



RACE OFFICIALS NEWSFLASH

**NEWSFLASH
JANUARY 2008**

Dear All

Please read this important Newsflash for Race Officials. The next Newsletter is due out in April.

ROC Newsflash – Appendix P

You may know that at the November meeting the ISAF Council approved a new version of Appendix P for the 2009-2013 Racing Rules of Sailing. Council also approved that the new version be used at the Olympic Games, through the Sailing Instructions.

As a result of these decisions, the Racing Rules Working Party has written a new version of Appendix P in Sailing Instruction format that can be used at any event by a simple sailing instruction. We called it 'SI Appendix P' in order to minimise confusion, especially for competitors. We have now used this new version as the 49er/29er World Championship and Sail Melbourne without problems and with the support of all the classes sailing.

While this new appendix mostly affects our IJs, we have distributed the Newsflash to all Race Officials. Race committees will need to be aware of requests to include this appendix in sailing instructions. All MNAs and ISAF International Classes have been included in the distribution.

There are a number of key differences from Appendix P in the 2005-2008 rule book. The automatic 'retire from all races in the series' has been removed for the third penalty, unless the competitor fails to retire from the race. So the penalties now become:

| Penalty in the Regatta | Competitor Action and Score | Score if Competitor fails to take required action |
|-------------------------------|--|--|
| First | Two-Turns unless changed by Sis. No scoring change | DSQ without a hearing |
| Second | Prompt retirement. Score DNF | DNE without a hearing |

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|----------------------|---------------------------------|---|
| Third and subsequent | Prompt retirement. Score DNE | DSQ all races with no score excluded and consideration of action under rule 69. |
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Judges on the water now ‘penalize’ a boat. They no longer ‘protest’ the boat. This is really how the vast majority of sailors see the Yellow flag and how many judges talk. So now the boat has no option but to take the appropriate penalty as in the table above. Judges can no longer hide behind the competitors ‘acknowledging the breach’!

This leads to the third significant change, which is to clarify the possible grounds for redress. Redress is only possible when the action by the judge failed to take into account a race committee signal or a class rule. Examples of these are:

(a) Flag O has been displayed, but the judges are not aware of the signal and penalize a boat for pumping. This redress may include time or places for the ground lost while taking turns, so it is important for the judges to record a boat’s position in the race at the time of the penalty.

(b) The judges penalised a boat and then discover that the race had been abandoned or postponed before the breach of the rule. In this case, any redress will be limited to the removal of the penalty from the boat’s record, as she is entitled to compete in any re-start of the race, without penalty.

Finally, the ‘rules’ relating to Flags O and R are included. This eliminates the need for each class to have their own version of this sailing instruction and will result in greater consistency around the World.

You will find the SI attached with this newsletter and it will be posted on the ISAF website. Also attached is a spreadsheet that account for the need to be able to record more than 3 penalties on the rule 42 record. Rather than add more columns, it is suggested that an additional line is added to the record for 4th and subsequent penalties at a regatta for a particular boat. This is easier for printing than adding (an unknown number of) columns.

If you do find any difficulties or problems with the new Appendix, please do not hesitate to contact the ISAF office.

To activate SI Appendix P stated below, include in the main body of the sailing instructions the following instruction:

X.Y Appendix P of these sailing instructions will apply [as changed by instructions x.z (1 turn) and x.w (medal race exception)].

This is in place of the usual SI activating RRS Appendix P (L14.4 2nd version). There need not be any reference to that document, present or future

Sailing Instruction APPENDIX P

SPECIAL PROCEDURES FOR RULE 42

P1 SIGNALLING A PENALTY

A member of the protest committee or its designated observer who sees a boat breaking rule 42 may penalize her by, as soon as reasonably possible, making a sound signal, pointing a yellow flag at her and hailing her sail number, even if she is no longer racing. A boat so penalized will not be penalized a second time under rule 42 for the same incident. This changes rule 63.1.

P2 PENALTIES

P2.1 First Penalty

When a boat is first penalized under instruction P1 her penalty will be a Two-Turns Penalty under rule 44.2. If she fails to take it she will be disqualified without a hearing.

P2.2 Second Penalty

When a boat is penalized a second time during the regatta, her penalty will be to promptly retire from the race. If she fails to take it she will be disqualified without a hearing and her score will not be excluded.

P2.3 Third and Subsequent Penalties

When a boat is penalized a third or subsequent time during the regatta, she shall promptly retire from the race. If she does so her penalty will be disqualification without a hearing and her score will not be excluded. If she fails to do so her penalty will be disqualification without a hearing from all races in the regatta, with no score excluded, and the protest committee will consider calling a hearing under rule 69.1(a).

P3 POSTPONEMENT, GENERAL RECALL OR ABANDONMENT

If a boat has been penalized under instruction P1 and the race committee signals a postponement, general recall or abandonment, the penalty is cancelled, but it is still counted to determine the number of times she has been penalized during the regatta.

P4 REDRESS LIMITATION

A boat will not be given redress for an action by a member of the protest committee or its designated observer under instruction P1 unless the action was improper due to a failure to take into account a race committee signal or a class rule. This changes rule 62.1(a).

P5 FLAGS O AND R

- (a) If the class rules permit pumping, rocking and ooching when the wind speed exceeds a specified limit, the race committee may signal that those actions are permitted, as specified in the class rules, by displaying flag O before or with the warning signal. The flag will be removed at the starting signal.
- (b) If the wind speed exceeds the specified limit after the starting signal, the race committee may display flag O with repetitive sounds at a mark to signal that the actions are permitted, as specified in the class rules, to a boat after she has passed the mark.
- (c) If the wind speed becomes less than the specified limit after flag O was displayed, the race committee may display flag R with repetitive sounds at a mark to signal that rule 42, as changed by the class rules, applies to a boat after she has passed the mark.

Note *This appendix to the sailing instructions is introduced as it will be used at the Olympic Games 2008. A corresponding Appendix P will be incorporated in the 2009–2012 edition of The Racing Rules of Sailing. It is possible that there will be some refining of the wording, but the principles of this appendix will not be changed.*