

**ROYAL PRINCE ALFRED  
YACHT CLUB**

# **2024 DAVID LUKINS MEMORIAL REGATTA**

**Saturday 14 – Sunday 15 November 2024**

## **SAILING INSTRUCTIONS**

Published 13 September 2024

### **ORGANISING AUTHORITY & HOST CLUB**

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### **REGATTA WEBSITE**

[rpayc.com.au/david-lukins-memorial-match-racing-open-regatta/](http://rpayc.com.au/david-lukins-memorial-match-racing-open-regatta/)

**SECTION ONE – GENERAL SAILING INSTRUCTIONS**

**1. RULES**

1.1 Further to NoR 1, Addendum UF will be used for the Fleet Racing scheduled for Saturday 14 September.

**2. CHANGES TO SAILING INSTRUCTIONS**

2.1 Any change to the SI will be posted before 1030hrs on the day it will take effect, except that any change to the schedule of races will be posted by 1800hrs on the day before it will take effect.

2.2 Changes to a SI may be made on the water. These will be signalled by the display of flag **3rd substitute** with three sound signals from the Race Committee Vessel. An umpire may communicate these race committee changes either verbally or in writing.

**3. COMMUNICATIONS WITH COMPETITORS**

3.1 Further to NoR 3, when on the water, the Race Committee may communicate with competitors, via the Umpires.

**4. SIGNALS MADE ASHORE**

4.1 When AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

**5. SCHEDULE OF RACES AND EVENT FORMAT**

5.1 Further to NoR 7, the schedule of races and event format shall be as follows;

Date	Event	Schedule
<b>Part One: David Lukins Qualifying Series – Fleet Racing</b>		
Saturday 14 September	First Warning Signal (up to 8 races)	1130hrs
<b>Part Two: David Lukins Match Racing Series – Match Racing (Gold and Silver)</b>		
Sunday 15 September	First Attention Signal Last time for an Attention Signal	1030hrs 1600hrs (Approximately)

**5.2 PART ONE: DAVID LUKINS QUALIFYING SERIES – FLEET RACING**

5.2.1 All Skippers shall sail in a Fleet Racing Qualifying Series, up to eight (8) races.

5.2.2 At the conclusion of Part One, all skippers will be seeded into Part Two (Match Racing), where skippers ranked 1 to 4 will be seeded into a Gold Group, and skippers ranked 5 to 8 will be seeded into a Silver Group.

**5.3 PART TWO: DAVID LUKINS MATCH RACING SERIES – MATCH RACING**

5.3.1 Skippers in the Gold Group shall sail in a knock-out series to determine their final overall place in the event, being first place to fourth place. Skippers in the Silver Group shall sail in a knock-out series to determine their final overall place in the event, being fifth place to eighth place.

5.3.2 In reference to RRS C4.1, the higher ranked skipper from Part One, shall choose their end for the first match and skippers shall alternate ends every match.

5.3.3 Skippers may exchange boats after odd matches of the series, unless otherwise agreed by both skippers.

5.3.4 Further matches in the series will not be sailed once the first skipper scores the points required for that series.

### 5.3.5 SEMI-FINALS: GOLD GROUP AND SILVER GROUP

The highest ranked skipper from each group (Gold and Silver), shall select their opponent when requested to do so by the RC. The remaining two skippers shall race each other. The first skipper in each pair to score at least two (2) points shall proceed to their respective group's Final, the losing skippers shall proceed to their respective group's Petit Final.

### 5.3.6 PETIT FINALS: GOLD GROUP AND SILVER GROUP

The losing semi-finalists from each group shall race to determine their final overall place in the event. The first skipper in each pair to score at least two (2) points, shall be awarded the higher placing, the loser the lower placing.

### 5.3.7 FINALS: GOLD GROUP AND SILVER GROUP

The winning semi-finalists from each group shall race to determine their final overall place in the event. The first skipper in each pair to score at least two (2) points, shall be awarded the higher placing, the loser the lower placing.

