

# 69F

**YFGC 2023  
GRAND FINAL  
EVENT RULES**



CLUB NÀUTIC  
VILASSAR DE MAR



Marina Vela  
Barcelona





To provide an outstanding sailing event minimizing the waiting time and providing as clear schedule as possible simplifying procedures opening to new race courses and scoring systems.

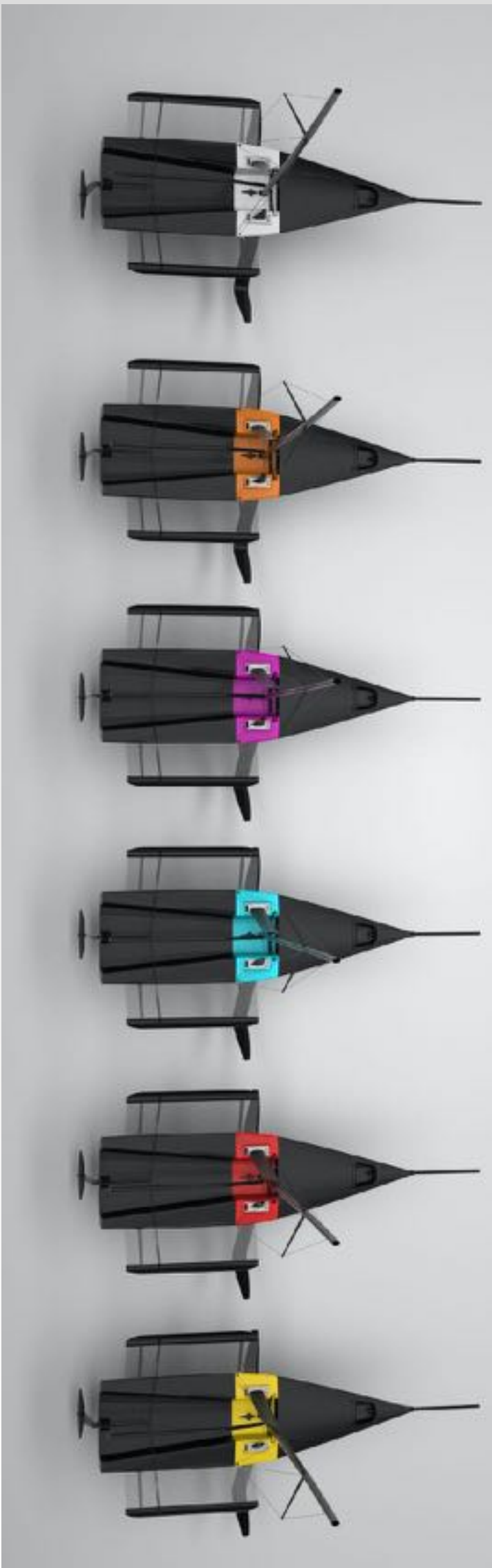
**Safety and fairness are the most important aspects to be considered together with fun.**





**Audio Communication**, every boat will have 1 audio device that will be used by RC for official communications

**Vakaros Atlas2**, every boat will have a very accurate GPS device that you'll find onboard and shall be left onboard



**Notice Board**, a Whatsapp group with all the competitors, official race documents will be in the dedicated cloud area

**Communications at sea**, Sound signal plus audio, sound signal and flag for penalties. Any oral indication by the OA, RC or umpires must be followed by the competitors. The penalty will be discretionary before or after racing.

**Marks**, can be either robotic marks or classical marks

**Change of course**, NO

**Starting and finishing line**, between 2 marks

**Race committee boat**, rubber dinghy not anchored

## **ASHORE**

In the link we sent you there are the manuals on how to handle the boat, it's mandatory you read them in order to avoid damaging the boats.

The shore team will prepare the boats in the morning, excluding sails. Sails setup (rigging, battens/luff tension) are the responsibility of the crew.

The crew is responsible for carrying out the following activities as soon as they come ashore:

- Bring the boat to the allocated parking space
- Roll jib and main and put them in the sail bag and in the dock box
- Remove any item of clothing and rubbish from the boat
- Wash the boat
- Report any issues with the boat

Each crew will nominate one reference person who will be in charge of communicating the job list to the shore team as soon as they come in.

**ON THE WATER**

A team that leaves the boat after a flight without indicating a technical problem that will affect the next team's performance may get a penalty in the previous flight. Decision will be taken by the umpires considering shore team's indications.

In order to check the boat, every team will be allowed 5 minutes of sailing before the flight. If no problems will be flagged to the shore team within that time, the RC will proceed with the starting procedure.

It is strongly recommended to remain very close to the racing area all the time in order to be able to communicate with the OA

**Any incident that causes any injury must be signaled immediately on the general radio channel**

**Any technical problem to the boat must be signaled on the general radio channel or by voice to the OA ribs after finishing the race or after the finish of the last**

**It may happen that one or more crew members fall off the boat.**

The standard and mandatory procedure is:

- the boat that loses crew shall slow down asap and warn clearly indicating the Mob
- whoever will see the incident must signal it immediately on the general radio channel *“e.g: Man over board from yellow boat”*
- the closest rib immediately picks up the Mob
- the boat will stop in a safe position waiting for the Mob
- the rib with the Mob will bring the Mob to the boat asap considering safety and OA needs

**It is possible that, in case there is any kind of obstruction in the water that is not clearly visible, a rib will be positioned between the obstruction and the racing boats. The rib will be an obstruction.**

**More safety instructions in the 69F safety manual at this [link](#)**

## ASHORE

Morning briefings will be announced the evening before by WA, it will be mandatory at least for one member of each crew (not allowed to go onboard before)

In the morning briefing will be communicated:

- daily instructions
- racing area
- probable courses
- racing time frame
- dock out timing and procedure

If communicated in the official notice board (Whatsapp) the post race debriefing will be mandatory for all the crews

## AFLOAT

Radio indications for sails hoisting timing and “foiling permission”

By default until all boats are ready nobody is allowed to foil and is requested to stay close to the RC boat



# FROM THE CLASS RULES

C 2.1 (d) For safety reasons, only when the boat is displacing or not foiling, and in any case sailing at a speed lower than 6 knots, no more than 1 crew may only go forward of the mast to perform a repair, fix an issue with the gennaker, repair or fix issues with the jib.

C 2.1 (e) When the boat is foiling, nobody is allowed to go forward of the Mast

C 2.1 (f) No more than 3 crew members shall position their body simultaneously on the rack.

C 2.1 (g) No part of 4th person on board torso shall be outboard of a line extending upward from the sheerline perpendicular to the horizon

C 2.1 (h) The crew's feet may be put on the foils only when recovering the boat from a capsize.

C 2.1 (i) Pulling of any line by more than one person is prohibited, except for the gennaker sheet when trimming it.

C 2.1 (j) The use of any equipment for a purpose other than that intended or specifically permitted is prohibited. Any additions, omissions or alterations to the equipment supplied are prohibited.

C 3.1 While racing life jacket with a knife, helmets and shoes are mandatory.

C 8.1 (f) The use of sanding paper, abrasive sponge, grinding or polish paste or cream is not permitted; nor the use of any liquid or cream or filler like nanotech or similar are not permitted. The only action permitted is the use of simple soap and sponge, with the goal to remove eventual dirty on the surface

C 10.3 (c) mainsail and jib shall be hoisted for the entire duration of a race.

