

THE SAN FRANCISCO YACHT CLUB



98 BEACH ROAD, PO BOX 379, BELVEDERE, CALIFORNIA 94920 RACE OFFICE 415-789-5647

2023 San Francisco Lipton Cup

June 16-18

SAILING INSTRUCTIONS

(NOR attached at end of SIs)

1 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.

2 COMMUNICATIONS WITH COMPETITORS

The race committee will attempt to hail boats observed OCS at the start. The failure of any boat to hear the hail, the hail of some but not all OCS boats, the untimely hail of some or all OCS boats, or failure to hail any or all boats shall not be grounds for redress. This changes rule 62.

3 SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed from the main flagpole at StFYC on Friday, or SFYC on Saturday and Sunday..
- 3.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 40 minutes' in race signal AP.

4 CLASS FLAG

Class flags will be the J/22 insignia on a white flag.

5 COURSES

All courses are described in Attachment A. The course to be sailed will be designated by numeral placards displayed on the race committee signal boat.

6 MARKS

- 6.1 Rounding marks are described in Attachment A.
- 6.2 Original non-fixed rounding marks are red inflatable cones.
- 6.3 New marks are yellow inflatable cones.

7 OBSTRUCTIONS

The following lines defined by the list of two points are designated as obstructions:

- a. StFYC inner mark "B" and the closest point ashore.
- b. The "H" Beam piling (located approximately 200 yards west of the St. Francis YC) and

- the closest point ashore.
- c. Anita Rock Light (“Anita Rock” Q 20ft 5M) located approximately 0.30nm West of StFYC, and the closest point ashore.
 - d. Anita Rock Light (“Anita Rock” Q 20ft 5M) located approximately 0.30nm west of StFYC, and a yellow buoy “ARo” (located approximately 45 yards north of Anita Rock Light).
 - e. Yellow buoy “ARo” and the closest point ashore.
 - f. The buoy northwest of Alcatraz and the closest point ashore on Alcatraz.
 - g. Pt. Blunt buoy and the closest point ashore on Angel Island.

8 THE START

- 8.1 The starting line is between a staff or halyard displaying an orange flag on the race committee signal boat at the starboard end and the course side of a port-end yellow inflatable buoy.
- 8.2 If flag K is displayed before or at the warning of a race no spinnakers shall be used for that race.
- 8.2 A boat that does not start within 4 minutes of her starting signal will be scored DNS without a hearing. This changes RRS A5.1 and A 5.2.

9 CHANGE OF THE NEXT LEG OF THE COURSE

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.

10 THE FINISH

The finishing line is between a staff or halyard displaying a blue flag on the race committee signal boat at the starboard end and the course side of a port-end yellow inflatable buoy.

11 TIME LIMITS

The time limit for the first boat to sail the course and finish is 45 minutes, except for the two distance races which have a 120 minute time limit. Boats failing to finish within 10 minutes for the standard races, or 30 minutes for the two distance races, after the first boat sails the course and finishes will be scored DNF. This changes rules 35 and A4 and A5.

12 HEARING REQUESTS ON FRIDAY AND SUNDAY

- 12.1 The hearing request time limit is one hour after the signal boat docks, as determined by the PRO.
- 12.2 Hearing requests must be created and submitted online at https://www.racingrulesofsailing.org/protests/new?event_id=6480. This changes rule 61.3.
- 12.3 Notices will be posted on https://www.racingrulesofsailing.org/event_menus/6480/event_menu as soon as possible to inform competitors of a hearing in which they are parties.
- 12.4 Hearings will be scheduled as soon as possible following racing each day at the direction of the Chief Judge, and will be held in person or on Zoom as directed.
- 12.5 RRS 62.2(a), 66.2(a), and the US prescription to RRS 63.2 do not apply.

13 SAFETY REGULATIONS

- 13.1 Boats are asked to pay special attention to paragraph two of the preamble to RRS Part 2.
- 13.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

14 EQUIPMENT

- 14.1 [DP] Each club shall display its burgee (suggested 12 x 18 inch) on the backstay.
- 14.2 Addendum C – “Handling Boats” will replace the class rules and will apply while racing or practice

sailing.

