



## ROYAL SOUTHERN MATCH CUP ISAF GRADE 2 EVENT

### SAILING INSTRUCTIONS

#### Abbreviations:

PC – protest committee  
OA – organising authority  
RRS – racing rules of sailing  
IJ – International Jury

RC – race committee  
NA – national authority  
SI – sailing instructions  
NoR – notice of race

## 1 RULES

### 1.1 The Event will be governed by

- (a) the 'rules' as defined in the RRS, including Appendix C.
- (b) the rules for Handling Boats (SI Addendum C) which also applies to any practice sailing and sponsor races. Class rules will not apply.
- (c) any prescriptions of the national authority that will apply will be posted on the official notice board.

### 1.2 An IJ will be appointed in accordance with RRS Appendix N, and the right of appeal will be denied in accordance with RRS 70.5.

### 1.3 Spare

### 1.4 RRS 31 is changed to 'While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while racing, a boat shall not touch an RC vessel that is also a mark.'

### 1.5 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.

### 1.6 Add to the end of the last sentence of rule 47.2: 'unless that person was placed on board by the OA and they have been retrieved from the water by a support boat or official boat.'

### 1.7 Add after the first sentence of Appendix A5 'When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'

### 1.8 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

### 1.9 Under RRS 86.3 this event will test a package of test rules proposed for match racing. See detailed wording for these rule changes in SI Addendum G.

**Note** that ISAF has approved a change to Appendix C from January 1, 2015 as follows: Delete current rule C2.9 and replace with: **C2.9** Rule 22.3 is deleted.

## 2 ENTRIES and ELIGIBILITY

### 2.1 Only skippers invited by the OA 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 any entry fee, deposit £500 for damage and complete crew weighing, all between 0900 and 1700 on Wednesday 10 June 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 PC.
- 2.5 After the warning signal for a match, 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 IJ may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the IJ may authorise a substitute, a temporary substitute or other adjustment.

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the Royal Southern Yacht Club (the Club).
- 3.2 Signals made ashore will be displayed from the Club
- 3.3 Skippers shall attend the first briefing, which will be at 0830 on Thursday 11 June in the Club house unless excused by the OA.
- 3.4 The first meeting with the umpires will be immediately after the skippers' first briefing.
- 3.5 A daily morning meeting will start at 0830 in the Club house.
- 3.6 Skippers shall attend a press conference in the Club house each day they race, starting at 1830 or approximately 90 minutes after the last race of the day.

### 4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least one hour before the start of any race affected and will be signed by the RC and the IJ representatives
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

### 5 BOATS and SAILS

#### 5.1 Boats

- (a) the event will be sailed in J/80 type boats.
- (b) the sails to be used will be allocated by the RC.

- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

<b>Signal</b>	<b>Sail combination to be used</b>
No Signal	Main, jib and gennaker
Flag G	Main and jib only

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

## 6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by numerals.
- 6.2 Spare
- 6.3 Boats will be allocated by the OA for the stage in accordance with a pre-determined draw.
- 6.4 Boats will be exchanged in accordance with the pairing list and race schedule.

## 7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be four or five excluding persons placed on board by the RC.
- 7.2 **Crew Weighing**
  - (a) The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg, determined at the time of registration or such time as required by the RC.
  - (b) Crew weights may be checked during the regatta. At any re-weighing, the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit will not be penalised, but they shall reduce their weight to the increased weight limit before racing again.
- 7.3 While racing, a crew member shall wear a blue / yellow reversible, lettered bib as provided by the OA.
- 7.4 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

## 8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Addenda A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 In a knock-out series between two skippers:
  - (a) they will alternate assigned ends for each match. The higher placed skipper in the First Stage will be assigned the starboard entry in the first match. This changes RRS C4.1.
  - (b) when the series has been decided, further matches between these two will not be sailed.
  - (c) crews will exchange boats after odd matches of the series.
- 8.3 The racing days are scheduled as 11 to 14 June 2015, inclusive.
- 8.4 The latest time for an attention signal on the last day of racing will be approximately 1400.

- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.7 The intended time of the first attention signal each day is 1000 BST except on 11 June when it is 1030.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

## 9 RACING AREA

The racing area will be the Solent in the vicinity of 'William' racing buoy.

## 10 COURSE

### 10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)

Mark W      o

Mark L      o

Start/Finish Line      o-----o

- (b) **Signals and Course to be Sailed**

Course signals will be displayed from the RC boat at or before the warning signal. Marks W and L shall be rounded to starboard. A windward spreader mark may be laid. If laid, it shall also be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal*	Start - W - L - W - Finish
S	Start - W – Finish
J	Round windward spreader mark to starboard

- (c) **Description of Marks**

The RC boat will be identified by a Royal Southern Committee Boat flag.

The starting line mark will be an orange tetrahedral inflatable mark.

Mark W will be a black cylindrical inflatable mark.

Mark L will be a black cylindrical inflatable mark.

If laid, the spreader mark will be an orange cylindrical inflatable mark.

Replacement marks will be a red or a black cylindrical inflatable mark.

## 10.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the staff with an orange flag on the RC boat.
- (b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle.

## 10.3 Spare

## 10.4 Abandonment and Shortening

- (a) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

## 11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

## 12 STARTING PROCEDURE

- 12.1 Match warning signals will be IC 1 / 2 / 3.
- 12.2 The next flight number will be displayed on the RC boat.
- 12.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

## 13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by setting a replacement mark W.
- 13.2 **Change of Course Signals** (changes RRS 33 and Race Signals)
  - (a) Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour as the flag or board.'
  - (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

### 13.3\* Signalling vessel



- (a) When a change of course is made for the first leg, the signal will be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of mark L.

#### 14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

#### 15 COACH BOATS

- 15.1 Coach boats shall conspicuously display identification of the team being coached.
- 15.2 The OA will provide berths for coach boats if previously requested.
- 15.4 Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the IJ on the associated skipper or team

#### 16 MEDIA, IMAGES and SOUND

- 16.1 If required by the OA:
  - (a) Trackers and cameras supplied by the OA shall be carried on board.
- 16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 16.3 The OA have the right to use any images and sound recorded during the event free of any charge

#### 17 PRIZES

- 17.1 The principal prize for first place will be the Boysterous Trophy.
- 17.2 The Bill Foulkes Aladdin's Cave Trophy will be awarded to the first skipper aged 25 or under.
- 17.3 Other prizes will be awarded.

#### 18 CODE OF CONDUCT

- 18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
  - Excessive attempts to verbally coerce, coach or influence umpire decisions;
  - Repetitive or on-going objection to an umpire decision (verbal or otherwise);
  - Abuse of umpires before or after a decision (See also MR Call M4).

- 18.4 Breaches of this SI may also be referred to the IJ. Any penalty will be at the discretion of the IJ and may include exclusion from further participation in the event, the withdrawal of a prize or the withholding of deposits.
- 18.5 Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

## 19 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

## SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS and PAIRING LIST/KNOCK-OUT TABLE

The skippers taking part in the Royal Southern Match Cup 2015, an official event of the World Match Racing Tour are:

Ian Williams

Joachim Aschenbrenner

Mark Lees

Philip Bendon

Matthew Jerwood

Christian Tang

Connor Miller

Annabel Vose

Lucasz Wozinski

Matt Reid

The pairing list will be circulated separately.



## SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

### EVENT FORMAT

#### 1 First Stage - Round Robins

- (a) All skippers will sail a double round robin.
- (b) The four highest scoring skippers shall qualify for the Second Stage.
- (c) The skippers finishing 5<sup>th</sup> and 6<sup>th</sup> shall qualify for the Third Stage.

