



SAILING INSTRUCTIONS

1. RULES.

1.1 This event will be governed by:

- a) the Racing Rules of Sailing 2025-2028 (RRS),
- b) the ClubSwan 50, Swan 45, ClubSwan 43, ClubSwan 42, ClubSwan 36, ClubSwan 28 Class Rules unless they are amended, in accordance with RRS 87.
- c) The Nation League scoring system applies, available [AT THIS LINK](#)
- d) For ClubSwan 50, Swan 45, ClubSwan 43, ClubSwan 42 - the World Sailing Offshore Special Regulations Category 4, subject to possible amendments by class rules.
- e) For ClubSwan 36 and ClubSwan 28 - the World Sailing Offshore Special Regulations Appendix for Inshore Racing, subject to possible amendments by class rules.
- f) RRS 47 is in force (see NOR 19)
- g) Prescriptions of FFvoile RRS 2025-2028 (available [here](#))
- h) In the event of a discrepancy between the Notice of Race and the Sailing Instructions, the Sailing Instructions take precedence. (this changes RRS rule 63.5 (c)2).
- i) The races may be umpired. For ClubSwan 50 Class Appendix UF applies
- j) For ClubSwan 36 Class and ClubSwan 28 Class: the Class Rule Crew number/ weight C.2.1(a) is amended as per NOR 1.1(j)
- k) For ClubSwan 50 Class and ClubSwan 42 Class: the Class Rule Crew number/ weight C.2.1(a) is amended as per NOR 1.1(m)
- l) For ClubSwan50 Class ONLY: it may be established a "Guest-onboard-day". All ClubSwan 50 teams will be asked to welcome one guest onboard, with the aim of not creating any advantage/disadvantage.
It is the sole responsibility of the Organizing Authority to decide if, given weather condition, to cancel the "Guest-onboard-day".

1.2 The organizing authority reserves the right to install on every participating boat a tracking or positioning device. The correct installation and use during the regatta, following the instructions handed out during the registration confirmation and the skipper's briefing, is responsibility of the crew.

1.3 Every crew member must be in compliance with its own Sailing Federation National Authority Rules.

1.4 Every entry and exit from the port is under the jurisdiction of the port management.

1.5 The following changes to Racing Rules of Sailing were approved by World Sailing:

- a) The definition *Mark-Room* is changed to:
Mark-Room Room for a boat to sail no farther than her *proper course* to round or pass the mark on the required side.

- b) Add to the definition *Proper Course*: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'
- c) Rule 17 is deleted.
- d) 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.

2. NOTICES TO COMPETITORS & CHANGES TO SAILING INSTRUCTIONS.

- 2.1 Notices to competitors will be posted on the online Official Notice Board (ONB), on the website of the regatta <https://www.yachtscoring.com/emenu/50061>
No other way of Official Notice Board will be active.
- 2.2 Any change to the Sailing Instructions will be posted on the online Official Notice Board two hours before the warning signal of the first race on the day it will take effect, except that any change in the schedule of races will be posted before 20.00 hours of the day before it will take effect.

3. SIGNALS MADE ASHORE.

- 3.1 Signals made ashore will be displayed on the regatta village.
- 3.2 When code flag "AP" is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes'. This changes RRS AP Race Signals.
- 3.3 In addition to the "AP" over "A" signal, when "AP" over "H" is displayed, no boat is authorized to leave the harbour. This changes RRS AP Race Signals.

4. SCHEDULE OF RACES.

- 4.1 The intended program and schedule of races will be as follow, but the Race Committee/Organizing Authority reserves the right to change the schedule at its discretion, taking into account weather conditions or all other factors which may impact the fairness of the racing.