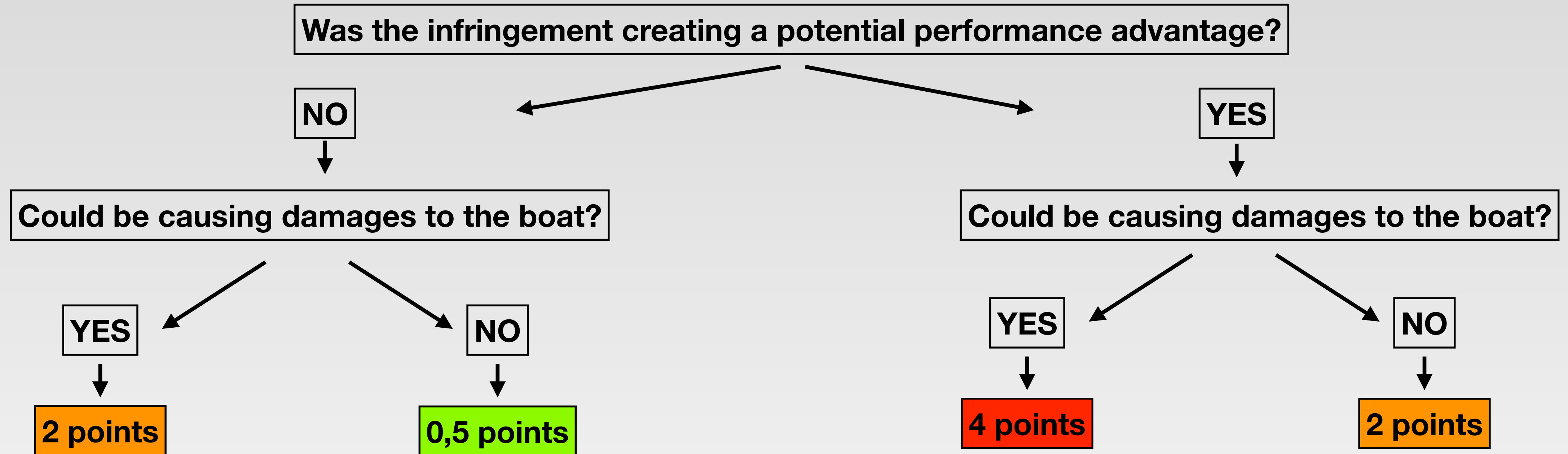
C 10.3 (d) When you sail with the gennaker, it must be properly set and trimmed, not left flapping except:

- during maneuvers
- for short moments in order to pass a mark or obstruction
- to avoid any dangerous situation

C 10.3 (e) The gennaker must not be set or be in the process to set between the warning signal and the last minute before the start.

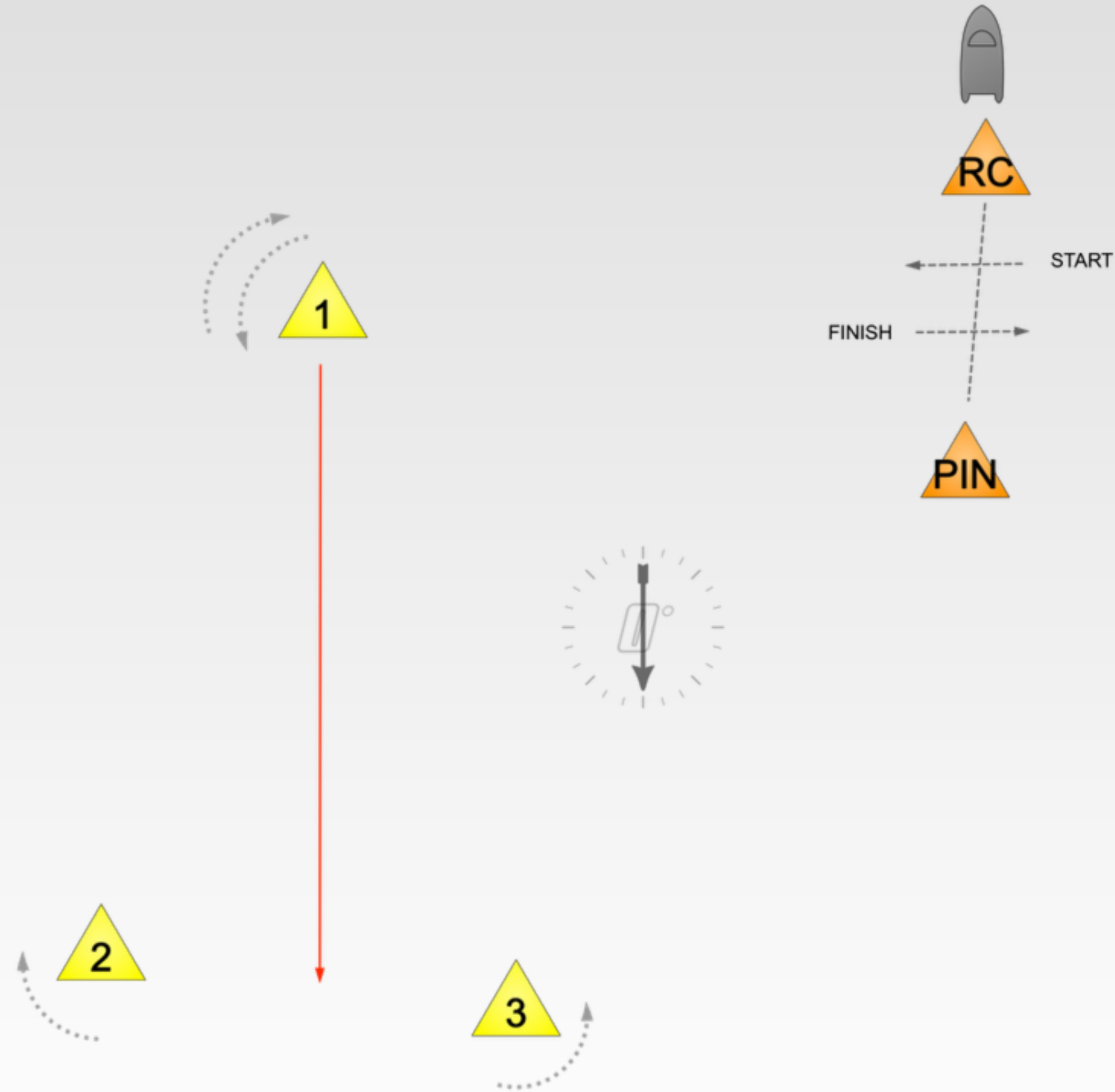


# CLASS RULES INFRINGEMENTS DECISIONS FLOW CHART



Any infringement of the class rules that did cause or could be causing **injuries to the crew** will be penalized with an amount of penalty points equal to the number of boat participating in the event.

