



SAILING INSTRUCTIONS

GOVERNING THE FLEET RACES OF

VALENCIA LOUIS VUITTON Act 5

Including Amendment # 1 dated 22 June 2005

24 – 26 June 2005

VALENCIA, SPAIN

**SAILING INSTRUCTIONS
GOVERNING THE FLEET RACES OF
Valencia Louis Vuitton Act 5 (“Act 5”)**

1 Rules

- 1.1 The races shall be sailed under the Rules as defined in the Notice of Race (“NOR”) including any amendments to the NOR.
- 1.2 Further to NOR 2.1(e), the Fleet Races will be sailed under the Racing Rules of Sailing as changed by Addendum F of these Sailing Instructions.
- 1.3 Appendix A of these Sailing Instructions provides information and instructions on the Video, Audio and Telemetry equipment that may be installed on each ACC Yacht by AC Management. The Attachment entitled “Broadcast & Telemetry Equipment” is considered a part of Appendix A. Competitors shall permit the installation of and not interfere with the daily maintenance, testing, and normal operation of the supplied equipment and wiring. This includes reasonable, scheduled access to each Competitor’s base compound and each ACC Yacht for the purposes of this Instruction by AC Management authorized and credentialed technical personnel. Protests under this Sailing Instruction may only be initiated by the Race Committee, the Measurement Committee, or the Jury.
- 1.4 Only the Race Committee or Measurement Committee may protest an ACC Yacht for failure to display the signage required by Protocol 10.3 and supplied by AC Management.
- 1.5 Further to NOR 15.5(a)(iii), the Regatta Director specifies that the “Safety” and “Umpire” radio aboard each ACC Yacht will be the same radio.

2 Notices to Competitors

- 2.1 Notices to Competitors, Jury Notices (including the time and place of protest hearings), Measurement Notices, and changes to the Sailing Instructions, will be posted on the Official Notice Board located at the Regatta Operations Office located next to the Edificio Varadero in the Dársena Interior.
- 2.2 Notices may also be sent by e-mail. However, a notice posted on the Official Notice Board will be deemed to have been given to the Competitor concerned. Failure for such email notices to be received by a Competitor will not be grounds for redress.

3 Amendments to Sailing Instructions

- 3.1 Any amendment to the Sailing Instructions made ashore will be posted on the Official Notice Board before 2100 on the day preceding the day it will take effect.
- 3.2 Any amendment to the Sailing Instructions made at sea will be advised to all Competitors by the Safety Radio. Flag "Third Substitute" will be displayed from the Race Committee Signal Boat until all affected Competitors have acknowledged receipt of the amendment.

4 Schedule

- 4.1 The schedule of races for the Valencia Louis Vuitton Act 5 is contained in NOR 5, 10.1 and NOR Attachment 2.
- 4.2 The initial Warning Signal for each day’s racing is scheduled for 14.00, however in the event

that the schedule is changed in accordance with Instruction 3, the initial Warning Signal also may be changed.

4.3 A Competitor's Meeting will be held at 19.30 on Tuesday, 14 June in the Jury Hearing Room of the Regatta Operations Office. At least one of the nominated and accredited representatives of each Competitor shall attend the Competitor's Meeting.

4.4 NOR 10.1 and NOR Attachment 2 of these Sailing Instructions are subject to change by the Race Committee.

5 Course Rendezvous Locations

The Race Committee will broadcast the intended location of the Starting Area approximately 1 hour prior to the scheduled Attention Signal. The broadcast will be made on the Safety Radio.

6 Course Illustration

Courses will be as described in NOR 8 and the Course Illustration.

7 Course Signals

7.1 The Race Committee will signal the course to be sailed from the Race Committee Signal Boat at the starboard end of the starting line. The approximate magnetic bearing from the Race Committee Signal Boat to the first mark (Mark 1) will be signaled on course boards as three numerals. The approximate distance in Nautical Miles from the Race Committee Signal Boat to Mark 1 will be signaled on course boards giving the distance in miles and decimal miles. The bearing and distance will be signaled on separate boards. These signals will be made at or before the Warning Signal.

7.2 Unless a change is made in accordance with RRS 33, the leeward mark (Mark 2) will be positioned approximately 0.25 miles upwind of the Race Committee Signal Boat on the same approximate magnetic bearing as signaled in Instruction 7.1.

