



**World University  
Sailing Championship  
CHERBOURG, FRANCE  
SEPTEMBER 1<sup>ST</sup> - SEPTEMBER 5<sup>TH</sup> 2018**

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# SAILING INSTRUCTIONS

## Abbreviations:

*CIC: International Control Committee*

*CISCA: International Supervision Control and Arbitration Committee of FISU*

*FISU: International University Sports Federation*

*FFSportU: Fédération Française du Sport Universitaire*

*FFVoile: French Sailing Federation*

*IJ: International Jury*

*OA: Organising Authority*

*WS: World Sailing*

*NoR: Notice of Race*

*RC: Race Committee*

**The Organising Authority will be the Organising Committee of the Yacht Club of Cherbourg and CRSU of Caen, under the auspices of the International University Sports Federation and the World Sailing, in conjunction with the “Fédération Française du Sport Universitaire” and the French Sailing Federation.**

The notation ‘[DP]’ in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

The notation ‘[NP]’ in a rule in the SI means that this rule will not be open for a protest by a boat.

## 1 RULES

- 1.1 The event will be governed by the rules as defined in the Racing Rules of Sailing (RRS) and FISU Regulations <https://accreditation.fisu.net/WUC-SL-09/Documents/Sailing%20-%20Regulations.pdf>
- 1.2 Prescriptions of French Sailing Federation to RRS 67 (Damages), RRS 70.5 (Appeals and requests to a national authority), RRS 86.3 (Changes to the racing rules) RRS 88 (National prescriptions) RRS 91(b) (Protest committee) will apply (See NoR Attachment 1).
- 1.3 The rules for the handling of boats will apply, and will also apply to any practice sailing race (see SI Addendum D).
- 1.4 J80 Class rules will not apply.
- 1.5 The official language of the regatta is English. If there is a conflict between languages the English text will take precedence.
- 1.6 An International Jury will be jointly appointed by FISU and World Sailing. Decisions of the international jury will be final as provided in RRS 70.5.
- 1.7 [NP][DP]Safety requirements: RRS 40 (Personal Flotation Device) will apply **at all times** while afloat and off moorings. Flag Y will not be displayed ashore (This changes RRS 40 and Race Signals).
- 1.8 The rules concerning coaches’ interventions during FFVoile competitions shall apply. See Addendum F.
- 1.9 For members of the FFVoile, the 2018 WUC has been graded as an FFV Grade 3 event.

## **2 ENTRIES AND ELIGIBILITY**

- 2.1 Only skippers invited by FISU are eligible for the event. The skippers are listed in SI Addendum A.
- 2.2 To remain eligible the entire crew shall complete registration, pay the entry fee, pay the damage deposit and complete crew weighing, all before 15:30 on Friday August 31<sup>st</sup> 2018 (this changes NoR 3.7), unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or IJ.
- 2.5 After the warning signal for a race, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the CISCA may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the CISCA may authorise a substitute, a temporary substitute or other adjustment. A substitute skipper or crew member shall be weighted and the crew shall comply with SI 8.2.

## **3 COMMUNICATIONS WITH COMPETITORS**

- 3.1 The official notice board is situated in the Race Office, located in the official Village).  
Amendments to SI's will be posted on the official notice board
- 3.2 Signals made ashore will be displayed from the flag mast situated in the Village.
- 3.3 [NP][DP] Sailing crews shall attend the general meeting in the Village at 15:30 on Friday August 31<sup>st</sup>, unless excused by the OA.
- 3.4 The first briefing with the IJ will follow the general meeting.
- 3.5 Daily morning briefings will start at 08:30 in the Village
- 3.6 [NP][DP] Skippers shall attend an interview or the daily press conference in the club on request of the OA, starting approximately 30 min after the last race of the day.

