

**Irish Sailing League**  
**Dun Laoghaire April 20<sup>th</sup> + 21<sup>st</sup> 2024**



**IRISH SAILING**  
**LEAGUE**

## Sailing Instructions

- Rules** : Further to NoR :
- 1.1 RRS 42.3(c) is changed to:  
“When surfing (rapidly accelerating down the front of a wave), or planing is possible  
(1) to initiate surfing or planing, each sail except the spinnaker may be pulled in only once for each wave or gust of wind, and  
(2) the spinnaker sheet may be pulled in any number of times without any restrictions.”
- 1.2 RRS 43.1 is changed to add RRS 43.1(d):  
“(d) A boat shall be exonerated from breaking RRS 31 if the umpires are satisfied that the breach is entirely due to a robotic mark adjusting its position.”
- 1.3 When in case of contact the umpires proceed under RRS Appendix UF1.3 they are guided by Addendum B of the SI's, **SCORING PENALTIES FOR CONTACT.**
- 2 Communication with competitors**
- 2.1 Notices to competitors are posted on the on the online official noticeboard posted on website [www.irishsailingleague.com](http://www.irishsailingleague.com) and on ONB in RIYC situated between two changing rooms on the main deck.
- 2.2 [NP] Persons in charge shall attend the first briefing on **Saturday 20th April at 11 am and a Sunday morning briefing at 9 am at the Royal Irish Yacht Club forecourt**
- 2.3 **The ISL will set up a WhatsApp group, the “ISL Skipper Group 2024”,** to facilitate communication between the OA, boatman and competitors -- mainly for topics concerning boats. However, notices to the competitors will be made as provided in SI 2.1. Skippers will be added to the WhatsApp group at the check-in at the latest.
- 2.4 [DP] All boats shall carry a VHF radio capable of communicating on VHF marine channels. These will be supplied by the Organisers, if a competitor has their own, they may use at their own risk.
- 2.5 The following communications may be made by the race committee on the Race Area **channel 69**: to communicate : the location of the starting area, race information, completion of boat changeovers , courses to be sailed, countdown to the start, Individual Recalls, U Flag, UFDs, and Postponements. Failure to make these broadcasts or failure to hear them are not grounds for redress. This changes rule 62.1 [NP]
- 2.6 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3 Changes to the SI**
- 3.1 Amendments to the SI are posted on the ONB at least 30 minutes before the start of any race affected, except that.  
(a) any change to the race schedule is posted not later than 2000 the day before it will take effect, and  
(b) amendments concerning changes under NoR 7.2(c) made afloat may be posted not later than 10 minutes before the start of any race affected.
- 3.2 If changes are made afloat, they are posted as stated in SI 3.1 and signalled by displaying flag Third Substitute with three sound signals on the signal vessel. An umpire or RC representative may communicate these either on VHF Radio , verbally from a RIB or in writing. While the Race Organization will try to ensure all are aware of any changes, failure to hear or heed these changes will not be grounds for redress .

#### **4 Signals Made Ashore**

- 4.1 Signals made ashore are displayed on the signal vessel moored in front of the clubhouse.
- 4.2 When flag AP is displayed ashore, the warning signal is made no less than 30 minutes after removal. This changes race signal AP.

#### **5 Boats and Sails**

Further to NoR 8:

- 5.1 Boats are identified by a number on the bow.
- 5.2 Boats shall be exchanged in accordance with the pairing list and the race schedule provided by the Organising Authority
- 5.3 The OA or the RC may change the allocation of a boat due to breakdown or damage at any time.
- 5.4 The sail combination to be used shall be signaled from the Committee Boat at or before the warning signal. The signals have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
---------------	------------------------------------

no signal	main sail, jib, spinnaker
flag W	main sail, jib

- 5.5 Other restrictions or instructions may be given to the boats verbally by a RC representative or an umpire or VHF instruction and SI 3 does not apply.