14.3 Addendum D – “Equipment List” will apply.

15 SUPPORT VESSELS

After the warning signal, non-competitor boats not operating as part of the race committee (umpire, bosun, mark-set, photo boat, e.g.) must stay at least 100 yards from any mark or competitor on the distance races. During the standard races, such boats must stay to leeward of the course area or at least 100 yards above the laylines to the windward mark.

Attachment A



Marks 1 and 2 are rounding marks and shall be left to port.

YRA Mark Descriptions

“8”	YRA Mark 8, R”4” Fl 4s Horn, 1.0 nm east of Point Blunt
“12”	YRA Mark 12, “ Little Harding Rock ” (G “1” Fl G)
“15”	YRA Mark 15, “ Hank Eason ” (Yellow Column “YB” approx. 0.5 nm East of Yellow Bluff (Sausalito vicinity))
“16”	YRA Mark 16, “ Blackaller ” (Yellow Column “C” 0.2 nm E of Fort Point)
“17”	YRA Mark 17, “ Harding Rock ” (RG “HR” Fl (2 + 1) R 6s)
“18”	YRA Mark 18, “ Blossom Rock ” (RG “BR” Fl (2+1) G 6s Bell)

Standard Courses

2) Start-1-Finish

4) Start-1-2-1-Finish

6) Start-1-2-1-2-1-Finish

Distance Courses

(p) designates mark to be left to port, (s) designates mark to be left to starboard

7) Cityfront Start-16(s)-12(p)-15(p)-Knox Finish

8) Cityfront Start-16(s)-8(p)-15(p)-Knox Finish

9) Knox Start-15(p)-8(s)-18(s)-Cityfront Finish

10) Knox Start-15(p)-17(s)-16(p)-Cityfront Finish

ADDENDUM C - HANDLING BOATS

1. GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

2. PROHIBITED ITEMS and ACTIONS

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

- 2.1. Any additions, omissions or alterations to the equipment supplied.
- 2.2. The use of any equipment for a purpose other than that intended or specifically permitted
- 2.3. The replacement of any equipment without the sanction of the RC.
- 2.4. Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5. Moving equipment from its normal stowage position except when being used.
- 2.6. Boarding a boat without prior permission.
- 2.7. Taking a boat from its berth or mooring without having signed the Damage Authorization Form or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8. Hauling out a boat or cleaning surfaces below the waterline
- 2.9. Attaching lines to the fabric of spinnakers.
- 2.10. Perforating sails, even to attach tell tales.
- 2.11. Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12. Using a winch to adjust the mainsheet, backstay or vang.
- 2.13. Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14. The use of electronic instruments other than hand held GPS, timers and watches.
- 2.15. Using the spinnaker pole to wing out the foresail.
- 2.16. Marking directly on the hull or deck with permanent ink.
- 2.17. After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet, traveler and vang
- 2.18. The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.

3. PERMITTED ITEMS and ACTIONS The following are permitted:

- 3.1. Taking on board the following equipment:
 - 3.1.1. basic hand tools;
 - 3.1.2. electrical adhesive tape, NO DUCT TAPE;
 - 3.1.3. line (elastic or otherwise of 4 mm diameter or less);
 - 3.1.4. pencils;
 - 3.1.5. tell-tale material;
 - 3.1.6. watch, timers, hand held compass and hand held GPS;
 - 3.1.7. shackles and clevis pins;
 - 3.1.8. Velcro tape; and
 - 3.1.9. Spare flags;
 - 3.1.10. PFDs
- 3.2. Using the items in 3.1 to:
 - 3.2.1. prevent fouling of lines, sails and sheets
 - 3.2.2. attach tell-tales
 - 3.2.3. prevent sails being damaged or falling overboard
 - 3.2.4. mark control settings
 - 3.2.5. make minor repairs and permitted adjustments