CLUBSWAN 50, SWAN 45, CLUBSWAN 43, CLUBSWAN 42, CLUBSWAN 36

Tuesday 07/10/25	
Registrations	14.00-18.00
Measurements	09.00-18.00
Wednesday 08/10/25	
Measurements	09.00-18.00
Practice Race	14:00
Thursday 09/10/25	
Skippers briefing	09.30
Racing	12.00
Daily prize giving	At dock in
Friday 10/10/25	
Racing	12.00
Daily prize giving	At dock in
Saturday 11/10/25	
Racing	12.00
Daily prize giving	At dock in
Sunday 12/10/25	
Racing	12.00
Prize-giving ceremony	At dock in

CLUBSWAN 28

Thursday 09/10/25	
Measurements	09.00-18.00
Friday 10/10/25	
Skippers briefing	09.30
Racing	12.00
Daily prize giving	At dock in
Saturday 11/10/25	
Racing	12.00
Daily prize giving	At dock in
Sunday 12/10/25	
Racing	12.00
Prize-giving ceremony	TIME TBC

- 4.2 A maximum of 8 races are scheduled, of which at least 1 has to be completed by each class for the event to be valid
For eligible classes, The Race Committee may decide to sail one coastal race, when weather forecasts permit so. This race counts as one race.
No later than 2 hours before the warning signal, the Race Committee will show the intended coastal course.
- 4.3 When fewer than five (5) races have been completed, a boat's series score will be the total of her race scores.
When five (5) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 4.4 No more than 3 races per day will be sailed.
- 4.5 The Race Committee will inform via
- VHF 72 for RACE COURSE A
- VHF 71 for RACE COURSE B
its intention to start another race. Omission or failure in the emission or reception of that communication shall not be grounds for a request for redress.
[This changes RRS 61.1(a)]
- 4.6 On the last scheduled day of the event no warning signal will be made after 15:00.

5. RACING AREAS, VHF CHANNELS

- 5.1 There will be two separate starting areas and they will be located within approximately four nautical miles of the entrance to Porto Cervo harbour.
- 5.2 The VHF Channel will be:
- channel 72 for RACE COURSE A
- channel 71 for RACE COURSE B

6. CLASS FLAGS

Class Flags:

- ClubSwan 50 White flag with logo of the class
- Swan 45 Blue flag with the SWAN logo
- ClubSwan 43 Blue flag with the SWAN logo
- ClubSwan 42 Blue flag with the SWAN logo
- ClubSwan 36 Grey flag with the logo of the class
- ClubSwan 28 Red flag with the logo of the class

7. COURSES & SHORTENED COURSES.

- 7.1 The Appendix 1 shows the courses, including the order in which the marks are to be passed or rounded, and the side on which each mark is to be left. Bearing and Distance to Mark W will be

- announced on a board on the race committee vessel and broadcast by VHF.
- 7.2 When a yellow or red flag is displayed together with the warning signal of a class, Marks W will accordingly be red or yellow
- 7.2 SHORTENED COURSES: Races may be shortened at any mark, provided that a shortened race has a minimum of 3 legs. (2 windward and 1 leeward). This changes RRS 32.
- 7.3 COASTAL COURSES: A notice will be issued to show the position of the marks that can be used during the coastal race. No later than 2 hours before the warning signal of the coastal race, the Race Committee will show/distribute the intended coastal course.

8. MARKS.

Marks will be as follow:

RACE COURSE A

- * The starting marks will be Race Committee vessel and pin end boat or a yellow mark or between two yellow marks [see SI 9.1(b)].
- * Course marks W be yellow or red
- * Course marks Wo be yellow
- * Course marks GP/GS will be yellow
- * Course mark Wi, when positioned, will be yellow
- * Change of course mark will be a yellow or red mark
- * The finishing marks will be a Race Committee boat and a yellow mark.
- * The Race Committee vessel showing a change of course according SI 10.2 is a mark.

RACE COURSE B

- * The starting marks will be Race Committee vessel and pin end boat or a yellow mark or between two yellow marks [see SI 9.1(b)].
- * Course marks W be yellow
- * Course marks Wo be yellow
- * Course marks GP/GS will be yellow
- * Course mark Wi will be yellow
- * Change of course mark will be the original marks
- * The finishing marks will be a Race Committee boat and a yellow mark.
- * The Race Committee vessel showing a change of course according SI 10.2 is a mark.