#### 2 Second Stage – Semi Finals

- (a) From the First Stage the skipper finishing first shall race against the fourth placed skipper and the skipper finishing second shall race the skipper finishing third.
- (b) The first skipper in each pair to score at least three points shall proceed to the Fifth Stage and the others to the Fourth Stage.
- (c) In each pair the higher placed skipper from the First Stage shall be assigned the starboard entry for the first match.

#### 3 Third Stage – 5<sup>th</sup> / 6<sup>th</sup> Place Playoff

- (a) The first skipper to score at least two points is placed fifth, the other sixth.
- (b) In each pair the higher placed skipper from the First Stage shall be assigned the starboard entry for the first match.

#### 4 Fourth Stage – Petit Finals

- (a) The first skipper to score at least two points will be awarded third place, the other fourth.
- (b) The higher placed skipper from the First Stage shall be assigned the starboard entry for the first match.

#### 5 Fifth Stage - Final

- (a) The first skipper to score at least three points will be the winner, the other second.
- (b) The higher placed skipper from the First Stage shall be assigned the starboard entry for the first match.

### SCHEDULE OF RACES

The schedule of races will be circulated separately.

## SI ADDENDUM C – HANDLING of BOATS

### 1 GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds 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 RC.
- 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 '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 Spare
- 2.11 Adjusting lifeline tension.
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the mainsheet, backstay or vang.
- 2.16 Spare
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.20 The use of electronic instruments except hand held compasses and watches.
- 2.21 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.
- 2.22 Having the head of the spinnaker above the main boom gooseneck on a leg of the course between mark W and the spreader mark (if in use) until her bow is within the zone of the spreader mark.
- 2.23 Extending the bowsprit after the warning signal unless the boat is on a downwind course.
- 2.24 Leaving the bowsprit extended when not in use. The umpires will try to warn competitors before penalising for not retracting the bowsprit at the first reasonable opportunity.

A breach of SI C 2.21, 2.22, 2.23 or 2.24 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

### 3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
- (a) basic hand tools
  - (b) adhesive tape
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell tale material
  - (f) watch, timers and hand held compass
  - (g) shackles and clevis pins
  - (h) velcro tape
  - (i) bosun's chair
  - (j) spare flags
  - (k) PFD's when not supplied by the OA
- 3.2 Using the items in 3.1 to:
- (a) prevent fouling of lines, sails and sheets
  - (b) attach tell tales
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per Appendix C6
  - (g) personal safety
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4 Changing the number of mainsheet purchases.
- 4 MANDATORY ITEMS and ACTIONS – the following are permitted:**
- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 4.2 At the end of each sailing day:
- (a) folding, bagging and placement of the sails as directed
  - (b) leaving the boat in the same state of cleanliness as when first boarded that day
  - (c) releasing backstay tension
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

## SI ADDENDUM D – EQUIPMENT LIST

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

### SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Small headsail
- Gennaker
- One winch handle
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Genoa cars

### SAFETY GEAR

- Fire extinguisher
- First Aid kit
- Bucket and lanyard
- Flares
- Life ring
- Bilge pump

### TOOLS

- Any supplied tools

### GROUND TACKLE

- Anchor and chain
- Anchor line

### MOORING LINES and FENDERS

- Two mooring lines
- Two fenders

### FUEL and WATER

- As provided by the organisers

## SI ADDENDUM E – DAMAGE PENALTIES

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

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

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

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

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

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

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

### Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.



Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.





## SI ADDENDUM F – COURSE LIMITS

The course area is bounded to the north by shallow water, depth according to the state of the tide, and to the south by a commercial shipping lane. A Notice to Mariners has been issued by ABP.



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## SI ADDENDUM G – PACKAGE OF WMRT RULE CHANGES INCLUDING THE ISAF TEST MATCH RACING RULES version 1\*\*

Below are the details of the changes to the RRS:

### A. Add new RRS 7 to Part 1:

#### 7 LAST POINT OF CERTAINTY

When there is doubt as to the relationship or change of relationship between *boats*, the last point of certainty will apply.