(a) A "gate" may be set, consisting of Mark 2 and a Gate Mark. Unless a change is made in accordance with RRS 33, the Gate Mark will be placed to the left of Mark 2 (looking up wind from the Race Committee Signal Boat). However, if there is a slight shift to the left relative to the posted course, the Race Committee may place the Gate Mark on the right side of the existing Mark 2 in order to accommodate that shift. The Race Committee will notify Competitors in each match on the appropriate Safety Radio channel by announcing that the Gate has been set with the Gate Mark placed as either "Gate Left" (meaning the Gate Mark is to the left of Mark 2), or "Gate Right" (meaning the Gate Mark is to the right of Mark 2).. This announcement will be made as soon as practicable after the yachts in each match have rounded Mark 1. All references to "Left" or "Right" are made from the Race Committee Signal Boat looking up wind. The Race Committee will adjust the gate as described above without signaling a change as outlined in RRS 33.

(b) In the event that a change of course for Mark 2 is made under RRS 33, the gate mark will always be to the left of Mark 2.

8 Starting Procedures and Signals

8.1 Races will be started in accordance with NOR 2.4(d)(vi).

8.2 A yacht shall not start later than 10 minutes after her starting signal.

9 Other Signals

9.1 Signals made ashore will be displayed on a signal mast outside the Regatta Operations Office.

(a) Flag "AP" made ashore with two sound signals, means: "All races are postponed".

(b) Following a postponement signal made ashore, the rescheduled time for the Warning Signal will be posted on the Official Notice Board before the lowering of Flag "AP". The Warning Signal will be made not less than 90 minutes after the lowering of Flag "AP".

10 Marks

10.1 Original Marks of the course will be Orange inflatable tetrahedron buoys.

10.2 Change Marks, when used in accordance with RRS 33, and Instruction 13, will be Yellow inflatable tetrahedron buoys.

10.3 The Starting and Finish Mark will be a Green inflatable tetrahedron buoy.

11 Starting Line

The Starting Line will be between a staff displaying an orange flag on the Race Committee Signal Boat at the starboard end of the line and the course-side edge of a Green inflatable buoy at the port end.

12 Individual Recalls

Recalls will be signaled in accordance with RRS 29.1. The sound signal will be a horn. The Race Committee will endeavour to hail the sail number of a Competitor violating RRS 29.1 by using the Safety Radio. Failure of the radio advice to be given or received will not be grounds for redress.

13 Change of Course after the Start

13.1 Any change of course after the start will be made in accordance with RRS 33. In the event that a change of course is signaled for the position of Mark 1, refer to NOR 8.1. In the event that a change of course is signaled for Mark 2 (gate) and the gate is not in place, yachts are to round the existing changed Mark 2 to port.

13.2 Change Marks will be as described in Instruction 10. If the position of Mark 1 is changed, the color of Mark 1 will alternate between an Original Mark and a Change Mark. If the position of Mark 2 (gate) is changed, the color of Mark 2 (gate) will alternate between an Original Mark and a Change Mark.

13.3 A change of course will be signaled by a Race Committee vessel in the vicinity of the mark commencing the leg to be changed. Along with the requirements of RRS 33, the Race Committee vessel will display an orange or yellow colored placard to indicate the color of the next mark to be rounded. The Race Committee may broadcast the approximate new magnetic compass bearing and distance to the changed mark via the Safety Radio. Failure of the radio advice to be given or received will not be grounds for redress

14 Finishing Line

The Finishing Line will be between a staff displaying an orange flag on a Race Committee boat and the course-side edge of a Green inflatable buoy. The Race Committee boat marking the Finishing Line may be a different boat from the Race Committee Signal Boat that marked the Starting Line.