## **4 SIGNALS MADE ASHORE**

- 4.1 Flag "AP over H" displayed ashore means "boats shall not leave the harbour and shall wait for further instructions". The warning signal will be made not less than 30 minutes after removal. This changes Race Signals preamble.
- 4.2 Flag "L" above flag bearing the identification of a group (A, B, C, Gold or Silver) displayed ashore means : crews in this group shall remain ashore and be available to the RC ashore.
- 4.3 Flag "L" above the identification group flag lowered ashore means: boarding on the motor boats of the OA. Life jacket is compulsory on board.
- 4.4 Flag "AP above "A" above a flag bearing the identification of a group means: no other race for the group on this day
- 4.5 Flag "L" over the numeral pennant means a new change of the SI has been posted.

## **5 CHANGES TO SAILING INSTRUCTIONS**

- 5.1 Amendments to the SI made ashore will be posted at least 1 hour before the start of any race affected and will be signed by the RC representative.
- 5.2 Amendments made afloat will be signalled by displaying flag 3rd substitute hoisted with one sound signal. On the water Umpires may communicate these Amendments either verbally or in writing.

## **6 IDENTIFICATION AND ASSIGNMENT OF BOATS**

- 6.1 Boats will be identified by numbers on the main sail, the deck house cabin and stern (from 1 to 15).
- 6.2 [NP][DP] Competitors must hoist the identification of their team on a flagpole situated near the backstay.  
This changes RRS 60.1.
- 6.3 Boats will be allocated by draw, either daily or for each stage as decided by the RC in accordance with Addenda A and B.

## **7 BOATS**

- 7.1 a) Women's and Open championship will be sailed in J80 boats. All boats are provided by the OA.  
b) The mainsail, jib and asymmetric spinnaker to be used will be allocated by the OA and shall remain on each boat for the duration of the event.  
c) Sails may be substituted by the OA in the event of damage, loss, or for any other reason that the OA may deem appropriate.
- 7.2 The sail combination to be used will be signalled from the RC vessel at least 5 minutes before the warning signal. No sound signal is required. The signals shall have the following meanings:
- No flag Free combination
  - Flag "R": jib remains unrolled
  - Flag "F": No spinnaker
- 7.3 Other restrictions or instructions from the RC may be relayed to the boats verbally by the umpires. Flag 3rd substitute is not required.
- 7.4 The RC will decide which boats are to be used for each race and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat. This will not be grounds for redress. This changes RRS 62.
- 7.5 [NP][DP] Skippers shall report by writing on the "Equipment check list" any damage or loss of equipment, however slight, to the Technical Committee when leaving the boat afloat or to the Race Office immediately after arriving ashore.
- 7.6 Fenders and mooring lines shall be left on the pontoon while sailing.

## **8 CREW MEMBERS**

- 8.1 The total number of crew, including the skipper, shall be **at least four and maximum six persons** in both championships.
- 8.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed **350 kgs**, determined at the time of registration.
- 8.3 All registered crew shall sail all races unless permission for change is given under SI 2.6 or 2.7.
- 8.4 Competitors shall enter in two different categories:
- Open category: make up with men or mixed crew
  - Women category.
- Open and Women categories will sail together.

## **9 EVENT FORMAT AND SCHEDULE OF RACES**

- 9.1 The event format is detailed in SI Addendum B.  
The Qualification List is detailed in SI Addendum A.

9.2 The event program is as follows:

Thursday August 30th	All day	Arrival of delegations and entries
Friday August 31st	09:00-17:00 10:00-12:00 13:00-15:00 <b>15:30-17:30</b> 19:30	Arrival of delegations and entries Practice first group Practice second group General Technical Meeting Opening ceremony
Saturday September 1st	<b>08 :30</b> <b>10 :00</b>	Briefing First Warning signal qualifications
Sunday September 2 <sup>nd</sup>	08 :30 10 :00	Briefing First Warning signal qualifications
Monday September 3rd	08 :30 10 :00	Briefing First Warning signal qualifications
Tuesday September 4th	08 :30 10 :00	Briefing First Warning signal Gold and Silver Finals
Wednesday September 5th	08 :30 10 :00  18 :30	Briefing First Warning signal Gold and Silver Finals  Awarding and closing ceremony
Thursday September 6th	morning	Departure of delegations

The

schedule and format may be changed at any time by the OA or the RC.

