



**52 Super Series 2019**

**Notice of Race & Sailing Instructions**

**(2019 NoR/SI)**

15 December 2018

The 52 Super Series 2019 is organised by the Super Series Eventos Desportivos LDA in collaboration with the TP52 class and the venue's yacht clubs/organizers, collectively the Organizing Authority (OA). The 2019 NoR/SI governs all five events and will for each event be supplemented by Event Sailing Instructions (ESI). The variation per event for the local organizing entities will be documented in the ESI.

52 Super Series partners at the time of publishing this document are: Rolex SA as main partner and official timekeeper, Alticor Inc. XS as official Energy Drinks and Sports Nutrition Products supplier; Peters & May as official logistics supplier, Code-0 as official clothing supplier and 11th Hour Racing as sustainability partner. Additional partners will be documented in the ESI.

For 2019 the 52 Super Series has scheduled five events, three in the Med including the TP52 World Championship in Puerto Portals and two on the Atlantic coast (Puerto Sherry and Cascais). The five events score for the overall trophy, the 52 Super Series Trophy, to be presented to the team with the lowest score over the five events.

A 52 competing in the 52 Super Series shall be a TP52. IRC52 Wild Card boats (Appendix A) may be permitted to join the events (26.1). Once entered as a TP52 for the 52 Super Series it is not permitted to reconfigure and race as an IRC52 in events scoring for the overall trophy of that year.

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## 1. EVENTS AND DATES

- **52 Super Series Menorca Sailing Week**, CMM, May 20 – 25. (CONFIRMED)
- **Puerto Sherry 52 Super Series Royal Cup**, CNPS, June 17 - 22. (CONFIRMED)
- **Cascais 52 Super Series Sailing Week**, CNC, July 15 – 20. (CONFIRMED)
- **ROLEX TP52 World Championship Puerto Portals, Portals**, CVPP, August 24 – 29. (CONFIRMED)
- **Audi 52 Super Series Sailing Week - Porto Cervo**, YCCS, September 23 - 28. (CONFIRMED).

## 2. RULES

2.1 The 52 Super Series 2019 will be governed by:

a) The rules as defined in The 2017 – 2020 Racing Rules of Sailing (RRS).

1. Add to RRS 41 OUTSIDE HELP: (e) Help to recover from the water and return on board any person on board, provided the return on board is at the approximate location of the recovery. [DP]

Please note: In order to have some control over RRS 41 (Outside help) in relation to the use of radio, mobile phones, computers and electronic equipment capable of sending and receiving data or any other form of communication the following shall be done and respected:

With the exception of NoR/SI 9, so for safety or emergency reasons, when racing a boat shall not transmit or receive radio communication not available to all boats. When racing competitors shall not use any device to communicate in any way beyond the boat other than to send or receive communication, images or data (a) available to all boats or (b) images, communication or data approved by the OA (NoR/SI 25.1).

2. TP52 Rule C.1.2.B.1) applies. [DP]

- b) The 2018 – 2019 Offshore Special Regulations (OSR):
  - 1. OSR Cat. 4 for both TP52 and IRC52 respecting the TP52 Class Rule requirements, specifically: C.1.2.2 (anchor equipment), C.1.2.3 (specification VHF cable) and C.5.1 (toe rail, bilge pump, minimum speed under engine, fuel system specifications, battery systems specifications, VHF specifications, two fire extinguishers, emergency steering). [DP]
  - 2. According with OSR 3.28.3.b) a minimum of 25 litres of fuel is required while racing.  
NOTE: This may be checked after finishing the last race of the day. [DP]
  - 3. NOTE.: No additional liferaft requirements for Porto Cervo this year.
- c) The 2019 TP52 Rule, Bylaws and Interpretations.
  - 1. TP52 Rule G.5: a minimum number of 2 bunks applies for the 52 Super Series.
- d) The 2019 IRC52 Wild Card Invitation Guidelines as set in Appendix A.
- e) No National Authorities prescriptions will apply except that every competitor shall be in compliance with their National Authority Rules. [DP]
- f) The Event Sailing Instructions (ESI).

2.2 The official language of the 52 Super Series 2019 is English.

2.3 The OA reserves the right to modify this NoR/SI. Any modification will be sent by e-mail to the boats registered to participate in the series and the OA's of the individual events. Such notification shall be deemed to be in compliance with RRS 89.2(a).

2.4 In the event of a discrepancy between the 2019 NoR/SI and an ESI the ESI take precedence (changes RRS 63.7).

### **3. ELIGIBILITY AND COMPETITORS**

3.1 The series is open to boats with a valid 2019 TP52 certificate, as well as IRC52 boats with a 2019 Endorsed IRC certificate and TP52 class confirmed Wild Card invitation based on the limits of Appendix A.

3.2 All competitors shall comply with WS Regulation 19 – Eligibility Code.

3.3 The Registration Nationality of each team shall be decided by the owner of the boat and communicated during the entry period (4.1).

### **4. ENTRY FOR THE OVERALL TROPHIES / ENTRY FOR THE (INDIVIDUAL) EVENT(S)**

4.1 The entry period for the overall trophy will be between December 15<sup>th</sup> 2018 and March 1<sup>st</sup> 2019. Late entries for the overall trophy may be accepted till May 1<sup>st</sup> 2019. For individual events the entry can be made till 30 days before the first Race Day.

4.2 Eligible boats may make their entry by submitting a filled out Entry Form, together with the required complementary information, to: [operations@52superseries.com](mailto:operations@52superseries.com)  
The Entry Form can be found on the ONB page of [www.52superseries.com](http://www.52superseries.com).

4.3 If not entering for the overall trophy please indicate on the Entry Form (4.2) for which event(s) entry is requested.

- 4.4 Minimum required:
- The Entry Procedure duly completed by the boat.
  - Confirmation of Entry Fee payments.
  - A copy of the 3<sup>rd</sup> party liability insurance which shall be valid until the end of the 52 Super Series 2019 for a guaranteed minimum of 5.000.000 Euros. A personal accident & repatriation coverage for all crew is highly recommended. The Organizing Authority is not responsible for verifying the status or validity of insurance certificates.
  - Confirmation of insurance payment.
  - The current TP52 or IRC Certificate + Wild Card approval.
  - Crew Declaration / Disclaimer form, with a copy of passport or ID for all the crew members and, where applicable, the appropriate license from the National Authority. To be adjusted per event in case of crew changes.
  - The WS Group 1 certificate for owners and release helmsmen of teams entering the Owner Driver Trophy (see 26.2 of the 2018 Rules).
  - Diving declaration.
  - The Guest Declaration form (per event), if required.
- 4.5 **Event registration:** Each owner / owner's representative must register and sign in at the race office during the event registration period (15.2). Otherwise their entry can be cancelled, in which case fees paid will not be refunded.
- 4.6 The registration of a boat will not be accepted if the documents as required in 4.4 are not lodged in the race office during the event registration period (changes RRS 78.2).
- 4.7 ESI: The ESI will be available once the Event Registration Form has been signed and will be published online at the close of registration.

## 5. ENTRY FEES

- 5.1 The Entry Fee per event is:
- |   |                    |
|---|--------------------|
| <b>52 Super Series Menorca Sailing Week:</b>            | EUR 9000,- ex VAT. |
| <b>Puerto Sherry 52 Super Series Royal Cup:</b>         | EUR 8000,- ex VAT. |
| <b>Cascais 52 Super Series Sailing Week:</b>            | EUR 8000,- ex VAT. |
| <b>ROLEX TP52 World Championship Puerto Portals:</b>    | EUR 8000,- ex VAT. |
| <b>Audi 52 Super Series Sailing Week - Porto Cervo:</b> | EUR 9000,- ex VAT. |

Included in the Entry Fees for the duration of the events are the berth fees of the 52s and of one tender / support boat of a LOA not larger than 50ft. Closer to the events boat/team event specific fee details will be communicated. If extra's like container/trailer storage/handling, facilities cleaning, security, shore power, logistics and shore management are not (fully) covered by the local event partners this will be communicated prior to the event and charged out at cost at the end of the event.

