



SAILING INSTRUCTIONS

DS Danmarksmesterskab for klubhold

1.Division

Kapsejlds nr. 4 af 4

Århus Sejlklub

19-20/09 – 2026

Organizing Authority:

Sejlsportsligaen i samarbejde med Århus Sejlklub

Principal Race Officer: Troels Wester

Chief Umpire: Paw Forsmann Hagen

Regatta Manager: Jesper Lorents

1. Rules

The regatta will be governed by the rules as defined in “The Racing Rules of Sailing” (RRS), with the exception of class rules. Additional rules are the rules for the handling of boats (Appendix B of sailing instructions) which rank as class rules; the rule changes in the Notice of Race (listed in Appendix E of these sailing instructions); the rules for Danish Championships (Statutter for Danmarksmesterskaber i sejlsport); Appendix F if Vakaros are used (Notice will be posted on the Official Notice Board), and Appendix Umpired Fleet Race (UF) of these sailing instructions that provide the rules for umpired fleet racing.

2. Code of Conduct

2.1. Competitors and support persons shall comply with reasonable requests from race officials.

2.2. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under Appendix UF 3.4a (4) and may result in an umpire-initiated penalty under Appendix UF 3.5 (b) or (c).

- Excessive attempts to verbally coerce, coach or influence umpire or Race Committee (RC) decisions;
- Repetitive or on-going objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision,

Breaches of this SI may also be referred to the Protest Committee (PC). Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event. Gross breaches of this Sailing Instructions (SI) may be referred to the PC by the Organizing Authority (OA) for action under RRS 69.

3. Notices to competitors

3.1. Notices to competitors will be posted on the official notice board located at the race office.

3.2. Changes to the Sailing Instructions will be posted no later than 60 minutes before the preparatory signal of the first race for which they will take effect.

4. Signals made ashore

- 4.1. Signals made ashore will be displayed on a flagpole. The location of the flagpole will be in the Race office area or be posted on the official notice board.
- 4.2. When flag signal AP is displayed ashore, the next warning signal will be made earliest 10 min after removal of AP ashore. This changes race signal AP.

5. Drawing of groups and boats, technical defects

- 5.1. The drawing of groups and boats will be done before the event. Order and number of races will result from the pairing list. The pairing list will be published before the event.
- 5.2. If the race committee or the repair service are unable to prepare a boat within a reasonable time, the race committee may start the race without this boat. The club associated with this boat will be scored RDG with the average of all other races sailed in compliance with RRS A9 (b) in this race.

6. Time schedule

- 6.1. The race office has the following opening hours:
Friday: 18/09: 15:00 – 19:00
Saturday: 19/09: 08:00 – 18:00
Sunday: 20/09: 08:00 – 16:00
- 6.2. The first skippers meeting will be held on Saturday 19/09 at 9:00 am.
- 6.3. Further skippers meetings will be announced on the official notice board.
- 6.4. The first warning signal will be made at 10:00 am on the first racing day. The following races will be sailed subsequently, with changes of boats and crews on the water, according to the pairing list.
- 6.5. The time of the first warning signal on the second racing day will be posted on the official notice board by the race committee on the previous day after the racing has concluded, latest at 20:00.
- 6.6. On the last racing day, no warning signal for the first race of a flight will be given after 14:30 and the last possible warning signal for the second or third race of a flight will be at 16:00.
- 6.7. A flight consists of three consecutive races according to the pairing list, in which each entered club races once.

7. Race course

- 7.1. **If Appendix A1** applies it shows the course including the order in which marks are to be passed, and the side on which each mark is to be left. If a gate mark is missing, the remaining mark shall be rounded on the port side.
- 7.2. **If appendix A2** applies it shows the course including the order in which marks are to be passed, and the side on which each mark is to be left. If a gate mark is missing, the remaining mark shall be rounded on the port side.
- 7.3. The course layout for the event will be published on the Official Notice Board.
- 7.4. If the course layout has to be changed during in or between flights – a notification will be sent to all competitors on VHF by the Race Committee and also notified to the crews by the dock master. Failure of notification will not be grounds for opening a hearing regarding redress. This changes RRS 61.1(a). If a changes of the course is between 2 races day it will be notified on the official notice board.

