



INTERNATIONAL ONE DESIGN CLASS SAN FRANCISCO FLEET

# THE SAN FRANCISCO YACHT CLUB



98 BEACH ROAD, PO BOX 379, BELVEDERE, CALIFORNIA 94920 RACE OFFICE 415-789-5647

## 2016 INTERNATIONAL ONE-DESIGN CLASS CHAMPIONSHIP

September 4<sup>th</sup> – 10<sup>th</sup>, 2016

### SAILING INSTRUCTIONS

[Posted 9/4/2016]

#### Organized by

**The San Francisco International One-Design Fleet Association (SFIOD) &  
The San Francisco Yacht Club (SFYC)**

#### **1 RULES**

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* and the International One Design Championship Regulations (IODCR) will not apply except for IODCR 7.4.
- 1.2 Only the US SAILING prescriptions to RRS 40, 67 and 76.1, and added rules 61.4 and 82 will apply and are stated in full and posted on the Official Notice Board.
- 1.3 RRS 63.7 is replaced by: "If there is a conflict between a rule in the Notice of Race and one in the sailing instructions, the sailing instructions shall apply." This changes RRS 63.7.
- 1.4 The organizing authority will be the San Francisco International One Design Fleet Association (SFIOD) in cooperation with The San Francisco Yacht Club (SFYC).
- 1.5 RRS 40 is changed as to the following: Competitors shall wear personal flotation devices while racing, except briefly while changing or adjusting clothing or personal equipment. Flag Y will not be displayed.
- 1.6 The international jury may impose suitable penalties, other than disqualification, for violations of the Class Rules or other non-Part 2 rules. This changes RRS 64.1.

#### **2 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board located outside on the west wall of the SFYC Clubhouse. The NOR, SIs, and amendments thereto will be posted online at [www.sfyc.org](http://www.sfyc.org).

### **3 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 0900 hours on the day it will take effect, except that any change to the schedule of races will be posted by 1900 hours on the day before it will take effect.

### **4 SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will be displayed from the main flagpole located adjacent to the clubhouse.
- 4.2 When flag AP is displayed ashore, “1 minute” is replaced with “not less than 60 minutes” in race signal AP.

### **5 SUPPLIED BOATS**

- 5.1 Boats will be provided by the San Francisco International One-Design Fleet Association. Boats will be prepared and maintained by the Fleet Technical Committee. Breakdown boats will also be provided. Teams will rotate boats every race, with half of the teams racing each race conducted. A rotation schedule will be posted on the official notice board and online.
- 5.2 Competitor staging boats will be provided for competitors while not racing. It is the responsibility of each team to rotate onto the correct staging boat if such is required by the rotation sheet.
- 5.3 Competitors shall not modify the boats or cause them to be modified in any way except that:
  - (a) A compass may be tied or taped to the hull or spars.
  - (b) Wind indicators, including yarn or thread, may be tied or taped anywhere on the boat, except that no hole shall be made in any sail for any purpose.
  - (c) Above the painted waterline only, hulls, sails, and equipment may be cleaned only with non-abrasive materials.
  - (d) Only non-residue adhesive tape may be used anywhere above the painted waterline except on brightwork. No marks should be made on the boats with pencils or markers, unless they are completely washable, leaving no trace of their use. Competitors will be responsible for the removal of any markings or tape left on the boats, or any damage to the finishes caused by the application of markings or tape.
- 5.4 All fittings or equipment designed to be adjusted in accordance with the IOD Class Rules may be adjusted within the limits provided, except that upper and lower shrouds, headstay, and mast chocking shall not be adjusted in any way by a competitor. Competitors may not seek redress for errors or omissions of the OA in preparing the boats. This changes RRS 62.1.
- 5.5 Boats, together with sails (except spinnakers) and running rigging, will be exchanged after each race in accordance with a boat rotation to be determined by lot at the Competitors’ Meeting. Boat assignments for each race will be posted on the official notice board. Each team will be provided one spinnaker for the entire regatta.
- 5.6 Each boat will be provided with one mainsail and one jib, and each team with one spinnaker. No other sails shall be used without the written permission of the international jury. Such permission may be retroactive. All boats will have necessary running rigging and competitors may not use their own spinnaker sheets but may use their own spinnaker launchers. Competitors may not add additional purchase to any of the boat’s running rigging. All equipment provided with the boat for sailing purposes shall be carried while afloat.
- 5.7 Roll-tacking, by or using the shrouds of a boat as a way of supporting a crew-member’s

- weight outboard of the plane defined by the extension of a boat's top-sides, is prohibited.
- 5.8 Jibs shall not be tied to the head-stay when hoisted.

