



Alcatel J/70 World Championship

St. Francis Yacht Club

September 24 – October 1, 2016

SAILING INSTRUCTIONS

1 ORGANIZING AUTHORITY

The Organizing Authority (OA) is the St. Francis Yacht Club in conjunction with the International J/70 Class Association (IJCA).

2 RULES

- 2.1 The regatta will be governed by *The Racing Rules of Sailing (RRS)*, only the prescriptions of the United States Sailing Association (US SAILING) listed in Attachment D, the rules of the International J/70 Class (IJCA) and the notice of race, except as any of these are changed by the sailing instructions or any appendices to the sailing instructions.
- 2.2 Appendix T 5.3 is changed as indicated in Attachment D.
- 2.3 IJCA rules I.3 and I.4 will apply. These rules are stated in full in Attachment E.
- 2.4 The Jury may impose suitable penalties (Discretionary Penalty Imposed (DPI)), other than disqualifications, for violations of the non-Part 2 rules of the RRS. This section 2.3 does not apply to breaches of RRS 2, RRS 28 and RRS 31. This changes RRS 64.1.
- 2.5 If there is a conflict between languages the English text will take precedence.

3 ADVERTISING, BOW NUMBERS AND EVENT IDENTIFICATION STICKERS

- 3.1 Advertising shall only be displayed in accordance with Regulation 20 – ISAF Advertising Code.
- 3.2 Boats shall be required to display advertising chosen and supplied by the OA.
- 3.3 All required bow numbers and sponsor or event identifications stickers, decals and flags shall be displayed from the close of check-in through the end of the regatta. It is the responsibility of the competitor to ensure that the bow numbers and stickers remain on the boat and obtain replacements as necessary.
- 3.4 Bow numbers will be supplied by the OA and shall be attached to the forward 20% of both sides of the boat's hull, with the top approximately 15-25 cm below deck level and with the leading edge as far forward as possible and no more than 50 cm aft of the bow.

4 NOTICES TO COMPETITORS

- 4.1 Official notices will be posted on the official regatta notice board located in the hallway adjacent to the side (Regatta) entrance of StFYC and may also be posted online at www.stfyc.com.
- 4.2 Race committee communications will take place on VHF channel 69.
- 4.3 Questions regarding the sailing instructions may be submitted in writing to the race committee. Questions and written responses will be posted on the official regatta notice board.

5 CHANGES TO SAILING INSTRUCTIONS

Changes to the sailing instructions will be posted by 0900 hours on the day they are to take effect, except any changes to sailing instruction 7, Schedule, will be posted by 2000 hours on the day before they take effect.

6 SIGNALS MADE ASHORE

- 6.1 Signals made ashore will be displayed from the flagpole located on the StFYC Race Deck.
- 6.2 When signal flag AP is displayed from the Race Deck, the time for the warning signal will be made no earlier than 60 minutes after the lowering of the AP. This changes RRS Race Signals.

7 SCHEDULE OF EVENTS AND FORMAT

- | 7.1 DATE | TIME | EVENT |
|-----------|-----------------------|---|
| Saturday | 0800-1200 & 1300-1900 | Measurement/Inspection |
| Sunday | 0800-1200 & 1300-1900 | Measurement/Inspection |
| Monday | 0800-1000 | Measurement/Inspection |
| | 1400 | Warning signal for practice race |
| | 1800 | Competitors' Meeting |
| | 1830 | Opening Ceremony and Reception |
| Tuesday | 1100 | Intended first warning |
| | <i>After racing</i> | Social at St. Francis Yacht Club |
| Wednesday | 1100 | Intended first warning |
| | <i>After racing</i> | Social at St. Francis Yacht Club |
| Thursday | 1100 | Intended first warning |
| | 1830 | Social at St. Francis Yacht Club |
| Friday | 1100 | Intended first warning |
| | <i>After racing</i> | Social at St. Francis Yacht Club |
| Saturday | 1100 | Intended first warning |
| | <i>After racing</i> | Trophy Ceremony at St. Francis Yacht Club |
- 7.2 Twelve (12) races are scheduled with two (2) races per day on Tuesday, Thursday and Saturday, and three (3) races on Wednesday and Friday. The race committee may run up to three races on any race day. This changes NOR 7.2.
 - 7.3 To alert boats that a race will begin soon, orange and yellow striped line flags will be displayed on the committee boats marking the line (with one long sound signal) for a minimum of 5 minutes before the warning signal is displayed.
 - 7.4 No warning signal for a race will be made after 1430 on Saturday. In the case of one or more general recall(s) when the initial warning signal was made prior to 1430, the race committee may display subsequent warning signals after that time. This exception will not apply for a race that is postponed or abandoned.