8. Course marks

- 8.1. Course marks M1 will be inflatable marks, either green, yellow or red.
- 8.2. M1a and M1b will be Inflatable marks in the same colour,
- 8.3. Mark 2a and 2b will be orange inflatable marks.
- 8.4. Starting and finishing marks will be a race committee boat and a spar buoy displaying an orange flag. This changes Race Signals.
- 8.5. When robotic marks are used, minor adjustments to their position, or marks returning to position after being touched by a boat, shall not be grounds for redress. This changes rule 61.1(a).

9. Start

9.1. **If appendix A1** applies The starting line will be between an orange flag on the race committee signal vessel and a spar buoy displaying an orange flag.

1. No later than at the 1 minute signal, the race committee will signal the color of mark 1 by displaying a flag of the same color. See Appendix A1.
2. No later than at the 2 minute signal, the race committee may signal that the course includes an extra lap. See Appendix A1.

9.2. **If appendix A2** applies the starting line will be between an orange flag on the race committee signal vessel and a spar buoy displaying an orange flag.

1. No later than at the 2 minute signal, the race committee may signal that the course includes an extra lap. See Appendix A2.

10. Finish

The finishing line will be between an orange flag on the race committee signal vessel and a spar buoy displaying an orange flag. This changes Race Signals.

11. Protests and Requests for redress

11.1. Decisions taken by the protest committee, see Appendix UF .

11.2. Breaches of the following rules will not be grounds for protest by a boat: RRS 40.1 and SI 16

11.3. Protests under RRS 14, see Appendix G.1

12. Target times and time limits

12.1. The target time is 10 to 15 minutes. Failing to comply with this rule is no grounds for a protest/redress.

12.2. The time limit for the first boat is 20 minutes

13. Scoring

13.1. At least three races for each Team are required to constitute a regatta.

13.2. A club's series score is the sum of its individual scores according to the low point system of the RRS without any discard.

13.3. If there is a series score tie between two or more clubs, their rank will be decided according to RRS A8.

13.4. If at the end of the regatta clubs have sailed an uneven number of races due to incomplete flights, the clubs missing a race will be scored according to RRS A9(a).

13.5. If the protest committee penalizes a boat in accordance with Appendix G.2, the boat will be scored DPI in that race. The score will also be recorded on the official score board.

14. Safety

14.1. A boat retiring from a race shall immediately inform the race committee.

14.2. If a prohibited area is described on the noticeboard, is it not allowed for a boat racing to enter this area, and the area is designated as an obstruction.

15. Replacement of crew and equipment

15.1. Substitution of crew members will only be allowed in reasonable, exceptional cases and after approval of the OA, under conditions that the new crew member is a member of the same club as the replaced crew member.

15.2. Substitution of damaged or lost equipment and repairs may only be done by the repair service of the OA, or under their management.

16. Crew Change

16.1. Every team shall be ready for boat/crew change in sufficient time at the shuttle dock. Last point in time is the preceding start.

16.2. After finishing a race, the boats shall roll up their jibs and let their mainsails stand to allow the shuttle boats coming alongside for the crew change.

16.3. During the 3 minutes following the change, the new crew shall inspect the boat. An objection about a boat raised after the 3 minutes have passed will not postpone the next race.

17. Advertising

Advertising displayed on the boats by the clubs is limited to the BIBs and must comply with Appendix C of these Sailing Instructions.

18. Official Boats

Official boats will be marked with white flags carrying black letters as follows:

- Umpire: "Umpire"
- Press: "P" or "PRESS"
- Repair service: "S" or "REPAIR"
- Shuttle: number 1-6
- Media: "M" or "MEDIA" or "TV"

19. Electronic devices

While racing, a team shall neither make radio transmissions nor receive radio information not available to all teams. Navigation aids are not permitted. Watches without navigational functions are allowed.

20. Support boats and Coach boats

Support boats and coach boats shall be registered beforehand with the OA.