15 Protests

- 15.1 Flag "Y" used in accordance with Instruction Addendum F6.1(a) shall be not less than 60cm on the hoist and 60cm on the fly.
- 15.2 The red protest flag used in accordance with RRS 61.1 and Instruction Addendum F6.1(b) shall be not less than 40cm on the hoist and 40cm on the fly.
- 15.3 Written protests shall be lodged at the Jury Office in the Edificio Varadero. The protest time limit shall be 90 minutes from the time the last yacht in the affected race finishes its last race of the day.
- 15.4 Protest Notices will be posted on the Official Notice Board each day within 30 minutes after the protest time limit to inform Competitors where and when there is a hearing in which they are parties to a protest or named as witnesses. Protest Notices may also be sent to the appropriate parties by email. Failure to receive the notice via email shall not constitute grounds for redress. A Protest Notice posted on the Official Notice Board will be deemed to have been given to the Competitor concerned.
- 15.5 The Jury will hear protests in the approximate order of receipt and hearings shall begin at the time posted with the Protest Notices.
- 15.6 A party bringing evidence that requires electronic or other special equipment shall provide such equipment.
- 15.7 Delete RRS 64.1(c). Substitute: "If a yacht has broken a rule while not racing, the Jury may apply her penalty in any manner it deems equitable."
- 15.8 Unless otherwise determined by the Jury, two representatives of each yacht involved in a protest shall have the right to be present as parties to the hearing. This alters RRS 63.3(a).

16 Scoring

Scoring shall be in accordance with NOR 20.

17 Identification

The Race Committee Signal vessel on station at the Starting Line prior to the Attention Signal, and the Race Committee vessel on station at the Finish Line may display a race committee flag with a blue field. Other race committee vessels will display a race committee flag with a yellow field. The Race Committee will give notice of how official vessels, spectator Course Marshal and Security vessels, and any other official support craft will be identified.

18 Support & Weather Boats

- 18.1 Attention is drawn to Article 13.13 of the Protocol and NOR 16. All of the 6 support boats

associated with Competitors as permitted in Article 13.13 shall carry a flag issued by the Race Committee and marking not less than 20cm in height on both sides of the vessel identifying the vessel with its Competitor.

18.2 Weather Boats ("Weather Boats")

- (a) Boats whose primary purpose is the collection of meteorological data are Weather Boats.
- (b) Weather Boats shall not be longer than fourteen (14) metres in length.
- (c) Weather Boats shall not operate within the Starting Box area.
- (d) Until the Preparatory Signal of each race, Competitor Weather Boats may operate in and around the Race Diamond, subject to the limitation of Instruction 18.2(c).
- (e) At or before the Preparatory Signal, Weather Boats shall begin to remove themselves to a position outside the Race Diamond perimeter designated by the Course Marshal.
- (f) At or before the Starting Signal, Weather Boats shall be clear of the Race Diamond perimeter designated by the Course Marshall.
- (g) Weather Boats shall not approach or interfere with any yacht while racing.
- (h) This privilege may be revoked at any time for cause by the Principal or Senior Deputy Race Officer.

18.3 After the Preparatory Signal of a race, no ACC Yacht other than an ACC Yacht scheduled to compete that day, and its accompanying Chase Boat, shall enter or be on the Race Diamond area designated by the Course Marshall.

19 Disclaimers

19.1 Attention is drawn to NOR 17.

19.2 Neither ACM nor its Race Committee shall have any responsibility:

- (a) for the seaworthiness of a yacht or the sufficiency or adequacy of its crew and equipment; or
- (b) to provide rescue or medical services, at sea or ashore, or to provide any other form of assistance to the participants.

24 May 2005
Amended 22 June 2005
The Race Committee
For Valencia Louis Vuitton Act 5

Wm. H. Dyer Jones, Chairman
Peter Reggio, Principal Race Officer
Harold L. Bennett, Senior Race Officer
Javier Escolano Hernández, Race Officer
Rafael Gonzalez, Race Officer

APPENDIX A

Video, Audio and Telemetry System Equipment and Installation

1 IN GENERAL

AC Management may specify that the following equipment is to be installed on each yacht entered in the Regatta to facilitate the transmission of video, audio, positional, and wind information from each yacht as set out in the NOR 15.

The equipment and wiring will be supplied by AC Management or its authorized contractors, except for the aerial frame, which is to be fabricated and mounted on the stern of the yacht by each team. Batteries to power the telemetry, audio and video equipment will be provided. Syndicates are required to have all batteries fully charged for each day of racing.

Under no circumstance is any equipment (including wiring) supplied by AC Management or its authorized contractors to be altered without the consent of AC Management and the Measurement Committee.