8 CLASS FLAG

- 8.1 The class flag will be the black J/70 insignia on a white rectangular background.

9 RACING AREA

- 9.1 The intended race area will be the Berkeley Circle as show in Attachment A.

10 COURSES & MARKS

- 10.1 The courses to be sailed will be windward-leeward.
- 10.2 The courses are described in Attachment B – Official Description of Marks and Courses.
- 10.3 Mark 1 and 3g will be yellow inflatable cones. The offset mark 1o will be an orange ball.
- 10.4 No later than the warning signal, a placard designating the course and approximate compass bearing of the first leg will be displayed from the signal boat.
- 10.5 Mark 3 will be a gate. In the event that the gate is not in place, the single leeward mark 3 shall be rounded to port.
- 10.6 Mark 1o is offset mark set off of mark 1.

11 THE START

- 11.1 The starting line will consist of three race committee boats: port end line boat, mid-line signal boat and starboard end line boat.
- 11.2 The starting line will be between two line segments: one between a staff displaying an orange and yellow striped flag on the mid-line signal boat and a staff displaying an orange and yellow striped flag on the port end line boat, the other one between a staff displaying an orange and yellow striped flag on the mid-line signal boat and a staff displaying an orange and yellow striped flag on the starboard end line boat
- 11.3 When RRS 30.1 (I Flag Rule) is in effect, boats subject to this rule shall thereafter either: (i) sail from the course side across an extension of the starting line beyond either the port- or starboard-end line boat to the pre-course side before starting, or (ii) round the mid-line signal boat before starting, leaving it to port. This changes RRS 30.1.
- 11.4 A boat that starts later than 5 minutes after her starting signal shall be scored DNS. This changes RRS 35.
- 11.5 Individual and general recall flags may also be displayed by the port and starboard end starting line boats.

- 11.6** Boats subject to individual recall under RRS 29.1 and boats disqualified under RRS 30.3 or SI 11.9 may be broadcast on the VHF channel using sail numbers or bow numbers. This is an addition to and changes RRS 29.1 and 30.3.
- 11.7** After a general recall for a start that used starting penalty RRS 30.2 (Z Flag Rule), the race committee will attempt to broadcast the sail numbers or bow numbers of boats that are observed to be ZFP.
- 11.8** The race committee will attempt to make the broadcasts described in SI 11.6 and 11.7. However, the timing of such a broadcast, the sequence of the broadcasts or the failure to make the broadcasts, or the failure of a competitor to hear a broadcast shall not be grounds for granting redress. This changes RRS 62.1(a).
- 11.9** RRS 30.3 – the third sentence is modified so that in the event a general recall is signaled during a black flag start, “...the race committee shall display her bow number before the next warning signal for that race,...”.
- 11.10** If flag U has been displayed as the preparatory signal, no part of a boat’s hull, crew, or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or re-sailed or postponed or abandoned before the starting signal. This changes rule 26.

12 CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1** The race committee may change the course by up to five degrees in bearing and/or .2nm in length without a signal or change of mark color. This changes RRS 33.

13 THE FINISH

- 13.1** For courses with upwind finishes, the finishing line will be between a staff displaying an orange and yellow striped flag on a race committee boat and an orange buoy located approximately 200 yards upwind of mark 1.
- 13.2** For courses with downwind finishes, the finishing line will be between a staff displaying an orange and yellow striped flag on a starting line boat and a staff displaying an orange and yellow striped flag on the mid line boat.