9. THE START AND THE FINISH

- 9.1 Races will be started using RRS 26. The starting line will be the line between a staff displaying an Orange flag on the Race Committee boat and the starting mark or pin end boat as described in SI 8.
- (a) If a Race Committee boat is displaying an orange flag, the starting and finishing line will be between the course side of a red mark and the Race Committee pole displaying the orange flag.
- (b) If a Race Committee vessel is displaying an F flag, the starting and finishing line will be between the course side of two yellow marks.
- Furthermore, at the starting and at the finishing line that Race Committee vessel is part of the yellow mark.
- (c) If the FOXTROT flag has been displayed on the Race Committee boat, no part of a boat's hull shall be in the triangle formed by both ends of that vessel and the closest starting mark during the last minute before her starting signal.
- If the Race Committee postpones or abandons a race because its position has been affected by a boat or by an infringement of this rule, that boat will get a scoring penalty of 2 points.
- 9.2 A boat starting later than 4 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A4, A5.1.
- 9.3 In addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF. 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 changes RRS 61.1(a)]. This rule does not reduce, modify or exonerate each boat's responsibility to start in accordance with the RRS.

9.4 [DP] Boats, whose warning signal has not been made, shall avoid the starting area, which is defined as the rectangle covering an area of 100 meters to windward and to leeward of the starting line, and 100 meters outwards of each end of the line.

9.5 In the case of unfavorable conditions, the Race Committee Boat at the starting and/or the finishing line can maintain her position by using the engine. This will be no ground to request for redress. This changes RRS 61.1(a).

10. CHANGING OF POSITION OF THE NEXT MARK & CHANGING THE LENGTH OF THE NEXT LEG.

10.1 To change the next leg of the course, the Race Committee:

- a) will move the original windward marks or will lay a new mark,
- b) move the leeward gate,
- c) move the finishing line.

When the change of course is made from leeward gate to a windward mark, a Race Committee vessel will display "C" and a **colour flag (yellow or red)** and the new compass bearing. The windward marks, will be of the same colour of the flag displayed. This changes RRS 33.

When the position of the windward mark (W) is changed, the Offset mark (WO) will be re-laid.

When the position of the windward mark (W) is changed, the WI mark will not be laid.

If the Race Committee changes the position of the leeward marks (gate), the original gate marks will be re-located. 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.

10.2 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 RRS 28.

11. UMPIRE OBSERVATION

11.1 Umpires may observe the racing and provide advisory umpire signals. If an umpire observes an incident where a boat protests, one of the following signals may be made:

- (a) A green and white flag with one long sound means 'The umpires saw the incident and believe that no rule was broken'.
- (b) A red flag with one long sound means 'The umpires saw the incident and believe that one or more boat has broken a rule'. The umpires will hail or signal each boat identified to have broken a rule.
- (c) A "Blue" flag with one long sound means 'The umpires do not have the facts to make a decision'.

11.2 The signals displayed by the umpires are for information only. If a red flag is displayed, any identified boat is not obliged to take the applicable penalty, however if she does not, the Umpire, as part of the Protest Committee, may protest that boat. If a green and white flag or the "Blue" flag is displayed, a boat may still protest, or a boat may choose to take the applicable penalty.

11.3 If a green and white flag is displayed for an incident, the Protest Committee will only protest a boat for an incident involving her that may have resulted in injury or serious damage, or if the protest committee learns during the hearing of a valid protest that the boat, although not a party to the hearing, was involved in the incident and may have broken a rule.

12. PENALTY SYSTEM.

12.1 Delete rule 44.2 and replace with penalty below:

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.

12.2 Penalties for breaches of a rule other than a rule of Parts 1 or 2 of the RRS may be less than disqualification at the discretion of the international jury.

13. TIME LIMITS AND TARGET TIMES.

13.1 Time limits and target time are as follows:

<i>Target Time</i>	<i>Time Limit</i>	<i>Time Limit for Mark 1</i>
50'	90'	30'

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 61.1(a).

13.2 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 35, A4, A5 and 61.1(a)

14. SPARE

15. PROTESTS AND REQUESTS FOR REDRESS.

15.1 Notices of protests by the race committee, technical committee or protest committee will be posted to inform boats under RRS 60.2(d).

15.2 For the purpose of RRS 63.5(d) the authority is the chief measurer of the event, appointed by the organizing authority.

15.3 [Spare].

15.4 The protest time limit for all classes is 45 minutes after the last boat finishes the last race of the day for that class.