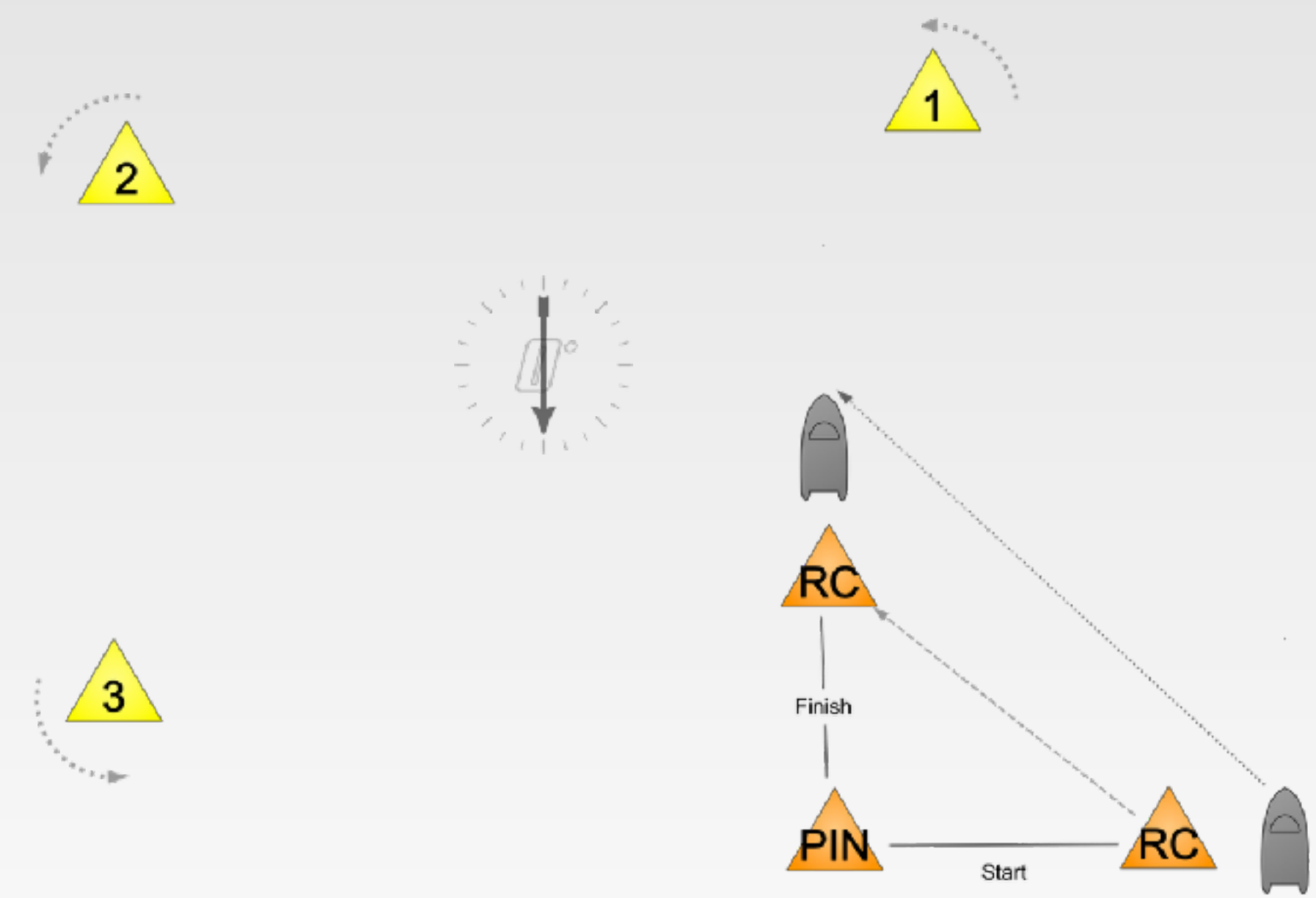
**L course Reaching start**  
reaching finish between two marks  
**Start - 1 - 2/3 - 1 - Finish**





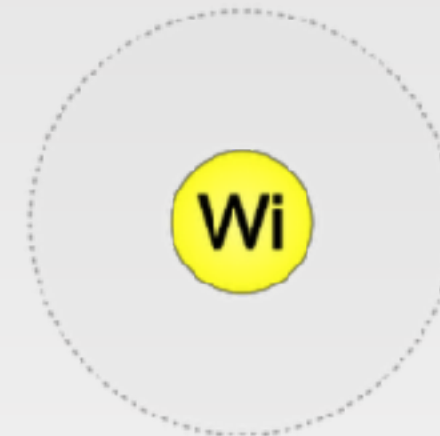
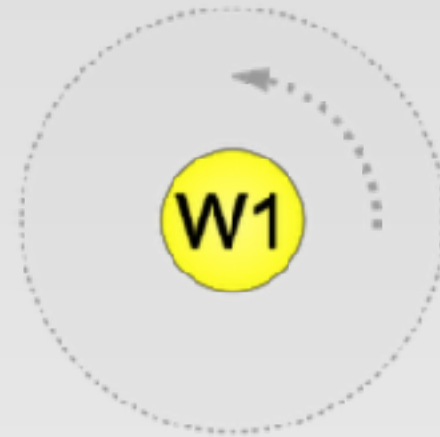
**Quadrilateral Upwind start**  
reaching finish between two marks