14 PENALTY SYSTEM

- 14.1** The first two sentences of rule 44.1 are changed to: “A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.”
- 14.2** 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 shall be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2.
- 14.3** If a member of the International Jury witnesses an infringement of J/70 Class Rule C3.3 (Crew Positioning) or RRS 49 or Class Rule C9.3(b)(1) (Bowsprit Use), he may indicate his observation by making a sound signal, pointing a red flag and hailing the boat’s sail or bow number. The boat may then exonerate herself by taking a One-Turn penalty. If the boat fails to do so, the Jury may protest. Action or lack of action by the International Jury under this instruction shall not be grounds for redress. This changes rule 62.1(a).
- 14.4** International Jury boats may be positioned anywhere on the course area. Their position at any time shall not be grounds for granting redress. This changes RRS 60.1(b) and 62.1(a).
- 14.5** A boat that has taken a penalty under RRS 31, 44.1 or 44.3 may complete an acknowledgment form at the jury desk within the protest time limit. In a hearing, If the form has not been completed the jury may consider the penalty not taken.
- 14.6** Appendix “P” will apply as changed by SI 14.2 and 14.8.
- 14.7** RRS P2.3 will not apply and RRS P2.2 is changed so that it will apply to any penalty after the first one. Appendix P as changed by this SI is stated in full in Attachment E.
- 14.8** US Sailing Appendix T - Alternative Procedures for Dispute Resolution - Sections A, B and D of Appendix T will be in effect for alleged breaches of rules of RRS Part 2 or rule 31. These sections of Appendix T are stated in full in Attachment D.

15 TIME LIMITS AND TARGET TIMES

- 15.1** The target time for each race is 60-75 minutes. Failure to meet the target time shall not be grounds for granting redress. This changes RRS 60.1(b) and 62.1(a).
- 15.2** Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored DNF. This changes RRS 35, A4 and A5.
- 15.3** The time limit for the first boat to sail the course and finish is two hours. The race committee will lower the orange and yellow striped flag with one sound to indicate that the finish line is closed.
- 15.4** If no boat has passed the first mark within 40 minutes, the race will be abandoned.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1** The jury desk will be located in the hallway immediately through the sailor entrance. The protest room(s) will be located in the boardroom.

- 16.2** Protests and requests for redress or reopening forms will be available at the jury desk. Protests and requests for redress or reopening forms shall be lodged with the jury representative at the jury desk.
- 16.3** The protest time limit is 120 minutes after the last boat finishes. The race committee will post on the official notice board the end of the protest time limit. The same time limit applies to protests by the race committee and International Jury about incidents they observe in the racing area and requests for redress. This changes RRS 61.3 and 62.2.
- 16.4** The time and place of all hearing(s), the boat(s) protesting, boat(s) being protested and boat(s) requesting redress will be posted on the official notice board. Notices of hearings will be posted not later than 30 minutes after the expiration of the protest time limit or request for redress to inform competitors. This serves as notification as per RRS 63.2.
- 16.5** If all parties are assembled, hearings may begin prior to the end of the protest filing time.
- 16.6** In an effort to make the arbitration and protest hearing process more efficient, the International Jury intends to use a pager system to informally alert parties of impending hearings. Upon filing a protest or learning they are a party to a protest, parties should obtain a pager (coaster) from the jury representative at the jury desk. The International Jury will attempt to page the parties approximately five minutes before the hearing is to begin. Pagers will be returned to the jury representative at the jury desk, or if the jury desk is closed, to the International Jury at the hearing, and parties failing to return pagers will be charged for the cost of the pager. Failure of the International Jury to make a page or failure of a party to hear a page will not be grounds for redress. This changes RRS 62.1(a).
- 16.7** On the last scheduled day of racing, a request for reopening a hearing shall be delivered (a) within the protest time limit if the requesting party was informed of the decision on the previous day or (b) no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.
- 16.8** On the last scheduled day of racing, a request for redress based on a International Jury decision shall be delivered not later than 30 minutes after the decision was posted on the official notice board. This changes rule 62.2.
- 16.9** Breaches of sailing instructions 3, 18, 20, 22, 23, 24, 25 will not be grounds for a protest or redress by a boat. This changes RRS 60.1(a). At the discretion of the International Jury, penalties for these breaches may be less than disqualification.
- 16.10** Decisions of the International Jury will be final as provided in RRS 70.5.
- 16.11** The time limit for protests concerning sailor classification shall be the protest time limit for the first day of racing.