9.3 The number of races to be sailed each day will be determined by the RC.

9.4 The intended time of the first warning signal each day is **10:00**

9.5 [NP][DP] The General Technical Meeting, Opening and Closing ceremonies are compulsory for all participants. Each morning briefing is compulsory for skippers.

9.6 To alert boats that a race will begin soon, an orange flag will be displayed with one sound for at least five minutes before a warning signal is displayed.

9.7 The latest time for a warning signal on the last day of sailing will be 15:00.

9.8 The initial draw for boats will be done during the general meeting

## **10 CLASS FLAGS**

Class flag will be a “**white FISU flag**”.

## **11 RACING AREAS**

Racing areas are located in or in front of Cherbourg harbour. See SI Addendum E.

The maritime traffic (freighters and ferries) **has priority** over every boat of the race.

## **12 THE COURSES**

The diagrams in Attachment C show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

### **13 MARKS**

- 13.1 Marks 1, 2, 3a and 3b will be **Red** inflated tetrahedric buoys.  
13.2 New marks, as provided in instruction 15.1, will be a **Yellow** inflated cylindrical buoy.  
13.3 The finishing mark will be an **Orange** inflated cylindrical buoy,  
13.4 ARC vessel signalling a change of a leg of the course, the starting and finishing vessel is a mark.

### **14 THE START**

- 14.1 The starting line will be situated leeward of gate 3a/3b.  
The starting line will be a straight line between a staff displaying an orange flag on the RC vessel at the starboard end and a staff displaying an orange flag on the pin end vessel at the port end.  
14.2 A boat that does not start within **4 minutes** after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

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

- 15.1 To change the next leg of the course, the RC will lay a new mark and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it shall be replaced by an original mark.  
15.2 If the change is indicated at gate 3, mark 2 shall no longer be a mark of the course and shall be removed as soon as practicable.  
15.3 Except at a gate, boats shall pass between the RC vessel signalling the change of the next leg and the nearby mark, leaving the mark to the requested side. This changes RRS 28.1.

### **16 FINISH**

- 16.1: course 1 and 2: the finishing line will be between a staff displaying an orange flag on a RC vessel at the port-end, and the course side of the finishing mark at the starboard-end.  
16.2: course 3: the finishing line will be between a staff displaying an orange flag on a RC vessel at the starboard end, and the course side of mark No.1 at the starboard-end.

### **17 PENALTY SYSTEM**

Appendix Q will apply (see Addendum Q: umpiring).

### **18 TIME LIMITS**

- 18.1 Time limit of the first boat to finish: 50 minutes  
18.2 Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored "Did Not Finish" without a hearing. This changes RRS 35, A4 and A5.

### **19 PROTESTS**

Breaches of instructions 1.7, 3.3, 3.6, 6.2, 7.5, 9.5, 25, 26, 27, 28, D2.18, D2.19, D2.20, D2.21, D4, will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the Jury so decides.

### **20 SCORING**

- 20.1 The RC shall establish an overall result on the last day of the Championship. Then, the RC shall separate categories Open and Women, permitting a separate ranking.

20.2 Races: at least **one round in the qualification** must be completed to validate the competition. This changes NoR 13.

- (a) When **less than 6** races have been completed, a boat's general score will be the total of her races.
- (b) When **6** or more races have been completed, a boat's general score will be the total of her races excluding her **worst one**.
- (c) When **12** or more races have been completed, a boat's general score will be the total of her races excluding her **worst two**.

## **21 SAFETY REGULATIONS**

[DP] A boat that retires from a race shall notify the RC as soon as possible.