16. SCORING.

16.1 Event scoring system will be the Low Point Scoring System, as described in Appendix A4 of the RRS.

17. SAFETY REGULATIONS. [NP][DP]

17.1 Boats must be equipped with a VHF radio transceiver of at least 25 watts of power. The following channels, as a minimum requirement, are mandatory: 9, 16, and the regatta assigned channels.

17.2 Boats not leaving the harbour for the races of the day (DNC) shall inform the Race Office as soon as possible.

17.3 Boats not starting or retiring from a race (DNS - DNF) shall inform the Race Office or the Race Committee as soon as possible. All boats shall return only to their allocated moorings.

17.4 Boats arriving for any reason at a point ashore other than the ones or that cannot reach the harbour on their own are requested to report immediately to:

VHF 72 for Race Course A and VHF 71 for Race Course B.

17.5 Captains and crews of all boats shall read and follow Appendix ECHO - On-Water Emergency

Procedures.

17.6 Boats shall not sail inside the harbour.

17.7 PERSON OVERBOARD

17.7.1 A boat's 'man-overboard' (MOB) procedure shall be practiced aboard each boat at least once by the crew racing in the regatta prior to the first race of the series.

17.7.2 A boat that has a MOB incident shall immediately stop sailing the boat to the next mark and either recover the person or coordinate the recovery of the person with another boat or tender. If the person is recovered by another boat, the boat that had the MOB incident shall stand by in the vicinity of the incident. The captain and the operator of the boat that recovered the person may agree to delay the transfer of the person to the boat that had the MOB incident for safety reasons. The transfer then may occur at any time during the race, after the boat finishes or retires, or ashore. If the transfer is delayed, the boat that had the MOB incident may resume sailing the boat to the next mark once the person is safely on board the recovery boat.

This changes RRS 41 and RRS 48.2.

17.7.3 A boat shall notify the race committee as soon as practicable after racing. The circumstances of the recovery, whether by the boat or another vessel, will be reviewed by the Race Committee and the Jury.

18. REPLACEMENT OF CREW OR EQUIPMENT. [NP][DP]

18.1 Changes to crew list shall be made in writing to the Race Committee, indicating the name and ID or Passport number of the substitute crew member and shall be lodged at the Race Office earlier than 120 mins. from the warning signal of the day it refers to. Only substitutions approved by the Race Committee will be accepted. Substitutes shall be subject to weight control.

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

19 EQUIPMENT AND MEASUREMENT CHECKS [NP][DP]

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 or the Technical Committee to proceed immediately to a designated area for inspection.

20 EVENT ADVERTISING [NP][DP]

Boats shall display event advertising/branding supplied by the organizing authority as per Appendix 3 of the Sailing Instructions, according to WS regulation 20.4.1 .

21. OFFICIAL BOATS IDENTIFICATION.

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

Race committee vessel: SNTS Burgee

Race committee ribs: light blue flag with "OFFICIAL"

Umpires: yellow/orange flag

Press: red flag with "PRESS"

21.2 Vessels used by press, photograph, VIP's, etc are not under the jurisdiction of the race committee.

22 SAIL NUMBER AND IDENTIFICATION [NP][DP]

The sail number on the mainsail of a boat must correspond to the number declared on the entry form. Penalty for non-compliance will be at the discretion of the International Jury.

23. HAUL-OUT RESTRICTIONS [NP][DP]

23.1 Boats shall not be hauled out after 09:30 of the day of the first warning signal, except with and according to the terms of prior written authorization of the Technical Committee.

24. TRASH DISPOSAL [DP]

Boats shall not put trash in the water. Trash shall be disposed in the containers on land. Discarding elastic or wool bands when setting a sail will not be considered a breach of rule 47.

25. RADIO COMMUNICATION [NP][DP]

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 smartphone or tablets.

26. PRIZES.

The prize list will be posted on the online Official Notice Board (ONB).

27. DISCLAIMER OF LIABILITY.

The Organizing Authority (OA) and any person or entity involved in the organization of the event will not accept any liability for loss, damage, injury or nuisances to people or things, both on the water or ashore, occurring as a result of taking part in the event announced in this Notice of Race, whether or not they are consequence of any proper or improper action of the OA and any person or entity involved in the organization.