17 SCORING

- 17.1** The Low Point Scoring System, Appendix A4, will be used except as modified below.
- 17.1.1** When 6 or more races are completed a sailor may discard their worst score.
- 17.2** Four races are required to constitute a series.

18 SAFETY REGULATIONS

- 18.1** All competitors are required to wear a life jacket or other adequate personal floatation device while racing. RRS 40 is changed as follows: The "Y" flag will not be displayed.
- 18.2** Prior to the warning of her first race of each day, each boat shall check-in with, and be recognized by the Race Committee boat located in the starting area and displaying the Code Flag L. Each boat shall pass close aboard on starboard tack and hail her bow number. When a boat has been recognized, the Race Committee will hail the boat's bow number.
- 18.3** A boat retiring from a race or one that leaves the race area between races, where practical, shall notify the race committee on the water as soon as possible, or the StFYC Race Office immediately after arrival ashore.
- 18.4** A boat not leaving the harbor for any of the day's racing shall inform the race committee or the StFYC Race Office as soon as possible.

19 COMMERCIAL TRAFFIC

- 19.1** As stated in the RRS preamble to the Part 2 rules, when a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. This supplements, but does not replace the rules of Part 2.
- 19.2** 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. In the case of a complaint by a Vessel Traffic or the Coast Guard, the protest time limit shall be extended up to two days after the conclusion of the regatta. This changes RRS 60.2(a) and 61.3.
- 19.3** A race committee boat may signal a boat to alter course to avoid impeding the passage of commercial vessels by making a sound signal (horn or whistle) and pointing Code Flag V at the boat. The signaled boat shall promptly comply with the signal unless compliance would create an unsafe condition. If a boat fails to comply with such a signal, the race Committee shall protest the boat, in which case the International Jury shall assume that the course alteration would not have created an unsafe condition, and the protested boat shall have the burden of proving otherwise.

19.4 Boats may not take a penalty under rule 44 for breaking any part of this SI, and a resulting disqualification shall not be excludable under rule A2. The StFYC shall cooperate with and provide relevant information to the Coast Guard or other governmental authority regarding investigations of boats impeding ship traffic or violating U.S. Inland Navigation Rules (33 CFR 83).

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 Substitution of competitors will not be allowed without written approval of the race committee prior to racing on that day.
20.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee prior to racing on that day. If the substitution occurs after the first race of the day, the race committee shall be informed of the equipment substitution before racing again that day and shall have the equipment substitutions form presented to the race committee before the end of protest time that day.

21 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the Class Rules and SI's. On the water, a boat can be instructed by a measurer or Race Committee equipment inspector to proceed immediately to a designated area for inspection.

22 SUPPORT BOATS

22.1 Support boats, including coach, press, private and spectator boats, shall register their boat at registration and shall display a numbered flag issued by StFYC at all times during racing. The person in charge of the competing boat(s) to which the support boats are attached shall acknowledge the presence of a support boat on his registration form.
22.2 Support boats will be required to leave a \$20 deposit for their numbered flag which will be refunded to the representative upon the return of the flag at the end of the regatta.
22.3 Support boats, and team leaders, coaches and other support personnel, shall stay more than 50 meters from any competitor while racing, and shall only operate in the areas as shown in Attachment C.
22.4 Support boats shall comply with any additional directions given by the OA, the Race Committee or the International Jury, including requests for assistance with rescues. Failure to comply may result in the accreditation being withdrawn and all access to the club facilities, grounds and access to the docks being denied.
22.5 Support boats must be on call on the VHF channel at all times.

