



NOTICE OF RACE

V.1
2026-03-19



Paul MacDowall / Peter Söderberg
National Race Officers, Marstrands Segelsällskap (MSS)

ORGANIZING AUTHORITY ("**OA**"):

Marstrands Segelsällskap ("**MSS**") – Races at sea

Race- and Jury Officers

Lars Petersson (SWE), Race Committee Chairman

Paul MacDowall (SWE), NRO

Peter Söderberg (SWE), NRO

David Hudson (RSA), Chairman of the International Jury

Göteborgs Seglarklubb ("**GSK**") – Social events

Robert Sinclair (SWE), Commodore

Christian Hörberg (SWE), Treasurer

Christoffer Meyer (SWE), Communication Officer

Christer Johansson (SWE), Hospitality, food and beverage

1. Rules

1.1

The Regatta will be governed by the rules as defined in the Racing Rules of Sailing 2025 – 2028 ("**RRS**").

1.2

The races will be umpired fleet-races.

World Sailing Appendix UF, Umpired Fleet Racing - 12mR Edition (Enclosure 1), applies and changes a number of rules. It takes precedence over any conflicting rules. This changes RRS 63.5(c).

Any version up-dates to the World Sailing Appendix UF, Umpired Fleet Racing - 12mR Edition, will be published on the ONB (as defined in section 3.1 below).

1.3

ITMA/12mR Class By-Laws & Regulations ratified and adopted on 26 October 2024, and the ITMA/12mR Class Rule as approved by World Sailing and effective as of 4 March 2024, and any subsequent amendments, shall apply.

1.4

The Equipment Rules of Sailing ("**ERS**") shall apply.

1.5

With the exceptions of the Swedish National Sailing Authority's mandatory requirements that

- a) RRS 40.1 is applicable (however changed as stipulated in subsection 1.9 b) below), and that
- b) boats with ownership or registration in Russia or Belarus, or boats with competitors that are Russian or Belarusian citizens, are not allowed to participate in the regatta, no national prescriptions will apply.

1.6

If there is a conflict between languages, the English text shall take precedence. In case of any discrepancy between the NOR and the SI, the SI shall take precedence. This changes RRS 63.5 (c).

1.7

In all rules governing this regatta:

- a) [**“SP”**] denotes a rule for which a standard penalty may be applied by the race committee (hereinafter the **“RC”**) or the technical committee without a hearing, or a discretionary penalty applied by the Jury with a hearing. This changes RRS App. A5.1,
- b) [**“NP”**] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1, and
- c) [**“DP”**] denotes a rule, for which penalty for a breach of that rule may, at the discretion of the

Jury, be less than disqualification.

1.8

The decision to start or abandon a race solely rests with the RC.

1.9

[DP] [NP] Safety Rules:

- a) RRS 1.2 is applicable at all times.
- b) Between the start of registration and the end of the prize giving, RRS 40.1 is applicable at all times while a boat is afloat. However, it does not apply when she is made fast or moored or if the competitor is below deck. A boat breaking this rule may be warned or penalized at the discretion of the Jury.
- c) While racing, if a crew member falls overboard, the boat shall:

- (i) immediately notify the RC on the VHF channel presented at the skippers' meetings that she has a crew member overboard,
 - (ii) immediately attempt to recover the crew member, and
 - (iii) in the interest of safety, allow a rescue craft (a boat's tender, jury vessel, race committee vessel etc.) to give immediate assistance.
- d) The crew on board shall not resume sailing the boat to the next mark until the crew member is back on board or she receives information that the crew member is on board a rescue craft. This changes RRS 48.2
- e) As soon as possible after the crew member is back on board or after receiving the information that the crew member is on board the rescue craft, the boat shall take a One-Turn Penalty in accordance with RRS 44.2.
- f) If the boat decides to retire from the race promptly instead of taking the One-Turn Penalty, her score shall be equal to the number of starters for that race without a hearing. The scoring abbreviation will be MOB. This changes RRS App. A5.2.
- g) If she fails to comply with either 1.9 c) or 1.9 d) above, or to retire promptly, she shall be disqualified without a hearing, and her score shall not be excluded. This changes RRS App. A5.2.