21. Technical fault and damage

21.1. When a boat has a technical fault, it shall inform the RC or umpire immediately after finishing the race in order to alert the Repair Service.

21.2. If there is a damage on a boat, the club shall complete a damage report at the race office as described in Appendix D at the first reasonable opportunity after getting back ashore.

22. Vakaros

22.1 Each competitor at the Sailing League will be required to race with a Vakaros Atlas 2/Atlas Edge. The Vakaros RaceSense system will be used during racing.

Instruction for use are shown in Appendix F.

This system will supply OCS/Recall information among other functions. This changes and supplements RRS 29.1.

22.2 Failure of an Atlas 2/Atlas Edge or the RaceSense System will not be grounds for opening a hearing regarding redress. This changes RRS 61.1(a).

23. Appendixes:

Appendix A1: Course

Appendix A2: Course

Appendix B: Rules for Handling of the Boats

Appendix C: Advertising

Appendix D: Damage Report

Appendix E: Rule changes in the Notice of Race

Appendix UF: Umpired Fleet Racing

Appendix G: Penalties for breaches of RRS 14 resulting in damage

Appendix A1: Course

Mark 1 (M1) will be located upwind, seen from the starting line.

The colour of the mark that shall be rounded will be displayed with a coloured flag at the starting vessel no later than at the 1 minute signal. This flag will be removed in case of a course change.

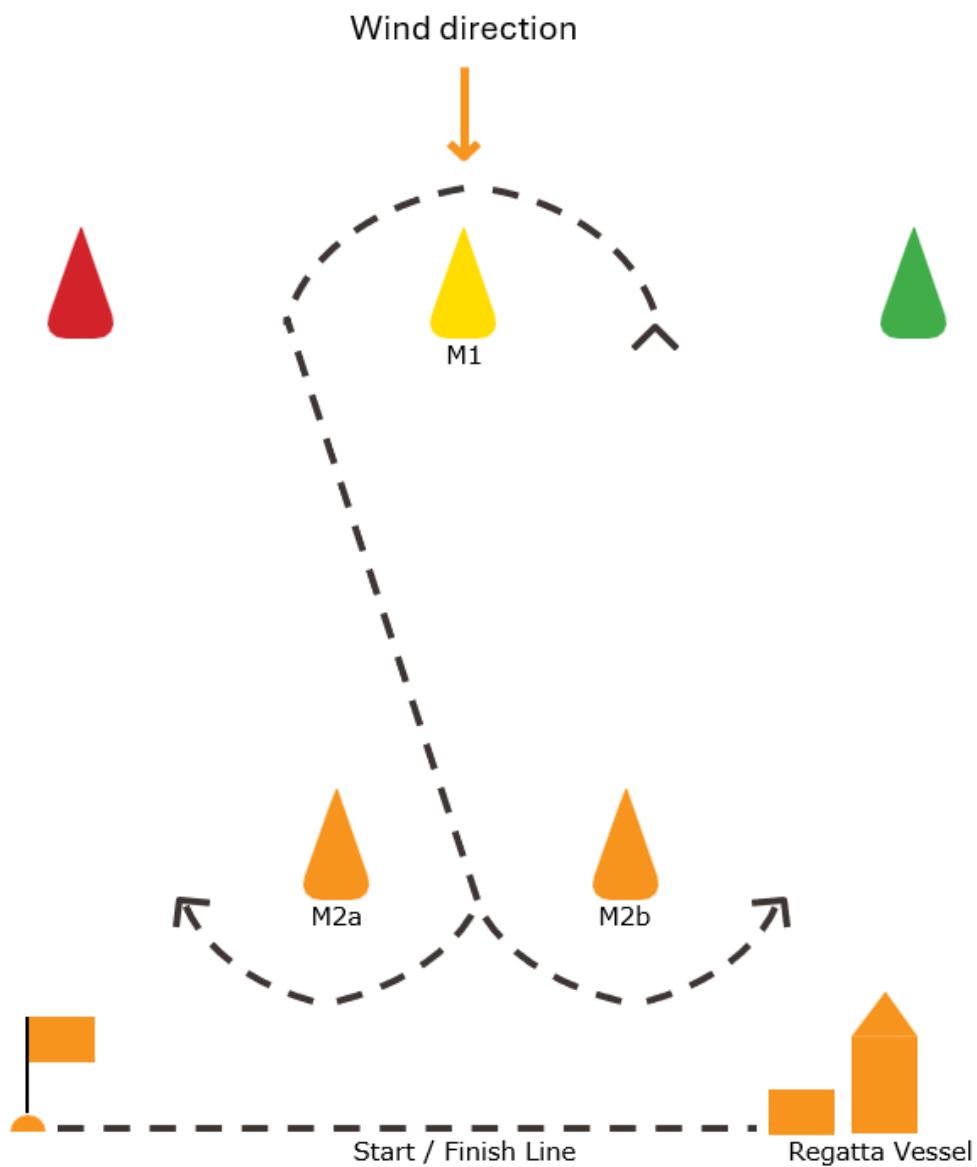
M1 shall be passed on port side. Mark 2a (M2a) and Mark 2b (M2b) are gate-marks.

