

RC 44 FLEET RACING SERIES SAILING INSTRUCTIONS

Version **2015-01**

F1 RULES

F1.5 Man Overboard:

- (a) If the crew member leaves the boat and is rescued by an official vessel, that vessel shall remain stationary unless other pressing duties prevent it, until the boat returns to collect the crew member.
- (b) If non-racing personnel leave the boat, and is rescued by any other vessel, that person shall not be returned to the boat and the boat shall not be penalized.

F1.6 Bowsprit Restrictions:

- (a) The bowsprit must be pulled in as soon as possible after lowering the gennaker.
- (b) Infringements to SI F1.6(a) and Class Rule C.10.6(a) may be penalized by the Umpires, under Addendum Q4.1 and Q3.1.
- (c) A boat will not be penalised under SI F1.6(a) and Class rule C10.6(a) except when the boat interferes with another boat while its bowsprit is not fully retracted and it is contributory to umpiring that incident.
- (d) The umpires will not consider the bowsprit for overlaps unless the spinnaker is hoisted above the I point (intersection of forestay and mast).
- (e) Contact with the extended bowsprit would be considered "hard" contact but if the bowsprit has been extended long enough for the keep clear boat to be able to reasonably see it, even if it contravenes the rule, she must keep clear. However under SI F1.6(c) the other boat will be penalized as well.

A breach of SI F1.6 is not open to protest by boats but is subject to action by Umpires in accordance with Addendum Q4.1 and Q3.1.
This changes Addendum Q2.3.

F1.7 Hiking Restriction

Infringements to Class Rule C.2.3 may be penalized by the umpires, under Addendum Q4.1 and Q3.1.

F1.8 Sails Restrictions

- (a) Class Rule C.11.2(a) shall not apply. Sails requirement/limitation are as follows.
During the Fleet Racing Series, the full following inventory: (1) mainsail, one (1) genoa 1, one (1) genoa 2, one (1) genoa 3, two (2) gennakers and one (1) RC44 One Design gennaker, shall be declared and carried aboard whilst racing, for each event.
- (b) When the RC displays Flag "O" (Oscar) prior to the initial Warning Signal of a race, boats are prohibited from using a gennaker different from the RC44 One Design gennaker while racing in that race.

F1.9 - F1.10 Spare



F 1.11 **Helmsman.**

When, whilst a boat is racing, the umpires observe any crew member other than the 'Owner, Substitute or Charter' helmsman steering the boat, they shall

penalize that boat in accordance with Addendum Q4.1 and Q3.1. A breach of SI F1.11 is not open to protest by boats

This changes Addendum Q2.3.

Aiding steering the boat in a situation where it is reasonable to expect a collision or injury might occur will not be penalized if a boat does not come out in a better position than it would have done otherwise.

However if the umpires observe a crew member with his hands on the wheel, and they are not yet certain as to whether this is an infringement, they will signal a warning by displaying a yellow flag and pointing conspicuously to the boat concerned. Only one warning will be made for an incident.

F2 SAFETY

- a) When the wind speed is more than 14 knots RC will display flag Y requiring crews to wear life jackets while afloat.
- b) Boats shall carry on board heaving line ready for immediate use in case of man overboard emergency.
- c) A boat that retires from a race shall notify the race committee as soon as possible.

F3 SPARE

F4 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the Race Office.

F5 AMENDMENTS TO SAILING INSTRUCTIONS

- F5.1 Amendments to the SI and/or FR SI made ashore will be posted two hours before scheduled time for the first race on the day it will take effect, except that any change to the schedule of races will be posted by 7:00 pm on the day before it will take effect.
- F5.2 In the event that Amendments or Notices are posted, Flag L will be displayed ashore each day until the boats have departed for the race course.
- F5.3 Amendments made afloat will be signaled by the display of flag Alpha ("A") with three sound signals. An umpire may communicate these either verbally or in writing.

F6 SIGNALS MADE ASHORE

- F6.1 Signals made ashore will be displayed on the official mast located in front of the Race Office.
- F6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.
- F6.3 When flag Y is displayed ashore, RRS 40 applies at all times while afloat. This changes the Part 4 preamble.