1.10

The Jury may impose suitable penalties, other than disqualification, for violations of the Class Rules or other non-Part I or non-Part II rules of the RRS, however not for violations of RRS 28.

1.11

As the Jury is composed in accordance with RRS App N., the right to appeal a decision by the Jury is denied (RRS 70.3(a)).

1.12

Boats may be required to carry a tracking device supplied by the OA.

2. Sailing instructions

The Sailing Instructions ("SI") will be available at the ONB (as defined in subsection 3.1 below) no later than on 3 August 2026.

3. Communication

3.1

The online Official Notice Board ("**ONB**") is located at www.marstrand12metrecup.se. No documents will be distributed in paper format.

3.2

[DP] All boats shall carry a VHF radio capable of communicating on VHF. RC will inform of which VHF channel to be used to inform competitors before, during and after races, at the skippers' meetings.

3.3

[NP] RC's broadcasts concerning its intentions, the course to be sailed, starting times, course changes, information about any signals given from RC etc. are a courtesy only. Failure of the RC to make a broadcast, the timing of a broadcast, or the failure of a boat to hear or receive a broadcast shall not be grounds for a request for redress. This changes RRS 61.1 (a).

3.4

[DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

3.5

While racing a boat shall not receive weather, current, or navigational information except from a public source available at no cost to all competitors.

3.6

Subscription, password protected or restricted access web-pages are considered private information and shall not be used for the transmission or reception of specialized weather information.

3.7

The regatta is hosted by MSS and GSK.

- a) MSS with its Race Committee Chairman Mr. Lars Petersson, phone +46 709 36 03 90, and Race Officers Mr. Paul MacDowall and Mr. Peter Söderberg, are responsible for all race-related activities at sea.
- b) GSK with Commodore Mr. Robert Sinclair, phone +46 707 38 17 00, coordinates the social events ashore.

4. Eligibility requirements

4.1

The regatta is open to all (i.e. not only Divisions D and E) 12mR yachts that are:

- a) regular Members of the ITMA,
- b) have a valid measurement certificate, and
- c) are current with their ITMA/12mR Class dues, Fleet dues and Certificate Filing and Measurement fees.

4.2

The regatta requires a minimum of 9 participating boats, unless the OA otherwise decides.

The OA may, if at the time of the event the event cannot be completed with the registered number of boats / sailors, decide to cancel the event.

4.3

- a) Yachts eligible to win the World Championship regatta are by the Class Rules divided into the following classes:
 - Division D: Vintage
 - Division E: Antique
- b) In order for the regatta to constitute a World Championship for Divisions D and E, each Division needs to have at least four boats participating. Fewer boats than four in a Division may participate, start and compete with the other Division, but will not have a championship (see also section 11 below).

4.4

By entering, each yacht and owner confirms that their yacht is in compliance with the 12mR Class Rules as of 4 March 2024, irrespective of the issue date of their certificate.

4.5

All yachts shall register in person on Sunday 16 August 2026 between the hours of 12.00 – 18.00 or on Monday 17 August 2026 between the hours of 07.30 – 14.00, at the Race Office at Marstrand Island, see Enclosure 2. A final crew list signed by the skipper shall be delivered to the Race Office upon registration. The list shall include extra vessels and crews and include the total number of persons attending the events ashore.

4.6

Boats with ownership or registration in Russia or Belarus, or boats with competitors that are Russian or Belarusian citizens, are not allowed to participate in the regatta

5. Entries and fees

5.1 Eligible yachts shall enter by sending an email to GSK Commodore; Mr. Robert Sinclair (robert@sinclair.nu), and VP ITMA Northern Europe; Mr. Patrick Howaldt (patrick@howaldt.dk) no later than Monday 1 June 2026, and submitting:

- a) valid insurance certificate as required in section 17 below, and
- b) proof that each competitor is a member of a club affiliated to his or her World Sailing Member National Authority at time of racing.

5.2

The Entry Fee:

- a) **Ordinary Entry** is EUR 250 per crew member/competitor, to be paid no later than on 12 June 2026, and
- b) **Late Entry** is EUR 275 per crew member/competitor, to be paid between 13 June 2026 and 31 July 2026.