**Start - 1 - 2 - 3 - Finish**



WL Upwind start  
inner mark

Start - **Wi** - **W1** - **Wi** - Finish

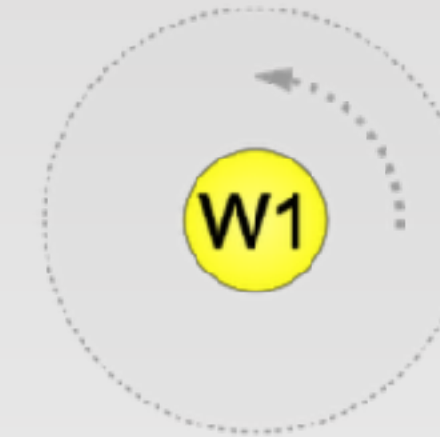


Wi to be always  
left on port



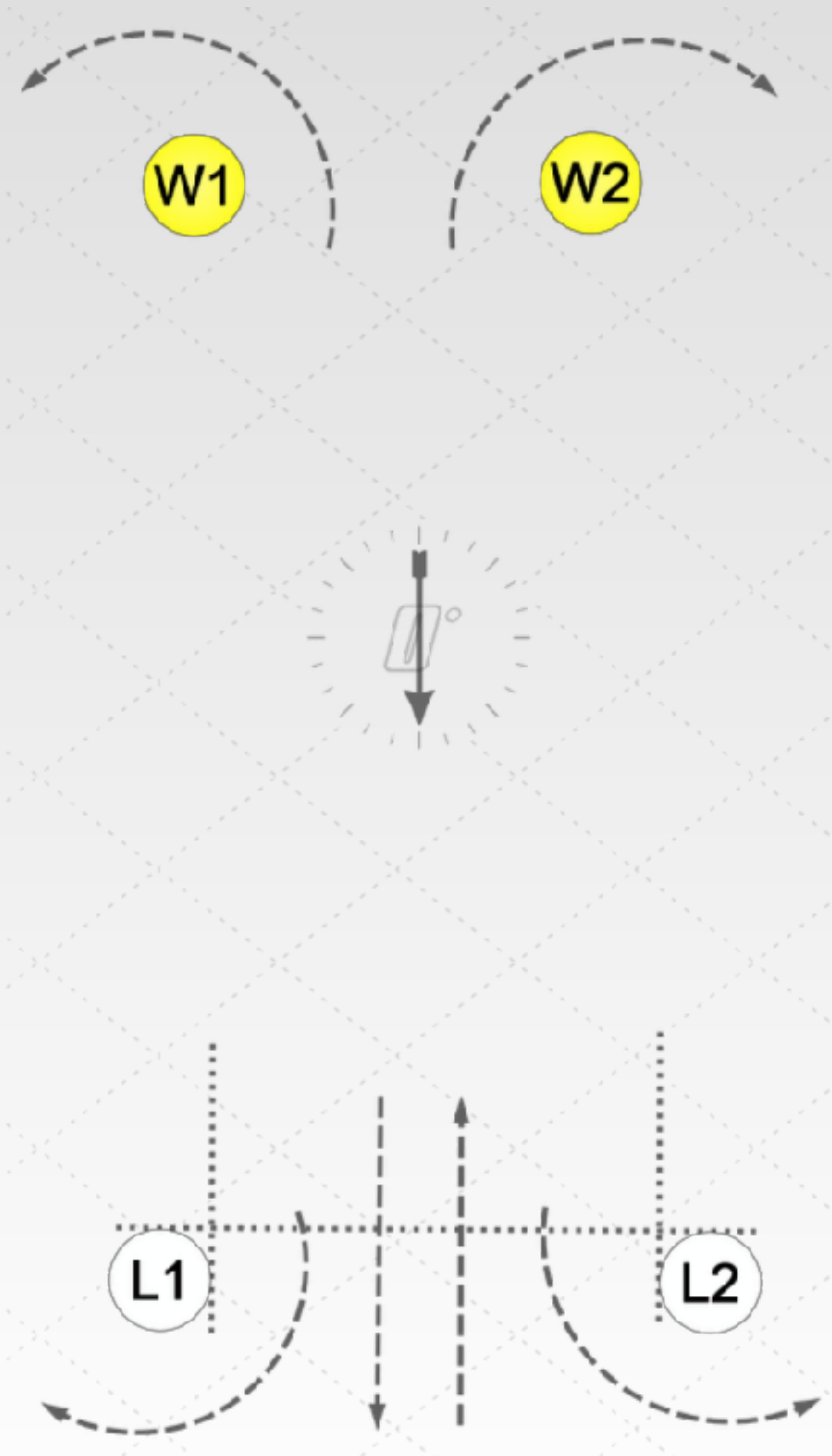
WL Upwind start 2 laps  
inner mark

Start - **Wi** - **W1** - **Wi** - **PIN/RC** -  
**Wi** - **W1** - **Wi** - Finish





**Windward leeward**  
double gate



**Number of lap(s)**  
as announced by the race  
committee before warning signal

In all 69F racing we apply the High Speed Rules 69F version 2023 ([available at this link](#))

**These are the main differences from RRS rules:**

Mark Room - Room for a boat to sail no farther from the mark than needed to sail her proper course.

Obstruction - different definition in reaching start

HSR 7 - Last point of certainty

Part 2 Rules:

RRS 13 is deleted

RRS 16.2 is deleted

RRS 17 is deleted

RRS 18 is changed to mirror the leeward gate on a windward gate.

When the **first** boat enters the zone, if the boats are overlapped, the inside is entitled to room. If the boats are not overlapped, the first one to enter the zone is entitled to room.

RRS 19 - Room to tack only if that's the only option to pass the obstruction.

HSR 21.3 is deleted - boat moving backwards

RRS 42 - Only the basic rule. All the specifics (pumping, rocking, etc.) are deleted

No redress for race committee, umpires or organizing authority actions.

Protest time limit for rules other than Part 2 is 2 minutes after the finishing of the last boat in that race.

**Definition-69F Clear Astern and Clear Ahead; Overlap**

Delete HSR Definition: *Clear Astern* and *Clear Ahead; Overlap* and replace with RRS Definition

One boat is *clear astern* of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is *clear ahead*. They overlap when neither is *clear astern*. However, they also *overlap* when a boat between them *overlaps* both. These terms always apply to boats on the same *tack*. They apply to boats on opposite *tacks* only when rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind.

## 26-69F STARTING RACES

HSR 26.1 deleted and substituted with:

26.1-69F Races shall be started by using the following signals. Times shall be taken from the sound signals.

<i>Minutes before starting signal</i>	<i>Sound signal</i>	<i>Means</i>	Fleet race	Match Race
3	Three	Warning signal		
2	Two	Preparatory signal	No gennaker No foil more than 5 sec	Prestart entry
1	One	One minute	Gennaker permitted	End of prestart
0	One	Starting signal	Foil permitted more 5s.	

26.3-69F Hoisting the gennaker is forbidden between the warning signal and the last minute before the start under rule C 10.3(e).

The penalty for a breach of this rule is a minimum of Level A. Deleted in Match Race.

26.4-69F A boat can't foil between the warning signal and the starting signal for more than 5 consecutive seconds.

The penalty for a breach of this rule is a minimum of Level A. Deleted in Match Race.

26.5-69F A boat that do not start within 3 minutes from the starting signal will be scored DNS.



### 69F Event Call 3:

Question 1: For purposes of rule 56, when is a boat foiling?


Answer 1: A boat is foiling when no part of her hull is on the water.

**27-69F OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL**

27.5-69F No later than the warning signal, the race committee may signal by radio and displaying the following flags that hoisting the gennaker is forbidden:

- (a) before the starting signal Golf Flag 
- (b) for the whole race Foxtrot flag 

The penalty for a breach of this rule is a minimum of Level B.

27.6-69F No later than the warning signal, the race committee may signal by radio and displaying Echo flag  that rule 28.5 does not apply and there is no more requirement to execute more than one tack and more than one gybe.

27.7-69F In case the umpires have logistic problems, the race committee may signal by radio “not umpired race”. From that moment decisions on protests will be done immediately after the last race of the day based on videos and GPS track by the umpire without any hearing.

**28-69F SAILING THE RACE**

28.4-69F Add new HSR 28.4:

At the starting line and at the finishing line the Race Committee boat is part of the mark on its proximity:


- (a) boats are not allowed to pass between the Race Committee and that mark, the penalty for this infringement is a minimum of level B;
- (b) when the race committee shall abandon a starting procedure or a race because its position has been affected by a boat or rule 28.4(a) is broken, the boat will be given a penalty of minimum level C.

28.5-69F Add new HSR 28.5:

A boat after starting and before finishing shall do:

- (a) more than one tack
- (b) more than one jibe but not in a windward leg.

The penalty for the infringement of rule 28.5 is a level C.

Under rule 27.6 the race committee may signal, by radio and displaying Echo flag  before the warning signal, that this rule does not apply. HSR 28.5 deleted in Match Race.



## 28.8 - 69F Add new HSR 28.8

### Commercial vessel

(a) When a 69F is sailing during an event period in which entered and meets a vessel that is not entered in the same event, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules.

