, pushpit, pulpit, stanchions, boom and crew.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 Delete RRS 44.2 and replace with:

44.2 Penalty

After getting well clear of other boats as soon after the incident as possible, a boat takes a Penalty by promptly making the required turn as follows.

- a) Before starting, or when on a leg of the course to a windward mark, or a finish at Mark WI, a boat shall promptly sail clear, and as soon as reasonably possible gybe and luff to a close-hauled course.
- b) On a leg of the course to a leeward mark, a gate, or the finishing line when finishing on a downwind leg, a boat shall promptly sail clear, and as soon as reasonably possible tack and bear away to a course that is more than 90 degrees from the true wind.
- c) On a leg of the course to mark WO a boat shall promptly sail clear, and as soon as reasonably possible:
 - i) gybe and luff to a close-hauled course, or
 - ii) tack and bear away to a course that is more than 90 degrees from the true wind.
- d) In a long-distance race, a boat shall promptly sail clear and as soon as reasonably possible do a turn, including one tack and one gybe.

However, unless the course is shortened to finish at the windward mark, penalties within the zone of the windward mark or penalties on the offset leg may be delayed and taken as soon as possible on the downwind leg.

When a boat takes the penalty at or near the finishing line, her hull shall sail completely to the course side of the line before finishing.

- 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 **Y** 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, unless an umpire signals in accordance with UF3.5(d). 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),
- (7) breaks Melges 32 Class Rule C9.5 (a) and interferes with another boat,
- 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.
- (d) A Blue flag with one long sound means ‘The umpires do not have the facts required to make a decision.’
- (e) A Yellow Flag with one sound if the umpires observe a crew member aiding steering, and they are not yet certain as to whether this is an infringement, they will signal a warning by displaying a yellow flag and pointing conspicuously to the boat concerned.
- 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 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

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 A boat is only entitled to a hearing when the umpires have signalled in accordance with UF3.5(d) or under UF5.3.

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:

hail or contact the race committee by radio before or during the display of flag B.

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.

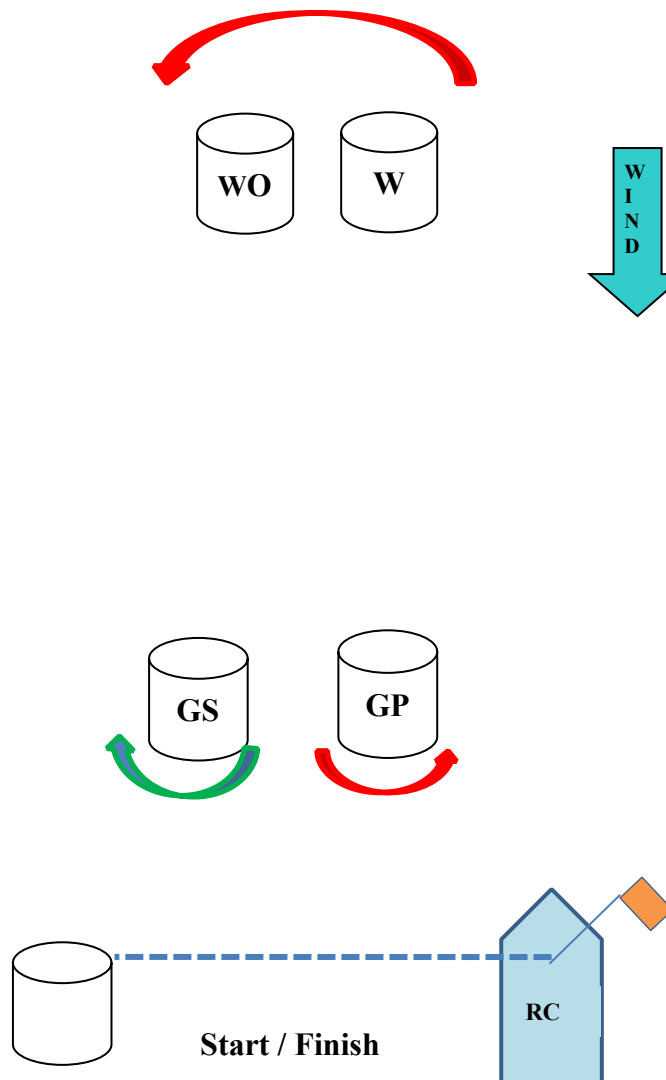
UF5.11 The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.