- 3.2.6. personal safety
- 3.3. Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4. Changing the number of mainsheet purchases.
- 4. MANDATORY ITEMS and ACTIONS
- 4.1. At the end of each sailing day:
 - 4.1.1. rolling, bagging and placement of the sails as directed;
 - 4.1.2. leaving the boat in the same state of cleanliness as when first boarded that day; and
 - 4.1.3. releasing backstay tension, provided that the slightly tensioned backstay adjustment lines will be used to secure the tiller.
- 4.2. At the end of each day, cleaning the boat (cabin and decks), removing all trash and removing all marks and tape, except tape applied to turnbuckles and for chafe protection.
- 4.3. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.4. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.5. A breach of items 4.1 and 4.2 will be considered as damage.

ADDENDUM D – EQUIPMENT LIST

The following non-fixed items, provided on the boats, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported immediately to the OTW bosun, who will monitor VHF 66.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens, Jib, Spinnaker, One winch handle, Two winch handle holders, One spinnaker pole, Two spinnaker sheets, Two jib sheets, Tiller extension, Jib cars, Red flag, L “Lima” flag, Y “Yankee” flag

SAFETY GEAR

First aid kit, Bucket and sponge, Flares, Type IV throwable PFD, Four adult PFDs, Bilge pump, Paddle, Tow line, Anchor with chain and line

MOORING LINES and FENDERS

Two mooring lines, Two fenders

--- End of Sailing Instructions ---

NOTICE OF RACE

Organizing Authority: The San Francisco Yacht Club, in conjunction with PICYA.

1 RULES

- 1.1 This event is governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 World Sailing Appendix UF - Umpired Fleet Racing, applies on Saturday and is attached as “Umpired Fleet Racing. SF Lipton Cup Edition.”
- 1.3 Rule 40.1 will apply at all times when boats are in the racing area, and on their way to and from the racing area.
- 1.4 [DP] Boats shall carry a functioning VHF radio, capable of using USA channels, on board at all times while on the water.
- 1.5 The sailing instructions may change additional racing rules.

2 SAILING INSTRUCTIONS

The sailing instructions will be available by 1600 hours on June 14 at The San Francisco Yacht Club and on the website www.sfyc.org and liptoncupsf.com.

3 COMMUNICATION

- 3.1 The official notice board is online only: <https://theclubspot.com/regatta/PACGRU6eFg>. Notices may also be posted on the race notice boards at the clubs where that day’s racing starts. These physical notices are as a courtesy and may not be the latest versions at all times.
- 3.2 On the water the race committee will make courtesy broadcasts to competitors on VHF radio channel USA 65A.
- 3.3 From the first warning signal until the end of the last race of the day, except in an emergency, or when retiring from a race, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 ELIGIBILITY AND ENTRY

- 4.1 The regatta is open to all Yacht Clubs that are current members of the Pacific Interclub Yachting Association (PICYA) and in good standing.
- 4.2 The regatta will be sailed in J/22 type boats.
- 4.3 Eligible teams may enter by completing the online registration found at liptoncupSF.com and sfyc.org/web/pages/regattas. Registration opens at 1200 hours on April 3. Participation will be limited to 10 teams. A waiting list will be created if more than 10 teams register.
- 4.4 No entries will be accepted after 1600 hours on June 1.
- 4.5 Three clubs will receive automatic entry based on the following criteria:
 - Defending Champion – Richmond Yacht Club
 - Host Club – The San Francisco Yacht Club
 - Charter Fleet Club – St Francis Yacht ClubRegistration for these clubs shall be completed and fees paid by the entry deadline.
- 4.6 Registrants shall charter a J/22 boat from the St Francis Yacht Club for the regatta. In the event one or more of the StFYC boats are unavailable for charter, the Organizing Authority may substitute another, similar J/22 for which StFYC will provide the sails.
- 4.7 Teams shall consist of four persons, all of whom shall be, at the time of registration and participation, current members in good standing of the club they are representing according to that club’s membership rules and bylaws.
- 4.8 [DP] Team crew lists shall be submitted to the OA before 1600 hours on June 9.