All equipment installed on the yacht, including cameras, batteries, aerial frame, transmitter boxes, compass, etc, required by AC Management for the telemetry, television and audio production shall be considered 'outside' of measurement. That is, it shall not be included in the weight of the yacht in the calculation of rating, nor be present at flotation, and an allowance will be given for the equipment's weight at any post-race measurement.

The wiring, connection and installation of the various pieces of equipment specified below are to be carried out at the direction of AC Management and the Measurement Committee. The equipment carried by each yacht will vary from day to day depending on broadcast requirements.

2 TELEVISION CAMERAS AND TV SIGNAL TRANSMISSION

Up to six video cameras may be fitted to each yacht.

If, on a particular day, only one or more yachts of a fleet race is fitted with cameras, the other yachts shall carry corrector weights in lieu of operational cameras and equipment. When no yacht in a race is fitted with cameras and associated equipment, no yacht in that race is required to carry corrector weights. Each camera is to be fitted with quick connect couplings to enable them to be easily installed and removed from the wiring permanently installed in the yacht. Wiring access into the interior of each yacht shall be via a watertight gland adjacent to the aft aerial frame stanchion base. Up to two cameras may be fitted on the main boom. One "lipstick-type" camera may be fitted just forward of the mast, below deck, looking forward. Up to two cameras may be fitted to the aerial frame at the stern of the yacht.

3 AUDIO TRANSMISSION

Each yacht may be fitted with up to six wired microphones and three wireless microphones. Transmissions from the wireless microphones are to be received by a dedicated aerial mounted on the aft aerial frame. Feed from the aerial and the wired microphones is to be led to an AC Management supplied audio mixer receiver/transmitter box. The audio signal is to be transmitted from this box.

4 TELEMETRY AND WIND DATA TRANSMISSION SYSTEM

Telemetry and wind data transmission system aerals are to be mounted on the aerial frame aft and led to the DGPS receiver. Serial data limited to the wind speed and direction, and the magnetic compass heading is to be back-fed to the telemetry transmission system. This information is to be integrated with the DGPS positional information and supplied to the telemetry transmission equipment. The transmission signal is to be led to the aft aerial frame for transmission from the yacht.

5 AERIAL FRAME

The aerial frame is to be fabricated and installed in accordance with Regatta Notice # 5.

ATTACHMENT TO APPENDIX A

Broadcast & Telemetry Equipment

The On-board Broadcast & Telemetry Equipment may include, but is not limited to:

- 1x Aerial Frame (“AF”) approved by AC Management for the mounting of specialized television and positioning data equipment.
- 1x GPS Unit and associated aerials mounted on AF.
- 1x Data Transmission Aerial mounted on AF.
- Power supply and equipment box for GPS Data and associated transmitter mounted below decks at a location to be agreed by the ACC Technical Director.
- 2x Microwave Transmission Antenna mounted on AF.
- 2x TV Camera Telemetry Antennae mounted on AF.
- 2x TV Remote Cameras mounted on AF.
- 4x TV Remote Camera Control Boxes and associated power supply mounted on AF.
- 2x Microwave and Audio Transmission Boxes mounted below decks at a location to be agreed by AC Management.
- Power supply for Microwave and Audio Transmission Boxes mounted below decks at a location to be agreed by AC Management.
- 2x TV Remote Cameras mounted on boom at a location to be agreed by AC Management.
- 1x TV Remote fixed “lipstick” type Camera to be mounted below deck at a location to be determined by the ACC Technical Director.
- 3x Radio microphones to be worn by crew members and or the “18th person”.
- 6x Effects microphones placed on deck of race yacht at locations to be agreed by AC Management
- The Umpire Signal System
- Associated cabling for above equipment, which shall be of approximately equal weight and length. No wiring is to be cut without the consent of AC Management.

Addendum F for ACC Fleet Racing

The fleet races of Act 5 shall be sailed under The Racing Rules of Sailing as changed by this Addendum. This Addendum is based upon RRS Appendix C - Match Racing Rules. Whenever rules of Appendix C have been changed or deleted (except for change from C to F) this will be stated after the rule. Races shall be umpired unless the Notice of Race and Sailing Instructions state otherwise.

F1 RRS C1 is deleted.

F2 CHANGES TO THE DEFINITIONS AND THE RULES OF PARTS 2 and 4

F2.1 The definition *Finish* is changed to: 'A yacht *finishes* when any part of her hull, crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark* after completing any penalties. This also changes RRS C2.1.