## **22 REPLACEMENT OF EQUIPMENT**

Breakdown and Time for Repairs :

- 22.1 Before the warning signal or within five minutes of changing into a new boat, whichever is later, a boat may display a **white flag** to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible close to leeward of the RC vessel and remain there, unless otherwise directed.
- 22.2 The time allowed for repairs shall be at the discretion of the RC.
- 22.3 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress (This changes RRS 62).
- 22.4 Substitution of damaged or lost equipment will not be allowed unless authorized by the Technical Committee.

## **23 EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with the sailing instructions.

## **24 OFFICIAL VESSELS**

They shall be identified if possible with "WUC Sailing 2018 Flag"

## **25 [NP][DP] SUPPORT BOATS**

See Addendum F.

## **26 [NP][DP] TRASH DISPOSAL**

Boats shall not throw trash overboard. The crews will make sure their boats are clean when coming back ashore.

## **27 [NP][DP] BERTHING**

Boats shall be kept in their assigned place at the pontoon.

## **28 [NP][DP] RADIO COMMUNICATION**

Except in an emergency or when required by RC or IJ, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction also applies to mobile phones.

Official VHF channel is: 72.

## **29 PRIZES**

See NoR 18.

## **Overall Top Nation scoring**

At the end of the event, an Overall Top Nation scoring will be established by adding the ranking of the best Open result and the best Women's result of each delegation.

The country with the lower score will finish first.

29.1 If there is a tie between two or more countries, each country's scores will be listed in order of best to worst, and at the first point(s) where there is a difference, the tie shall be broken in favour of the country(ies) with the best score(s).

29.2 If a tie still remains, it will be broken in favour of the team with the highest place in the category with the largest number of participants.

## **30 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta at their own risk. See RRS 4, Decision to Race. The OA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, or after the regatta.

## **31 INSURANCE**

All the members of the teams shall be insured with valid third-party liability insurance with a minimum cover of €2 million per event or the equivalent.

The insurance must include assistance/repatriation coverage, and also cover medical and hospital expenses in France in case of accident or disease.

## **OFFICIALS:**

Race committee:	GALLIOT Roland	(FRA)	Chairman
International jury:	SCHUCHARDT Rüdiger	(GER)	Chairman
FISU Technical Delegate:	FETHERS Andy	(AUS)	
Race Director ashore	MAUDUIT Jean Paul	(FRA)	

## **ADDENDA**

- ✓ Addendum A : List of Entrants and Qualification List.
- ✓ Addendum B : Event format
- ✓ Addendum C : Courses
- ✓ Addendum D : Handling boats
- ✓ Addendum E : Racing Area
- ✓ Addendum F : Rules for coaches' interventions
- ✓ Addendum Q : Umpiring

# **ADDENDUM A: LIST OF ENTRANTS and** **QUALIFICATION LIST**

To be completed later

## **OPEN CATEGORY (14)**

<b>COUNTRY</b>
AUSTRALIA 1
AUSTRALIA 2
AUSTRIA
CHINA
FRANCE 1
FRANCE 2
ITALY
JAPAN
NETHERLANDS 1
SINGAPORE 1
SINGAPORE 2
SOUTH KOREA 1
SPAIN 1
SPAIN 2

## **WOMEN'S CATEGORY(5)**

<b>COUNTRY</b>
FRANCE 3
FRANCE 4
NETHERLANDS 2
SINGAPOUR 3
SOUTH KOREA 2



# **ADDENDUM B: EVENT FORMAT**

The final format will depend on the number of registered crews.

## **QUALIFYING STAGE: (Open and Women together)**

FISU and OA will assign crews in 3 groups: A, B, C (each one a third part of total entries).  
The qualifying stage will consist of 3 Rounds.

In each Heat, 2 groups meet for **1, 2 or 3 successive races**, as indicated in the table below.