## 6 SCHEDULE OF RACES

<b>Date</b>	<b>Event</b>	<b>Time</b>
Sunday	Registration	3:00 - 6:00 p.m.
Monday	Competitors' Meeting	9:00 a.m.
Monday	Qualifying Series	11:30 a.m. First Start
Tuesday	Qualifying Series	11:30 a.m. First Start
Wednesday	Qualifying/Final Series	11:30 a.m. First Start
Thursday	Qualifying/Final Series	11:30 a.m. First Start
Friday	Final Series	11:30 a.m. First Start
Saturday	Final Series	11:30 a.m. First Start
Saturday	Awards Ceremony	6:00 p.m.

- 6.1 After the finish of each race, the warning signal for each succeeding race will be made as soon as practicable, but not less than five minutes after the last crew has been rotated onto their next boat. To alert boats that another race will begin soon a radio announcement may be made.
- 6.2 Two races per team are scheduled for each race day. No more than six races total shall be run on any day.
- 6.3 Flag A displayed, with no sound, while boats are finishing means 'No more racing today.'

## 7 CLASS FLAG

Class flags will be a white flag with a black IOD insignia on it.

## 8 VENUE

The primary racing area will be the waters west of Alcatraz Island. Alternative venues may be used as shown in Attachment B.

## 9 COURSES

- 9.1 Attachment A shows the courses, the order in which the marks are to be passed, and the side on which each mark is to be left.
- 9.2 The course to be sailed will be designated by numerical placards displayed from the race committee signal boat.
- 9.3 If flag T (tango) is displayed at the warning signal boats shall not use spinnakers for that race.

## 10 MARKS

- 10.1 Original marks will be red inflatable buoys. Marks W, Op, Os, and L are rounding marks and shall be rounded as described in Attachment A. New marks will be yellow inflatable buoys.
- 10.2 Only one O mark will be set at a time, and if it is missing it shall be disregarded.

## **11 AREAS THAT ARE OBSTRUCTIONS**

The following are designated as obstructions: Each of the lines bounded by the following two objects.

- (a) The green and red bell buoy off the west end of Alcatraz Island and Alcatraz Island.
- (b) Anita Rock Light and a yellow buoy located approximately 100 meters northwest of Anita Rock Light.
- (c) The “H Beam” piling (located approximately 200 meters west of St Francis Clubhouse) and the closest point ashore.

## **12 THE START**

- 12.1 The starting line will be between a staff or halyard displaying an orange flag on the race committee signal boat and the course side of a yellow inflatable mark, or a staff displaying an orange flag on a race committee pin boat.
- 12.2 A boat starting later than 4 minutes after her starting signal will be scored DNS without a hearing. This changes rules A4 and A5.

## **13 CHANGE OF THE NEXT LEG OF THE COURSE**

To change the next leg of the course, the race committee will lay a new 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.

## **14 THE FINISH**

- 14.1 For downwind finishes the finishing line will be the same as the starting line described in SI 12.1.
- 14.2 For upwind finishes the finishing line will be between a staff or halyard displaying an orange flag on a race committee boat and the course side of a yellow inflatable buoy.
- 14.3 When flag V (victor) is displayed from the finish boat as boats are finishing all boats shall proceed immediately to the lee side of Alcatraz Island for rotations.

## **15 PENALTY SYSTEM**

- 15.1 An international jury will be appointed in accordance with RRS 70.4 and Appendix N.
- 15.2 Addendum Q (as modified and attached) of the RRS shall apply, except that a boat may request redress if redress is claimed under IODCR 7.4.
- 15.3 Unless the course is shortened to finish at the windward mark, penalties while in the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2.