Teams participating at all five events are kindly asked and encouraged by a EUR 2000,- discount to pay the total 52 Super Series entry fee for all 5 events (including discount **EUR 40.000,- ex VAT**) before the 1st of Februari 2019 to:

Super Series Eventos Desportivos LDA  
 Rua da Carreira 117  
 Funchal  
 VAT nº 510409016  
 Bank: Novo Banco  
 IBAN: ES05-0131-8843-73-2717007872  
 BIC-SWIFT: BESMESMM

The 52 Super Series Entry Fee further covers services like:

- Class measurer on site.
- Contribution towards having an international race officer and team of international umpires at all events.
- Media team on site and free copy of custom event highlights video and free access to download high resolution photos for personal use or team promotion provided compliance with 52 Super Series sponsor rights (for team sponsors promotion opportunities/hospitality package available on request).
- Contribution to virtual tracking costs with data available for promotion and race analysis.
- Team presentation on 52 Super Series website.
- In case of entry of two or more events: the 52 Super Series year book (three per team, additional orders on request) and a copy of the end of season video of about 5 minutes, made after completion of the 2019 events.
- Free morning coffee/tea/snacks & after race drinks at the events.
- Invitations to the end of season party.
- Trophies.

**5.2 Accommodation, berths support craft & local facilities:**

If not communicated separately please contact Eva Pizá: [operations@52superseries.com](mailto:operations@52superseries.com)

**5.3 Press:**

Journalists wishing to obtain accreditation to cover the events, please contact Eva Pizá:

For accreditation: [esppress@52superseries.com](mailto:esppress@52superseries.com)

**6. RISK STATEMENT**

**6.1 Competitors and support teams participate in the series entirely at their own risk.**

They are reminded of the provisions of RRS 4, Decision to Race. Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the series, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) By participating in any race, they are satisfied that their boat is in good order, equipped to sail in the event, the boat's skipper has the license to do so and the crew is fit to participate. Each boat is responsible to possess all the complementary insurance he/she esteems necessary besides the one required in the Notice of Race;
- e) The provision of a race management team, event support boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;

- f) The provision of event support boats cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- g) They will familiarize themselves with any venue/event specific risks, adhere to rules and information produced for the venue/event and attend any venue/event safety briefings.
- 6.2 The Organizing Authority (OA) will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the 52 Super Series events.

## **7. IMAGE RIGHTS**

- 7.1 The image rights of the 52 Super Series events are the exclusive property of Super Series Eventos Deportivos LDA and the TP52 class and its members have the right to use the images for personal use.
- 7.2 Teams and Participants grant the Super Series Eventos Deportivos LDA and its sponsors, the TP52 class, and the event organizer the unrestricted right and permission to use the names and the image for any text, photograph or video footage of either themselves or the boat they are sailing during the 52 Super Series to be published or broadcasted in any media whatsoever (including but not limited to press and TV advertisements or internet), for either editorial or advertising purposes or to be used in press information; in these respect teams and participants names and biographical material of themselves may also be used or reproduced in any way known.
- 7.3 Participants undertake not to do or allow any act of reproduction, public communication or distribution of images concerning the 52 Super Series without previous authorisation from the Super Series Eventos Deportivos LDA, or TP52 class, or the OA.

## **8. IDENTIFICATION AND ADVERTISING**

- 8.1 WS Regulation 20, rules 20.3.1.2 and 20.4 from the Advertising Code apply.
- 8.2 As per WS Regulation 20.4 all boats will be required to display:
  - Bow numbers (teams may choose to paint these on, pdf templates will be supplied)
  - Event stickers on both sides of the bow.
  - Helmsman (owner drivers may ask to ignore this request) and tactician sir names plus country flag on both sides of the boom.
  - Event stickers on both sides of the mast.
  - Event stickers on both sides of the boom.
  - Event stickers on bowsprit.
  - Event stickers in cockpit.
  - Event flag permanently hoisted on the centre aft stanchion (event's choice).
  - 52 SuperSeries flag to be hoisted when the boats are in dock during the events, possibly in combination with the event and/or event sponsor flag.

Further the teams are kindly asked to cooperate with the following requests:

- The 2018 World Champions to execute the TP52 class logo in its mainsails in 'gold'.  
NOTE: previous winners may continue the use of the 'gold' class mainsail logo.
- The current 52 Super Series winner to carry branding acknowledging the achievement (yet to be designed, design and position will be communicated).
- All teams to incorporate the 52 Super Series logo in (some) of the crew clothing.

- 8.3 Boats intending to display advertising during the events/series shall state in the entry form the nature of such advertising. All advertising shall be approved by the OA.
- 8.4 Boats are responsible to inform advertisers and sponsors that no activities advertising any brand will be permitted ashore within the marina area, event village or yacht club without written consent of the OA obtained before the start of the events. Boat/team initiatives regarding team hospitality, promotion, marketing and PR on the race course or within the marina area, event village or yacht club shall be communicated well before taking place with the OA for its approval.
- 8.5 Furthermore the boats may be requested to install satellite monitor equipment which will not interfere with the boat's instrumentation and communication equipment although should be powered by the boat electrical installation. The OA may also require the installation, at no cost to competitors, of on board video cameras for the official television production, or require access to material shot by the team's onboard cameras, based on pre-selection by the team for quality and suitability for the intended promotional usage.
- 8.6 The presence of one or more crew members of designated boats may be required to participate in press conferences. The OA agrees to communicate this requirement with adequate notice to the boat's owners/representatives.
- 8.7 In order to improve media impact TP52 boats participating in the practice race shall provide a space at the after end of the cockpit for organization guests as described in 14.3. The teams may be asked by the OA at the individual events to support specific guest arrangements during race days. Organization guest insurance will be provided by the organization. Organization guests will be required to sign a liability declaration.
- 8.8 The jury upon receiving a report from the race committee of a boat's failure to comply with rules 8.2, 8.3, 8.4, 8.5, 8.6 and 8.7 may impose without a hearing a penalty on the event score up to a maximum of 4 places (changes RRS 63.1).

## **9. SAFETY**

- 9.1 Boats shall be equipped with a VHF radio transceiver of at least 25 watts of power. The following channels, as a minimum requirement, are mandatory: 9, 16, 69, 72.
- 9.2 Boats arriving for any reason at a point ashore other than their assigned berth (15.9) or which cannot reach the harbour on their own shall report as soon as reasonably possible to the Race Committee: phone 00 34 644 47 10 04, or VHF 69.
- 9.3 To facilitate search and rescue (SAR) operations any boat requiring assistance shall inform of her position and external identification details.
- 9.4 To facilitate the evacuation of an injured crew member, boats shall signal their position to the rescue services by using an orange smoke flare.
- 9.5 All competitors shall carefully comply with 9. SAFETY. [DP]
- 9.6 Safety zones as defined in Appendix 3 (applicable to WL races and the WL start and possible first part of coastal races) shall be respected from the preparatory signal till the day's racing is finished. During coastal races support boats shall not interfere with any boat racing. Requests or instructions given to support boats by the RC, event measurer or jury members shall be followed. [DP]



## 10. COMMUNICATION WITH COMPETITORS

- 10.1 The 52 Super Series Official Notice Board (ONB): [www.transpac52.org/home/ONB.html](http://www.transpac52.org/home/ONB.html)  
**During events**, from 09.00 on the Official Practice Race Day till the event prize giving, notices to competitors will be posted on the Official Notice Board (ONB) located at the race office.
- 10.2 Any change to the NoR/SI or ESI will be posted on the ONB two hours before the warning signal of the first race on the day it will take effect, except that any change in the schedule of races will be posted before 20.00 hours of the day before it will take effect.
- 10.3 Any change to the NoR/SI or an ESI shall be approved by the Principal Race Officer.
- 10.4 Signals made ashore will be displayed on the Main Flag Pole (MFP) located near the race office.
- 10.5 When code flag "AP" is displayed ashore, '1 minute' is replaced with '*not less than 60 minutes*' (changes RRS Race Signals).