### **Round 1**

	<b>Boats N° 1 à 7</b>	<b>Boats N° 8 à 14</b>	<b>Out</b>
Heat 1	A	B	C
	changes		
Heat 2	A	C	B
	changes		
Heat 3	B	C	A

### **Round 2**

	<b>Boats N° 1 à 7</b>	<b>Boats N° 8 à 14</b>	<b>Out</b>
Heat 4	C	A	B
	changes		
Heat 5	B	A	C
	changes		
Heat 6	B	C	A

### **Round 3**

	<b>Boats N° 1 à 7</b>	<b>Boats N° 8 à 14</b>	<b>Out</b>
Heat 7	A	B	C
	changes		
Heat 8	C	B	A
	changes		
Heat 9	C	A	B

**One Round** is required to be completed to constitute the qualifying stage. If those races are not completed as scheduled, the qualifying stage will be extended the following days to complete them. This may result in cancelling the final stage.

If, at the end of the qualifying stage, some boats have more race scores than others, the scores of the most recent races will be excluded so that all boats have the same number of race scores.

## **FINAL STAGE**

Boats will be assigned in 2 groups for the final stage (Gold and Silver) according to their ranking in the qualifying stage.

Group Gold will consist of one more boat (with an even number of entrants) or two more boats (odd number of entrants) than Group Silver.

## **DRAW OF BOATS**

Qualification: a draw will be done for each new round.

Final stage: a draw will be done every day.

## ***ADDENDUM C : COURSE***

## COURSE N°1:

**Numeral Pennant N°1:**

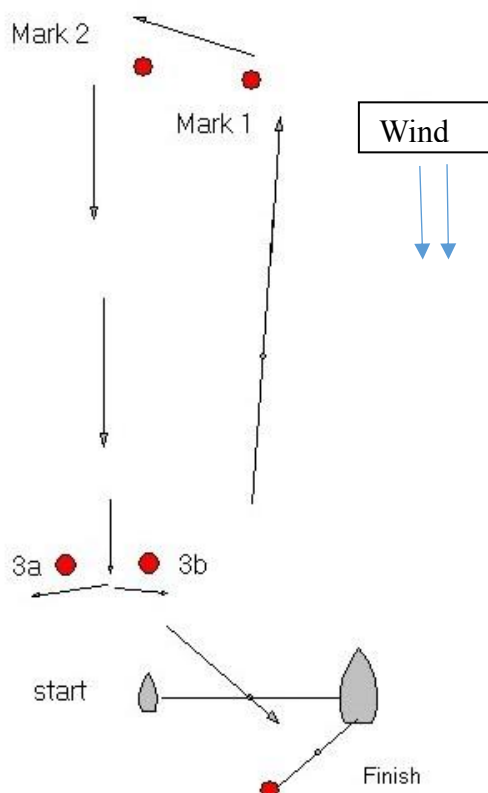
Windward-leeward course with one lap:  
Start – 1 – 2 – 3b – Finish

## COURSE N°2:

**Numeral Pennant N°2:**

Windward-leeward course with two laps:

Start – 1 – 2 - gate 3a/3b – 1 – 2 - 3b -  
Finish

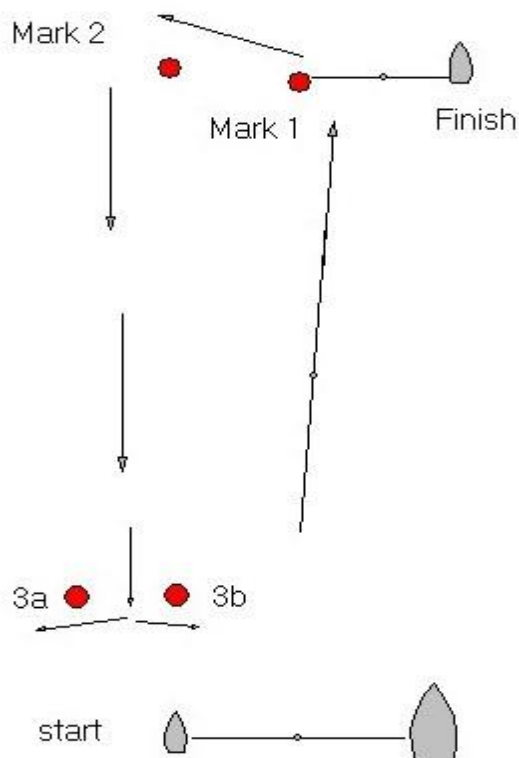


### COURSE N° 3:

### Numeral pennant n° 3

Windward-leeward course with two and a half laps:

Start – 1 – 2 – gate 3a/3b – 1 – 2 – gate 3a/3b – Finish at mark 1.



Marks 1, 2 and 3b have to be rounded and left to port.

Drawing not to scale

# **ADDENDUM D : HANDLING BOATS**

**1 GENERAL:** While all reasonable steps are taken to equalise the boats, variations will not be ground for redress. This changes RRS 62.

## **2 PROHIBITED ITEMS AND ACTIONS**

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, **the following are prohibited:**

- 2.1 Any **additions, omissions or alterations** to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the Technical Committee.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while flag "AP is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Attaching masking tape to hull or rigging (electrical, gaffer or duct tape is permitted).
- 2.11 Adjusting tensions to battens in the mainsail
- 2.12 Using a winch to adjust the mainsheet, backstay or vang.
- 2.13 Omitting any headsail car.
- 2.14 **Adjusting or altering the tension of standing rigging**, excluding the backstay.
- 2.15 Attaching lines to the fabric of spinnakers.
- 2.16 Perforating sails, even to attach tell tales.
- 2.17 The use of electronic instruments (including GPS system and telephones) other than watches, video camera, compass or VHF. (See SI 28)
- 2.18 [NP] The **use of the shrouds** (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.19 [NP] Having the head of the spinnaker above the main boom gooseneck on a leg of the course between mark 1 and mark 2 until her bow is within three boat lengths of the mark at the end of the leg. Having the head of the spinnaker above the main boom gooseneck **while taking a penalty**.
- 2.20 [NP] Having the bowsprit extended forward of the hull, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.21 [NP] Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set.
- 2.22 Altering the number of falls on the mainsail.
- 2.23 Cleating genoa or mainsail halyards using either of the cabin top camcleats.
- 2.24 Adjusting **lifeline tension**.
- 2.25 [NP] Using the windward jib/genoa sheet as a barber hauler.
- 2.26 [NP] Using cable ties to secure the jib sheet to the headsail.
- 2.27 No crew member shall climb the mast without an approved bosun's chair.
- 2.28 A breach of SI D2.18, D2.19, D2.20, D2.21, D2.26, D2.26, is not open to protest by boats but is subject to action by Umpires.