## **16 TIME LIMIT**

- 16.1 When the leading boat completes the course and finishes, the Race Committee signal boat at the finish will immediately display a blue flag with a sound. This changes Race Signals. The blue flag will be removed at the end of the finish window time (as defined below) or when the last boat finishes. When the leading boat completes the course and finishes, only boats that cross the finishing line within the finish window time after the leading boat has finished will be deemed to have finished. This changes RRS A3 and A4.
- 16.2 Boats failing to finish within the Finish Window after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5.

The time limits and target time are as follows:

- a) Target time: 45 minutes with at least two windward legs
- b) Finish Window: 15 minutes
- c) Race time limit: 90 minutes

16.3 Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

## **17 SCORING**

- 17.1 Two races per flight are required to be completed to constitute a Qualifying Series.
- 17.2 Two Finals races completed by the Gold fleet are required to constitute a regatta for all teams.
- 17.3 If at the end of the Qualifying Series some teams have more race scores than others, scores for the most recent races will be excluded so that all teams have the same number of race scores.
- 17.4 For the Qualifying Series, rule A4.2 is changed so that the scores are based on the number of teams assigned to the larger flight.
- 17.5 A team's series score will be the total of her race scores.
- 17.6 A team's Qualifying Series race scores will not be taken forward into the Final Series.
- 17.7 A team's position in the regatta will be determined by the total of her race scores from her Final Series races.
- 17.8 Different Final Series fleets need not have completed the same number of Finals races.
- 17.9 The teams in the Gold fleet will be ranked highest in the regatta except for a team disqualified from a Finals race under rules 5 or 69.

## **18 SAFETY REGULATIONS**

- 18.1 Boats shall check in at beginning of each race by sailing past the stern of the race committee signal boat on starboard and hailing their sail number.
- 18.2 A boat that retires from a race shall notify the race committee as soon as possible.
- 18.3 Boats shall not impede the passage of commercial vessel traffic, and shall comply with the *International Regulations for Preventing Collisions at Sea (IRPCAS)*. Rule 9 of the *U.S. Inland Navigation Rules* applies to all shipping traffic on San Francisco Bay. If a commercial vessel has sounded five blasts and/or the vessel or the Coast Guard identifies an offending boat, the race committee shall protest the boat, in which case the international jury shall assume that the identified boat has impeded passage or violated the *U.S. Inland Navigation Rules*, and the identified boat shall have the burden of proving otherwise.

## **19 REPLACEMENT OF CREW**

Substitution of competitors will not be allowed without prior written approval of the international jury.

## **20 COMMUNICATIONS**

- 20.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction applies to mobile telephones.
- 20.2 All boats shall carry onboard an operational VHF capable of receiving VHF USA channel 65A. The race committee may use VHF USA channel 65A to communicate information about the races.
- 20.3 The race committee will attempt a VHF hail of boats observed OCS at the start. The failure of any boat to hear the hail, the hail of some but not all OCS boats, the untimely hail of some or

all OCS boats, or failure to hail any or all boats shall not be grounds for redress. This changes rule 62.

## 21 PRIZES

Prizes to be awarded will be awarded to the first, second and third place boats in the Gold Fleet, and to the first place boat in the Silver Fleet. In addition, the following perpetual trophies, property of the IOD Class World Association, will be awarded.

The Bjarne Aas Trophy	Winner of the Class Championship
William E. John, Jr. Trophy	Yacht Club of the Class Champion
Allegra Trophy	Second place in the Class Championship
Edinburgh Trophy	Third place in the Class Championship
Outstanding Crew Award	Most valuable crew member

## 22 DAMAGES

22.1 **Damage Deposits:** Competitors shall post a damage deposit of \$1,000 at the time of registration. After the conclusion of the regatta, the deposit will be returned, less any deductions for loss or damage incurred by the competitor during the regatta. Additionally, damage deposits may be 'pooled' to cover any unattributable loss or damage to the boats that occurred as a direct result of the use of the boats in the regatta. In such event, expenses will be deducted from the pool, and the balance will be returned to the competitors after the conclusion of the regatta.

22.2 **Damages:** The responsibility for damages will be determined by the Organizing Authority, acting in accordance with the US Sailing prescription to RRS 67. The Organizing Authority will use the following principles in assigning the responsibility for damage to the boats:

(a) The team(s) sailing any boat(s) found by the Jury to have broken a rule as the result of an incident shall be equally responsible for the collective damages. See RRS 67(c).