23 BERTHING

Boats shall be kept in their assigned places as directed by the OA when either afloat or ashore.

24 HAUL-OUT RESTRICTIONS AND OTHER RESTRICTIONS

24.1 All boats shall be in their assigned dock space no later 1800 on Monday, September 26th and while not racing, shall be kept in their assigned space for the duration of the event.
24.2 Boats shall not be hauled out and shall not remove their rudders during the regatta except with and according to the terms of prior written permission of the race committee.
24.3 Boats shall not use dehumidifiers of any type from the close of measurement time as stated in SI 7.1 through the end of the regatta.

25 DIVING EQUIPMENT AND PLASTIC POOLS

Underwater breathing apparatus and plastic pools or their equivalent shall not be used around competing boats between the close of check-in and the end of the regatta.

26 RADIO COMMUNICATION

26.1 All boats must carry a marine band VHF receiver capable of receiving normal international channels. Boats must use the radio to report retirement from racing and may use the radio to request assistance in an emergency. No other transmissions are permitted by competing yachts during each racing day from the first warning signal until the end of the last race of the day.
26.2 The race committee may use the radio to advise competitors of race information.
26.3 The OA intends to distribute one cellular device per boat for the purpose of race tracking. The use of these cellular devices in any purpose other than that intended by the OA is prohibited.
26.4 Competitors are prohibited from any communication via any cellular device via voice or data after the first warning signal on each race day until the end of the last race of the day.

27 PRIZES

27.1 Prizes will be given in accordance with the Notice of Race.

27.2 Additional prizes may be awarded at the discretion of the OA.

28 MEDIA RIGHTS

By entering this regatta, the owner (or charterer) and crew members on competing yachts grant at no cost the absolute right and permission to use their names, voices, images, likenesses, and biographical material, as well as representations of their yacht in any media (including television, print and internet), to the J/70 Class Association, St. Francis Yacht Club and event sponsors.

29 DISCLAIMER OF LIABILITY

Competitors shall participate in the regatta entirely at their own risk (see Rule 4, DECISION TO RACE). The OA after the regatta.

30 INSURANCE

- 30.1** The safety of a boat and her entire management shall be the sole inescapable responsibility of the owner/owners' representative. It is the responsibility of the owner to provide insurance for the yacht covering potential damage to persons or property.
- 30.2** The boat is required to hold adequate insurance including third-party insurance of minimum cover of US\$300,000, and it is the owner or owner's representative's sole and inescapable responsibility to ensure that the insurance is in place and is adequate prior to participating in this event.
- 30.3** Evidence of insurance, as described in NOR 17.2, shall be provided at registration.

31 RACE OFFICIALS

Regatta Chair:	Susan Ruhne
Principal Race Officer:	Mark Foster
Jury Chairman:	Luca Babini

32 FURTHER INFORMATION

For further information please contact the StFYC Race Office at 415.655.7756, email racing@stfyc.com or visit www.stfyc.com.