### **3 PERMITTED ITEMS AND ACTIONS**

**the following are permitted:**

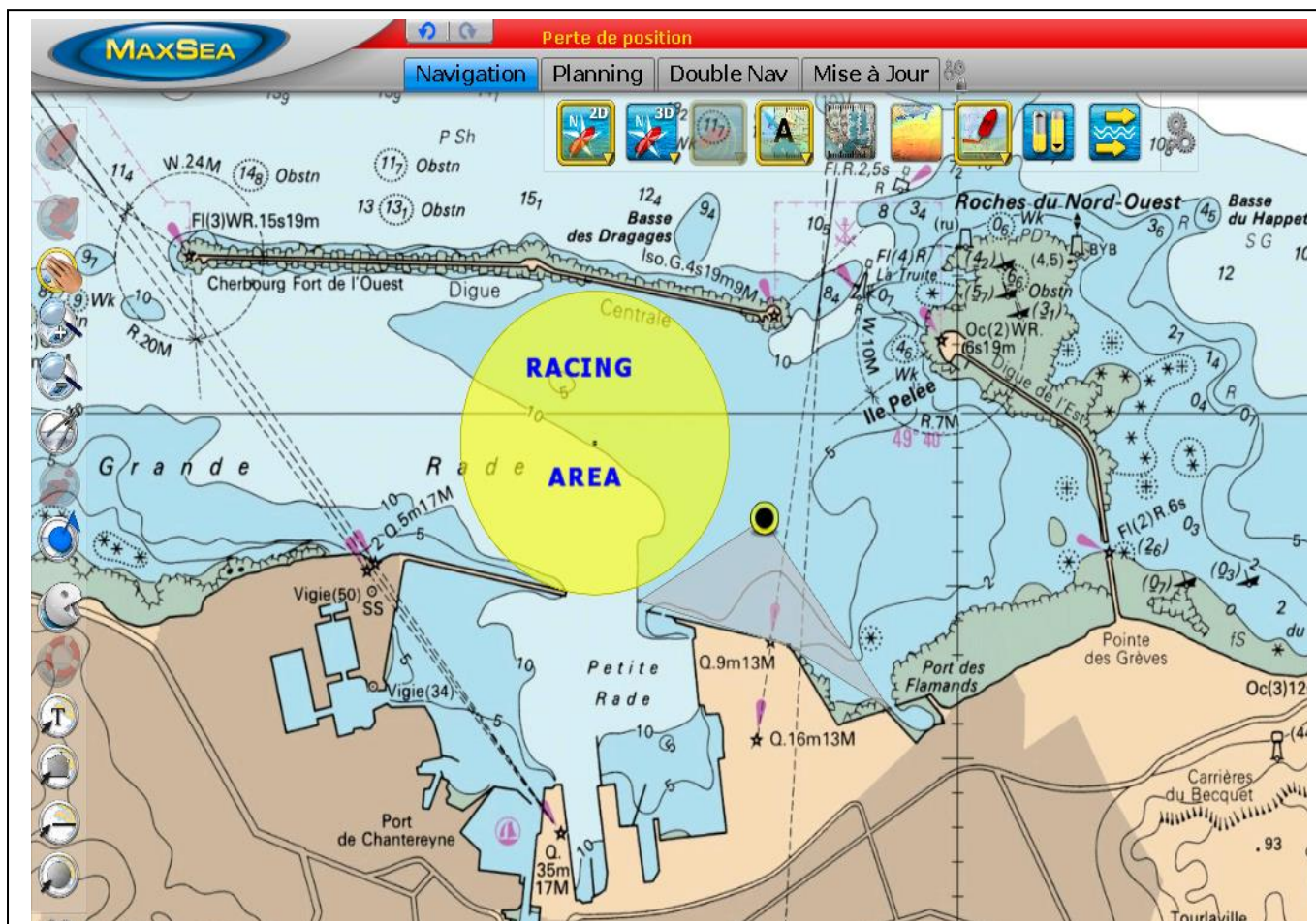
- 3.1 Taking on board the following equipment: basic hand tools, adhesive tape, line (elastic or otherwise of 4mm diameter or less), marking pens, watches, timers and hand held compass, shackles and clevice pins, velcro tape, spare blocks, spare winch handle, bosun's chair or harness, spare flags, personal flotation device, VHF and small personal video camera such as GoPro.
- 3.2 Using the items in 3.1 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) prevent sails being damaged or falling overboard
  - (c) mark control settings
  - (d) make minor repairs and permitted adjustments
  - (e) Using working sheets and control lines for the purpose of hiking normally, i.e. sitting on the side of the boat. This amends RSS 49.1.
  - (f) Setting the spinnaker from the cabin or from the hatch.