(b) The team(s) sailing any boat(s) retiring or withdrawing from a race in acknowledgment of a breach of a rule shall be equally responsible for the collective damages. See RRS 67(c).

If neither (a) nor (b) above apply, the Organizing Authority will assign the responsibility for damages to the team(s) involved, which may be for them to share equally in the collective damages.

22.3 Damages for an incident will be estimated as quickly as possible. Team(s) deemed responsible for the damages will be required to post additional money so that a total of \$1,000 is available as a damage deposit for subsequent incidents.

22.4 Unreported damage to a boat will be presumed to be the responsibility of the crew that last sailed the boat. If a boat is damaged such that it cannot race in subsequent races during the regatta, in the event that no spare boat is available, the responsible team will be ineligible to race until the boat is returned to service. In such event, the team who would have next held the damaged boat in the rotation will instead sail the boat that the responsible team was to have next held in the rotation.

## 23 BREAKDOWNS

23.1 Boats suffering breakdown shall make their best effort to finish the race, if possible, provided that further damage to the boat will not be incurred.

23.2 If a breakdown occurs, a hail to the Race Committee shall be made on VHF USA channel 65A. A verbal hail to the umpires or signal boat is also acceptable.

- 23.3 If a boat is disabled due to failure of equipment through no fault of the competitors, the international jury may grant redress. This changes rule 62.1.
- 23.4 A boat must hail the Race Committee to request time for repairs prior to the warning signal. The Race Committee may delay the start of the next race pending repairs. However, once the Race Committee has signaled the warning for the next race, the start shall not be delayed for repairs.

## **24 BOAT CONDITION REPORTS**

Teams will be issued Condition Report forms for making boat condition statements. Teams are encouraged to inspect their boats upon boarding and note any pre-existing damage or maintenance discrepancies on the Condition Report. Condition Reports shall be completed at the conclusion of each race, detailing the condition of the boat, any damage (including hull, equipment, rigging or sails) which occurred during the previous race, the party responsible for such damage, the incident in which the damage occurred, as well as any breakdown of gear or loss of equipment, whether materially affecting the boat's performance or not. The Condition Report shall be submitted to a representative of the Technical Committee as soon as possible after each race, either to the support boat while changing boats between races, the umpires on the water or to the Technical Committee within 30 minutes of coming ashore. The penalty for breaking this instruction, unless the international jury is satisfied that the competitor made a determined effort to comply, shall be at the discretion of the international jury.

## **25 DISCLAIMER OF LIABILITY**

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See Rule 4, Decision to Race. The race organizers, The San Francisco Yacht Club, the San Francisco International One Design Association (organizing authority), race committee, protest committee, or any other organization or official, shall not be responsible for damage to any boat or other property or the injury to any person sustained as a result of participation in this event. By participating in this event, each competitor (owners, skippers and crews) agrees to release The San Francisco Yacht Club, organizing authority, race committee, protest committee, or any other organization or official from any and all claims, demands and liabilities associated with such competitor's participation in this event to the fullest extent permitted by law.

## **26 FURTHER INFORMATION**

**PRO:** Forrest Gay, forrest@sfyc.org

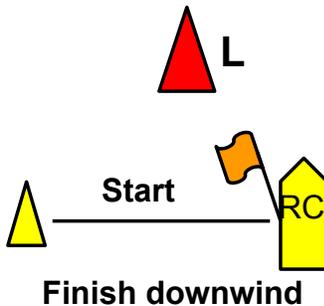
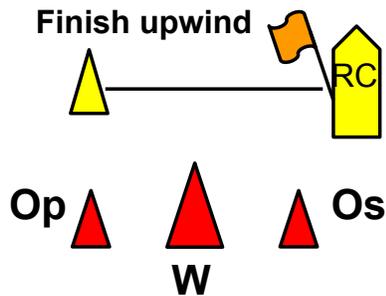
**Jury Chairman:** Luca Babini (ITA, IU, IJ)

**Organizing Authority:**

Angie Lackey: SFYC, angie.lackey.olson@gmail.com

Paul Zupan: SFIOD, pzupan@yahoo.com

## Attachment A



### Marks

**W – Windward Mark (Red)**

**Op – Offset Mark from W for port roundings (Small Red)**

**Os – Offset Mark from W for starboard roundings (Small Red)**

**L – Leeward Mark (Red)**

**Starting Mark (Yellow)**

**Upwind Finish Mark (Yellow)**

Marks W, O, and L shall be left to port if designated 'p' or starboard if designated 's'.