F7 BOATS

The event will be sailed in RC 44 type boats.



F8 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the RC 44 Class Rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection.

F9 CREW

- F9.1 All registered crew shall sail all races, including event match racing series.
- F9.2 Substitution of competitors will not be allowed without prior written approval of the Race Committee. Boat owner can be substituted during the event.

F10 EVENT FORMAT AND SCORING

- F10.1 Two races are required to be completed to constitute a series.
- F10.2 The number of races to be sailed each day will be determined by the RC. Maximum four races are scheduled each day.
- F10.3 The Low Point scoring system of Appendix A will apply.
- F10.4 Each boat's score shall be the total of her race scores. No score will be excluded.

F11 SPARE

F12 COURSE

A) Windward-Leeward

- F12.1 SI F12.2 describes the courses, and the order in which marks are to be passed. Boats shall leave marks to port and shall sail between the gate marks from the direction of the previous mark and round either gate mark. In the event that a leeward gate is not in position, boats shall round the existing single mark to port.
- F12.2
 - (a) RC 44 Course 1: Start - 1 - 2 - 1 - Gate - 1 - 2 - 1 - Finish (Downwind)
 - (b) RC 44 Course 2: Start - 1 - 2 - 1 - Gate - 1 - 2 - 1 - Gate - 1 - 2 - 1 - Finish (Downwind)
 - (c) Offset Course 3: Start - 1 - 1a - Gate - 1 - 1a - Finish (Downwind)
 - (d) Offset Course 4: Start - 1 - 1a - Gate - 1 - 1a - Gate - 1 - 1a - Finish (Downwind)
 - (e) The Race Committee will lay Mark 2 approximately 50 meters to windward of Mark 1. Boats shall pass in order Marks 1, 2 and then 1 to port before proceeding to the Gate. In the event of a change of course under RRS 33, Mark 1 will be a Mark Boat.
Mark 1a is an offset mark and will be positioned to port of Mark 1. Except when there is a change of course, the Gate will be positioned approximately to windward of the Race Committee Signal Boat. The Gate may be laid after the starting signal. Except for when there is a change of course: the finish will be to leeward of the Gate.
- F12.3 No later than the warning signal, the race committee signal boat will display the course number.



B) "F" - Foxtrot

- F12.4 The course shall be as described in SI F12.2 above, except that boats shall pass between the gate marks on the final leg before proceeding to the Finish. The Finish Line for Course "F" will be between a staff displaying a Blue Flag on a RC Vessel and the nearby finishing mark.

C) Distance Race

- F12.5 The diagram in SI Appendix B shows the course of the distance race.

F12.6 Starting/Finishing Line

- (a) The starting line will be a straight line between the course side of the port-end starting mark and a staff displaying an orange flag on the RC boat.
- (b) The finishing line will be a straight line between the course side of the port-end finishing mark and a staff displaying an orange flag on the RC boat.
- (c) 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.

F13 STARTING PROCEDURE AND CLASS FLAGS

- F13.1 Class flag will be white RC 44 flag for windward-leeward courses. Sponsors flag may be used for distance races instead of white RC 44 flag.
- F13.2 Starts will be made in accordance with RRS26.
- F13.4 A boat starting later than five minutes after her starting signal will be scored Did Not Start. This changes rule A5.
- F13.5 The race committee will identify each OCS boat by VHF on channel 72. Any failure or delay (including the order) in recalling will not be grounds for redress. Addendum Q5.3 deletes RRS 62.1(a).
- F13.6 Boats to be scored BFD will be hailed as described in SI F13.5. If hailed, such boats are to remove themselves from the race course at the first reasonable opportunity. Failure to do so will result in an umpire penalty per SI Q3.1(c), at which time the penalized boat(s) shall promptly leave the course area.

F14 CHANGE OF THE NEXT LEG OF THE COURSE

- F14.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- F14.2 Except at a gate, boats shall pass between the race committee boat signaling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.2.
- F14.3 A race committee boat signaling a change of a leg of the course is a mark as provided in instruction F14.2. That race committee boat is not a gate mark for the requirements of RRS 18.4.