Sequence:

No flag = Start - M1 - M2a/M2b - M1 - Finish

Pennant 1 = Start - M1 - M2a/M2b - M1 - M2a/M2b - M1 - Finish

Colour and shape of the marks may differ from the drawing and are not binding for the regatta. At the start, the pin end may be a race committee boat as well as a buoy.



Appendix A2: Course

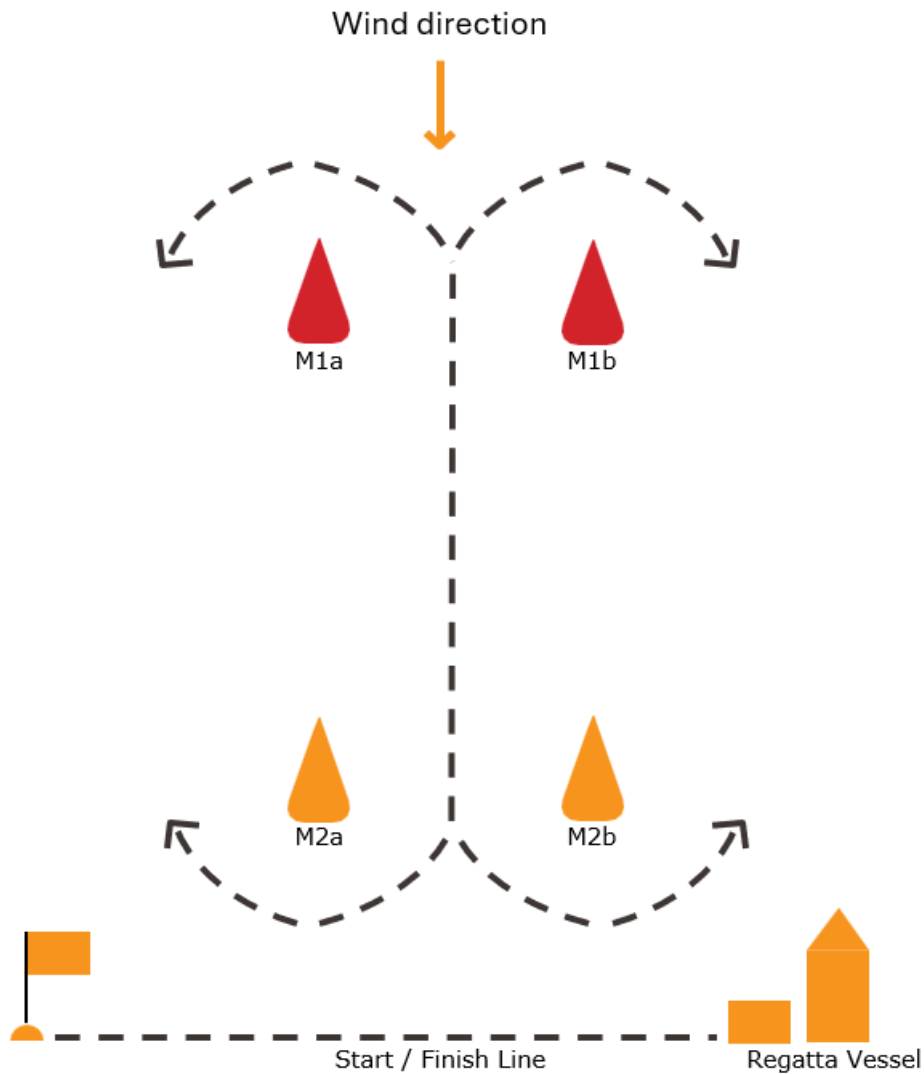
Mark 1a (M1a) and Mark M1b (M1b) will be located upwind, seen from the starting line.
M2a and M2b are gate-marks.