## 6. RACING AREA

6.1 The racing area will be in the waters of 'Pittwater', in the vicinity of Scotland Island.

## 7. BOATS AND SAILS

7.1 A 'boat draw' will be conducted each morning at the Daily Briefing.

7.2 Boats will be identified by bow numbers.

7.3 The sail combination to be used will be signalled from the Race Committee Vessel with or before the warning or attention signal. The signals will have the following meanings:

SIGNAL	SAIL COMBINATION TO BE USED
No signal displayed	Mainsail, Jib & Spinnaker
Code Flag 'R'	Mainsail, & Jib

## 8. BREAKDOWN AND TIME FOR REPAIRS

8.1 Before the warning signal of a race, the attention signal of a flight, within two (2) minutes of finishing or within five (5) minutes of changing into a new boat, whichever is later, a boat may display a **green** flag to signal breakdown or damage to the boat, her sails or injury to her crew, and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the Race Committee Vessel and remain there, unless otherwise directed.

8.2 The time allowed for repairs will be at the discretion of the RC.

8.3 After the warning signal of a race (Qualifying Series) or the attention signal of a flight (Match Racing Series), a race or match will not be postponed or abandoned due to breakdown, unless the breakdown signal was displayed as required by SI 8.1.

8.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

## 9. REPLACEMENT OF CREW

9.1 Refer to NoR 6.

## 12. RISK STATEMENT

12.1 Refer to NoR 14.

## 10. SUPPORT TEAMS

10.1 Refer to NoR 11.

## 13. PRIZES

13.1 Refer to NoR 15.

## 11. MEDIA, IMAGES AND SOUND

11.1 Refer to NoR 12.

## SECTION TWO – SAILING INSTRUCTIONS: DAVID LUKINS QUALIFYING SERIES [FLEET RACING]

### 14. ADDITIONAL RULES

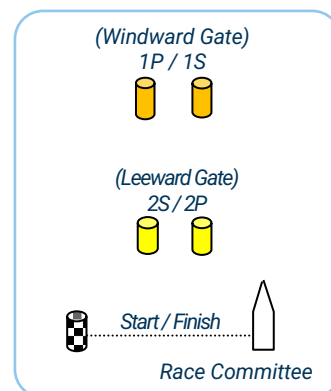
- 14.1 The rules as defined in Addendum UF: Umpired Fleet Racing David Lukins Qualifying Series, Saturday 14 September 2024.
- 14.2 The Class Flag for the David Lukins Qualifying Series, will be Code Flag 'E'.

### 15. COURSES

- 15.1 Course signals will be displayed from the Race Committee Vessel, no later than the Warning Signal.
- 15.2 Marks indicated 'P' shall be rounded to PORT. Marks indicated 'S', shall be rounded to STARBOARD.

SIGNAL	COURSE
No Signal	START – 1P/1S – 2P/2S – 1P/1S – FINISH
Code Flag 'W'	START – 1P/1S – 2P/2S – 1P/1S – 2P/2S – 1P/1S – FINISH
Code Flag 'S'	START – 1P/1S – FINISH

*Course Configuration (not to scale)*



### 16. MARKS / STARTING AND FINISHING LINE

- 16.1 Marks 1P and 1S (Windward Gate) will be **orange** inflatable buoys. Marks 2S and 2P (Leeward Gate) will be **yellow** inflatable buoys.
- 16.2 Marks 2S and 2P may be laid approximately 50m to windward of the starting line.
- 16.3 In the event that one of the gate marks is missing, the remaining mark shall be rounded to PORT.
- 16.4 The Start/Finish line is between a staff displaying a **pink** flag on the Race Committee Vessel and the course side of a **black & white** inflatable buoy at the other end.

### 17. CHANGE OF NEXT LEG OF THE COURSE

- 17.1 To change the next leg of the course, the race committee will lay a **red** change mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark

### 18. TIME LIMIT

- 18.1 A boat that does not finish within five (5) minutes after the first boat has Sailed the Course, will be scored Did Not Finish (DNF). This changes RRS 35.

### 19. SCORING

- 19.1 One (1) race is required to be completed to constitute a series.
- 19.2 A boat's series score is the total of her race scores.

### 20. PENALTY SYSTEM

- 20.1 Refer SI Addendum UF – Umpired Fleet Racing.