F15 TIME LIMITS

- F15.1 For windward/leeward races, the Time Limit will be 90 minutes. Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored points equal to the number of finishers plus two points (TLE....Time Limit Expired). At the conclusion of the 20 minutes time period, the Race Committee will remove the Blue ("On Station") Flag with one sound. This changes rules 35, A5, and Race Signals.
- F15.2 For the "F" (Foxtrot) race and for the distance race, the Time Limit will be 240



minutes. Boats failing to finish within 1 hour after the first boat sails the course and finishes will be scored points equal to the number of finishers plus two points (TLE....Time Limit Expired). This changes rules 35 and A5.

F16 COURSE LIMITS

- (a) A number of small marks may be laid close to the shore or to an obstruction. At no time shall any part of a hull cross the imaginary straight line between two adjacent buoys, or a straight line at 90 degrees to the line between the two outermost marks at either end of the line of marks and the shore or the obstruction.
- (b) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with Q4.1. This changes Q4.1.
- (c) These lines rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of RRS.
- (d) There is no penalty for touching the marks limiting these areas.

F17 PENALTY SYSTEM

As indicated in Addendum Q.

F18 – F19 – F20 SPARE

F21 SUPPORT BOATS

Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal until all boats have finished or the race committee signals a postponement, general recall or abandonment.

A breach of this SI is not open to protest by boats but is subject to action by the Race Committee and the IJ.

F22 HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

F23 RADIO COMMUNICATION

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

F24 MEDIA, IMAGES and SOUND

- (a) The OA may require media personnel and equipment (or dummies) to be carried on board at any time and may require competitors to be available for interviews.
- (b) The position of non-racing personnel and equipment will be determined by the class in co-operation with the RC and may be advised verbally. Non-racing personnel will not take part in sailing the boat while racing and shall stay behind the helmsman during the entire race unless otherwise allowed.
- (c) The OA and the class shall have the right to use any images and sound recorded during the event free of charge.
- (d) Skipper may be required to carry an audio microphone.



F25 EVENT HOSPITALITY AND VIP GUESTS

- (a) In the event that media personnel are not allocated to a boat in accordance with F24(a), the OA and the class may require other personnel to be carried on board.
- (b) The skipper or owner may request to carry a guest onboard which shall not take part in sailing. Such request shall be made the day before racing with the guest and shall include his/her approximate weight.
- (c) VIP guests will not take part in sailing the boat while racing and shall stay behind the helmsman during the entire race.

F26 CODE of CONDUCT

- (a) 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.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship.
- (c) The penalty for breaking this SI is at the discretion of the IJ and may include exclusion from further participation in the event or RC 44 events.

F28 DISCLAIMER OF LIABILITY

- F28.1 Competitors participate in the regatta entirely at their own risk. See RRS 4 Decision to Race.
- F28.2 The owner/competitor is entirely responsible for his own safety, whether afloat or ashore, and nothing, whether in the notice of race or sailing instructions or anywhere else, reduces this responsibility.
- F28.3 It is for the owner/competitor to decide whether the boat is fit to sail in the conditions in which they will find themselves. By launching or going to sea, the owner/competitor confirms that boat is fit for those conditions and the crew is competent to sail and compete in them.
- F28.4 Nothing done by the organizers can reduce the responsibility of the owner/competitor nor will it make the organizers responsible for any loss, damage, death or personal injury, however, it may have occurred, as a result of the owner/competitor taking part in the racing. The organizers encompass everyone helping to run the race and the event, and include the organizing authority, the race committee, the race officer, patrol boats and beach masters.
- F28.5 The provision of patrol boats does not relieve the owner/competitor of her responsibilities.

F29 INSURANCE

The boat is required to hold adequate third-party insurance, and it is the owner or owner's representative's sole and inescapable responsibility to ensure that the insurance is in place and is adequate.