Tender boat members, relatives and friends pay, at the time of the registration of the boats at the Race Office, a reduced fee covering their actual costs.

Yachts withdrawing on or after 15 July 2026 will not receive a refund.

5.3

Payment of the total entry fee shall be made by bank transfer in accordance with the below, stating the name of your boat, the total number of crew members and the boat's sail identification.

Payment instructions:

NORDEA Bank Account: 9960 260 938 5923

IBAN: SE61 9500 0099 6026 0938 5923

BIC (SWIFT-address): NDEASESS

5.4

The Entry Fee Includes:

- a) A 12-Metre dockage at Marstrand Harbor (see Enclosure 2) from Sunday 16 August 2026 up and till Sunday 23 August 2026,
- b) One RIB or similar boat docking at the same venue
- c) For all registered crew members:
 - (i) Lunch meal each race day,
 - (ii) After race beers on the quay each day,
 - (iii) Welcome party on the evening of Tuesday 18 August at 19:00 at the Carlsten Fortress (see Enclosure 2), which includes 2 beers or 2 glasses of wine p/p, and
 - (iv) Regatta dinner and prize giving ceremony at the Societetshuset (see Enclosure 2), on Saturday 22 August at 19:00, which includes 2 beers or 2 glasses of wine p/p.

5.5

In the event of cancellation (see subsection 4.2 above), boats will be offered a refund of the registration fee etc. and will be reimbursed minus a proportionate share of the expenses the OA has already incurred and planned expenses that are non-refundable.

6. Advertising

6.1[DP]

Boats may be required to display advertising chosen and supplied by the OA.

Such advertising, if any, shall be displayed in accordance with the Sailing Instructions.

6.2

[DP] It is prohibited, both in the area of the shore facilities and jetties and on board the boats, to distribute or display advertising material or to attach it separately to the boats and/or the harbor facilities, without the prior written permission of the OA.

7. Agenda and time schedule

7.1

Sunday August 16	<i>All Day</i> 12.00 – 18.00 <i>Evening</i>	Arrival in Marstrand harbor Registration at the Race Office (GKSS Blue House) Leisure time
Monday August 17	07.30 – 14.00 08.30 – 14.00 10.00 – 14.00 14.30 19.00	Registration at the Race Office (GKSS Blue House) Skippers meeting 12mR Yacht Club Café (see Enclosure 2) Clinic by North Sails (separate registration) Start of tune-up race/event 12mR Memories by Oliver Berking at Societetshuset
Tuesday August 18	08.00 – 08.30 19.00	Skippers meeting 12mR Yacht Club Café First warning signal of the day After sail in Paradisparken Welcome party at the Carlsten Fortress
Wednesday August 19	08.00 – 08.30 10.00	Skippers meeting 12mR Yacht Club Café First warning signal of the day After sail in Paradisparken
Thursday August 20	08.00 – 08.30 10.00	Skippers meeting 12mR Yacht Club Café First warning signal of the day After sail in Paradisparken
Friday August 21	08.00 – 08.30 10.00	Skippers meeting 12mR Yacht Club Café First warning signal of the day After sail in Paradisparken
Saturday August 22	08.00 – 08.30 10.00 19.00	Skippers meeting 12mR Yacht Club Café First warning signal of the day No start procedure will commence after 15:00 After sail in Paradisparken Regatta dinner and prize giving ceremony

7.2

It is the RC's intention, if possible, to hold three races a day, with a maximum of 15 races in total.

In order to enable compensation for any previously postponed race/races, or if it is unlikely that racing is possible the following day(s), the RC, in its sole discretion, decides the number of races to be sailed each day.

8. Measurement & Equipment

8.1

Each boat shall produce a valid 12mR measurement certificate and present it at registration. If the yacht is in the process of receiving a certificate this must be documented.

8.2

During the Measurement Period 16 to 17 August 2026, all yachts may have their flotation and rig dimensions controlled and checked.

8.3

All sails carried onboard while racing must have been measured by a measurer appointed by the ITMA in accordance with Class Rule 44.