## 11. INSPECTIONS AND MEASUREMENT

- 11.1 All boats must be measured /checked by the TP52 class measurer / official measurer of the 52 Super Series 2019 before 15 May 2019 (in case of Mahón/Menorca) or at least two weeks before their first event in case of joining Super Series after Mahón. It's the owner's responsibility to schedule this measurement with the official measurer.
- 11.2 Daily safety and measurement controls will be carried out during the races by the official measurer of the event (or by an event measurer under supervision of the official measurer). These may include flotation, inclining and weight checks.
- 11.3 The crew weight of each crew member, wearing a minimum of sailing shorts and shirt as used by the crew when racing, shall only be taken and registered at the date, time and place communicated by the official measurer, but no earlier than the crew weight form has been submitted and no later than two hours before the start of the official practice race or 12.00 hours on the day the official practice race is scheduled, which ever is the earliest. Every effort shall be made to present the complete crew for measurement in one go. Each crew member shall only be weighed once, unless the measurer decides there is good reason to demand remeasurement (like a mistake in the administration or faulty equipment). Note: This means that, if at the official measurement crew is found to be over the maximum weight, approval for a crew change shall be requested from the IJ.
- 11.4 The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor as set out in this NoR/SI.

## 12. SAILS AND SAIL LIMITS.

- 12.1 **TP52 or IRC52 competing at four or five events:** There is a maximum limit of **18 new sails** (or **16 new sails and 3 grandfathered sails** declared and carded at previous (2018 or earlier) series or TP52 World Championships) a boat can declare during the **52 Super Series** 2019, not including one A4 (see conditions in 12.5), one heavy weather jib, one trysail and one storm jib.
- 12.2 For TP52s only, the time limit to declare a new sail is two hours before the first start of the day but no later than the scheduled time of the first start in this NoR/SI.



- 12.3 **TP52 or IRC52 competing at three or less events:** There is a maximum limit of **14 new sails** (or **12 new sails and 3 grandfathered sails** declared and carded at previous (2017 or earlier) events a boat can declare, not including one A4, one heavy weather jib, one trysail and one storm jib.
- 12.4 **Both TP52 and IRC52 at any event:**  
Each sail shall be identified by a TP52 class measurer / official measurer of the 52 Super Series 2019 and carry both the class and 52 Super Series required stickers. No sail without class / official measurer's identification may be on board while racing (except for practice races). Grandfathered sails shall be declared and carded before the start of the first race for the boat of the series.
- 12.5 Within the sail inventory declared for the 2019 season no spinnaker built in materials other than woven polyester or nylon will be carded. Notwithstanding the above, laminated materials can be used as windows in the bottom 25% of the spinnakers provided their surface is not bigger than two square meters. Spinnakers shall be flown from the masthead and have a minimum area of 250 m<sup>2</sup> when measured / carded first time.  
The one A4 as mentioned in 12.1 shall:  
- be a sail between 265 and 270 m<sup>2</sup> when first measured/certified by the class measurer,  
- have the following cloth restrictions: Maximum 35% area of .46g/sqm and minimum 35% area of .77g/sqm.
- 12.6 The use of furling devices for sails (other than staysails) is not allowed; see 2019 TP52 Rule J.6.13. **As a consequence of this and to streamline the equipment carried on all competing boats it will not be permitted to have halyard locks on spinnaker halyards during events sailed under the 2019 Rules. Rigs shall be weighed and vcg'd for their compliance with the TP52 rule without spinnaker halyard locks.**
- 12.7 There is a maximum number of sails a boat can carry on board while racing, as below (Rule C.7.1 2019 TP52 Rule):  
SAIL TYPE  
Small jib 4  
Staysail 1  
Spinnaker 4  
Mainsail 1  
Storm trysail 1  
Storm jib 1  
Heavy weather jib 1  
Notwithstanding the above, for safety purposes boats shall carry the number and type of sails according to the WS Offshore Special Regulations for the category stated in 2.1b.
- 12.8 **52 Super Series** stamped or marked sails may be repaired or modified without being considered a new sail provided no more than the allowable percentage of the original area of the original sail (so when first declared) is replaced with new material.  
**Approval shall be sought from the official measurer prior to carrying out any sail repair or any modification, whether during or before or after events.** The official measurer or the TP52 chief measurer may relax or set additional conditions to facilitate a practical balance between control and sail maintenance. [DP]  
Maximum sail area % of the 'original' sail (when 52 Super Series stamped or marked) allowed to be changed:  
Mainsail 20%  
Spinnaker 30%  
Headsail 20%

**NOTE:** During regattas repairs above the allowable percentage may be permitted, but shall not be executed without permission of the TP52 chief measurer following a request made in writing indicating reason and describing the repair. Repairs or alterations may be subject to control. In case of major repairs over the allowable percentage the TP52 chief measurer may consider to allow replacing the sail by a similar sail from that boat's sail wardrobe, provided the sail is a used sail certified for previous TP52 or IRC events. In that case the official measurer shall certify the sail for the duration of the regatta before it may be used.

### **13. BOAT SUBSTITUTION AND CERTIFICATION CHANGES.**

- 13.1 An owner cannot change from one boat to another during the 52 Super Series unless the registered boat has suffered major damage that cannot be repaired before the next event. In that case the owner will submit a declaration to the TP52 class manager and the boat will be checked for conformity by a class measurer before the change of boat is allowed. Both the owner declaration and the measurer's report will be mailed to all the registered boats and posted on the ONB at [www.52superseries.com](http://www.52superseries.com).
- 13.2 For the first event of the 52 Super Series 2019 owners registered in the 52 Super Series 2019 launching new boats will be allowed to charter / use a different boat if the new boat is not ready for racing. In which case the owner shall request such change to the TP52 class manager. The owner request will be mailed to all the registered boats in each class and posted on the ONB at [www.52superseries.com](http://www.52superseries.com).
- 13.3 In all other cases of an owner deciding to change from one boat to another the new boat will need to be registered again and will be scored as a new boat with DNC in all previous races.
- 13.4 Without proper reason the certification as in place by the close of registration for each individual event shall not be altered during that event. Please note TP52 Rule A.11.5 for class certification limits. Proper reason can be repair or replacement caused by genuine damage. The class manager/chief measurer is in charge of re-certification (TP52 Rule A.13 and A.14).

### **14. CREW AND GUESTS.**

- 14.1 A boat shall race with the entire crew declared in the crew weight form for the entire regatta. Any changes to the crew shall have proper reason and shall be submitted in good faith to the TP52 class manager for his approval. Only substitutions approved by the TP52 class manager will be accepted.
- 14.2 The maximum crew weight while racing at 52 Super Series 2019 events will be **1050kg** (see 14.3: **+ a guest of a minimum weight of 65kg and maximum weight of 90kg**) for **Pro-Driver / Owner not onboard** boats. NOTE: The guest weight restriction can be lifted by the TP52 Class, in which case additional rules may be set, like on (not) hiking or carrying extra weight.

**The Owner Driver (default 75kg or own weight)/ Owner onboard (not or occasionally driving, default 90kg or own weight) / Non-Pro Driver** 52s may chose to sail with the same **1050kg + guest or 1130kg** in case of full crew / no guest.

One crew member so designated on the crew list can be replaced by a guest upon approval of the TP52 class. TP52 Class Rule C.2.2.b is part of this Rule.

Substantially Non Pro crewed 52s may seek approval to race at 1200kg max. The decision on this is entirely with the TP52 class and not open to protest, appeal, claim or request for redress.