### Courses

**3: Start – Wp – Op – Lp – Upwind Finish**

**4: Start – Wp – Op – Lp – Wp – Op – Downwind Finish**

**5: Start – Wp – Op – Lp – Wp – Op – Lp – Upwind Finish**

**6: Start – Wp – Op – Lp – Wp – Op – Lp – Wp – Op – Downwind Finish**

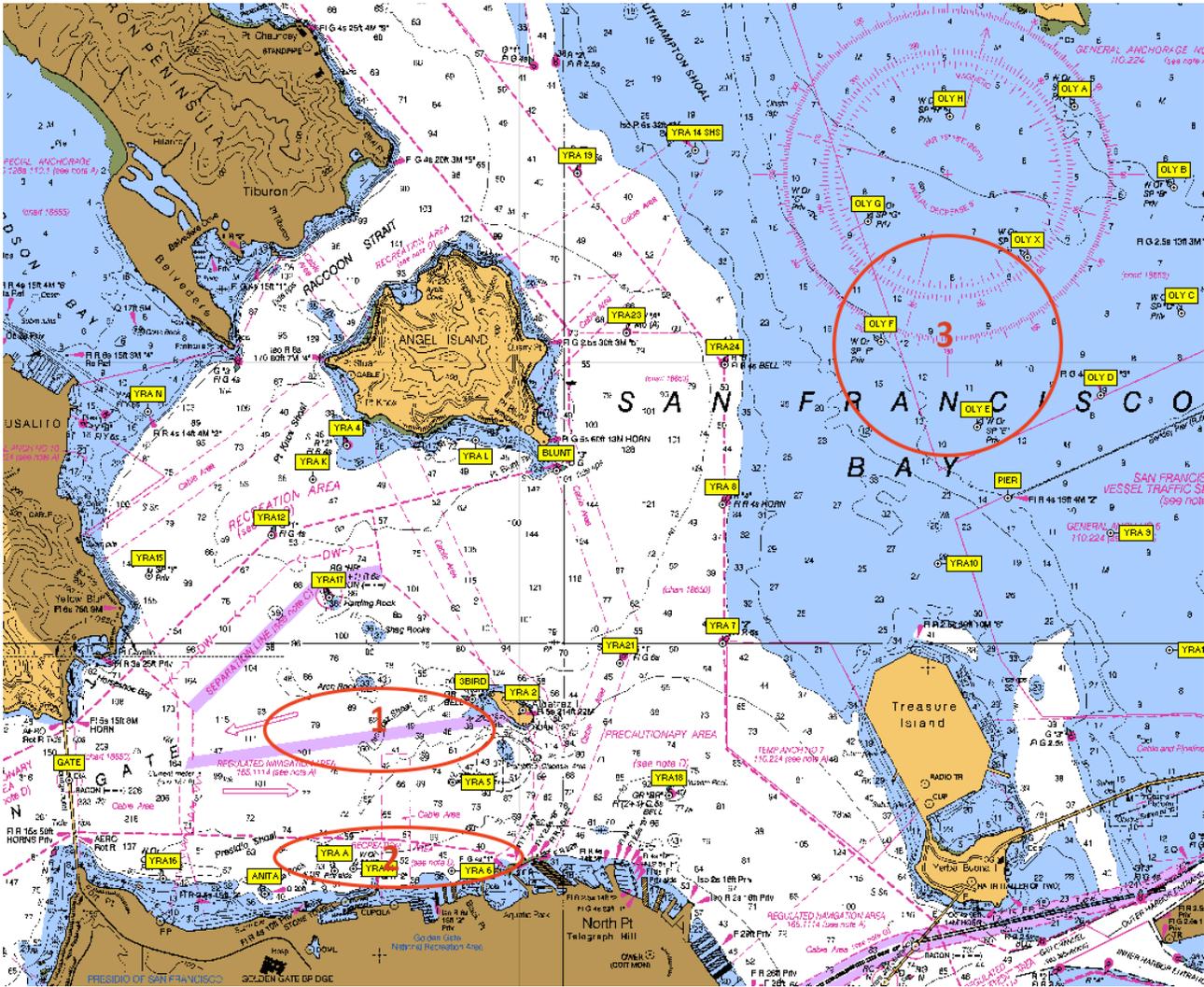
**7: Start – Ws – Os – Ls – Upwind Finish**