### B. Delete RRS 18, C2.6 and C2.7 and replace with:

#### 18 MARK ROOM

##### 18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a boat approaching a *mark* and one leaving it.

##### 18.2 Giving Mark-Room

- (a) When the first boat reaches the *zone*,
  - (1) if boats are *overlapped*, the outside boat at that moment shall thereafter give the inside boat *mark-room*.
  - (2) if boats are not *overlapped*, the boat that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required.
- (c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, she is not required to give it.

##### 18.3 Tacking or Gybing

When an inside *overlapped* right-of-way boat must tack or gybe at a *mark* to sail her *proper course*, until she tacks or gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3 does not apply at a gate *mark*.

### C. Change definition of Mark-Room to:

**Mark-Room** Room for a boat to sail her *proper course* to round or pass the *mark*.

### D. Add the following new rule:

**C2.14** Rule 17 is changed to 'After the starting signal, if a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on



the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat.

This rule does not apply if the right-of-way boat is on a leg to a leeward *mark* or the finishing line, or if the overlap begins while

- (a) the right-of-way boat is on a leg to a leeward *mark*,
- (b) the *windward* boat is required by rule 13 to *keep clear*, or
- (c) both boats are OCS.'

**E. Change rules 42.3(b) and 42.3(c) by adding rules C2.18 and C2.19 as follows:**

**C2.18** Rule 42.3(b) is changed to 'A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or gybe and may trim the boat to windward once after the completion of the tack or gybe.'

**C2.19** Except when flag Victor is displayed either on the race committee starting vessel before or at the attention signal for a match or from an official boat during a match, rule 42.3(c) is changed to: 'A boat sailing a downwind course after the starting signal is permitted to pump the sheet and the guy controlling any sail.'

**F. Add new rules C6.2(e), C7.2(a), C7.2(h) and C10.2(b). Change rules C2.1, C6.3, C6.5(b), C7.2, C8.3(a), C8.3(b) and change C10.2 to 10.2(a) renumbering throughout where appropriate.**

**C2.1** The definition of *Finish* is changed to  
A boat *finishes* when any part of her hull crosses the finishing line in the direction of the course from the last *mark* after completing any penalties. However, when penalties are cancelled under rule C7.2(e) after one or both boats have *finished* each shall be recorded as *finished* when she crossed the line.

**C6.2(e)** rule 28.1

**C6.3** A boat may not request redress under rule 62.1(a). The protest committee may consider giving redress under that rule if it believes that an error has been made. The race committee or match umpires may request the protest committee to consider this. This changes rules 60.1(b) and 62.1(a). A boat intending to request redress under 62.1(b) or (c) because of circumstances that arise until she is no longer racing shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.

**C6.5(b)** The red flag penalty rule C5.3 shall be used when a boat has gained a controlling position as a result of breaking a *rule*. The red flag penalty

shall not be used if the boat to be penalised already has an outstanding penalty.

- C7.2(a)** After being signalled under rule C5.3 a penalized boat may elect to take the penalty within the limitations of rule C7.3 by crossing behind the stern of the other boat.
- C7.2(e)** A penalized boat shall not be recorded as having *finished* until she takes her penalty and sails completely to the course side of the line with her hull and then *finishes*, unless the penalty is cancelled before or after she crosses the finishing line.
- C7.2(h)** If one boat has finished a match and the other boat has a penalty outstanding, the umpires may signal under rule C5.5 that the penalty is completed.
- C8.3(a)** retained a controlling position,  
(1) after taking a penalty under rule C7.3(d), or  
(2) after completing a penalty with another penalty still outstanding.
- C8.3(b)** gained an advantage after barging at a starting mark on the same tack when approaching the line to start.
- C10.2(b)** When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.