- 14.3 Guests on board: in addition to its maximum crew weight limit TP52 Pro-Driver / Owner (or his WS Group 1 certificate replacement, NoR/SI 26.2) not onboard boats shall have a guest on board every day of racing and in the official practice race who shall:
- 1) Not contribute to the racing of the boat other than by the positioning of their weight. Unless explicitly permitted by the OA, a person with acknowledged tactical or technical skills (yacht designers, sail designers or sailing coaches would be specific though non exhaustive examples) shall be considered to be contributing to the racing of the boat.
  - 2) Be positioned aft of the mainsail traveller. **They may hike from a 'sitting on deck' position.** A below decks toilet/bucket visit is permitted.
  - 3) Be provided by 52 Super Series in the practice race and possibly in other race(s) if indicated in the ESI. 52 Super Series may also provide guests for the rest of the event's official racing days if boats cannot fill this position.
  - 4) The guest shall be on board for a minimum of one race day. The OA may upon request vary on this rule. Boats are denied the possibility to contest this decision. The guest name(s), weight(s) and designated race day(s) shall be declared on the guest declaration form. Non event supplied guests are invited by the boat and under full responsibility of the boat.
  - 5) The OA may refuse any guest. Boats are denied the possibility to contest this decision. **NOTE, see 8.7:** The teams may be asked by the OA at the individual events to support specific guest arrangements during race days. If so the boats shall facilitate to carry one guest additional to their standard crew/guest configuration for one of the races / race days. The OA will communicate details nearer to and during the event. The OA will facilitate or arrange either to bring the guests out to the race course or to collect them at the race course.
- 14.4 The jury upon receiving a report from the race committee of a boat's failure to comply with the rules of 14.3 may impose without a hearing a penalty on the event score up to a maximum of 4 places (changes RRS 63.1).
- 14.5 Laser Guns. From 2018 the use of laser guns to establish distance, speed and bearing are permitted. Permitted brands/types shall be restricted to a 1km range and cost less than Euro 1.000,- including VAT. [DP]
- 14.6 Lifeline tension. All boats shall accept that the official measurer seals their lifelines with the correct tension (see 2018 TP52 Rule H.5.8). A broken seal shall be reported in writing to the measurer within one hour after finishing of the race and the report shall include a reason for the broken seal. [DP]

## 15. PROGRAMME AND SCHEDULE

- 15.1 The aim is to sail a maximum of two "counted" WL races per race day, whether two WL races, one WL and one short coastal race (16.2) or one coastal race. The RC may decide till two hours before the warning signal for the first race of the day whether to race WLs, or a coastal, or a mix of the two. The number of WL races per day may be increased to three and on the final day of an event it is always an option to have two WL races, even if that brings the number of "counted" WL races sailed one over maximum number of races (defined by the number of race days times two). The intentional schedule for every event will be announced on the ONB of the individual events and will be included in the ESI.

15.2 Intentional Schedule **52 Super Series Menorca Sailing Week, Mahón, Menorca:**

16 – 18 May, Thursday to

Saturday:

Free practice days

18 May Saturday

Equipment inspections from 12.00hrs till final day

19 May, Sunday:

Registration 10.00 – 12.00 (free practice day)

20 May, Monday:

Registration 10.00 – 12.00, official practise race(s) 13.00  
and skipper's meeting 17.00

21 May, Tuesday:

WL Races

22 May, Wednesday:

WL Races

23 May, Thursday:

All course type options

24 May, Friday:

WL Races

25 May, Saturday:

WL Races and prize giving ceremony

Intentional Schedule **Puerto Sherry 52 Super Series Royal Cup, Cadiz, Spain:**

14 June, Friday

Owner Driver free practice day (only if od or his approved  
Group 1 replacement is helming)

15 June, Saturday

Free practice day.

Equipment inspections from 12.00hrs till final day

16 June, Sunday:

Registration 10.00 – 12.00 and free practice day

17 June, Monday:

Registration 10.00 – 12.00, official practise race(s) 13.00  
and skipper's meeting 17.00

18 June, Tuesday:

WL Races

19 June, Wednesday:

WL Races

20 June, Thursday:

WL Races

21 June, Friday:

WL Races

22 June, Saturday:

WL Races and prize giving ceremony

Intentional Schedule **Cascais 52 Super Series Sailing Week, Cascais, Portugal:**

12 July, Friday:

Owner Driver free practice day (only if od or his approved  
Group 1 replacement is helming)

13 July, Saturday:

Free practice day

Equipment inspections from 12.00hrs till final day

14 July, Sunday:

Registration 10.00 – 12.00 and free practice day

15 July, Monday:

Registration 10.00 – 12.00, official practise race(s) 13.00  
and skipper's meeting 17.00

16 July, Tuesday:

WL Races

17 July, Wednesday:

WL Races

18 July, Thursday:

All course type options

19 July, Friday:

WL Races

20 July, Saturday:

WL Races and prize giving ceremony

Intentional Schedule **ROLEX TP52 World Championship Puerto Portals, Mallorca:**

21 August, Wednesday:

Owner Driver free practice day (only if od or his approved  
Group 1 replacement is helming)

22 August, Thursday:

Free practice day

23 August, Friday:

Registration 10.00 – 12.00 and free practise day

Equipment inspections from 12.00hrs till final day

24 August, Saturday:

Registration 10.00 – 12.00, official practise race(s) 13.00  
and skipper's meeting 17.00

25 August, Sunday:

WL Races

26 August, Monday:

WL Races

27 August, Tuesday:

WL Races

28 August, Wednesday:

WL Races

29 August, Thursday:

WL Races and prize giving ceremony

**Intentional Schedule Audi 52 Super Series Sailing Week - Porto Cervo, Sardinia:**

20 September, Friday:	Owner Driver free practice day (only if od or his approved Group 1 replacement is helming)
21 September, Saturday:	Free practice day
22 September, Sunday:	Registration 10.00 – 12.00 and free practice day Equipment inspections from 12.00hrs till final day
23 September, Monday:	Registration 10.00 – 12.00, official practise race(s) 13.00 and skipper's meeting 17.00
24 September, Tuesday:	WL Races
25 September, Wednesday:	All course type options
26 September, Thursday:	WL Races
27 September, Friday:	Coastal Race
28 September, Saturday:	WL Races and prize giving ceremony End of season party / prize giving ceremony

Schedules and racing areas will be detailed further and may be varied in the ESI. ESI's may be modified by the RC (15.1 and/or weather conditions). If the racing area / location is modified this will be announced as follows:

- On the ONB, only if the area or modification is posted at least two hours before the warning signal of the first race of the day.
- At any time, by displaying flag "L" on the race committee boat.

- 15.3 The location of the skipper's meeting will be given in the ESI.
- 15.4 The first warning signal for each event's practice race is scheduled at 13:00 hour. This time may vary and will be announced in the ESI and on the ONB.
- 15.5 The race committee will use VHF channel 69 to communicate race information, like its intention to start another race. Delay in the radio communication of these calls, or the order in which they are made, or any omission or failure in the emission or reception of these calls, shall not be grounds for a request for redress (modifies RRS 62.1(a)).
- 15.6 Events will be valid if three or more races are completed.
- 15.7 On the last scheduled day of an event no warning signal will be made after 15:00h except as a consequence of a general recall.
- 15.8 After 13<sup>th</sup> May 2019 and with the exception of participating in the Copa del Rey (including training days from 24<sup>th</sup> July – 3<sup>rd</sup> August) boats racing for the overall trophies are not allowed to practice, tune or test on the waters within a 30 mile radius circle of the event locations as listed in 1 other than on the practice and race days described in 15.2. Complications (logistics, time, cost) caused by this rule to new boats in relation with the first event may be presented to the OA for a practical solution respecting the idea behind 15.8.
- 15.9 During the event boats and containers shall use the berths and parking area assigned. Taking berth or container parking elsewhere requires permission of the OA.
- 15.10 The jury upon receiving a report from the race committee of a boat's failure to comply with rules 15.8 or 15.9 may impose without a hearing a penalty on the event score up to a maximum of 4 places (changes RRS 63.1).