Sequence:

No flag = Start - M1a/M1b - M2a/M2b - M1a/M1b - Finish

Pennant 1 = Start - M1a/M1b - M2a/M2b - M1a/M1b - M2a/M2b - M1 - Finish

Colour and shape of the marks may differ from the drawing and are not binding for the regatta. At the start, the pin end may be a race committee boat as well as a buoy.



Appendix B: Rules for handling the boats

B1 General

Variations in the boats despite all measures for equalization will not be grounds for redress.

The technical committee can check the boats for any changes that are in breach of instructions B2 or B6 on a random basis. If they find such change, they will inform the protest committee. The protest committee may penalize the boat with one additional point without a hearing. This changes RRS A5.1 and A5.2.

B2 Prohibited actions

In order to prevent damages and injuries:

B2.1 The following actions are prohibited unless in case of emergency or directed by the race committee or umpires:

- (a) Sailing in a manner that could cause serious damage or injury.
- (b) Tying in, binding or dropping the jib.
- (c) Any additions or alterations to the equipment supplied.
- (d) Use of equipment for a purpose other than that intended.
- (e) Moving equipment from its normal stowage position except when being used as intended.
- (f) Replacement of any equipment. Exception: damage. In this case, the replacement may be carried out only by the repair service, or under their management.
- (g) Marking of sails, boat or arranged equipment, perforation of sails or attachment of further tell-tails to the sails.

B3 Handing over/leaving boats

B3.1 A boat may only be handed over to the following club in the presence of a race committee member, or afloat or at the changing area, as prearranged.

B3.2 Before handing over a boat to the next crew, the original condition shall be restored by the crew.

B3.3 Before handing over a boat to the next club, the crew sailing the boat shall report any damage or problem with the boat.

B4 Crew positioning

B4.1 The crew shall not hang, push or pull on the standing rigging to promote the manoeuvre or to bring weight outboards. It is allowed to use the mast or the companionway for promoting the manoeuvre.

B4.2 The cockpit lines may be used with the exception that hanging on to the cockpit lines from the outside is prohibited.

B4.3 The crew shall not stand, sit or lie on the cockpit lines or pushpits.

B5 Bowsprit

B5.1 The bowsprit shall be fully retracted at all times except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval.

B5.2. At M1 (If Appendix A1 applies) or M1a/M1b (If Appendix A2 applies) , the bowsprit shall not be set before the bow passes M1 or M1a/M1b to windward to round the mark.

B5.3. An extended bowsprit shall not be considered part of the boat for the purpose of

- a) establishing an overlap;
- b) establishing right of way, unless the gennaker is set.

B6 Shrouds and forestay

It is prohibited to adjust shroud and forestay tension at all times while afloat. Backstay tension may be adjusted while racing.

B7 Gennaker

When flag W is displayed on the race committee signal vessel, gennakers shall not be used while racing.

B8 Pumping

RRS 42.3(c) is changed to:

A boat's crew may pump the mainsail and gennaker using the sails' sheets.

Appendix C: Advertising

Ex



Appendix D: Damage report

If you detect any damage when taking over the boat, please notify the race committee before starting the race.
Boat number and club name
Skipper
Date and race number
Damage description
Reason for damage
Skipper signature

For organizing authority only:

Damage protocol received (date and time)
Has the reparation been executed satisfactorily: yes/no
Estimated cost in Euro
Comments

Attention:

In case of damage, every skipper is obliged to submit a complete damage report to the organizing authority whenever he/she detects damage or loss.