## SECTION THREE – SAILING INSTRUCTIONS: DAVID LUKINS MATCH RACING SERIES [MATCH RACING]

### 21. ADDITIONAL RULES

- 21.1 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 21.2 Further to NoR 1.4, the RRS is changed as follows;
1. RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.
  2. Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

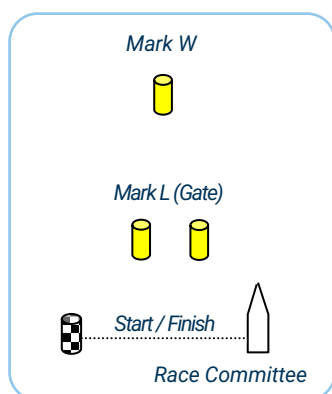
### 22. FLIGHTS AND MATCHES

Further to NoR 7:

- 22.1 The match pairing lists will be provided separately as an addendum to these Sailing Instructions.
- 22.2 The next flight number will be displayed on the Race Committee Vessel.
- 22.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC will advise Competitors of any such change.
- 22.4 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. A **white** flag will be displayed from the time of the warning signal to the starting signal for the blank start.
- 22.5 **Starting Signals:** C3.1 is changed so that Flag F (Attention Signal) is displayed one (1) minute before the first Warning Signal of each flight.

### 23. COURSES

- 23.1 Signals and Course to be sailed
- Course signals will be displayed from the Race Committee Vessel, at or before the Warning Signal.
- Mark W (Windward) shall be rounded to STARBOARD.
- Mark L (Leeward) will be a 'gate' and may be laid approx. 50m to windward of the starting line. Boats shall pass between the marks of the gate from the direction of the previous mark. In the event one gate mark is missing, the remaining mark shall be rounded to STARBOARD.



Course Configuration (not to scale)

SIGNAL	COURSE
No Signal	START – W – L – W – FINISH
Code Flag 'W'	START – W – L – W – L – W – FINISH
Code Flag 'S'	START – W – FINISH

### 24. MARKS / STARTING AND FINISHING LINE

- 24.1 Mark W and Marks L (Leeward Gate) will be **yellow** inflatable buoys.
- 24.2 The replacement marks, as provided in SI 25, are **red** or **green** inflatable buoys.

24.3 The Start/Finish line is between a staff displaying a **pink** flag on the Race Committee Vessel and the course side of a **black & white** inflatable buoy at the other end.

## 25. CHANGE OF THE NEXT LEG OF THE COURSE

25.1 To change the next leg of the course, the RC will lay a new mark (or move the finishing line). When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

25.2 RRS 33 and Race Signals is changed as follows:

- (a) Flag C and a coloured flag or board, means: 'The windward mark has been moved. Sail to a mark of the same colour as the flag or board.
- (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- (c) When a change of course is made for the first leg, the signal will be displayed from the Race Committee Vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- (d) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of Mark L.

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## SECTION FOUR – SAILING INSTRUCTION ADDENDUMS

### SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

*In ranking order from the World Sailing Rankings [Match Open], as at 01-Sep-2024*

	SKIPPER	WORLD SAILING ID	OPEN RANKING
1	Alistair READ	AUSAR25	<b>85</b>
2	Daniel KEMP	AUSDK25	<b>184</b>
3	Murray GORDON	AUSMG2	<b>191</b>
4	Hugo BUTTERWORTH	AUSHB18	<b>254</b>
5	Clare COSTANZO	AUSCC23	<b>UNRANKED</b>
6	William DARGAVILLE	AUSWD1	<b>UNRANKED</b>
7	Nicholas GARLAND	AUSNG	<b>UNRANKED</b>
8	Ryan WILMOT	AUSRW28	<b>UNRANKED</b>

## SI ADDENDUM B – HANDLING of BOATS

*From World Sailing's Match Racing Handling of Boats – updated 2023.*

### 1 GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

### 2 [NP] PROHIBITED 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 supplied 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 Modifying or sailing the boat in a manner that it is reasonable to predict that damage, or 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, using duct tape or using any tape that leaves a residue.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 ~~(Removed) Adjusting lifeline tension.~~
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the mainsheet, backstay or vang.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC, or in an emergency.
- 2.20 The use of electronic equipment, unless permitted by SI C3.1
- 2.21 ~~(Removed) After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, and the vang.~~
- 2.22 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.23 ~~(Removed) Having the head of the spinnaker above the main boom gooseneck on a leg of the course between marks WP and WS until her bow is within two hull lengths of the mark at the end of the leg.~~
- 2.24 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.25 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set.
- 2.26 A breach of SI B 2.16, 2.21, 2.22, 2.23, 2.24 or 2.25 is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

**3 PERMITTED ITEMS** – only 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) hand held compasses, watches, timers and small personal video devices such as GoPro
- (g) shackles and clevis pins
- (h) ~~(Removed) velcro tape~~
- (i) ~~(Removed) bosun's chair~~
- (j) spare flags
- (k) Items to make a spinnaker sheet catcher at the bow.
- (l) Clothing and personal items suitable for the conditions and time on the boat.
- (m) Food and drink suitable for the conditions and time on the boat.
- (n) Items with the approval of the OA, Race Committee or Umpires.