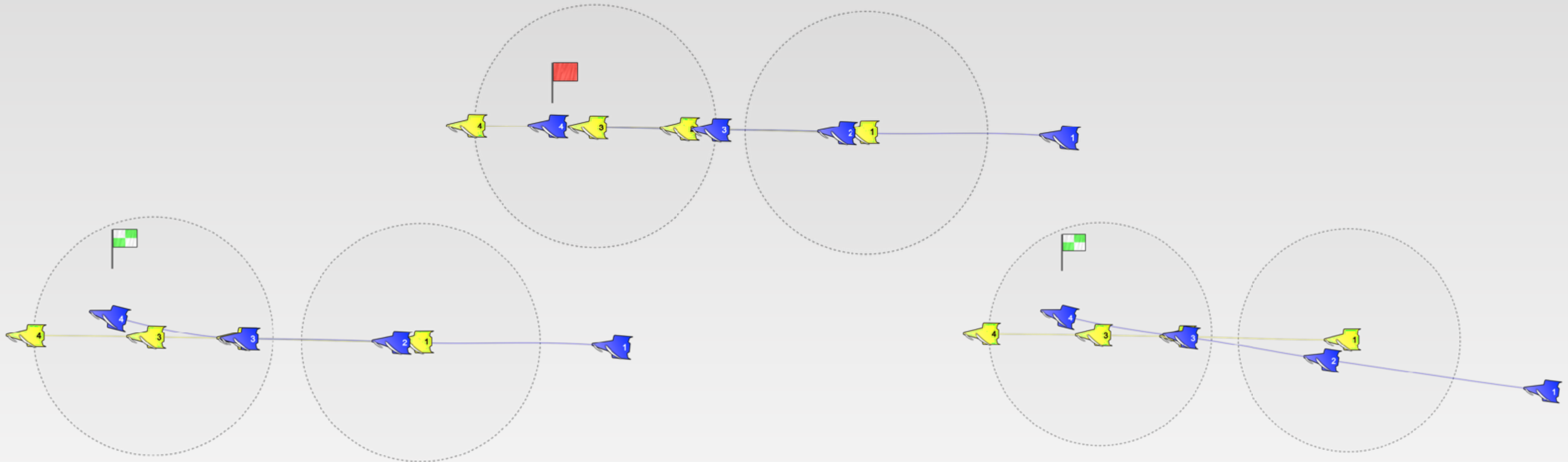
(b) When a 69F entered in an event meets a commercial vessel, she shall keep clear.

If a commercial vessel shall modify his heading or speed in order to avoid or prevent a dangerous scenario involving a 69F, that 69F is not keeping clear, (unless the commercial vessel was already stopped)

An infringement of this rule may be penalized by the Jury/Umpire with a minimum of 2 points.

28.6-69F Add new HSR 28.6:

While foiling, a boat can't be sailing directly behind another boat within 3 boat lengths.  
The penalty for a breach of this rule is a minimum of Level B.



28.7-69F Add new HSR 28.7:

When a boat is no more entitled to mark-room after rounding a mark, she shall not tack or gibe until her hull is in the zone.  
This rule does not apply at a finishing line or at a single mark.  
The penalty for a breach of this rule is a minimum of Level A.

**29-69F RECALLS**

29.1 Deleted and substituted with:

**29.1-69F Individual Recall**

When a boat is OCS, the race committee may signal by radio and,

(a) in a fleet race, a boat starts in accordance with item (b) of the definition Start. She shall not return to the pre-start side of the line, and she shall be penalized in accordance with rule 44.3, or

(b) in a match race, display a blue or yellow flag or both. The flag(s) shall be displayed until the umpires have signalled a penalty in accordance with rule 44.1(b) or until the boat(s) is on the pre-start side of the starting line.

29.2 Deleted

**30 STARTING PENALTIES Deleted****31-69F TOUCHING A MARK**

31 Deleted and substituted with:

While racing, a boat 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.”

**35-69F RACE TIME LIMIT AND SCORES**

35-69F Renumbered to 35.1(a)

In rule 35.1(a) delete “10 minutes” and substitute with “5 minutes”.

Add new HSR 35.2:

35.2-69F The time limits to complete:

- (a) a windward leg is: 10 minutes;
- (b) a downwind leg is: 8 minutes;
- (c) any other leg is: 6 minutes

Under rule 44.4(c) a boat completes a leg when any part of her hull crosses the extension of the line from the next mark through the mark the boat is rounding or passing.

If no boat completes a leg within those leg time limits, the race committee shall abandon the race.

**36-69F RACES RESTARTED OR RESAILED**

36 Delete and substituted with:

If a race is restarted or resailed, a breach of a rule in the original race, or in any previous restart or resail of that race, shall not

- (a) prohibit a boat from competing unless she has been disqualified under rule 44.1; or
- (b) cause a boat to be penalized except under rule 2, 69, 28.4(b) or under rule 14 when she has caused injury or damages.

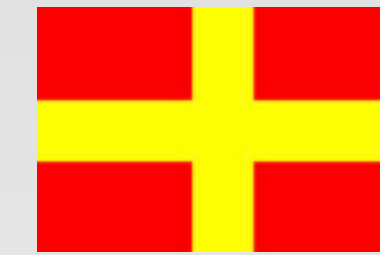


**42-69F PROPULSION**

## 42.1 Basic Rule

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails, rudders, daggerboards and hulls, and perform other acts of seamanship.

Rule 42.2 and 42.3 will apply ONLY IF before the warning signal the RC will display romeo flag.

**44-69F PENALTIES AT THE TIME OF AN INCIDENT**

In rule 44.1 delete (d), (e) and (f).

In rule 44.2 delete (b) and (c).

## 44.3-69F OCS Penalties

44.3 Deleted and substituted with:

In a fleet race, a boat recalled OCS under rule 29.1-69F(a) takes and completes the penalty for OCS with a Scoring Penalty that will be communicated after the end of the race.

The OCS Penalties under this rule is 3 points.

## 44.4-69F Penalty Limitations

44.4(a) and (b) deleted.

44.4(c) Deleted and substituted with:

A boat completes a leg when any part of her hull crosses the extension of the line from the next mark through the mark the boat is rounding or passing.

44.4(d) deleted.

**44.5-69F Taking and Completing Penalties**

44.5(a) Deleted and substituted with:

44.5-69F Penalty(s) for a breach of a rule may be less than disqualification. All penalties are taken and completed with Scoring Penalties.

**(1) Event Rules Scoring Penalties**

(a) Level A - The infringement did not affect the other boat and was not dangerous. A penalty under this rule is a minimum of 0,5-points penalty.

(b) Level B - The infringement affected the other boat but was not dangerous or didn't get an advantage to the infringing boat. A penalty under this rule is a minimum of 2-points penalty.

(c) Level C - The infringement was dangerous or affected the other boat and/or get an advantage to the infringing boat. A penalty under this rule is a minimum of 3.5-points penalty.

(d) Level D - Damage or injury. A penalty under this rule is a minimum of 5.5 points penalty.

**(2) Class Rules Scoring Penalties**

The infringement did not create a potential performance advantage and

(a) Level A – did not caused damage(s) to the boat. A penalty under this rule is a minimum of 0,5-points penalty.

(b) Level B – could cause damage(s) to the boat. A penalty under this rule is a minimum of 2-points penalty.

The infringement created a potential performance advantage and

(c) Level C – did not caused damage(s) to the boat. A penalty under this rule is a minimum of 2-points penalty.

(d) Level D – could cause damage(s) to the boat. A penalty under this rule is a minimum of 4-points penalty.

(e) Level E - Any infringement of the class rules that did cause or could be causing injuries to any crew member or person when afloat in a racing day will be penalized with a number of scoring penalties points equal to the number of boat participating in the event.

**(3) Damages and Injuries Scoring Penalties**

#### Damages and injuries evaluations

- (a) Level A: any crew member can keep sailing or any boat involved in the incident it fixed to race within 30 min.
- (b) Level B: any crew member can sail next day or any boat involved in the incident is fixed to race before 8:00am on the next day.
- (c) Level C: any crew member is not able to sail next day or any boat involved in the incident is not fixed before 8:00am on the next day.
- (d) Level D: when a breach of rule 14 caused injury(es) and/or damage(s) of level B, the responsible team(s) may be penalized minimum up to a number of point(s) that will cause the loss of one or more places in the final results of the event.
- (e) Level E: when a breach of rule 14 caused injury(es) and/or damage(s) of level C, the responsible team(s) may be penalized minimum up to a number of point(s) that will cause the loss of one or more places in the final results of the event, to a maximum that will be eliminated from the event and scored last.