- 15.11 Notwithstanding the above, participants can make a request to the TP52 class manager for permission to sail on non sailing days for corporate sailing, charity functions or any other genuine reason or activity. The TP52 class manager will require the applicants to put their reason in writing (this will be posted on the ONB) and may also require additional conditions, like that no new sails can be used and less than 50% of the regular crew is on board.

## **16. COURSES**

- 16.1 Windward/Leeward courses are races between buoys with mainly Windward/ Leeward legs. These courses will have a distance between 4 and 10 miles. Appendix 1 shows the course options, including the order in which the marks are to be passed or rounded and the side on which each mark is to be left. No later than the warning signal the race committee boat will display the course number and the approximate magnetic bearing and length of the first leg and will also broadcast this information via VHF 69. Omission or failure in the transmission or reception of that communication shall not be ground for a request for redress (changes RRS 62.1(a)).

- 16.2 Coastal courses are non-Windward/Leeward races identified as coastal courses by the NoR/SI or ESI. Two types: coastal courses with a distance between 20 and 50 miles and short coastal courses range between 12 and 20 miles. A shorter or longer distance shall not be grounds for protest or redress (changes RRS60.1(b) and 62.1(a)). A short coastal may be combined with a WL race on the same day.  
Approximately at the middle of the course, the race committee will set a Mid Way Gate (MWG). The MWG is defined between a vessel displaying a RC flag and a point of the course described in the SI. Once the course is selected, the RC will allocate the MWG and inform the competitors by radio (the waypoint will be broadcasted if possible). It is mandatory that all the boats go through the MWG from the direction of the course. The race will not be shortened before any boat has passed the MWG. The race committee will take each boat's position at the Mid Way Gate. If no boat finishes the race within the time limit, or the race is abandoned after at least one boat has crossed this Mid Way Gate, the positions taken at this mandatory waypoint shall be used for establishing the final result (changes RRS 32.1). If a coastal race is abandoned on the first leg, the race may be restarted on the same day (not counting towards the maximum number of races of 15.1). Not later than half an hour before the warning signal, the race committee will confirm the course broadcasting the order in which the marks (ESI) are to be passed or rounded, and the side on which each mark is to be left.

- 16.3 Starting line. As described in 17.

- 16.4 Finishing line As described in 19.

- 16.5 Marks and forbidden passages will be defined in the ESI. Also see Appendix 1 and 2.

## **17. THE START**

- 17.1 The warning flag will be a flag with the 52 Super Series logo.

- 17.2 The starting line will be between a staff displaying an orange flag on the race committee vessel at the starboard end and either:  
(a) the course side of the port-end inflatable starting mark, or  
(b) a staff displaying an orange flag on the race committee vessel at the port end.



17.3 A boat starting later than four (4) minutes after her starting signal will be scored DNS (changes RRS A4).

17.4 **Recalls.** In addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF 69. In such case, bow numbers, sail numbers or boat names may be called out for their identification. Delay in the radio communication of these calls, or the order in which they are made, or any omission or failure in the emission or reception of these, shall not be grounds for a request for redress (modifies RRS 62.1(a)). This rule does not reduce, modify or exonerate each boat's responsibility to start in accordance with the RRS.

17.5 In case of unfavourable conditions the race committee boat and service boat on the starting line may maintain their position by using the engine.

## **18. CHANGING OF POSITION OF THE NEXT MARK & CHANGING THE LENGTH OF THE NEXT LEG.**

18.1 To change the next leg of the course the race committee will lay new marks (except W/i, see Appendix 1) or move the finishing line and remove the original marks as soon as practicable. The change will be signalled before the leading boat has begun the leg, although the new marks may not yet be in position. When in a subsequent change new marks are replaced, they will be replaced by the original marks (original shape and colour).

18.2 The W/i mark will not be reset in case of a change of course or length of an upwind leg. Any change to the position of the gate or the finish line will be signalled at W/o. This does not change the obligation to leave W/i to port.

18.3 Except at a gate, boats shall pass between the race committee boat signalling the change of course and/or the change of the length of the next leg (code flag "C" plus a board showing the new bearing and/or the new distance for the leg and repetitive sounds) and the nearby mark, leaving the mark to port and the race committee boat to starboard (changes RRS 28.1 and 33).

18.3 If the race committee decides to change the position of the leeward mark (gate), the original gate marks will be repositioned. If the leeward mark is to be one only mark, this one shall be left to port.

## **19. THE FINISH.**

19.1 The finishing line will be between a staff displaying an Orange flag on a race committee boat and a White inflatable buoy.

19.2 In case of unfavourable conditions the race committee boat at the finishing line can maintain her position by using the engine.

## **20. TIME LIMITS.**

20.1 The time limit for a WL race is 90 minutes. If no boat has passed Mark 1 within 30 minutes, the race will be abandoned. The time limit for a coastal race is for the first boat, 15 minutes per mile of the course distance.



- 20.2 Boats failing to finish a WL race within 15 minutes after the first boat sails the course and finishes, will be scored DNF (changes RRS 35, A4 and A5).
- 20.3 Boats failing to finish a coastal race within 90 minutes after the first boat sails the course and finishes, will be scored DNF (changes RRS 35 and A4.1).
- 20.4 A boat that Did Not Start, Did Not Finish or retired shall be scored points for the finishing place two more than the number of boats finishing that race that did not retire or were disqualified. This amends RRS A4.2.  
Please note: Boats disqualified shall be scored number of boats starting + 1.

## **21. BOAT THAT RETIRES, ABANDONS OR DOES NOT SAIL THE STARTING LINE.**

- 21.1 A boat that retires after finishing (RET) shall lodge a retirement form at the race office, as well as comply with 21.2 if applicable.
- 21.2 A boat that did not come to or leaves the racing area at any moment, whether before or after starting (DNC, DNS, RET or DNF), shall inform the race committee by any means and shall inform the race office as soon as reasonably possible.
- 21.3 A boat not leaving the harbour or not going to the starting area for the races of the day (DNC) shall inform the race office as soon as reasonably possible.

## **22. INTERNATIONAL JURY, PROTESTS AND REQUESTS FOR REDRESS.**

- 22.1 An International Jury (IJ) will be appointed in accordance with RRS Appendix N. All decisions will be final as per RRS 70.5.
- 22.2 Umpiring: WS Addendum Q is modified to the effect that the jury may take decisions after racing if the incident afloat was unseen.
- 22.3 Redress Limitations:
- a) A boat may only request redress when racing at an event; redress may be granted for this event only and shall not be given for a greater number of races than that boat completes in that particular event.
  - b) Redress shall not be requested or given on basis of tracker records or of video, photo, drone footage of the start or finish of a race. This changes RRS 60.1b, 60.2b, 60.3b & 62.
- 22.4 Measurement protests may be addressed to the class management at any time during the year. The result of these protests shall not affect the results of any previous event. IRC52 related measurement protests shall be addressed to the TP52 class manager, who may relate these to the RORC rating office.
- 22.5 Measurement protest between boats affecting weight or freeboards on the last day of an event will be addressed only to the class management and they will be treated the same as 22.4.
- 22.6 Penalties for breaches of the 2019 NoR/SI are at the discretion of the jury.

## **23. OFFICIAL BOATS.**

### **23.1 Identification:**

Race committee boats	Orange flag with "RC"
Umpire boats	Yellow flag with "J"
Measurers boat	Orange flag with "M"
Media and auxiliary Boats	52 Super Series "Media" or "VIP" flag

23.2 Actions by official boats, drones or helicopters shall not be grounds for requesting redress by a boat (changes RRS 60.1(b)).

## **24. SCORING AND RESULTS**

24.1 At events the Low Scoring System (RRS Appendix A4) will be applied. No discard scoring.

24.2 (Short) Coastal races: coastal races will be awarded one score with a 1.0 factor.

24.3 A boat that did not confirm her participation or was not present at an event shall be scored points for the finishing place one more than the number of boats entered for that event (changes RRS A9).

24.4 A boat's overall 52 Super Series score will be the total of the event scores. Only boats competing in at least four of the five events shall be counted for the overall scoring. Note: This might cause that events are double scored for this purpose. A boat, for this purpose, will be considered to compete in an event after having started at least one race of that event.