St. Francis Yacht Club

700 Marina Boulevard
San Francisco, CA 94123
415-655-7756 (Race Office)

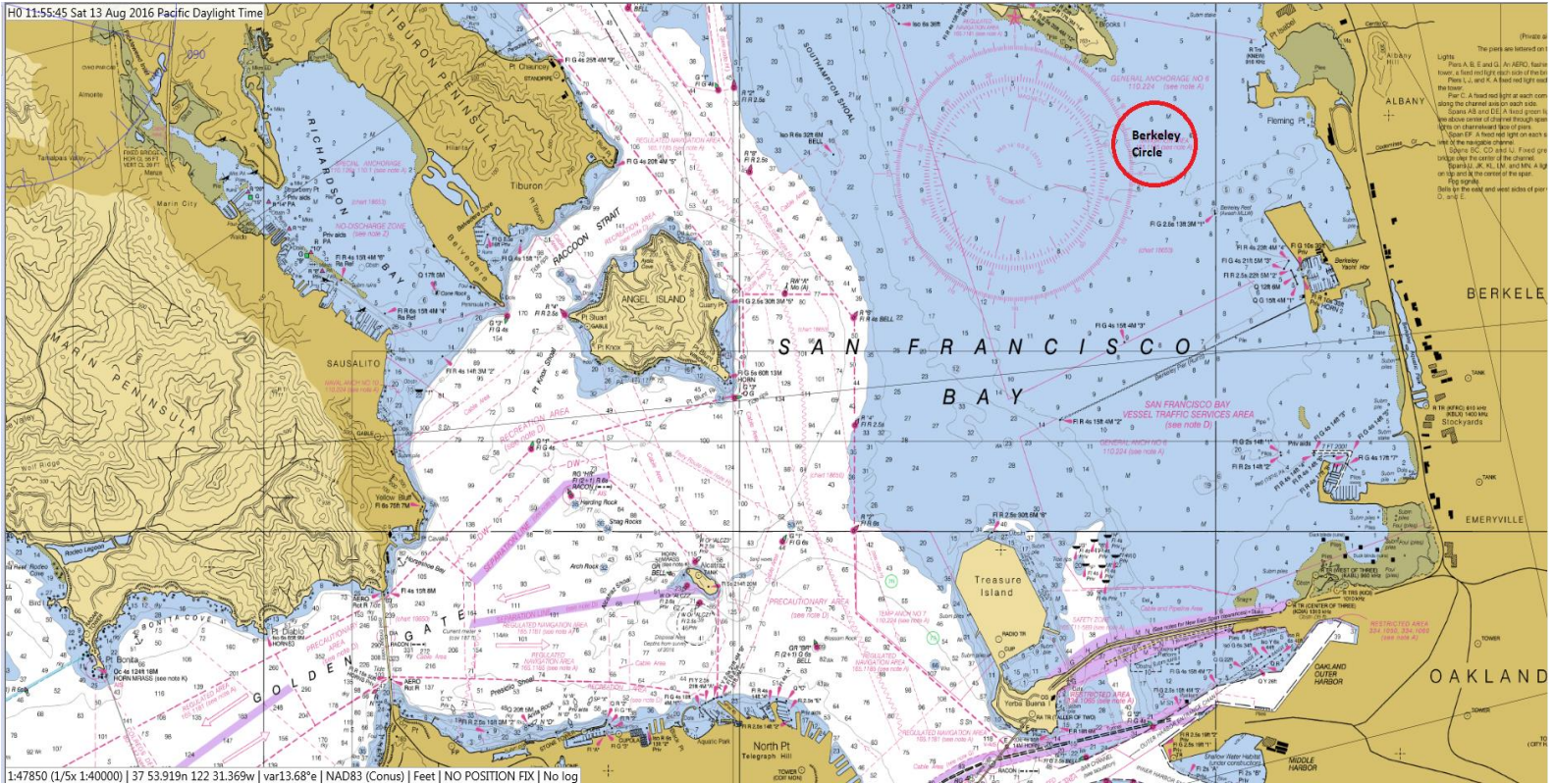
International Charter Boat Coordinator

Pat Nolan
patricknolan@sbcglobal.net

BOAT & TRAILER STORAGE

- *All yachts competing in the event may be stored free of charge at the StFYC docks from Saturday, September 24 until Sunday, October 2.*
- *Trailers may be stored free of charge in the east parking lot adjacent to the club after obtaining a permit from the Race Office from Saturday, September 24 until Sunday, October 2.*
- *Any competitors wishing to arrive earlier or stay later than the dates outlined above must call the Race Office to check availability and make arrangements to do so. There may be a fee associated with this request.*