As it is uncertain as to what extent sail measurements will be possible during the event, it is recommended that measurements of sails are arranged beforehand, i.e. before the regatta. Please contact Event Measurer Kay-Enno Brink (+49 172 4008721) to arrange for a new sail measurement at a loft.

8.4

Equipment and measurement inspections may take place immediately after the races.

8.5

While racing, hatch covers must be attached to the boat in accordance with Class Rule 23.

9. Venue and Race Area

9.1

The regatta is hosted by MSS and GSK at Marstrand Island.

- a) MSS with its Race Committee Chairman, Mr. Lars Petersson, and NROs Mr. Paul MacDowall and Mr. Peter Söderberg, are responsible for all race-related activities at sea.
- b) GSK with Commodore Mr. Robert Sinclair, phone +46 707 381700, coordinates the social events ashore.

9.2

The Race Area will be at the Marstrand fjord approx. 2.0 NM west of the harbour, see [Enclosure 3](#).

9.3

[DP] All boats with one support vessel (RIB or similar) per boat, may be moored at Marstrand harbour jetty (the pontoon) in front of the 12mR Yacht Club Café (Marstrand's Wårdshus), see [post on the ONB](#).

10. The Racecourse

The RC intends using the courses in RRS App. S, for example course LA, i.e. Windward/Leeward with an Offset Mark, a Leeward Gate and a Leeward Finish. However, the final course(s) will be specified in the SI.

11. Scoring

11.1

The champion regatta shall consist of no fewer than five scheduled races. Four races are required to be completed to constitute the championship.

11.2

Scoring will be in accordance with RRS Appendix A – Low Point System.

- a) When fewer than five races have been completed, a boat's series score is the total of her race scores.
- b) When five or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.
- c) All yachts will start and race together but will be scored in their respective Divisions.
- d) If one of Divisions D or E does not have at least four competing boats, boats of that Division will be scored together with the other boats, but the regatta will not constitute a World Championship for that Division (see also subsection 4.3 above).

12. Support persons & vessels

12.1

All support persons and their vessels shall be registered with the OA at the Race Office before Monday 17 August 2026 at 14.00.

12.2

All support vessel drivers shall attend the mandatory skippers' meetings.

12.3

Support person vessels shall as minimum carry this on board:

- a) Life jackets / personal flotation devices for all passengers and the driver, which shall be worn at all times when at sea, and
- b) VHF radio.

13. Haul-out restrictions

13.1

[DP] Boats shall not be hauled out during the event except as authorized by the RC to effect repairs.

13.2

Before the commencement of the event, i.e. when transporting the boats to the event, the boats may be hauled out. Information on where this may be done (shipyard just north of Gothenburg) will be posted on the ONB. The boats and their crew shall, however, make any such arrangement themselves, and at their own cost, directly with the yard.

14. Diving equipment & plastic pools

14.1

[DP] Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the event.

14.2

[DP] Boats shall not be cleaned below the waterline by any means between the preparatory signal of the first race and the end of the event.

15. Media rights

15.1

[DP] By registering to the event, competitors, support persons, tender boat members, relatives and friends agree that photos and videos may be taken of their person and yacht and used as part of the OA's public relations activities, e.g. via websites, newsletters, print and tv media and social networks. In addition, competitors or their guardians grant to the OA without compensation the unlimited right to use images, photographs, television, and radio material produced of them during the event.

15.2

[DP] Competitors may be required to be available for interviews at the event.

16. Disclaimer of liability

16.1

Competitors participate in the regatta entirely at their own risk. (See RRS 3, Decision to Race).

The OA and the ITMA/12mR Class will not accept any liability for damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

16.2

The OA, and their respective members, employees, officers, volunteers and/or agents shall not be responsible for any loss, damage or injury that may occur to person or property whether ashore or at sea as a consequence of the participation of any boat, their crews, tender boats, accompanying persons etc.

17. Insurance

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of EUR 3,000,000 per incident or the equivalent.

18. Prizes

18.1

The Twelve Metre Class World Championship Trophies presented to the winners in each Division are:

- a) Division D, Vintage: **The NJK 160-year Anniversary Trophy**, presented to the owner(s) of the Division D winning yacht, and
- b) Division E, Antique: **Dr. Luigi Lang Memorial Trophy** – presented to the owner(s) of the Division E winning yacht.

