

# 105<sup>th</sup> Sir Thomas Lipton Challenge Cup Regatta



October 25—27, 2019  
San Diego Yacht Club  
San Diego, California USA  
<http://www.sdyc.org>

## UMPIRED FLEET RACING

## RACES USING MODIFIED ADDENDUM Q

### Information to Competitors

*The following information does not contain 'rules'. It is information intended to help competitors understand Modified Addendum Q to the sailing instructions.*

All races will be sailed under the normal Racing Rules of Sailing, as changed by Modified Addendum Q. Modified Addendum Q applies to all races and any pre or postrace activities related to them. Modified Addendum Q contains the following changes to the 'normal' racing rules:

### Protest Procedures While Racing

While you are racing, you can protest another boat only for the following:

- A boat-to-boat incident you are involved in yourself
- Another boat breaks rule 31 or 42

You protest by hailing 'Protest' and displaying a Y flag. Make sure the umpires and the boat you are protesting hear the hail and see the flag. Remove the flag after the protested boat clearly indicates she will take a penalty or after the umpires signal a decision.

You may not take a voluntary penalty for breaking rule 14. While racing, you may not protest another boat for breaking Rule 14. You may file a rule 14 protest with the race committee after the race before or during the Flag B protest period. If there is an incident with damage or injury also report to the Technical Committee after the race. Breaches of rule 14 that cause damage are handled by the jury in accordance with Modified Addendum Q. If a boat is damaged or there is an injury, the Jury may initiate rule 14 protests, even if a boat does not.

### Penalties While Racing

If you may have broken a rule, whether or not you are protested by another boat, you may take a One-Turn Penalty voluntarily immediately after getting well clear of other boats as soon as possible and promptly make one turn including one tack and one gybe in compliance with rule 44.2, or when you may have broken one or more rules of Part 2 while in the zone around a mark, a Two-Turns Penalty.

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If you decide to take a penalty but need to get clear of other boats, you may indicate your intention by raising your arm above your head, or saying, in a voice that can be heard, 'I will take a penalty' or 'spinning' – words that clearly communicate your intent.

Following a protest, the umpires may signal as follows:

- Display a green-and-white flag and blow a whistle, which means 'No penalty'.
- Display a red flag, blow a whistle and hail to identify one or more boats that are penalized.

The umpires may penalize any boat that has broken a rule. If the umpires signal and identify you, you must promptly take a One-Turn Penalty in compliance with rule 44.2, or when you may have broken one or more rules of Part 2 while in the zone around a mark, a Two-Turns Penalty. The umpires may signal and identify any boat, including the boat that protested, even if another boat takes a penalty voluntarily.

While you are taking the penalty, or you are sailing clear to take it, the manoeuvres you make are not considered as sailing your proper course.

You may not take a penalty in the zone of a rounding mark that begins, bounds, or ends the leg the boat is on or within three boat lengths of an imaginary line that joins two adjacent gate marks or that joins the offset mark and the windward mark.

If you have broken a rule, the Basic Principle, Sportsmanship and the Rules requires you to take a penalty voluntarily as soon as possible. Waiting for a signal, when it is obvious that you have broken a rule, is seen as a breach of sportsmanship, in which case the umpires can give you an additional penalty (see next paragraph).

The umpires may penalize you (signalling with a red flag) without a protest from another boat if you do not take a penalty after breaking rule 31 or 42, gain an advantage after taking a penalty, fail to take a penalty or take it correctly, or commit a breach of sportsmanship.

If you fail to take a penalty when it has been signalled or you take a penalty but not correctly, the umpires will signal that the penalty remains outstanding by displaying a red flag, blowing a whistle and hailing to identify a boat(s).

If these breaches are severe or repeated or if you pass a mark on the wrong side and fail to correct that error before you round the next mark or finish, the umpires may signal with the black flag to disqualify you. If you are disqualified you must promptly leave the racing area.

You must complete any penalty for an incident at or near the finish before finishing. If you are taking a penalty while you are finishing or after you have crossed the finishing line, you must take the penalty and then finish correctly.

When you break a rule in an incident and cause injury or serious damage, your penalty shall be to retire from the race according to rule 44.2(b)

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## Protests or Requests for Redress before and after Racing

The intent is that all situations are decided on the water. However, you may protest or request redress immediately after finishing for certain breaches or circumstances that you cannot protest while racing. Such protests and requests for redress need not be in writing, but you must inform the race committee before or while flag B is displayed from the race committee boat after the end of the race.

No proceedings of any kind may be taken in relation to any action or non-action by an umpire. You may not appeal a decision made by the umpires or the protest committee. As a party to a hearing, you may not ask for a hearing to be reopened.

## Other Rules

The penalty system in Appendix P does not apply. Any rule 42 penalties imposed will be signalled by the umpires with a red flag. The penalty for a breach of rule 42 is a One-Turns Penalty, irrespective of the number of penalties a boat has been given in the event.
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Room to tack at an obstruction: When rule 20.1 applies and you hail, you are required to make arm signals in addition to your hail.

Flag B period: At the finishing line, the race committee will inform the fleet of their finishing places. If you think your finishing place is wrong, inform the race committee before flag B is removed. If the race committee realizes they have made an error, they can correct it. If you don't inform the race committee immediately, but wait until after they have lowered flag B, it is much less likely that there will be time to check and correct a possible error.

***SDYC Lipton Cup – Version: October 3, 2019***