24.5 Series score tie(s): A 52 Super Series overall score tie will be broken by the score of the final event and then the final race (changes RRS A8).

## **25. SUPPORT BOATS AND SUPPORT EQUIPMENT**

25.1 A maximum of ONE support boat per team is allowed; these boats shall be clearly identified by an official flag supplied by the event organizer. Support boats shall not interfere with any boat racing. Requests or instructions given to support boats by the RC, event measurer or jury members shall be followed. Support boats shall remain behind the prolongations of the starting line between the preparatory and the starting signals of each race and stay clear of the safety zone (9.6) during racing. Any other craft, like media, spectator or guest boats are not seen as support boats by this rule providing they are not supplying any non-public information on race days (15.2), neither keeping or transferring any spares, tools, sails, parts or crew directly or indirectly to the racing boats. They shall, like the support boats, remain behind the prolongations of the starting line between the preparatory and the starting signals of each day races. If spectator or guest boats clearly are performing tasks like collecting video or photo material for team use or carrying team experts (coaches, analysts, technical experts), they will be seen as support boat for the purpose of this rule. The OA may upon request show leniency on having visiting experts in spectator or guest boats, but only if asked before the end of the registration period and at its discretion. The decision by the OA is final and can not be contested. A boat's performance / load data may be sent to its dedicated support boat if this has been applied for in writing with the OA and approved by the OA no later than the close of registration.

During racing the approved support boats may only receive incoming data and no support boat shall transmit or signal to the competitors, directly or indirectly via other craft or source.

- 25.2 On race days from 1 hour before the scheduled 1st start until the finish of the final race of the day, all competitors related tenders shall not carry any functioning wind equipment, whether hand held or installed. If such action is noticed by a class or regatta official it shall be reported to the race committee.
- 25.3 Trash Policy: Team support boats shall pick up debris from the water like parts of broken sails, halyards, etc that comes from the 52 they support. Boats shall make a reasonable effort to recover broken sails, halyards, etc and not just let them go for pick up by their support boat. Boats that do not have a support boat will be covered on this aspect by organization boats, like the measurer boat.
- 25.4 Teams shall not bring more than two containers (40ft or smaller) or large size trucks to events.
- 25.5 Teams or their representatives shall not fly drones over the 52 Super Series shore base or over the race area during training or racing days without complying with local legislation and in any case unless prior written approval by 52 Super Series has been obtained. The approval granted at sole discretion of 52 Super Series may impose similar limitation as applicable to support boats (25.1). At any time the risk and responsibility for flying any drone is with the person flying the drone and images made inside the race area shall be shared with the OA, the Jury and competitors at reasonable request.
- 25.6 The jury upon receiving a report from the race committee or event measurer or by their personal observation of a boat whose support boat (or clearly related spectators or guest boat(s)) failure to comply with rules 25.1, 25.2, 25.3 may impose without a hearing a penalty on the event score up to a maximum of 2 points per infringement (changes RRS 63.1). The jury may impose support boats to carry a tracker allowing event officials to monitor support boat movements during racing.

## **26. TROPHIES AND PRIZES**

- 26.1 - For the overall trophies :
  - a) The 52 Super Series perpetual trophy and 1st, 2nd and 3rd prize.
  - b) The John Cook perpetual trophy and 1st, 2nd and 3rd prize for owner driver boats (26.2).

NOTE: A 52 competing in the 52 Super Series shall be a TP52. IRC52 Wild Card boats (Appendix A) may be permitted to join the events (26). The decision to permit or refuse Wild Cards is entirely with the TP52 Class and not open to protest, appeal, claim or request for redress. IRC52 Wild Card boats are permitted to race for the individual event trophies except for the TP52 World Championship and will not be scored for the overall Super Series trophies.

- 26.2 - The John Cook perpetual trophy and 1st, 2nd and 3rd prize are for the first three boats in the overall 52 Super Series result steered by her owner. To qualify for these trophies, the following requirements shall be fulfilled:
  - The owner shall provide his/her WS Group 1 certificate at registration time.
  - He/She shall be either the owner of the boat or the majority shareholder of the company owning the boat.

- The owner shall be steering his/her boat (when on board) at all times when racing, except for short breaks for proper reason (like a sanitary stop or for changing clothing) or emergency situations involving the safety of boat or crew (such an incident shall be reported to the race committee, who may protest). During coastal races, owners must steer their boat at least for the first 30 minutes of the race and the last two miles of the race, as well as a minimum of 40 minutes of every hour of the race and after 3 hours a minimum of 30 minutes of every hour. The owner shall be at the helm during all mark roundings of all types of races. If the mark is an island the owner shall helm the part of the island that a string would cover if pulled from the previous mark to the next mark around the island. If the race is principally around an island then the standard coastal race rules apply.

NOTE: So no category restriction on helmsmen releasing the owner from helming, only for helmsmen replacing the owner for one or more races.

- The owner may appoint a replacement helmsman to steer when he/she is not on board. This replacement helmsman shall provide his/her WS Group 1 certificate at registration time (Appendix 1 TP52 Bylaws). The owner shall helm his boat at least three events to qualify for the series owner driver trophy.
- A TP52 or IRC52 Owner Driver may declare a default weight of **75kg** for crew weighing purposes, although could choose to weigh-in.
- Permission may be asked to have the Owner Driver and a Pro-Driver change helm during an event and/or during races. This will remove eligibility for the Owner-Driver trophies. With the Pro-Driver at the helm the owner or one of the crew shall take the guest role (14.3).
- Permission may be asked to have the Owner Driver and a non-pro family member change helm during an event and/or during races. This will remove eligibility for the Owner-Driver trophies except if changes are made on day by day basis.

- 26.3 For each event: A 1st Owner Driver Trophy and trophies for 1st, 2nd and 3rd. IRC52 boats qualify for the event trophies and the event Owner Driver Trophy (if owner driven).
- 26.4 For the TP52 World Championship: Additionally to the trophies of 26.3 both the World Champion and the best Owner Driver will be presented a Rolex timepiece. In case the World Champion and the best Owner Driver are the same only one timepiece will be given.
- 26.5 Prize giving ceremonies will be announced before the end of the events. The presence of at least six members of each TP52 or IRC52 team will be required at these ceremonies.
- 26.6 The OA may reduce or remove a prize in the case of misconduct or refusal to comply with 26.5.

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## **52 SUPER SERIES and Sustainability.**

52 SUPER SERIES is committed to implementing and encouraging environmentally responsible actions and initiatives from management to participants.

### **Our collective mission is to:**

- Implement and encourage environmentally responsible actions and initiatives from management to participants.
- Follow, adopt and promote local recycling guidelines.
- Strive to reduce waste of all types, adopt a sustainable procurement code, choose environmentally friendly products, upcycle and repurpose where possible.
- Progressively reduce our environmental footprint via practical and meaningful steps.

### **Teams are encouraged and kindly asked to take and promote the following positive steps:**

1. Reuse, reduce and recycle wherever possible.
2. Eliminate single-use plastics completely (like water bottles, packaging and bags).
3. Conserve water as much as possible.
4. Use the 52 SUPER SERIES water filtration system or purchase one of your own.
5. Use cleaning products that are biodegradable and sustainably formulated to reduce stress and impact on the marine environment.
6. Reduce the amount of fuel by maintaining and driving RIBS and support craft to maximum efficiency.
7. Have at least one oil spill kit on each of the ribs and support craft during each regatta.
8. Share transportation or use sustainable transport wherever possible e.g. a bicycle.
9. Communicate responsibly – use digital messaging and avoid printing.
10. Send team representatives to at least one beach clean-up per season.
11. Promote the message of sustainability through your channels.
12. Speak up if you see someone breaking these commitments.