Appendix E – Rule Changes in the Notice of Race

The following Racing Rules have been amended as described:

1. RRS 26 has been amended as follows::

3 minutes before the starting signal: Warning signal: white flag with red number “3” displayed

2 minutes before the starting signal: Ready signal: white flag with red number “3” removed and white flag with yellow number “2” displayed

1 minute before the starting signal: One-minute signal: white flag with yellow number “2” removed and white flag with green number “1” displayed

Starting signal: white flag with green number “1” removed

The visual signals will be given together with an audible signal. Times shall be counted from the visual signals; failure to give an audible signal shall be disregarded.

2. RRS 32 has been amended as follows: “The course shall not be shortened”.
3. If the race course is Appendix A1, RRS 33 is changed as follows: “When a colored flag is displayed with repeated sound signals at the gate, mark 1 is changed. The new mark is of the same color as the flag.”
4. If the race course is Appendix A2, RRS 33(a) is amended to read: “When signal flag C is displayed with repeated sound signals at the gate, the compass heading to M1a/M1b is changed without further marking.”
5. RRS 40.1 has been amended as follows: “All crew members must wear personal flotation devices in accordance with DIN EN 393 or EN ISO 12402-5 when on board a boat that is racing.” RRS 40.1 applies from the time the boat leaves shore.
6. RRS 61.1(a) is amended so that the race committee’s failure to comply with the target time in the sailing instructions cannot be the basis for a request for redress.
7. RRS A5.1 and A5.2 are amended as follows:

A boat starting later than 3 minutes after her starting signal shall be scored DNS or DNC without a hearing.

If one or more crew members of a boat are not wearing their club BIB coveralls on the outside of their clothing, the boat shall have 1 point added to her score for each race in which this occurs, without a hearing. This also amends rule 63.1.

A boat which does not finish within 10 minutes after the first boat has sailed the course and finished shall be scored DNF without a hearing. This also changes rule 35.
8. RRS A5.2 is amended to read: “All boats that are DNC, DNS, OCS, DNF, RET or DSQ in a race shall be scored 1 point more than the number of boats participating in the race with the highest number of boats participating in the flight in which the race is part.”

Appendix F – Rules and Instructions for using Vakaros Atlas 2 / Atlas Edge and RaceSense System

1. The Vakaros RaceSense system will be used by the Race Committee (RC), and the relevant information will be available to all boats. As defined in RRS 41 (c).
2. Competitors shall take all reasonable measures to keep the Atlas 2 / Atlas Edge safe and operational and with any device issues/technical fault inform the RC or umpire immediately after finishing the race in order to alert the Repair Service.
3. RRS 26 is changed. The countdown to the start on the Atlas 2 / Atlas Edge from RaceSense will be the official time. Signal flags can be used for information purposes.
4. The visual identification of boats infringing RRS 29 by the RC is replaced with electronic identification through the Vakaros RaceSense system modifying RRS 29.1.
5. In the event a start needs to be postponed, for fairness or safety reasons, the RC will display code flag “AP”.
6. Any failure of the Atlas 2 / Atlas Edge, RaceSense system, or communication systems will not constitute grounds to request redress by a boat. This changes RRS 61.1(a).
7. If the RC vessel displays flag O with a sound signal before the warning signal of a race, rules 3 and 4 in this appendix will not apply to that race, and the Race will be started using the procedure described in Appendix E (1).
8. If the RC vessel displays flag R with a sound signal before the warning signal of a race, all Competitors shall restart their Vakaros Atlas 2 / Atlas Edge unit by switching it off, waiting 10 seconds, and then switching it back on to reconnect to the RaceSense network. Flag R will remain displayed for a minimum of 2 minutes and will be removed with the next warning signal.
9. Instructions for using the electronic Atlas 2/Atlas Edge device will be posted on the Official Notice Board.