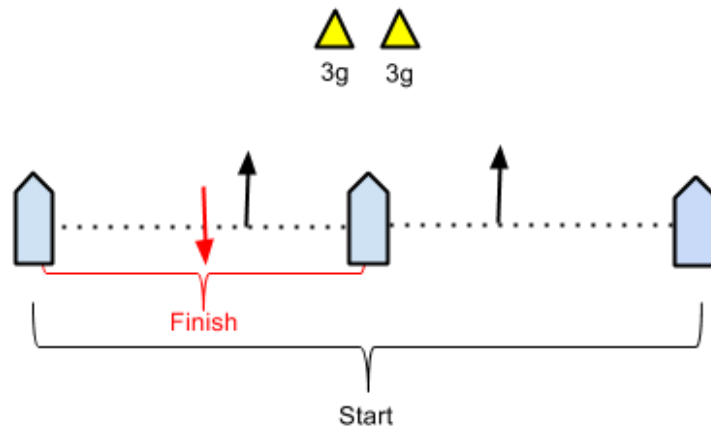
ATTACHMENT A - RACE AREA



ATTACHMENT B - OFFICIAL DESCRIPTION OF MARKS AND COURSES

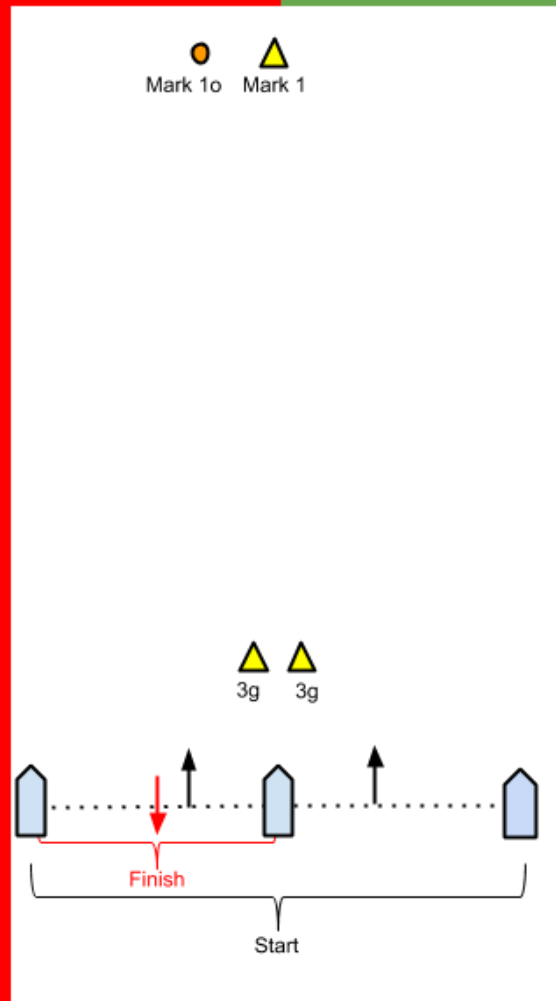
MARK	DESCRIPTION
1	Inflatable yellow cone set as a windward mark
1o	Inflatable orange ball set as an offset mark to mark 1
3g	Two inflatable yellow cones set as a leeward gate

COURSE	ROUNDING ORDER
4	Start → 1 → 1o → 3g → 1 → 1o → Finish (downwind)
5	Start → 1 → 1o → 3g → 1 → 1o → 3g → Finish (upwind)



ATTACHMENT C - COACH/SUPPORT BOAT RESTRICTED AREA

COACH &
SUPPORT
BOATS
PROHIBITED



As stated in SI 22.3: Support boats, and team leaders, coaches and other support personnel, shall stay more than 50 meters from any competitor while racing, and shall only operate in the areas as shown in Attachment C.