44.6-69F All others penalties are taken and completed with Scoring Penalties

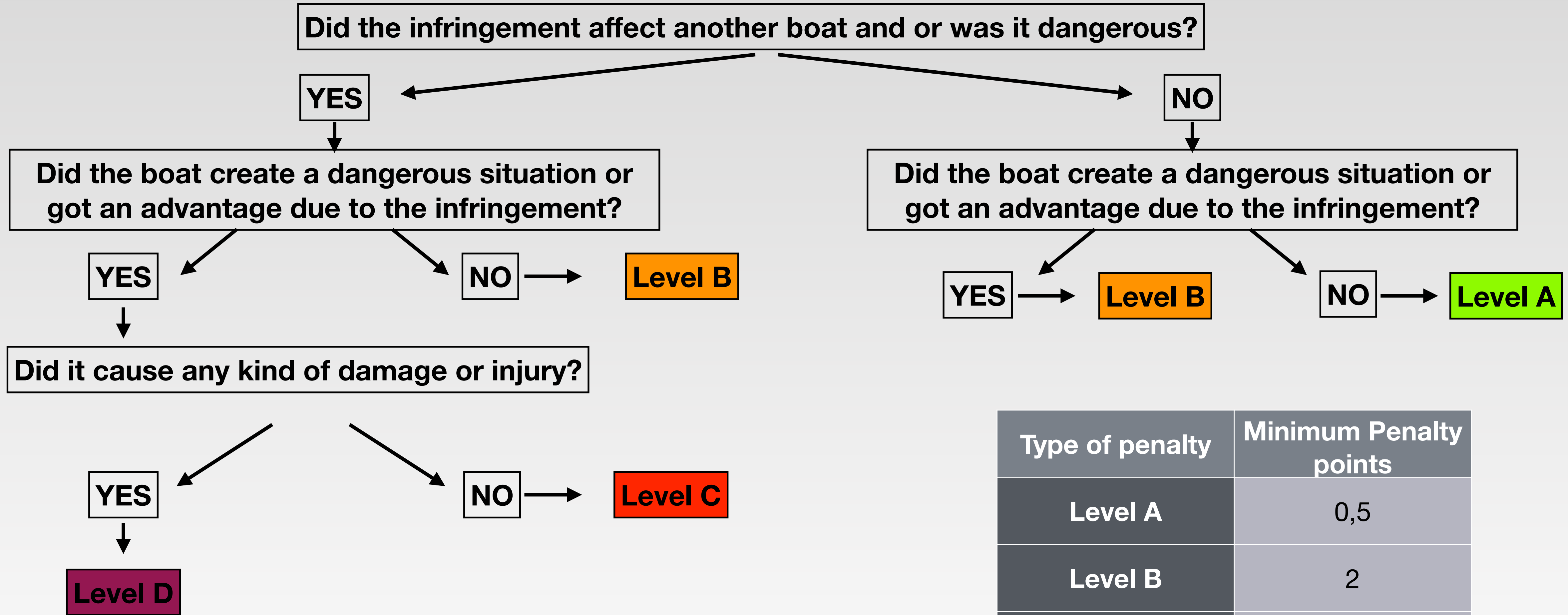
44.7-69F If a boat with a support person in any way interferes with a competitor boat, umpire boat or OA boat, the related team will be given a penalty of a minimum level B.

44.5 Taking and Completing Penalties in a match race

44.5(b)(1), (2) renumbered to 44.8(a), (b)

44.5(c) renumbered to 44.8 (c)

44.9-69F All penalties under rule 44 are imposed without a hearing.



Type of penalty	Minimum Penalty points
Level A	0,5
Level B	2
Level C	3,5
Level D	5,5



## **60-69F RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION**

60.6-69F Delete HSR 60.6 and substitute with:

60.6-69F (a) When the umpires decide that a boat has broken a rule, she shall be penalized, without a hearing, under rule 44.

(b) When racing umpire decisions are communicated by whistle and flags.

After finishing the race committee will communicate by radio the penalty points.

61.1-69F In rule 61.1.a) replace “display flag Y” with “raise an arm and shout “Protest””.

**62-69F REDRESS**

62 Deleted and substituted with:

62.1-69F Consideration of redress shall be based on a claim or possibility that a boat's score in a race or series has been or may be, through no fault of her own, made significantly worse by:

(a) deleted

(b) injury to the crew or serious physical damage to a boat; while she was racing because of the action of a boat that was breaking a rule of Part 2 and took an appropriate penalty or was penalized; or of a vessel not racing that was required to keep clear or is determined to be at fault under the IRPCAS or a government right-of-way rule;

(c) deleted

(d) an action of another boat, or a crew member or support person of that boat resulted in a penalty under rule 2 or a penalty or warning under rule 69.2; or

(e) deleted.

62.2-69F In case of a technical problem not caused by the crew, a seamanlike attempt to solve it must be done by the crew in order to try to obtain a redress.

62.3-69F If a redress is granted, the standard redress score will be equal to 3 points.

62.4-69F If the representative of the 69F Class estimates that a repair will take more than 30 minutes to be completed, the RC may initiate another start procedure.