- 4.9 Helmspersons shall have reached their 25th birthday on or before the day they are participating in Saturday or Sunday's racing, and must meet additional requirements for select race events.
- 4.10 Except in case of injury or illness, and with the approval of the Race Committee, the crewmembers on a given day shall not be changed.

5 FEES

The entry fee for the entire regatta is \$600, and shall be paid online by the entry deadline.

6 SCHEDULE AND FORMAT

- 6.1 The event will consist of three regatta days. There will be a competitors' meeting each day at 1000 hours at the club where the racing starts. There will also be a mandatory skippers' meeting at 0945 hours on Saturday with the umpires.
- 6.2 June 16 – Three races are scheduled for the Admirals Cup with racing on the cityfront and Knox, with the first warning at 1200 hours. The first race will be a distance race starting in the vicinity of StFYC and finishing in the vicinity of Knox, west of Angel Island. The helmsperson must have reached their 60th birthday before June 16, 2023.
- 6.3 June 17 – Seven races are scheduled for the Sir Thomas Lipton Challenge Trophy. Racing will take place on the Knox racecourse, west of Angel Island, with the first warning at 1200 hours.
- 6.4 June 18 – Three races are scheduled for the Larry Knight Trophy starting in the vicinity of Knox, west of Angel Island, with the first warning at 1200 hours. The final race will be a distance race starting in the vicinity of Knox and finishing in the vicinity of StFYC. The helmsperson must be female.

7 CHARTER BOATS

- 7.1 Charter J/22 boats will be randomly assigned to each club for the duration of the regatta. Boats shall be handled in accordance with the handling instructions supplied with the sailing instructions.
- 7.2 The charter fee of \$500 shall be paid as outlined in the Charter Boats Race Document, and must be paid by June 4.
- 7.3 Charter arrangements may be made starting on April 10 at 1200 hours, and shall follow the requirements set in the Charter Boats Race Document, which will include an insurance requirement, available on the official notice board.
- 7.4 A J/22 StFYC Charter Agreement will be sent to the respective club's contact and must be signed and returned by June 4.

8 COURSES

The courses will be windward/leeward type, except for the two distance races, and will be described in the sailing instructions. All rounding marks will be inflatable buoys, except for the distance races, which may also utilize YRA fixed marks.

9 PENALTY SYSTEM

Appendix V1 (Penalty at the Time of an Incident) shall apply on Friday and Sunday.

10 SCORING

- 10.1 For Friday's regatta a boat's series score shall be the total of her race scores. One race is required to be completed to constitute a regatta.
- 10.2 For Saturday's regatta when fewer than 5 races have been completed, a boat's series score will be the total of her race scores. When 5 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score. Two races are required to be completed to constitute a regatta.
- 10.3 For Sunday's regatta a boat's series score shall be the total of her race scores. One race is required to be completed to constitute a regatta.

- 10.4 Overall event scores will be calculated by adding the following three numbers:
Friday's final regatta place
Saturday's final regatta place multiplied by 2
Sunday's final regatta place
In the case of an overall tie at the end of the event, Saturday's regatta place shall break the tie.

11 BERTHING

- 11.1 Berthing for the J/22 racing fleet will be available at the St. Francis Yacht Club docks on Friday prior to the first race and on Sunday following the final race. These boats shall be returned to the St. Francis Yacht Club dock following the finish of the Sunday race for check-out.
- 11.2 Berthing for the J/22 racing fleet will be at the SFYC guest docks. Boats shall be berthed at this location when docked between the finish of Friday's racing until leaving for Sunday's race.

12 [DP] HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta without the prior written permission of the Regatta Chair. In the case of an emergency and/or the likelihood of further damage occurring, this permission may be given retroactively. Cleaning of a boat's hull below the waterline is prohibited once the boats have been launched for the regatta. Competitors may remove foreign debris that may have been caught around the keel, rudder, or other areas of the boat.

13 RISK STATEMENT

Competitors participate in the event entirely at their own risk and subject to the terms and conditions of the SFYC liability waiver.