The 52 SUPER SERIES staff will lead by example. If teams feel we can do better, your comments will be greatly appreciated. We ask all team members to not only implement the suggestions above but to also spend time discussing the issue, to develop plans to become more sustainable and to share ideas with other teams and the 52 SUPER SERIES Sustainability Team. It is only through discussion, awareness and teamwork that we can start to make a difference to the environment and influence the wider sailing industry.

Lars Böcking, 52 Super Series sustainability manager  
Agustin Zulueta, CEO 52 Super Series  
Rob Weiland, TP52 class manager

- Appendix A. Addendum Q modified
- Appendix B. IRC52 Wild Card invitation requirements
- Appendix 1. Windward / leeward courses.
- Appendix 2. Coastal races.
- Appendix 3: Safety zone

## APPENDIX A      Addendum Q modified:

ADDENDUM 52 Super Series 2019

UMPIRED FLEET RACING

This addendum has been approved by WS in accordance with rule 86.2 and WS Regulation 28.1.3.

Version: 52 SuperSeries 2019

These sailing instructions change the definition Finish, Proper Course, Start and rules 14, 20, 26, 28.2, 29, 30, 31, 42, 44, 60, 61, 62, 63, 64.1, 65, 66 and 70.

### 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 Parts 2, 3 and 4

(a)      The definition Finish is changed to:

A boat finishes when any part of her hull, crosses the finishing line from the course side. However, she has not finished if after crossing the finishing line she

- a) takes a penalty under rule 44.2,
- b) corrects an error under rule 28.2 made at the line, or
- c) continues to sail the course.

(b)      The definition of *mark-room* is changed to:

*Room* for a boat to sail her *proper course* to round or pass the *mark* on the required side.

(c)      Add to the definition Proper Course: 'A boat taking a penalty or maneuvering to take a penalty is not sailing a proper course.'

(d)      The definition Start is changed to

A boat starts when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line in the direction of the first mark.

(e)      Delete rule 14(b).

(f)      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.

(g)      The 2nd and 3rd sentences of RRS 26 are deleted and replaced with "Times shall be taken from the countdown over the radio (GPS time); the absence or the timing of a visual signal shall be disregarded."

(h)      For the purpose of rules 29 and 30, only the hull has to be on the pre-start side of the starting line. (This changes rule 29 and 30)

(i)      Rule 31 is changed to:

While *racing*,

- (1)      a boat shall not touch a race committee vessel that is also a *mark*,
- (2)      a boat's hull, bowsprit and bobstay, pulpits, pushpits, lifelines or stanchions, or crew shall not 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*.

- (j) Class Rule C.1.2.B) applies:

RRS 42 is deleted and replaced with:

42 Propulsion

42.1 Except when permitted in rule 42.2 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may pump or adjust the trim of sails and hull, and perform other acts of seamanship.

42.2 Any means of propulsion may be used to help a person or another vessel in danger.

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 when she may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 31 or 42 while racing.'
- (b) 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.'
- (c) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (d) Rule 62.1(a) is replaced with 'an improper action or omission of the organizing authority or technical committee for the event.'
- (e) 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 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; 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 only entitled to a hearing if the umpires acknowledge her protest by displaying a "J" flag. A boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty as described in rule 44.2. If the protested boat does not take a penalty voluntarily, an umpire will decide whether to penalize any boat and signal the decision as provided in instruction Q3.1.

Q2.3 After the finish the race committee will announce by VHF each boat's finishing place or scoring abbreviation. After this has been done for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.

Q2.4 A boat intending to

- (a) protest another boat under a rule other than instruction Q3.2 or Q4.2(a), 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 or
- (d) protest a boat after the umpires have answered their protest with a "J" flag.

shall hail or contact by VHF the race committee before or during the display of flag B. The same time limit applies to protests under instructions 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.
- (d) A "J" flag with one long sound signal means 'the umpires do not have the facts required to make a decision'.

Q3.2 (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty as described in 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 as described in rule 44.2, each signaled 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 (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.2 only if she does so before she rounds or passes the next mark or finishes.

- (b) When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her 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 Q4.2(a) 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.

Q4.4 (a) When the umpires observe there is a "hard" contact between boats (defined as contact between hull, stanchions, pulpits, pushpits or lifelines, spars or standing rigging including bowsprit/bobstay against another boat's hull, stanchions, pulpits, pushpits or lifelines, spars or standing rigging including bowsprit/bobstay) they will, without a hearing, impose a 1 point penalty on the penalized boat in the incident. Furthermore they may also impose a minimum of a half point penalty on the other boat if they consider that that boat was contributory to the contact.

- (b) When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they shall impose, without a hearing, 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.

- 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, or a party to a hearing, may not base an appeal on an alleged improper action, omission or decision of the umpires, the protest committee or the race 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.
- 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 Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.

## APPENDIX B

## IRC52 Wild Card Invitation Requirements

IRC52 Wild Card Invitation Requirements, boats to be first certified in 2013 or previously:

- Endorsed 2019 IRC Certificate required. Boat to conform to this certificate.
- 2019 TCC 1.412.  
The TCC shall be based on a TP52 with 3 spinnakers, low vcg hollow steel + bulb keel and a fixed headstay. This does not mean the boat has to have 3 kites or a fixed headstay, it is only the basis for the TCC calculation. If the certificate is based on different input we will correct for that.
- LOA Max: 15.85 m
- Beam Max: 4.42 m
- Draft Max: 3.50 m (Boats dating 2012 or before 3.60 m)
- Empty DSPL Minimum: 6950kg
- Associate Class Membership. 2019 Fee: EUR 2.000,- per event, with a maximum of EUR 6.000,- (mandatory).
- During the events it is requested to have a 52 logo in the top of the mainsail.
- Apply using the IRC52 Wild Card Application Form, see ONB on [www.52superseries.com](http://www.52superseries.com)
- Wild Card restrictions may be adjusted for individual boats outside the Wild Card limits, reflecting the wish of the TP52 Class to include rather than to exclude boats. This decision is entirely with the TP52 Class and not open to protest, appeal, claim or request for redress.
- IRC52 boats shall race in compliance with their IRC Certificate and the IRC Rule, except where this Rule or the NOR of the individual events differs from these documents. Further IRC52 boats may adjust the headstay during racing 52 Super Series events, whether this is permitted by their certificate or not.

### **SPECIFIC:**

- Taller rigs. Not permitted.
- Deeper keels. As the TP52 Rule states boats of 2013 or older may apply to race with a keel that at maximum is 10cm deeper to be able to get to similar displacement and vcg as the newer designs.
- Sail area. No boat will be permitted to race with sails that are over the class limit.
- Bow sprit. No boat will be permitted to race in class events with a bowsprit, so STL, longer than class limit.
- Boat weight. The class rule only gives a minimum weight. No boat will be permitted to go under this.

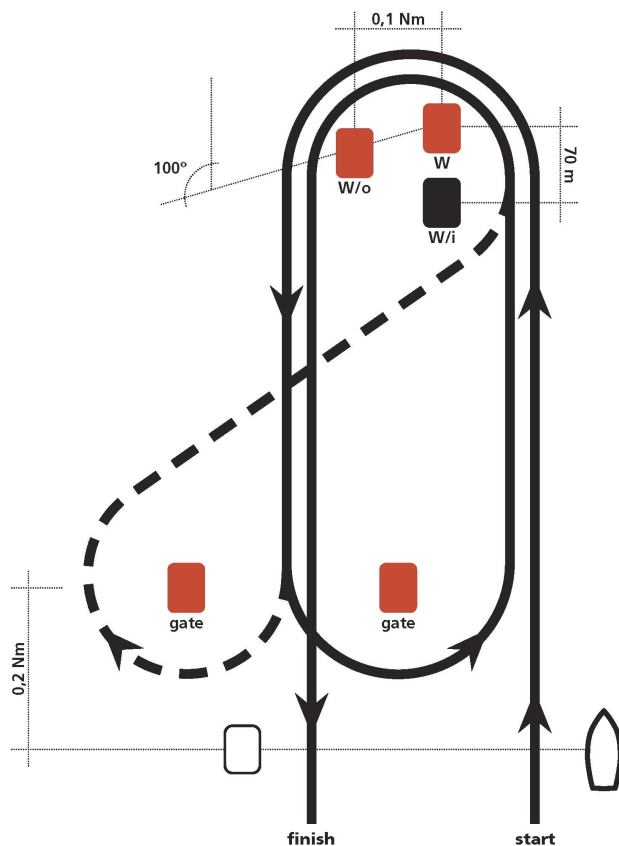
## APPENDIX 1: WINDWARD / LEEWARD COURSES

Legend:

- Mark W - A windward mark.  
Mark W/o - An offset mark placed to port of the windward mark (approx 0.1 Nm).  
Mark W/i - An "interior" windward mark. The Race Committee will lay Mark W/i approximately 70 meters to leeward of Mark W. Boats shall pass in order Marks w/i, w, w/o and then w/i to port before proceeding to the Gate.