The Championship Trophies will remain with the owner(s) or club(s) of the winning yacht(s) until the next World Championship.

18.2

Prizes to be kept will be awarded to the three best overall scored boats.

18.3

There will be daily First prizes for each of the race days.

18.4

The Challenge Award, awarded for the most gentlemanlike behavior during the regatta, which prize has been established by the Swedish Sailing Federation to be awarded by MSS and GSK.

The Challenge Award will remain with the OA at the venue of the 12mR Yacht Club Marstrand Station.

18.5

The Pelle Pettersson Trophy awarded to the best scored boat during the three race days 19 – 21 August, to be awarded by GSK.

The Pelle Petterson Trophy will remain with GSK at the venue of the 12mR Yacht Club Marstrand Station.

18.6

Prizes to be kept not claimed at the prize giving ceremony will remain with the OA.

APPENDIX UF

UMPIRED FLEET RACING

12mR Edition

Version: 24 June 2025

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 20.3(d)(ii) on the condition that only the provided options are used and the Event or Stage complies with the following limits:

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

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

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

This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

- UF1.1** Add to the definition *Proper Course*: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'
- UF1.2** Add to rule 2: 'When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.'
- UF1.3** Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.'

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

- 14.2 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is 2 points (3 in case of serious damage).
- 14.3 When there is contact between hulls, mainsail, spars or standing rigging, the umpires may, without a hearing, impose a scoring penalty of 1 point on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of 0.5 points on other boats if they consider that these boats contributed to the contact.

- UF1.5** When rule 20 applies, the following arm signals are required in addition to the hails:
- (a) for ‘*Room to tack*’, repeatedly and clearly pointing to windward; and
 - (b) for ‘*You tack*’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

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

UF1.7 Rule 70.2 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

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

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 Rule 44.1 is changed to: ‘A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused injury or serious damage), rule 31 or rule 42. However,

- (a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31;
- (b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire’

UF3.2 A penalty in rule 44.2 is:

After getting well clear of other boats as soon after the incident as possible, a boat takes a penalty by:

- (a) Before starting or when on a leg of the course to a windward mark, or finishing line for an upwind finish, by promptly gybing and, as soon as reasonably possible, luffing to a close-hauled course.
- (b) When on a leg of the course from Mark 1 to Mark 1a, by either:
 - i. Promptly gybing and, as soon as reasonably possible, luffing to a close-hauled course, or
 - ii. Promptly tacking and, as soon as reasonably possible, bearing away to a course that is more than ninety degrees from the true wind.
- (c) When on a leg of the course to a leeward mark or gate, or finishing line for a downwind finish, by promptly tacking and, as soon as reasonably possible, bearing away to a course that is more than ninety degrees from the true wind.

When a boat takes a penalty at or near the finishing line, she shall sail completely to the course side of the line before she *finishes*.

UF3.3 On the Water Protests by Boats and Penalties

- (a) While *racing*, a boat may protest another boat under a rule of Part 2 (except rule 14) for an incident in which she was involved, under rule 31, or rule 42 by conspicuously displaying flag Y at the first reasonable opportunity for each.

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

- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6,an umpire may penalize her without a protest by another boat by signalling in accordance with rule UF3.5(b), or UF3.5(c). If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.
- (b) An umpire who decides, based on their own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.1. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.
- (c) When a boat fails to comply with rule UF2.1 (rule 28.2), or SI 16.4.3, SI 16.4.4 or alternatively SI 16.4.5, an umpire shall disqualify her under rule UF3.5(c).

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) is no longer *racing* and shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

- UF4.1** At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation by VHF. 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 and announce these changes by

VHF. Flag B will continue to be displayed for at least two minutes after any changes are made.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

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

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

UF5.4 The race committee will not protest a boat. The protest committee may protest a boat under rule 60.1. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 – if there is there is no damage nor injury.

UF5.5 The technical committee will only protest a boat under rule 60.1 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event.

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

UF5.7 Hearings

Except for a hearing under rule 69.2

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the parties and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.

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

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

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