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

14 PRIZES

- 14.1 Perpetual trophies will be awarded to the winning and second place teams of each race day following the regatta at the yacht club where boats will be berthed each day. Take home trophies will be presented to competitors each day, and individual keeper club trophies will be presented at the PICYA meeting on July 10.
- 14.2 The perpetual trophies will be made available to the respective winners on July 10.
- 14.3 Perpetual trophies must be returned to the PICYA at the host Yacht Club of the 2024 Lipton Cup event at a time directed by the PICYA.

15 FURTHER INFORMATION

Regatta Chair: Cassidy Lynch, cajlynch@gmail.com
SFYC Race Office: 415-789-5647, race@sfyc.org

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SFYC RS21 DEMO FLEET INFORMATION

On a first-registered-first-approved basis SFYC's fleet of six RS21s will be made available for use by yacht clubs registered in the Lipton Cup on Saturday during the racing period. Boats must be skippered by a qualified helmsperson, as determined by the SFYC RS21 Department based on sailing resume submitted at the time of boat request, and have a maximum of 4 people on board. The boats must remain in the Knox-Cityfront-Sausalito area.

Skippers shall agree to SFYC's boat damage agreement and liability form prior to boat use.

SOCIAL EVENTS AND SPECIAL CLUB RULES

- After the racing on Friday and Saturday beer, wine and snacks will be served for competitors in the SFYC Cove House.
- After the racing on Sunday trophies and a social event will take place at St Francis Yacht Club.
- All competitors must also abide by all of the regular and special SFYC Club rules that may be in effect, while on SFYC Club property (ie: docks, parking lot, clubhouse/deck, etc).

APPENDIX UF
UMPIRED FLEET RACING
SF Lipton Cup Edition

SF Version: 02/10/2023

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

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

UF1.1 Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

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

UF1.3 [Not used]

UF1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for *room* to tack, repeatedly and clearly pointing to windward; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 Rule 70 is deleted.

UF1.6 [Not used]

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

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

UF2.2 [Not used]

UF2.3 [Not used]

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 In this appendix, ‘a penalty’ will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2; or

When imposed by an umpire,

A Two-Turn Penalty or the number of One-Turn Penalties indicated by the umpire.

UF3.2 The first sentence of rule 44.1 is changed to: ‘A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31’

UF3.3 On the Water Protests by Boats and Penalties

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail ‘Protest’ and conspicuously display a Y 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.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire, or
 - (6) fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c),

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,

- (b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

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

- (c) A black flag with one long sound means ‘A boat is disqualified.’ The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly retire, if she has not already finished.

UF4 RACE COMMITTEE ACTIONS

UF4.1 At the finishing line, the race committee will inform the competitors about each boat’s finishing place or scoring abbreviation over radio on VHF Channel USA 65A. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

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

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

UF5.2 [Not used]

UF5.3 A boat intending to

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

shall hail the race committee before or during the display of flag B.

UF5.4 The time limit defined in rule UF5.3 also applies to protests under rule UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.

UF5.6 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.

Rule 62.1(a) is deleted.

UF5.7 The first three sentences of rule 64.2 are changed to: ‘When the protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.’

UF5.8 Hearings

Except for a hearing under rule 69.2

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) 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 scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.
- (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.

UF5.9 The race committee will not protest a boat.

UF5.10 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.

UF5.11 The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.

UF5.12 Rule 66.2 is changed to 'A *party* to the hearing under this appendix may not request a reopening.'

2023 SF Bay Lipton Cup

AMENDMENT 1 TO NoR

Replace NoR UF3.2 and UF3.4(a) with the following:

UF3.2 Rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31.'

UF3.4 Penalties and Protests Initiated by an Umpire

(a) When a boat

- (1) breaks rule 31 and does not take a penalty,
- (2) breaks rule 42,
- (3) gains an advantage despite taking a penalty,
- (4) commits a breach of sportsmanship,

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

When a boat

- (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,
- (6) fails to comply with rule UF2.1 (rule 28.2), or
- (7) causes injury or serious damage and does not retire

an umpire shall disqualify her under rule UF3.5(c).