By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity that carries risks. These risks include the possibility of dealing with strong winds and rough seas, sudden changes in the weather, breakdowns / damage to equipment, manouvering mistakes, poor seamanship by other boats, loss of balance due to yacht instability and fatigue with resulting in an increased risk of injury. The risk of permanent and serious injuries or death by drowning, trauma, hypothermia or other causes is inherent in the sport of sailing.

Competitors and their support persons participate in the event entirely at their own risk. See RRS 3 (decision to race).

APPENDIX INDEX:

Appendix 1 - Courses

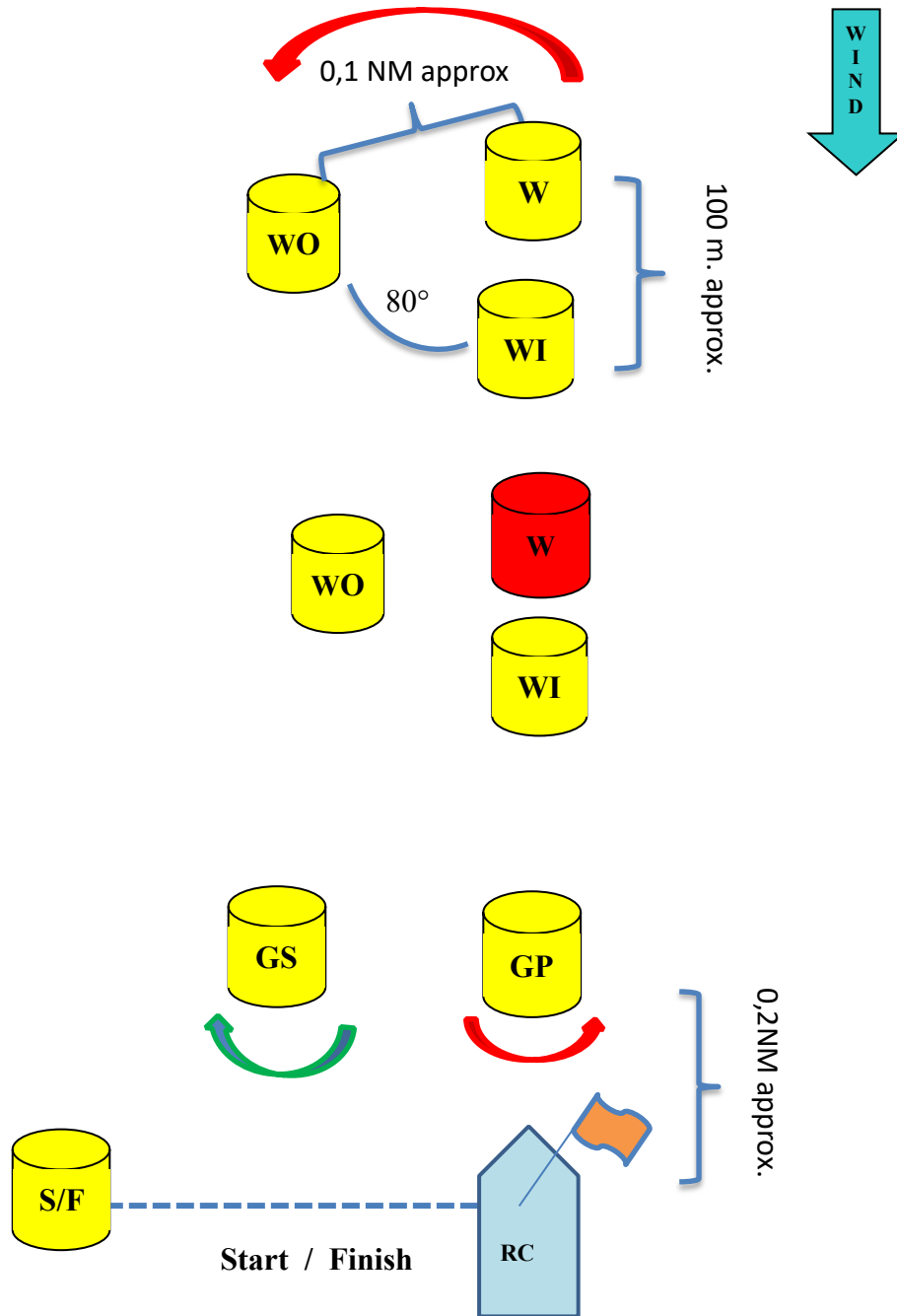
Appendix UF

Appendix DELTA - Flag Positioning/ Advertising/Branding

APPENDIX 1

RACE COURSE A

COURSE : Start – WI – W – WO – WI - GP/GS– WI -W – WO – WI - Finish (Downwind).



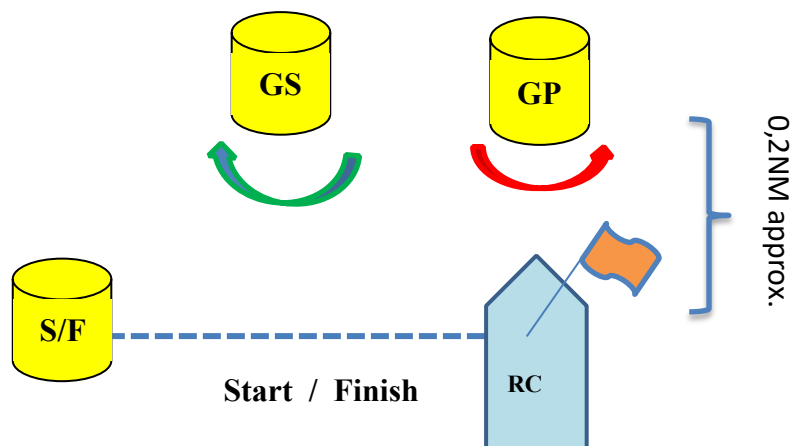
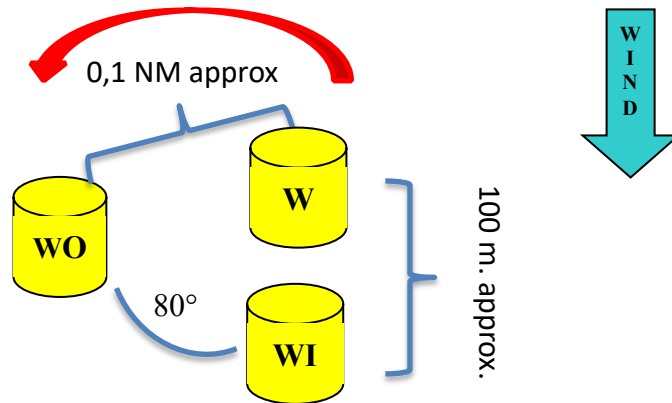
Except at a Gate all course marks shall be left to port. When at the gate there is only one mark shall be round to port. This changes RRS 28.

Note: These drawings are schematic. The distances and mark positions are not to scale. This information is approximate. A different distance of the leg or bearing shall not be ground for a request for redress. This changes RRS 61.1(a)

APPENDIX 1

RACE COURSE B

COURSE : Start – WI – W – WO – WI - GP/GS– WI -W – WO – WI - Finish (Downwind).



Except at a Gate all course marks shall be left to port. When at the gate there is only one mark shall be round to port. This changes RRS 28.

Note: These drawings are schematic. The distances and mark positions are not to scale. This information is approximate. A different distance of the leg or bearing shall not be ground for a request for redress. This changes RRS 61.1(a)

APPENDIX UF UMPIRED FLEET RACING

Swan 50 Edition

Version: February 2025

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 20.3(d)(ii) on the condition that only the provided options are used and the Event or Stage complies with the following limits:

- 1. Max fleet size of 25 boats*
- 2. Max ratio of umpire vessels: boats being 1:5, with the recommended ratio of 1:3, especially when umpiring a fleet of equal performance or when a course construction spreads a fleet across a large area.*
- 3. If an Organising Authority wishes to use UF when the max fleet size or max ratio exceeds these limits, then it must get prior World Sailing approval. Requests are to be sent to: rules@sailing.org.*

These limits apply to the number of boats in the fleet based at the start of the event or stage. An Organising Authority or Race Committee will not intentionally manipulate the event or stage in order to circumvent these limits.