**8: Start – Ws – Os – Ls – Ws – Os – Downwind Finish**

**9: Start – Ws – Os – Ls – Ws – Os – Ls – Upwind Finish**

**0: Start – Ws – Os – Ls – Ws – Os – Ls – Ws – Os – Downwind Finish**

## Attachment B



The racing area for each day will be posted on the official notice board by 1900 hours on the prior day. Area 1 is the primary area intended to be used.

Area 1 – West of Alcatraz Island

Area 2 – San Francisco City Front

Area 3 – Berkeley Olympic Circle

# INTERNATIONAL ONE DESIGN 2016 CLASS CHAMPIONSHIP

## ADDENDUM Q

### UMPIRED FLEET RACING

This addendum has been modified in accordance with rule 86.1 from the January 21, 2013 Addendum Q version approved by World Sailing in accordance with rule 86.2 and World Sailing Regulation 28.1.3.

These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3 and B5.

#### **Q1 CHANGES TO RACING RULES**

*Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.*

##### **Q1.1 Changes to the Definitions and the Rules of Part 2 and Part 4**

- (a) Add to the definition Proper Course: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’
- (b) When rule 20 applies, the following arm signals are required in addition to the hails:
  - (1) for ‘Room to tack’, repeatedly and clearly pointing to windward; and
  - (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

##### **Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration**

- (a) Rule 44.1 is replaced by: “A boat may take a Voluntary 270 Degree-Turn Penalty as specified by Q2.2 when she may have broken one or more rules of Part 2 in an incident while racing. However,
  - 1) 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;
  - 2) 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.”
- (b) Rule 44.2 is replaced by: “After getting well clear of other boats as soon after the incident as possible, a boat takes a Voluntary 270 Degree-Turn Penalty promptly following Q2.2, or a One-Turn Penalty by promptly making the required turn in the same direction, including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.”
- (c) Rule 60.1 is replaced with ‘A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.’
- (d) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (e) Rules 62.1(a), (b) and (d) are deleted. In a race where this addendum applies, there shall be no scoring adjustments for redress given under any of these rules for a previous race.

- (f) Rule 62.1 is modified by adding (e) a claim under IOD Championship Regulations 7.4.
- (e) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.

## **Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS**

- Q2.1** While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 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 code flag Y (Yankee) 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.
- Q2.2** A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a 270 Degree-Turn Penalty as described in rule Q1.2(b). If the protested boat does not take a penalty voluntarily, an umpire will decide whether to penalize any boat and signal the decision as provided in instruction Q3.1.
- Q2.3** 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 for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.
- Q2.4** A boat intending to
- (a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), or a rule listed in instruction Q2.1,
  - (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
  - (c) request redress
- shall hail the race committee before or during the display of flag B. The same time limit applies to protests under instructions Q5.4 and Q5.5. The protest committee may extend the time limit if there is good reason to do so.
- Q2.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

## **Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES**

- Q3.1** 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.
- Q3.2**
- (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty as described in rule Q1.2(b).
  - (b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

#### **Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS**

##### **Q4.1** When a boat

- (a) breaks rule 31 and does not take a penalty,
- (b) breaks rule 42,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship, or
- (f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire,

an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken as described in rule Q1.2(b), each signalled in accordance with instruction Q3.1(b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

- ##### **Q4.2**
- (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.2 only if she does so before she rounds or passes the next mark or finishes.
  - (b) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction Q3.1(c).

- ##### **Q4.3**
- 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 instruction Q3.2 or Q4.2(a) or a rule listed in instruction Q2.1, 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.

#### **Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS**

- ##### **Q5.1**
- No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

- ##### **Q5.2**
- A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to ‘A *party* to the hearing may not ask for a reopening.’

- ##### **Q5.3**
- (a) Protests and requests for redress need not be in writing.
  - (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
  - (c) 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 penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.

- Q5.4** The race committee will not protest a boat, except following a report under rule 43.1(c) or 78.3.
- Q5.5** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.