### 69F Event Call 1:

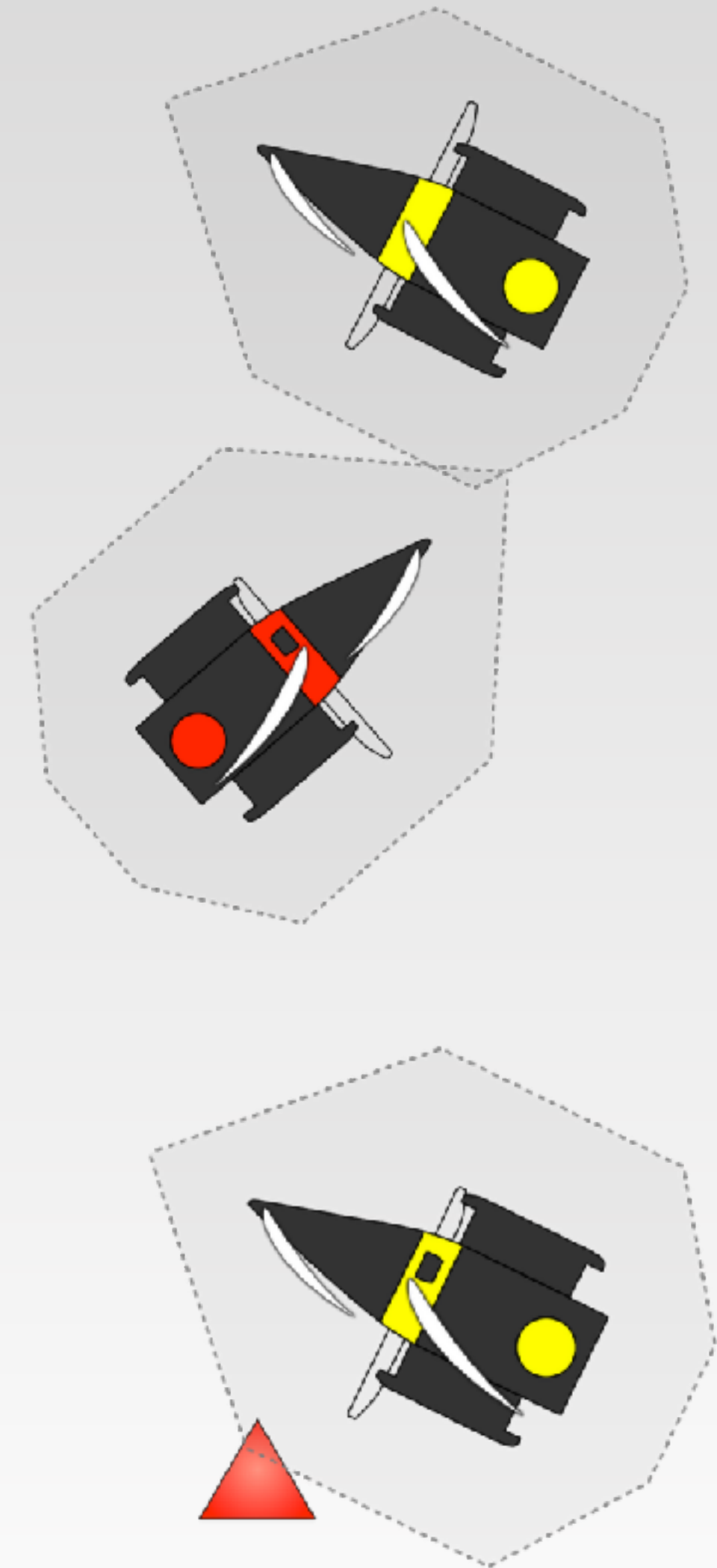
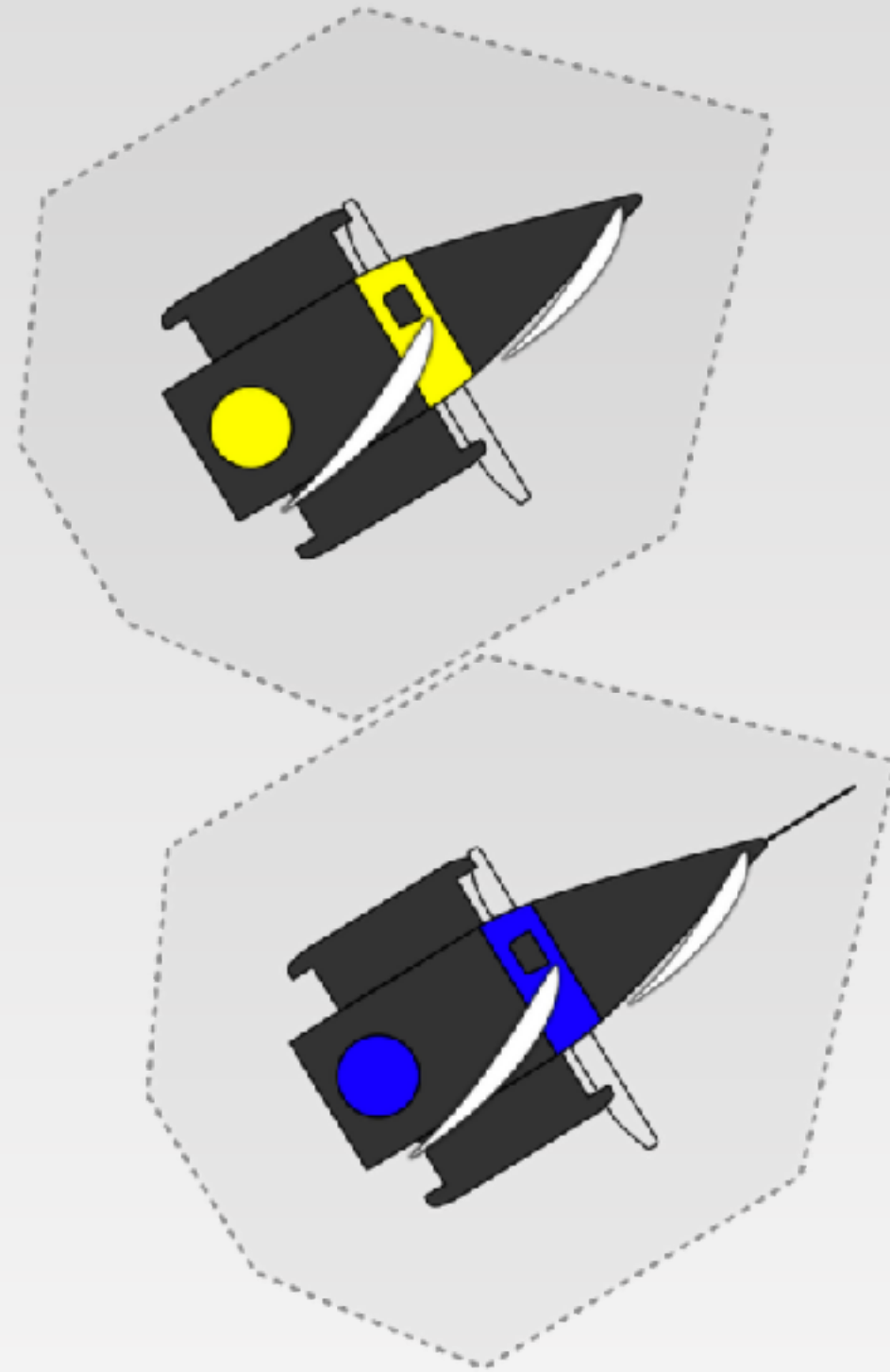
Question 1:  
When is a boat keeping clear?

Answer 1:  
For safety purposes, keep clear borders of 2 meters are added to each boat (see diagram).  
A boat is keeping clear when complies with the definition of keeping clear and/or the keep clear borders do not intersect or there is no contact between any part of the boat.

### 69F Event Call 2:

Question 2:  
When is a boat infringing HSR 31 touching a mark?

Answer 2:  
When a boat is touching a mark or when the keep clear border is virtually touching the mark.



### 69F Event Call 4:

For the purpose of HSR 19 which of the following items rank as Obstructions?

Item	Description	Obstruction
1	A <i>mark</i> of the course that does not begin, bound or end the leg upon which she is sailing.	Yes
2	A person (or persons) in the water.	Yes
3	A vessel with a person (or persons) aboard.	Yes
4	An Official boat and a Race Committee boat.	Yes
5	An Umpire boat.	Yes
6	A boat <i>racing</i> : when the boats are required to <i>keep clear</i> or to give <i>room</i> to her.	Yes
7	A boat <i>racing</i> : when the boats are required to avoid her if rule 22 applies	Yes
8	A boat <i>racing</i> : when the boats are <b>NOT</b> required to <i>keep clear</i> or to give <i>room</i> to her.	<b>NO</b>

### 69F Event Call 5:

For the purpose of HSR 19.1, to which of the following obstructions the definition of Zone is applicable?