ATTACHMENT D - US SAILING PRESCRIPTIONS

The following US Sailing prescriptions will apply:

1. Rule 40 - US Sailing prescribes that every boat shall carry lifesaving equipment conforming to government regulations that apply in the racing area. Go to www.ussailing.org/racingrules/documents and click the 'PFD' link for more information.
2. Rule 61.4 - US Sailing prescribes that no fee shall be charged for protest or request for redress.
3. Rule 67 - US Sailing prescribes that
 - a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.
 - b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.
 - c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of "assumption of risk" for monetary damages resulting from contact with other boats.
4. Rule 76.1 - US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.
5. Rule 82 - Indemnification or Hold Harmless Agreements - US Sailing prescribes that the organizing authority shall not require a competitor to assume any liabilities of the organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official involved with the event. This is commonly referred to as an "indemnification" or "hold harmless" agreement. Go to www.ussailing.org/racingrules/documents and click on the "indemnification" link for more information.
6. Appendix L - Use of Code Flag A - Flag A displayed with no sound, while boats are finishing means "No more racing today."
7. Appendix T - Alternative Procedures for Dispute Resolution

SECTION A - PENALTIES WHILE RACING

T1 PENALTIES AT THE TIME OF THE INCIDENT

The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'

SECTION D - ARBITRATION

When Section D applies, a boat may take the applicable Post-Race Penalty in Section B without participating in an arbitration meeting.

T5 PROTEST ARBITRATION

- T5.1 An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest by a boat involving a rule of Part 2 or rule 31, but only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

- T5.2 Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:
- (a) the protest is invalid,
 - (b) no boat will be penalized for breaking a rule, or
 - (c) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.
- T5.3 During a meeting, a boat may take a penalty equal to the whole number (rounding 0.5 upward) nearest 30% of the number of boats entered by acknowledging her acceptance of the penalty in writing. The scores of other boats shall not be changed; therefore two boats may receive the same score.
- T5.4 If a boat asks to withdraw her protest, the arbitrator may act on behalf of the protest committee in accordance with rule 63.1 to accept the withdrawal.

ATTACHMENT E - EVENT CLASS RULES

I.3. SUPPORT BOATS

Individual support or coach boats shall not have contact of any nature, including:

- (i) communication by radio, telephone, internet, vocal signal, visual signaling of any kind (i.e., tactical placement, use of flags and/or different colors of clothing) or
- (ii) the transfer of crew, equipment or supplies, with a registered racing boat from the time the boat leaves its dock or mooring each day until the boat has finished racing for the day.

Notwithstanding the foregoing, (i) late arriving crew, food and drink may be transferred to a racing boat prior to the first race of the day, and (ii) crew may be transferred in the event of an unforeseen personal emergency. Infringements of this rule will result in a penalty to the boat associated with the support boat. Such penalty may be either penalties or disqualification at the discretion of the protest committee or International Jury.

I.4 CORINTHIAN DIVISION

Regatta organizers will present awards for a Corinthian division. To be considered as a Corinthian team, Class Rule C.3 is modified so the entire crew, including the owner/driver, shall provide proof of a valid ISAF Group 1 classification at the time of registration. The Corinthian division shall be scored as a sub-division of the whole fleet using the competitor's actual scores.

**ATTACHMENT F - Appendix P
(As Changed and Applicable)**

P1 SIGNALLING A PENALTY

A member of the protest committee or its designated observer who sees a boat breaking rule 42 may penalize her by, as soon as reasonably possible, making a sound signal, pointing a yellow flag at her and hailing her sail number, even if she is no longer racing. A boat so penalized shall not be penalized a second time under rule 42 for the same incident.

P2 PENALTIES

P2.1 First Penalty

When a boat is first penalized under rule P1 her penalty shall be a Two-Turns Penalty under rule 44.2. If she fails to take it she shall be disqualified without a hearing.

P2.2 Second and Subsequent Penalties

When a boat is penalized a second or subsequent time during the regatta, her penalty shall be to promptly retire from the race. If she fails to take it she shall be disqualified without a hearing and her score shall not be excluded.

P3 POSTPONEMENT, GENERAL RECALL OR ABANDONMENT

If a boat has been penalized under rule P1 and the race committee signals a postponement, general recall or abandonment, the penalty is cancelled, but it is still counted to determine the number of times she has been penalized during the regatta.

P4 REDRESS LIMITATION

A boat shall not be given redress for an action by a member of the protest committee or its designated observer under rule P1 unless the action was improper due to a failure to take into account a race committee signal or a class rule.