**4 [NP][DP] MANDATORY ITEMS AND ACTIONS:** the following are mandatory:

- 4.1 The completion of a written damage report (Equipment check list). See SI 7.5.
- 4.2 At the end of each sailing day:
  - (a) Folding, bagging and placement of the sails as directed
  - (b) Leaving the boat in the same state of cleanliness as when first boarded that day
  - (c) Releasing backstay tension
  - (d) Returning the spinnaker and any damaged sails to the Race office.
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be directed in writing to the RC and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 4.7 At the conclusion of racing, each team must return to the Race office the following items:
  - the winch handle,
  - the red protest flag
  - Team's name flag.

## **ADDENDUM E : RACING AREA**

The racing area will be located in the “Grande Rade de Cherbourg”.



# **ADDENDUM F: RULES FOR** **COACHES' INTERVENTIONS**

**PREAMBLE** the following describes the rights and duties of coaches missioned for FFVoile competitions, as defined in the "Règlement Technique" (French Federal Regulations)

## **1-THE COACH**

1.1 In case of danger, each support vessel shall act as safety vessel on request of the RC. Each vessel shall listen to VHF channel to receive information from PC.

1.2 Is their team's spokesperson to the OA.

1.3 Agrees not to give their team any instruction while racing (as defined in RRS)

1.4 Agrees to abide by the SI's and by the instructions from the RC's president.

1.5 Team leaders, coaches and other personnel **shall stay outside areas where boats are racing** from the time of the preparatory signal for the first group to start until all boats have finished or retired or the RC signals a postponement, general recall or abandonment.

## **2-THE OA**

In case of an emergency, pledges to grant coach vessels the same rights and privileges as those granted to the organisation's safety vessels (fuel, insurance...)

## **3-IDENTIFICATION**

Support vessels shall be marked with their national flag or with the national sail letters on the engine (or on a flag).

## **4-WHILE RACING**

4.1 No equipment aboard a support vessel may protrude from stern, bow or sides in a dangerous manner.

4.2 Coach vessels may not moor any buoy, beacon, device or equipment permanently. Floating devices may be used to measure currents; they must be taken aboard as soon as the measurements have been made.

## **5-PENALTY**

5.1 Any alleged infraction to the present rules may be signalled to the IJ and lead to a hearing. Following the hearing, the IJ may ask the OA to cancel this coach's accreditation and their rights of access to this competition.

5.2 Team managers, coaches and support personnel are reminded that a competing boat may be penalised for receiving help, as defined in Rule 41 Outside help.

## **6-SAFETY**

•6.1 Coaches' vessels must comply with French regulations for leisure vessels of a max length of 24m (French Division 240) and the specific regulations of the area when applicable.

6.2 If not equipped with a wireless electronic system, the skipper must always carry the circuit-breaker, except when the skipper needs to move aboard to carry out safety procedures, in particular when alone on board and the engine is idling (assistance, mooring...)

# **ADDENDUM Q : UMPIRING**

## **UMPIRED FLEET RACING RULES**

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These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70 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*.' Q
- (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) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty in accordance with rule 44.2 when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.'
- (b) free
- (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. Rule B5 is 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 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.
- (g) Rules P1 to P4 shall not apply.

### **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 red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.

**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 One-Turn Penalty in accordance with rule 44.2. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a voluntary penalty.

**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, 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.

**Q2.4** A boat intending to

- (a) protest another boat under a rule other than instruction Q3.2 or rule 28, 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 instruction 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 in accordance with rule 44.2.
  - (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 in accordance with rule 44.2, 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** The last sentence of rule 28.2 is changed to 'She may correct any errors to comply with this rule, provided she has not rounded the next *mark* or *finished*.' A boat that does not correct any such error shall be disqualified 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 rule 28 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. A party to a hearing may not base an appeal on the decision of 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.
  - (d) If the protest committee penalizes a boat in accordance with instruction Q5.3 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat’s score.
- Q5.4** The race committee will not protest a boat.
- 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 rule 28, a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.