Item	Description	Zone
1	A <i>mark</i> of the course that does not begin, bound or end the leg upon which she is sailing.	Yes
2	A person (or persons) in the water.	Yes
3	A vessel with a person (or persons) aboard.	Yes
4	An Official boat and a Race Committee boat.	Yes
5	An Umpire boat.	<b>NO</b>
6	A boat <i>racing</i> : when the boats are required to <i>keep clear</i> or to give <i>room</i> to her.	<b>NO</b>
7	A boat <i>racing</i> : when the boats are required to avoid her if rule 22 applies	Yes



## QUALIFICATION Stage (2nd/3rd November 2023)

### FINAL Fleet Race

Finalists
1st Qualif. Stage
2nd Qualif. Stage
3rd Qualif. Stage
4th Qualif. Stage
5th Qualif. Stage
6th Qualif. Stage

#### Final 4th/5th Nov. 2023

Will sail max 9 fleet races  
Scoreboard will start from scratch

### FINAL Match Race

#### Match Race 5th Nov 2023

The 2 highest ranked teams of the Finals fleet race will proceed to the Match Race Final  
The winner of the Match Race final will be team scoring 2 points or higher score at the stage time limit

Flight 1 is mandatory to complete Qualification Stage. Each Flight must be fully completed (4 races) to be considered in the scoreboard

In order to follow the program, OA may terminate any stage when the relative deadline is expired as well can add more flights if the original program is completed in advance. Qualification stage will terminate on Friday 3/11

**DAY ONE**  
2/11/23

**Qualification  
Stage**

**DAY TWO**  
3/11/23

**Qualification  
Stage**

**last possible  
warning 17.00**

**DAY THREE**  
4/11/23

**Final Fleet Race  
last possible  
warning 17.00**

**DAY FOUR**  
5/11/23

**Final Fleet Race  
last possible  
warning 13.30**

**Final Match  
Race  
last possible  
warning 15.30**

**APPENDIX A-69F SCORING****A2-69F SERIES SCORES**

A2 is deleted and substituted with:

A2.1-69F Each boat's series score shall, subject to rule 90.3(b), be the total of her race and \*fair play scores. The penalties scores will be deducted from the total score of each penalized boat. (A race is completed if scored; see rule 90.3(a)). The boat with the highest series score wins and others shall be ranked accordingly.

A2.2-69F To determine the series scores there are no excluded scores.

A2.3-69F In case the finals stage is void, the results of the event will be the qualification stage result.

\* Applied only in the finals

**A4-69F SCORING SYSTEM**

A4 is deleted and substituted with:

**A4.1-69F RACE POINTS:**

(a) Each boat starting and finishing and not thereafter retiring, or given redress shall be scored points as follows:

<i>Finishing place</i>	<i>Points</i>
First	6
Second	5
Third	4
Fourth	3
Fifth	2
Sixth	1

(b) In the last final fleet race the race points will be scored doubled.

(c) A4.1(b) is applicable only when the race committee signals by radio before the warning signal the next starting procedure is for the last final fleet race and that race will not be abandon.



**A4.3-69F FAIR PLAY BONUS:**

- (a) One point is scored to the boat with the lowest number of penalty points in all the races of the series.
- (b) If boats are tied, they will be scored one point each.
- (c) In the YFGC Fair Play bonus will be applied only in the finals.

**A4.4-69F PENALTY POINTS:**

- (a) Penalty to the boats and teams will be under rules 44 and 60.6.
- (b) Penalty points will be scored under rule A2.1.
- (c) Any infringement of the Event Rules will be penalized minimum with Scoring Penalties under rule A4.4-69F (a) and (b).

**A5-69F SCORES DETERMINED BY THE RACE COMMITTEE**

A5.2 deleted and substituted with:

A5.2-69F

- (a) A boat that did not start, did not sail the course, did not finish or retired shall be scored zero points.
- (b) A boat that is disqualified shall be scored zero points and given the penalty points.

**A8-69F SERIES TIES**

A8 is deleted and substituted with:

- A8.1-69F If there is a series score tie between two or more boats at the end of a stage, the tie shall be broken in favor of the boat(s) with the lowest totalized number of penalty points of the same stage
- A8.2-69F If a tie remains between two or more boats, they shall be ranked in order of their race scores in the last race of the same stage. Any remaining ties shall be broken by using the tied boats' race scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

**69F MATCH-RACE**

The following rules apply only in Match-Race

**MR 1 STARTING RACES**

**MR 1.1** Races shall be started by using the following signals.

Minutes before the start

3:00 Warning signal

2:00 Preparatory signal

1:00 End of pre-start signal

0:00 Starting signal

**MR 1.2** The race committee shall communicate via radio the time of the warning signal for each match.

**MR 2 OTHER ACTIONS BEFORE THE STARTING SIGNAL**

**MR 2.1** No later than the warning signal, the race committee shall signal via radio the course to be sailed.

**MR 2.2** No later than the warning signal, the race committee may move a starting *mark*.

**MR 2.3** Before the starting signal, the race committee may for any reason *postpone* or *abandon* the race via radio.

**MR 2.4** Requirements before the start

(a) At a boat's preparatory signal, her hull shall be completely outside the line that is at a 90° angle to the starting line through the starting *mark* at her assigned end. In the pairing list, the boat listed on the left-hand side is assigned the port end. The other boat is assigned the starboard end.

(b) Within the one-minute period following a boat's preparatory signal, her hull shall cross the starting line, the first time from the courseside to the pre-start side.

**MR 3 PENALTIES GIVEN BY THE UMPIRES****(a) OCS Penalties**

Penalty for boats that are OCS:

(i) after her starting signal and while inside the *boundary*, the penalized boat shall act immediately to reduce her VMG / VMC until she is 20 meters behind the other boat, or

(ii) the penalized boat shall *start* as per definition start (a).

**(b) Penalties for breaches of a *rule* in the pre-start, or Part 2 breaches for *boats* on the same leg of the course or within the *zone* of a *mark***

Penalty for breaches of a *rule* in the pre-start, or Part 2 breaches for *boats* on the same leg of the course or within the *zone* of a *mark*: after her starting signal and while inside the *boundary*, the penalized boat shall act immediately to reduce her VMG / VMC until she is 20 meters behind the other *boat*.

**(c) Other Penalties after the starting signal**

Penalty for breaches of a *rule* (other than penalties under rule MR 3(a) or MR 3(b)) that is signalled after the starting signal: while inside the *boundary*, the penalized *boat* shall act immediately to reduce her VMG / VMC until she loses 20 metres compared to the other boat that has started correctly and without a penalty.



**MR 4 Penalty completion**

(a) A *boat* completes her penalty when the umpires determine that a *boat* has lost the required distance and they have signalled that the penalty is completed by the Green flag.

(b) However, when it is clear to the umpires that the penalized *boat* is reducing her VMG / VMC but the loss of distance is not being incurred as intended, or the situation is not covered in rule MR 3, the umpires shall make their best effort to calculate what the VMG / VMC reduction should be. When they are satisfied with the loss of distance, the umpires shall signal that the penalty is completed by the Green flag.

**MR 5 All Penalties**

The following applies to penalties described in rules MR 3 and MR 4:

(a) The penalty distance is evaluated between the most advanced points of the *boat* measured:

- (i) along the true wind axis when the boat is on a windward or a leeward leg;
- (ii) along the course axis on others legs.

(b) If a *boat* has multiple penalties, then

(i) the distance a *boat* is required to be behind in rule MR 3(a) and MR 3(b), or the distance a *boat* is required to lose in rule 3(c), is multiplied by the number of the penalties given; and

(ii) when a *boat* has both a MR 3(a) or MR 3(b) penalty and a MR 3(c) penalty, the MR 3(a) or MR 3(b) penalty shall be taken prior to the *boat* taking the MR 3(c) penalty.

(c) If a *boat* has a penalty and the other *boat* is penalized, each penalty shall be cancelled and this shall be signalled by the Green flag. This rule does not apply to penalties for OCS.

**MR 6 28.5-69F** is deleted.

**Eyes wide open,  
safety is performance**

**HAVE FUN**