F2.2 Add to the definition *Proper Course*: 'A yacht taking a penalty or maneuvering to take a penalty is not sailing a *proper course*.'

F2.3 RRS C2.3 is deleted.

F2.4 RRS 13 is changed to

13 While Tacking or Gybing

13.1 After a yacht passes head to wind, she shall *keep clear* of other yacht until she is on a close-hauled course.

13.2 After the foot of the mainsail of a yacht sailing downwind crosses the centerline she shall *keep clear* of other yachts until the bottom one-third (1/3) her mainsail has filled.

13.3 While 13.1 or 13.2 applies, RRS 10, 11 and 12 do not. However, if two yachts are subject to RRS 13.1 or 13.2 at the same time, the one on the other's port side or the one astern shall *keep clear*.

This changes RRS C2.4.

F2.5 RRS 16.2 and 17.2 are deleted.

F2.6 RRS 18.3 is changed to: 'If two yachts were on opposite *tacks* and one of them completes a tack within the *two or three-length zone* to pass a rounding *mark*, and if thereafter the other yacht cannot by luffing avoid becoming *overlapped* inside her, the yacht that tacked shall *keep clear* and RRS 15, 18.2(a), 18.2(b), 18.2(c), and 18.2(e) do not apply. If the other yacht can by luffing avoid becoming *overlapped* inside her then RRS 18.2(c) shall apply as if the yacht were *clear ahead* and *clear astern* at the *two or three-length zone*.' This changes RRS C2.6.

F2.7 When RRS 19.1 applies, the following arm signals by the helmsman 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 yacht and waving the arm to windward.
- F2.8** RRS 20.2 is changed to: 'A yacht taking a penalty shall *keep clear* of one that is not.'
- F2.9** RRS 22.1 is changed to: 'If reasonably possible, a yacht not *racing* shall not interfere with a yacht that is *racing* or an umpire boat.'
- F2.10** Rule 22.2 is changed to: 'Except when sailing a *proper course*, a yacht shall not interfere with a yacht taking a penalty or sailing on another leg.'
- F2.11** RRS C2.11 is deleted.
- F2.12** RRS C2.12 is deleted.
- F2.13** RRS C2.13 is deleted.
- F3** RRS C3 is deleted.
- F4** RRS C4 is deleted.
- F5 SIGNALS BY UMPIRES**
- F5.1** A green and white flag with one long sound signal means: 'No penalty.'
- F5.2** RRS C5.2 is deleted.
- F5.3** A red flag with one long sound signal means: 'The identified yacht shall take a penalty by complying with Addendum F7.3(d).' This changes RRS C5.3.
- F5.4** A black flag with one long sound signal means: 'The identified yacht is disqualified.' This changes RRS C5.4.
- F5.5** One short sound signal means: 'A penalty is now completed.'
- F5.6** RRS C5.6 is deleted.
- F5.7** RRS C5.7 is deleted.
- F6 PROTESTS AND REQUESTS FOR REDRESS**
- F6.1** A yacht may protest another yacht
- (a) under a rule of Part 2, except RRS 14, by clearly displaying flag "Y" immediately after an incident in which she was involved.
 - (b) under any rule not listed in Addendum F6.1(a) or F6.2 by clearly displaying a red flag as soon as possible after the incident.
- F6.2** A yacht may not protest another yacht under
- (a) RRS 14, except in accordance with NOR 2.4(d)(i) and (ii); This changes RRS C6.2(a)

- (b) a rule of Part 2, unless she was involved in the incident;
- (c) RRS 31 or 42; or
- (d) Addendum F7.

F6.3 A yacht intending to request redress because of circumstances that arise before she *finishes* or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but not later than two minutes after *finishing* or retiring.

F6.4 (a) A yacht protesting under Addendum F6.1(a) shall remove flag “Y” before or as soon as possible after the umpires’ signal.

(b) A yacht protesting under Addendum F6.1(b) or requesting redress under Addendum F6.3 shall, for her *protest* or request to be valid, keep her red flag displayed until she has so informed the umpires after *finishing* or retiring. Written protests and requests for redress shall be lodged in accordance with the Sailing Instructions. This changes RRS C6.4(b).