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

Appendix A

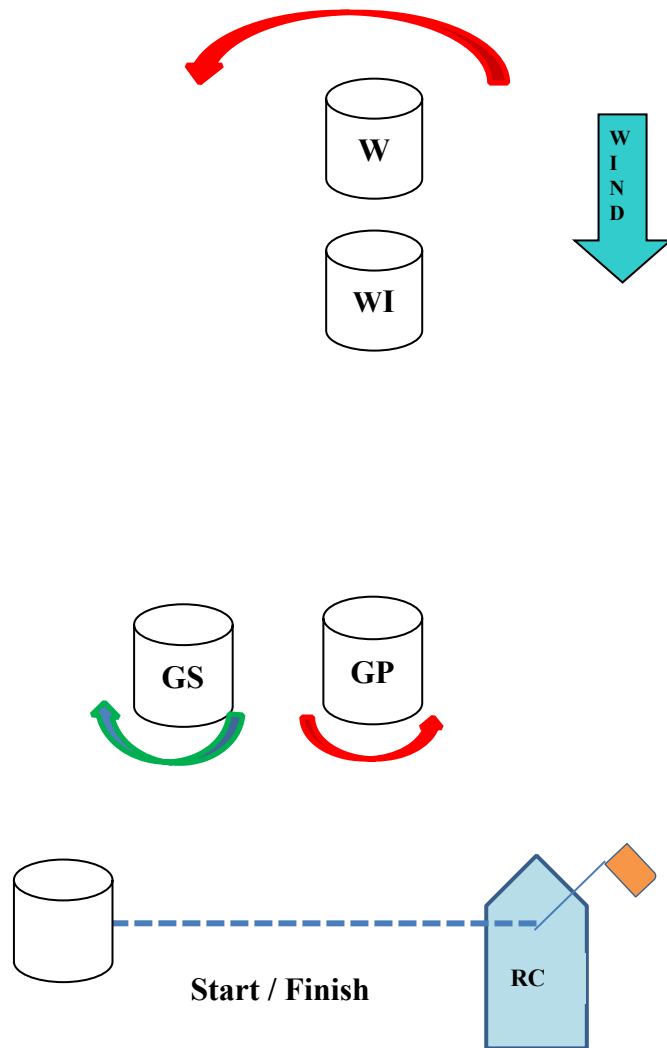
SCHEMATIC DRAWING OF THE COURSE. THE DISTANCES AND MARK POSITIONS ARE NOT IN SCALE.

COURSE 1



Start – W – WO – Gate – W – WO – Finish (Downwind).

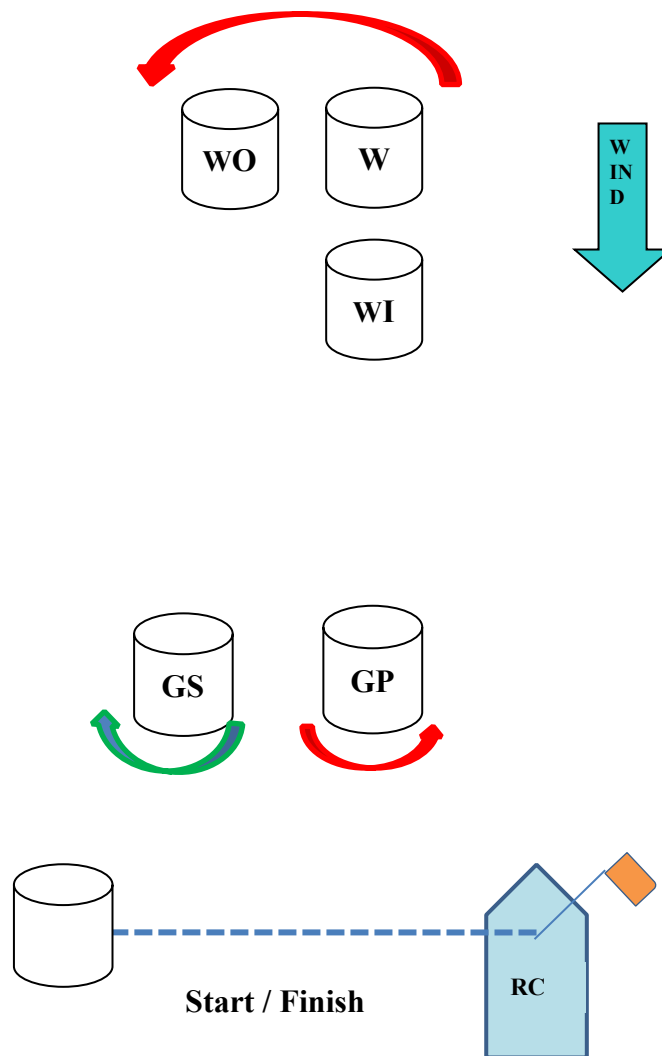
COURSE 2



Start – WI – W – WI – Gate – WI – W – WI – Finish (Downwind).

The Race Committee will lay Mark W approximately 6 lengths to windward of Mark WI. Boats shall pass in order Marks WI, W and then WI to port before proceeding to the Gate.

COURSE 3



Start – WI – W – WO - WI – Gate – WI – W – WO - WI – Finish (Downwind).
 The Race Committee will lay Mark W approximately 6 lengths to windward of Mark WI. Boats shall pass in order Marks WI, W, WO and then WI to port before proceeding to the Gate.