An Organising Authority whose fleet exceeds these limits may choose to use 'Umpire Observation'. Standard sailing instruction language for this is available at www.sailing.org/racingrules.

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 to rule 2: 'When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.'

UF1.3 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.'

UF1.4 Renumber text of rule 14 to 14.1 and add

14.2 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is 2 points (3 for serious damage).

14.3 When there is contact between hulls, bowsprit, pushpit, pulpit, stanchions, mast, boom or shrouds, 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.

UF1.5 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.

UF1.6 Rule 70.1 is replaced with: A *party* to a hearing may only appeal a protest committee decision or its procedures, but not the facts found, under rule 69 to the national authority, except when rule 70.3 applies.

UF1.7 Rule 70.2 is deleted.

UF1.8 Test rules

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

Mark-Room Room for a boat to sail no farther than her *proper course* to round or pass the *mark* on the required side.

(b) Rule 17 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

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

UF2.2 Rule 31 is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat's hull, bowsprit, pulpit, pushpin, stanchions, boom, or shrouds 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 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 injury or serious damage), rule 31 or rule 42. However,

(a) when a boat 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;

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

UF3.2 A penalty in rule 44.2 is:

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.

UF3.3 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) for an incident in which she was involved by conspicuously displaying 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,
- (5) fails to comply with rule UF3.6, or
- (6) breaks SI9.1c),

an umpire may penalize her without a protest by another boat by signalling in accordance with rule UF3.5(b), or UF3.5(c). 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 their 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 60.1. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

(c) When a boat fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c).

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

(a) A green and white flag with one long sound means 'No penalty.'

(b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.'

The umpire will hail or signal to identify each such boat.

(c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

(a) A boat penalized under rule UF3.5(b) shall take a penalty.

(b) A boat disqualified under rule UF3.5(c) is no longer *racing* and 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 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

Does not have to display a red flag or hail protest, and shall inform the race committee by radio before or during the display of flag B.

UF5.3 The race committee will promptly inform the protest committee and any protested boat about any protests or requests for redress made under rule UF5.2.

UF5.4 The race committee will not protest a boat.

UF5.5 The technical committee will only protest a boat under rule 60.1 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.

UF5.6 The time limit defined in rule UF5.2 also applies to protests under rule UF5.4 and UF5.5 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.7 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 parties 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) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.

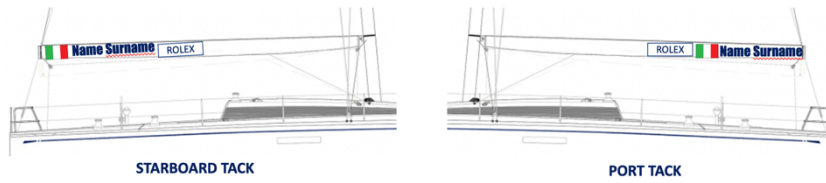
UF5.8 Rule 60.5 is deleted and replaced with: 'If the protest committee decides that a boat has broken a rule and was not exonerated, it may impose penalties other than disqualification (including imposing no penalty). If a boat has broken a rule when not racing, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'

UF5.9 Rule 63.7(b) is changed to 'A *party* to the hearing may not request a reopening.'

UF5.10 Rule 61.4(b)(1) is deleted.

APPENDIX DELTA - Flag Positioning/Advertising/Branding

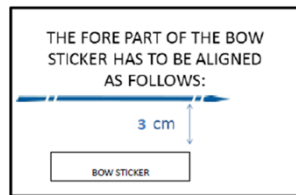
BOOM STICKERS



STARBOARD TACK (left to right): NAT FLAG + 5 cm + NAME + SURNAME + 10 cm + ROLEX STICKER
PORT TACK (left to right): ROLEX STICKER + 10 cm + NAT FLAG + 5 cm + NAME + SURNAME

BOW STICKERS

BOW STICKERS



THE FORE PART OF THE BOW STICKER HAS TO BE ALIGNED AS FOLLOWS:

3 cm

BOW STICKER



FLAGS