ADDENDUM Q (RC 44 – Vs. 14)

These sailing instructions change the definition of *finish* and RRS 20.1, 22.3, 31, 42.3, 44.1, 44.2, 55, 60, 61, 62, 63, 64.1, 65 and 66.

Q1 CHANGES TO THE RRS

Q1.1 Changes to the Definitions and the Rules of Part 2, Part 3, Part 4.

- (a) 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*, either for the first time or after completing any penalties or, under RRS 28.2, after correcting an error made at the finish line."
- (b) Add to the definition *proper course*; a boat taking a penalty is not sailing a *proper course*.
- (c) When RRS 20.1 applies, the following arm signals are required in addition to the hails:
 - (1) for 'room to tack' the helmsman or the tactician repeatedly and clearly pointing to windward, and
 - (2) for "you tack' the helmsman or the tactician repeatedly and clearly pointing at the other boat and waving the arm to windward.
- (d) After the foot of the mainsail of a boat sailing downwind crosses the centreline she shall keep clear of other boats until the bottom one-third (1/3) has filled. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall *keep clear*.
- (e) Rule 22.3 is deleted.
- (f) RRS 31 Touching a Mark
Rule 31 is changed to 'While racing, neither the crew nor any part of a boat's hull, boom, standing rigging, bowsprit 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.
- (g) Add RRS 42.3(L):
"A boat may pump any sail without limitation"

Q1.2 Changes to rules Involving Protests and Exoneration.

- (a) RRS 60.1 (a) is replaced with;
"A boat may protest another boat provided it complies with instructions Q2.1, Q2.3, Q5.1 and Q5.2."
- (b) The third sentence of RRS 61.1(a) and all of RRS 61.1(a)(2) are deleted.
- (c) A boat that while racing may have broken a rule of Part 2 (except RRS 14) or RRS 31, may as soon as possible take a penalty.
- (d) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.

Q2 PROTESTS BY BOATS.

Q2.1 While racing a boat may protest another boat under a rule of Part 2, except RRS 14, but only for an incident in which she was involved. To do so she shall hail "Protest" and conspicuously display a "Y" flag at the first reasonable opportunity for each.

Q2.2 A boat that protests as provided in Q2.1 is not entitled to a hearing. An umpire will signal a decision as provided in instruction Q3.1, however if a boat they have decided to penalize takes a penalty before they signal they shall not penalize her again unless they decide the boat has infringed Q4.1 (c) or (d).



- Q2.3** A boat may;
- (a) protest another boat only for RRS 2 or the RC44 Class Rules (except C2.3, C2.4 & C10.6(a)) only, by clearly displaying a red flag during the race or as soon as possible after she becomes aware of the infringement.
 - (b) A boat may not protest under any other Rule.
- Q2.4** A boat intending to protest under RRS 2 because of circumstances that arise before she finishes or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances.

Q3 UMPIRE SIGNALS AND PENALTIES

Q3.1 Signaling a penalty.

An umpire will signal a decision as follows:

- (a) a green and white flag with one long sound signal means "No Penalty",
 - (b) a red flag with one long sound signal means "one or more boats are penalized." The umpires will hail or signal by conspicuously pointing to identify each boat penalized,
 - (c) a black flag with one long sound signal means " one or more boats are disqualified" The umpires will hail or signal by conspicuously pointing to identify each boat disqualified,
 - (d) a series of short sound signals means " one or more boats has not taken a penalty correctly and must retake the penalty. The umpires will hail or signal by conspicuously pointing to identify each boat concerned.
 - (e) A boat penalized under Q3.1 (b) or (d) shall promptly take it in accordance with Q3.2.
- A boat disqualified under Q3.1 (c) shall promptly leave the course area.

Q3.2 Taking a Penalty.