F6.5 Umpire Decisions

After flag “Y” is displayed, the umpires shall decide whether to penalize any yacht. They shall signal their decision in compliance with Addendum F5.1, F5.3, or F 5.4. This changes RRS C6.5.

F6.6 RRS C6.6 is deleted

F7 **PENALTY SYSTEM**

F7.1 Rule Changes

RRS 31.2 and 44 are deleted.

F7.2 All Penalties

(a) A penalized yacht shall take a penalty within the limitations of Addendum F7.3 and shall take it as follows:

(1) When on a leg of the course to a windward *mark* (or before *starting*), she shall gybe and, as soon as reasonably possible, luff to a close-hauled course. This changes RRS C7.2(a)(1).

(2) When on a leg of the course to a leeward *mark* or the finishing line, she shall tack and, as soon as reasonably possible, bear away to a downwind course.

(b) Add to RRS 2: ‘When *racing*, a yacht may wait for an umpire’s decision before taking a penalty.’

(c) A yacht completes a leg of the course when her bow crosses the extension of the line from the previous *mark* through the *mark* she is rounding, or on the last leg when she *finishes*.

(d) A penalized yacht shall not be recorded as having *finished* until she takes her penalty and sails completely to the course side of the line and then *finishes*. This

changes RRS C7.2(d).

- (e) RRS C7.2(e) is deleted.
- (f) RRS C7.2(f) is deleted.

F7.3 Penalty Limitations

- (a) A yacht taking a penalty that includes a tack shall have the spinnaker head below the main-boom gooseneck from the time she passes head to wind until she is on a close-hauled course.
- (b) No part of a penalty may be taken within two or three (as appropriate) of a yacht's hull lengths of a rounding *mark*. This changes RRS C7.3(b).
- (c) RRS C7.3(c) is deleted.
- (d) When the umpires display a red flag, the penalized yacht shall take a penalty as soon as reasonably possible. This changes RRS C7.3(d).

F7.4 Taking and Completing Penalties

- (a) When a yacht with an outstanding penalty is either on a leg to a windward *mark* or has not *started* and gybes, or is on a leg to a leeward *mark* or the finishing line and passes head to wind, she is taking a penalty. This changes RRS C7.4(a).
- (b) When a yacht taking a penalty either does not take the penalty correctly or does not complete the penalty as soon as reasonably possible, she is no longer taking a penalty. The umpires shall signal this as required by Addendum F8.2.2. This changes RRS C7.4(b).
- (c) RRS C7.4(c) is deleted.

F8 PENALTIES INITIATED BY UMPIRES

F8.1 Rule Changes

- (a) RRS 60.2(a) and 60.3(a) do not apply to *rules* for which penalties may be imposed by umpires.
- (b) RRS 64.1(b) is changed so that the provision for exonerating a yacht may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this Addendum.

F8.2.1 When the umpires decide that a yacht has broken RRS 31, 42, or Addendum F7.3(d) she shall be penalized by signaling her under Addendum F5.3. This changes RRS C8.2.

F8.2.2 Add new rule: When the umpires decide that a yacht taking a penalty does not complete the penalty as soon as reasonably possible, or does not comply with Addendum F7.3(a) or F7.3(b), that penalty shall be cancelled and the umpires shall penalize her again under Addendum F5.3.

F8.3 When the umpires decide that a yacht has

- (a) gained an advantage by breaking a *rule* after taking a penalty,

- (b) deliberately broken a *rule*, or
- (c) committed a breach of sportsmanship, she shall be penalized under Addendum F5.3 or F5.4. This changes RRS C8.3.

F8.4 If the umpires or jury members decide that a yacht may have broken a *rule* other than those listed in Addendum F6.1(a) or F6.2, they shall so inform the jury for its action under RRS 60.3 when appropriate. This changes RRS C8.4.

F8.5 RRS C8.5 is deleted.

F9 REQUESTS FOR REDRESS OR REOPENINGS, APPEALS, OTHER PROCEEDINGS

F9.1 There shall be no request for redress or an appeal from a decision made under Addendum F5, F6, F7 or F8. This changes RRS C9.1.

F9.2 A Competitor may not base a request for redress on a claim that an action by an official boat was improper. The jury may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing yacht.

F9.3 No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as permitted in Addendum F9.2.

F10 RRS C10 is deleted.

F11 RRS C11 is deleted.