#### **6 Program**

##### **Saturday, 20<sup>th</sup> April 2024**

- **1000 - 1100** Race office open for registration at Royal Irish Yacht Club in the wet bar area.
- **1100** Briefing to be held on Main Deck Royal Irish Yacht Club
- **12 – 30** First warning signal, Course Area
- Debriefing with the Umpires after racing on balcony of Royal Irish Yacht Club
- Burgers /Refreshments in RIYC after Racing starting from 1700 hours

##### **Sunday, 21<sup>st</sup> April 2024**

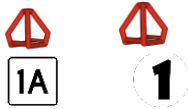
- **0900** -- Morning briefing, Royal Irish Yacht Club main deck
- **10-30** -- First warning signal.
- Last warning signal no later than 15-00 hrs
- Prize giving ceremony, as soon as possible after last race on Royal Irish Yacht Club Balcony

#### **7 Racing Area**

The racing area -- (either outside or inside Dub Laoghaire Harbour) will be confirmed at the Saturday /Sunday Briefing

#### **8 Course**

- 8.1 Configuration L2 (not to scale)



Mark 1 shall be left to Port as should so the spreader mark 1a

Order in which marks shall be rounded or passed: Start - 1 – 1 a 2s/2p – 1-- 1a – 2/s -2p =Finish



In event of Spreader /Gate Mark malfunction the Windward and Leeward marks shall be left to port

## 8.2 Description of the Marks

(a) All Marks will be Robotic inflatable red marks similar to picture below.



(b) The gate marks 2 s and 2 p and may be located either to weather of the Start line or on / close to the Start Line

(c) Starting Line :

- The starting line is between the red / white Start Line pole on the Committee Boat (Spirit of the Irish = a blue hull white deck catamaran vessel that will be alongside the RIYC prior to departure for racing) and a Robotic Mark as above.
- The Race Committee may lay an inner distance Robotic mark close to the Committee Boat and this mark (if laid) shall be left to starboard.

(d) Finishing Line:

- Between the two Gate Marks

### NOTE

In the event the Robotic Marks not delivered on time / malfunction -- the Race Committee will describe the conventional Marks to be used either at the Competitor Briefing or on the water or over VHF Radio or all three .

(e) **Starting Procedure**

- The next race number shall be displayed on or close to the stern of the Committee Boat .
- **The class flag is Numeral Pennant 1.**
- In RRS 26 the column “Minutes before starting signal” is changed to :

<b>Warning</b>	Class flag displayed	1 sound	3 mins
<b>Prep.</b>	P, or U displayed	1 sound	2 mins

<b>One-minute</b>	Prep. Removed	1 long sound	1 min
<b>Start</b>	Class flag removed	1 sound	0

**This changes RRS 26.**

- (f) If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her hull number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes *RRS 62.1(a)*. [NP]
- (g) 12.4 A boat which starts later than 3 minutes after her Starting Signal shall be scored as Did Not Compete (DNS) without a hearing .
- (h) **Changes of the Next Leg of the Course**
- Minor adjustments will not be signaled. This changes *RRS 33*.
- (i) **Shortening of the Course**
- A course may be shortened to 1 Round . In this case the Race Committee Vessel will fly an S Flag with two sound signals as competitors approach completing Round 1 and boats shall pass between the two Gate Marks which will be the Finish Line
- (j) **Target Times and Time Limits**
- The race target time is approx. 15 minutes.
  - Boats failing to finish within 5 minutes after the first boat sails the course and finishes shall be scored Did Not Finish (DNF) without a hearing. This changes *RRS 35, A5.1 and A5.2*.
- (k) **Safety Regulations**
- Competitors shall wear a buoyancy aid at all times when afloat
  - [NP] A boat that retires from a race shall notify the RC as soon as possible.
- (l) **[NP] Crew Change**
- Teams shall be accommodated when not racing on specific changeover RIBs Toilet facilities are available on the water, crews should prepare for a long day on water and bring enough food & water to remain at sea for the day.
  - It is essential that all Boats subject to crew change after each race shall stay close to Starboard side of the Committee Boat -- ideally no more than 50 m away . This is important given the plan to run as many races as possible during the time on the water .
  - Note too that ALL Boats should stay close to the Start Area as, once a crew change is completed , the plan will be to go into sequence for the next race right away.
- (m) **Official Boats**
- The Committee Boat will be Spirit of the Irish -- **flying an Irish Sailing League Flag**
  - Vessels used for crew changes display a flag with the letters "CREW CHANGE"
  - Umpire boats display white flags with the letters "UMPIRE".
- (n) **Radio and Data Communications**
- While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- (o) **Breakdowns and Time for Repairs**
- Competitors should call the Boat Repair vessel + Committee Boat