### Course 1: Pennant 1

Start - W/i - W - W/o - W/i - Gate - W/i - W - W/o - W/i - Finish (Downwind).



Except at a Gate, all course marks shall be left to port. When there is only one mark at the gate, this shall be rounded to port.

- Distance between race committee and mark W/i: Posted on a board and optionally broadcasted by the RC.
- Distance between starting line and gate is approx. 0.2 Nm.
- Distance between mark W and mark W/i is approx. 70m and between mark W and W/o approx. 0.1 Nm.
- Distance between gate marks is 7 boat lengths (110 m approx.)
- Distance between committee boat and finishing mark is approx. 150m.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.

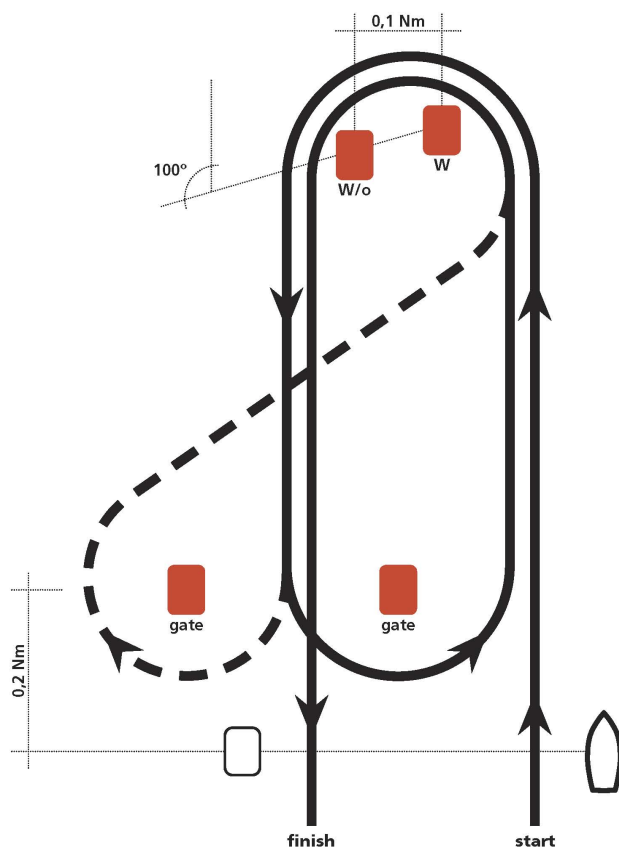
This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Changes RRS 62.1.

**Note:** in case of change of course involving mark W mark W/i will be removed from the water.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

## Course 2: Pennant 2

Start – W – W/o – Gate – W – W/o – Finish (Downwind).



Except at a Gate, all course marks shall be left to port. When there is only one mark at the gate, this shall be rounded to port.

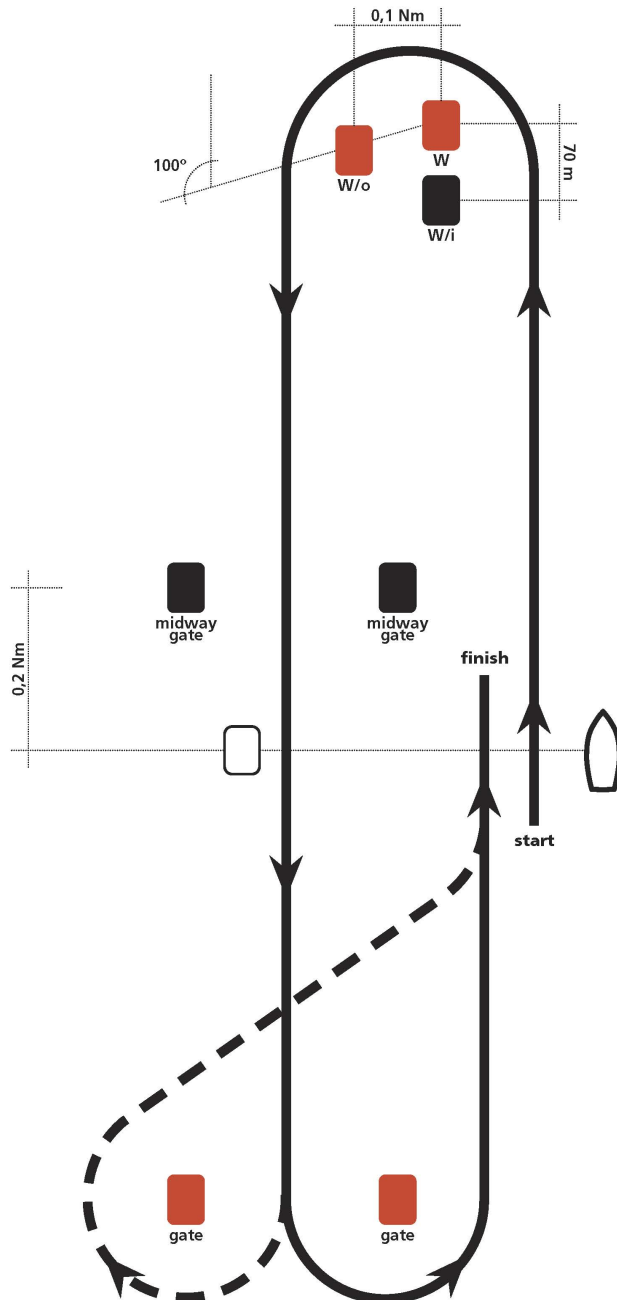
- Distance between race committee and mark W: Posted on a board and optionally broadcasted by the RC.
- Distance between starting line and gate is approx. 0.2 Nm.
- Distance between mark W and mark W/o is approx. 0.1 Nm.
- Distance between gate marks is 7 boat lengths (110 m approx.)
- Distance between committee boat and finishing mark is approx. 150m.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Changes RRS 62.1.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

### Course 3: Pennant 3

Start – W/i - W – W/o - W/i – Mid Way Gate – Leeward Gate – Finish (Upwind).



Except at both Gates, all course marks shall be left to port. When there is only one mark at a gate, this shall be rounded to port.

- Distance between mark W/i and Gate will be approx. twice the distance as between start and W/i.
- Distance between starting line and Midway gate is approx. 0.2 Nm.
- Distance between mark W and mark W/i is approx. 70m and between mark W and W/o approx. 0.1 Nm.
- Distance between the (Midway) gate marks is 7 boat lengths (110 m approx.)
- Distance between committee boat and finishing mark is approx. 150m.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Changes RRS 62.1.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

## **APPENDIX 2: COASTAL RACE**

### **1 Race course**

Not later than half an hour before the warning signal, the RC will confirm the course broadcasting the order in which the marks (described in the ESI) are to be passed or rounded, and the side on which each mark is to be left.

### **2 Marks**

Marks not exactly in the position mentioned in the ESI will not be ground for redress. This changes RRS 62.1(a).

### **3 Forbidden Passages**

Forbidden passages and other event specific obstacles or requirements will be mentioned in the ESI.



### APPENDIX 3: Safety Zone