- (a) Before starting, or when on a leg of the course to a windward mark, or a finish at Mark 1, a boat shall promptly sail clear, and as soon as reasonably possible gybe and luff to a close hauled course.
- (b) On a leg of the course to mark 1A, or when on a leg of the course to a leeward mark, a gate, or the finishing line when finishing on a downwind leg of Course 1 or Course 2, a boat shall promptly sail clear, and as soon as reasonably possible tack and bear away to a course that is more than 90 degrees from the true wind.
- (c) On the final leg of the Course "F" (Foxtrot) to the finishing line, after the gate, a boat shall promptly sail clear and as soon as reasonably possible do a turn, including one tack and one gybe.
- (d) In a long distance race a boat shall promptly sail clear and as soon as reasonably possible do a turn, including one tack and one gybe.

Q3.3 Restrictions on Taking a Penalty.

- ~~(a) Except at starting marks, finishing marks and mark 1a, no part of a penalty may be taken inside the zone of a rounding mark that begins, bounds or ends the leg the boat is on.~~
- (b) When taking a penalty that involves a tack the head of the spinnaker shall be below the main-boom gooseneck from the time the boat passes head to wind until she is on a close-hauled course.
- (c) When a boat takes a penalty at or near the finishing line her hull shall sail completely to the course side of the line before finishing.
- (d) On a leg to mark 1A, no part of a penalty may be taken in the area before the extension of the straight line from the gate or leeward mark and mark 1A.



Q4 PENALTIES & PROTESTS INITIATED BY AN UMPIRE

Q4.1 When a boat:

- (a) Infringes RRS 31, 42, 49,
 - (b) Infringes any SI or Class Rules referring to the position of the crew, the helmsman or the bowsprit,
 - (c) Commits a breach of sportsmanship,
 - (d) Gains an advantage despite taking a penalty,
 - (e) Fails to take a penalty when required to do so by an umpire,
- the umpires may penalize, or further penalize it, without a protest by another boat.

They shall signal the penalty in accordance with Q3.1 (b) & (c).

Q4.2 An umpire decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than Q3.2 or 4.1 (a), or a rule listed in Q2.1, may inform the protest committee for its action under RRS 60.3.

Q4.3 Contact

- (a) When the umpires observe or the jury receive a report of "hard" contact (defined as hull, spars or rigging against another boats hull, spars or rigging), between boats the jury will impose a one point penalty on the penalised boat in the incident without a hearing.
If it is a double point scoring race the penalty will be 2 points.
Furthermore they may also impose a minimum of a half point penalty on the other boat.
- (b) When there is contact that causes damage, or the match umpires (together with at least one other umpire) decide a boat has broken RRS 14 and damage resulted, the Jury shall impose a penalty on either one or both boats. In this case the minimum penalty for the penalized boat(s) in the incident is one point.

Q4.3 (c) In RRS 36 "RACES TO BE RESTARTED OR RESAILED"
after the second reference to "30.3", delete and substitute with:
"..69 or SI Q4.3 cause her to be penalized."

Q5 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 or the Race Committee, and the protest committee shall not open a redress hearing except as permitted in instruction Q5.2.

Q5.2 (a) RRS 62 is altered as follows:

A boat may not request redress. If there is damage to a boat, caused by a penalized yacht, that means it had to retire or is unable to compete in subsequent races the Class Manager will ask the protest committee to open a hearing.

RRS 62.1 (a) is deleted.

- (b) If a hearing determines that an incident between boats in a race resulted in serious damage to a boat through no fault of her own, and if that damaged boat could not continue racing, or the class confirms that the performance of the boat was seriously affected, the redress granted will be points equal to 50% (rounded up to a whole number) of the boats entered in that event of the series.

The Jury will give the same redress for any subsequent races the class determines the boat will not be able to sail.

Q5.3 Spare.



- Q5.4 (a) Protests need not be in writing.
(b) The protest committee may take evidence and conduct any hearing if decides to hold in any way it considers appropriate. If it so decides, it may make its decision without a hearing. It may communicate its decision orally.
(c) If the protest committee decides that a breach of a *rule* has had no significant effect on the outcome of the race, it may impose a penalty or make any other arrangement it decides is fair for all boats affected, which may be to impose no penalty.
- Q5.5 Spare.
- Q5.6 The protest committee will not protest a boat for breaking instruction Q3.1(e), a rule listed in instruction Q2.1, or rule 14 when there is no damage or injury.