3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard
- (d) mark control lines
- (e) make minor repairs and permitted adjustments
- (f) make signals as per Appendix C6

3.3 ~~(Removed) Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.~~

3.4 Changing the number of mainsheet purchases.

**4 MANDATORY ACTIONS** – the following are required:

4.1 [NP] The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

4.2 At the end of each sailing day:

- (a) 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) ~~(Removed) releasing backstay tension~~

4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6 ~~(Removed) Leaving the engine gear lever in the reverse position while racing.~~

4.7 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.



## SI ADDENDUM C – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

### SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail
- Spinnaker (Asymmetrical for 2024)
- Spinnaker sheets
- Headsail sheets
- Tiller extension
- Two Jib cars
- Green damage Flag
- Yellow Flag
- Blue Flag
- Red protest Flag
- Y Flag
- Towing Line

### SAFETY GEAR

- 5 x PFD 1's
- 2 x Bucket with lanyard
- 2 x Paddles
- 1 x Knife
- 1 x First aid kit
- 1 x Sound device
- 1 x Torch
- 1 x Storage Container
- 1 x Bilge Pump System

### GROUND TACKLE

- 1 x Anchor and warp

## SI ADDENDUM D – DAMAGE PENALTIES

### Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A Minor Damage	Does not significantly affect the value, general appearance, or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

### Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

### Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points 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.

## SI ADDENDUM E – PAIRING LIST

Semis				Flight 2	
Match	Group	Boats	Blue	Boats	Yellow
1	Silver		5th, 6th, 7th, 8th		5th, 6th, 7th, 8th
2	Silver		5th, 6th, 7th, 8th		5th, 6th, 7th, 8th
3	Gold		1st, 2nd, 3rd, 4th		1st, 2nd, 3rd, 4th
4	Gold		1st, 2nd, 3rd, 4th		1st, 2nd, 3rd, 4th

Finals				Flight 4	
Match	Group	Boats	Blue	Boats	Yellow
1	Silver		Silver Petit Final		Silver Petit Final
2	Silver		Silver Final		Silver Final
3	Gold		Gold Petit Final		Gold Petit Final
4	Gold		Gold Final		Gold Final

Finals				Flight 6	
Match	Group	Boats	Blue	Boats	Yellow
1	Silver		Silver Petit Final		Silver Petit Final
2	Silver		Silver Final		Silver Final
3	Gold		Gold Petit Final		Gold Petit Final
4	Gold		Gold Final		Gold Final

Semis				Flight 1	
Match	Group	Boats	Blue	Boats	Yellow
1	Silver		5th, 6th, 7th, 8th		5th, 6th, 7th, 8th
2	Silver		5th, 6th, 7th, 8th		5th, 6th, 7th, 8th
3	Gold		1st, 2nd, 3rd, 4th		1st, 2nd, 3rd, 4th
4	Gold		1st, 2nd, 3rd, 4th		1st, 2nd, 3rd, 4th

Finals				Flight 3	
Match	Group	Boats	Blue	Boats	Yellow
1	Silver		5th, 6th, 7th, 8th		5th, 6th, 7th, 8th
2	Silver		5th, 6th, 7th, 8th		5th, 6th, 7th, 8th
3	Gold		1st, 2nd, 3rd, 4th		1st, 2nd, 3rd, 4th
4	Gold		1st, 2nd, 3rd, 4th		1st, 2nd, 3rd, 4th

Finals				Flight 5	
Match	Group	Boats	Blue	Boats	Yellow
1	Silver		Silver Petit Final		Silver Petit Final
2	Silver		Silver Final		Silver Final
3	Gold		Gold Petit Final		Gold Petit Final
4	Gold		Gold Final		Gold Final

## SI ADDENDUM UF – UMPIRED FLEET RACING

### DAVID LUKINS QUALIFYING SERIES, 14 SEPTEMBER 2024

**Version:** 10 September 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*.

**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.

#### **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 "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. 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) sails within a prohibited sailing area
  - (7) 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.
- (d) *Deleted*

### **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.