immediately on **VHF Channel 69** to signal breakdown or damage to the boat, the sails or injury to the crew and request a delay to the next start. She shall proceed as soon as possible close to leeward of the Committee Boat and remain there, unless otherwise directed.

- The time allowed for repairs is at the discretion of the RC.
- After the preparatory signal, a race shall not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 19.1. This changes RRS 27.3.
- After racing a crew shall promptly signal identified technical defects or damage by calling the Repair vessel + Race Committee on **VHF Channel 69**

**(p) Trash Disposal**

Trash may be placed aboard support or official boats.

**(q) Code of Conduct**

- [NP] Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- [NP] Competitors shall handle the boats and equipment with care and seamanship, in accordance with SI Addendum A, with any instructions for its use and without interfering with its functionality.

[NP] The following actions by skippers and/or crew while racing and during all pre-race or post-race activities may be considered a breach of sportsmanship under Appendix UF 3.4(a)(4) and may result in an umpire-initiated penalty under Appendix UF 3.4:

- Excessive attempts to verbally coerce, coach or influence umpire decisions.
- Repetitive or on-going objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision.
  - Breaches of this SI may also be referred to the PC. Any penalty is at the discretion of PC and may include exclusion from further participation in the event or the withholding of deposits.
  - Breaches of this SI may be referred to the PC by the OA for action under RRS 69 or the PC may consider action under RRS 69 for such breaches.

**NOTE -- No discards allowed -- as outlined in the Notice of Race**

## ADDENDUM A – HANDLING BOATS

### 1 GENERAL REMARK

All reasonable steps are taken to equalize the boats.

### 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 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 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 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Adjusting lifeline tension.
- 2.11 Omitting any headsail car or turning block before sheeting onto a winch.

- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Using a winch to adjust the mainsheet, backstay or vang.
- 2.14 Lowering, bounding or wrapping the jib.
- 2.15 Attaching lines to the fabric of spinnakers.
- 2.16 Perforating sails, even to attach tell tales.
- 2.17 Except to report damage or injury or in response to a request from the RC or when using equipment provided by the RC a boat shall neither make radio transmission while racing nor receive radio communications not available to all boats. This restriction also applies to mobile phones and any other devices capable of sending and receiving any type of communication or connecting with the internet.
- 2.18 The use of electronic equipment while racing, unless permitted by SI A2.17 or A3.1(f).

**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 (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell-tale material
  - (f) handheld compasses, watches (including watches with GPS functions), timers, mobile phones and small personal video devices such as GoPro.
  - (g) shackles and clevis pins
  - (h) Velcro tape
  - (i) spare flags
  - (j) PFD's
- 3.2 Using the items in SI A3.1 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) attach tell tales
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per SI 20 and Appendix UF3.3(a)
  - (g) to measure the time, take compass bearings or to record videos. However, mobile phones may only be used in compliance with SI A2.17.
  - (h) personal safety

**4 MANDATORY ITEMS and ACTIONS**

A breach of items 4.6 and 4.7 are considered as damage and the cost of rectification are deducted from the damage deposit. The following are mandatory:

- 4.1 [NP] In case of damage, the completion of a written damage report on the official damage form before leaving a boat and submitting it to the RC. When boat swaps are carried out on the water and no forms are available, the report shall be made verbally to the RC as soon as possible and the form shall be completed as soon as possible but not later than after arriving ashore. Forms are available on the boat management vessel or at the race office.
- 4.2 [NP] When not flying, the spinnaker shall always be stored in the spinnaker bag in the companionway
- 4.3 [NP] After finishing teams shall prepare for crew change and furl the jib as soon as possible. The main sail shall remain set while swapping crew.
- 4.4 [NP] Crews shall wear the Club Identification Bibs provided by the Organizers at all times when racing.
- 4.5 [NP] At the end of each sailing day:
  - (a) folding, 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) releasing backstay tension
- 4.6 [NP] At the end of the final day, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

- 4.7 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.8 [NP] Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

## 5 CREW POSITIONING

- 5.1 [NP] A crew member shall not use the shrouds (including the inner shrouds) above the lower bottle screw (turnbuckle), the forestay and the backstay to facilitate tacking or gybing, or to aid the projection of a crew member outboard.
- (a) All Crew members must keep legs inside the boat at all times. Crews shall not have legs over the windward side of the boat hiking.
- 5.2 Alleged breaches of RRS 49.2 are not grounds for a protest by a boat. This changes RRS 60.1(a).

## ADDENDUM B – SCORING PENALTIES FOR CONTACT

Appendix UF1.3 permits the umpires to decide a point penalty without a hearing when there is contact. This document explains how contacts without or with damage are assessed and gives general guidance on the appropriate point penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Point penalties for contact are divided into 4 levels as shown in the table below:

Level	Type of Contact	Extent	Effect	Scoring Penalty
<b>Level A</b> no damage	between hulls	No damage resulted.	---	2 points
<b>Level B</b> Minor damage	any kind of contact between boats	Does not significantly affect the value, general appearance or normal operation of the boat.	The boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.	3 points
<b>Level C</b> Damage	any kind of contact between boats	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 (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.	5 points
<b>Level D</b> Major Damage	any kind of contact between boats	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. Requires more than 3 hours of work.	7 points

### Deductions from Damage Deposits

The assessment of damage level is only for the purpose of scoring penalties and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent

assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

#### ADDENDUM C – EVENT SPECIFIC for Dun Laoghaire

##### 1 **Car Parking**

Car Parking in Dun Laoghaire can be difficult at weekends. Metered facilities are available outside the RIYC and the Marina. Best value is the daily rate offered by both the underground Car Park under the old Sea CAT terminal at the roundabout between the RIYC and the Royal St. George YC and the parking facility on the Carlisle Pier (between the National YC and the R. St.G. YC).

## **APPENDIX UF**

### **UMPIRED FLEET RACING**

### **2024 IRISH SAILING LEAGUE**

**Version:** 17.04.2024

*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 two points on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of one point on other boats if they consider that these boats contributed to the contact. This rule also applies to spars and sails.

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 two 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.

**UF 1.6** Where there is reference in the RRS, or in the SIs to the hull and equipment, the following

shall apply in respect of the tube affixed to the transom:

(a) For the purposes of the RRS, the side tubes shall be considered an extension of the side of the boat. The tube (or line) between the side tubes shall be considered the stern of the boat.

(b) A boat shall be considered overlapped with another boat when she is overlapped with either the hull or the side tubes. In addition, the tubes shall be considered part of the boat when considering boat lengths.

(c) If a boat makes contact with a mark and the only contact is between a side tube and the mark, the contact shall be deemed to be contact with the hull. If a boat makes contact with another boat by touching the side tube, it shall be deemed to be contact with the side of the boat. If contact is made with the rear black tube (or line) parallel to the transom, it shall be deemed to be contact with the transom.

**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** SPARE

**UF2.3** SPARE

**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),
  - (7) breaks HYC J80 Rule C.3, C.4 or C.5

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 and white 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 over the radio on the channel notified at the competitors' briefing. Results may also be displayed on a board on the race committee boat. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least one minute 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 one minute 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**

**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 by hailing the race committee 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.'

**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.'