Appendix UF – Umpired Fleet Racing (Danish Sailing League Edition)

Version: May 2026

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 20.3(d)(ii) on the condition that only the provided options are used, and the Event or Stage complies with the following limits:

Max fleet size of 25 boats

Max ratio of umpire vessels: boats being 1:5, with the recommended ratio of 1:3, especially when umpiring a fleet of equal performance or when a course construction spreads a fleet across a large area.

These limits apply to the number of boats in the fleet based at the start of the event or stage. An Organising Authority or Race Committee will not intentionally manipulate the event or stage in order to circumvent these limits.

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 maneuvering 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 Spare.

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 Spare.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is replaced with

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 Rule 31 is replaced with

31 TOUCHING A MARK

While racing, neither the crew nor any part of a boat's hull shall 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. In addition, while racing, a boat shall not touch a race committee vessel that is also a mark.

UF2.3 Spare.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 Penalties

- (a) In this appendix, 'a penalty' will mean the following:
A One-Turn Penalty taken in accordance with rule 44.2.
- (b) In this appendix, 'a voluntary penalty' will mean the following:
A Half-Turn Penalty taken as follows: before the starting signal or on a leg to a windward mark she shall gybe and as soon as reasonable possible luff to a close-hauled course. On a leg to the gate or to the finishing line, she shall tack and as soon as reasonable possible bear away to a course that is more than ninety degrees from the true wind.

UF3.2 The first three sentences of rule 44.1 are replaced with: 'A boat may take a voluntary 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.'

UF3.3 On 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 protest 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 voluntary penalty 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 taking a voluntary penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a voluntary penalty.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat:
 - (1) breaks rule 31 and does not take a voluntary penalty,
 - (2) breaks rule 42, and does not take a voluntary penalty
 - (3) gains an advantage despite taking a penalty or a voluntary penalty,
 - (4) commits a breach of sportsmanship
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire or
 - (6) breaks SI 14.2, B2, B4, B5 or B7an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signaled 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;
 - (7) fails to comply with rule 28 an umpire shall disqualify her under rule UF3.5(c),
 - (8) fails to correct an OCS, the umpire can disqualify under UF 3.5(c) when rounding the first mark after start.
- (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 28, or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.1. 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 leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 After boats have finished, the race committee will inform competitors about the results over radio.

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 Spare.

UF5.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, 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 inform the race committee no later than 2 minutes after the last boat finished the race.

A representative of the protesting boat shall be available on a shuttle rib for a hearing on the water right after the crew change.

UF5.4 The time limit defined in rule UF5.3 also applies to protests under rule UF5.9, 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 Protests and Redress

- (a) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with rule UF3.3(a) and rule UF5.3.'
- (b) Rule 60.2(a)(1) is replaced Rule 60.2(a)(1) is replaced with 'If the protestor is a boat, she shall hail 'Protest' and conspicuously display a red flag, at the first reasonable opportunity for each.'
- (c) Rule 61.4(b) (1), (2) (3) and (5) are deleted.

- UF5.7** The first sentence of rule 60.5(c) is replaced with: '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** Other than action by a Protest Committee 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 penalty of points or fraction of points or make another arrangement it decides is equitable, 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 60.1. However, it will not protest a boat for breaking rule UF3.6 or rule 28, 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 60.1 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 63.7(b) is replaced with 'A party to a hearing under this appendix may not ask for a reopening.

Appendix G – “Penalties for breaches of RRS 14 resulting in damage”

1. Appendix G allows the protest committee or organizing authority to protest when RRS 14 has been breached and resulted in damage to a boat.

Following the protest, the protest committee will have a protest hearing with the involved parties.

Damage will be categorized using the below matrix:

Level of damage	Extend of damage	Effect of damage
A – minor damage	Does not significantly affect the value, general looks or use of the boat	The boat/sails can continue racing without repairs. Cosmetic repairs later can be necessary. Repairs are estimated to less than one hour
B – Damage	The damage changes the value and/or the operation of the boat	The damage does not affect the normal use of the boat/sails in the current race. However, temporary repairs prior to the next race can apply to be able to continue racing. Repairs are estimated to more than 1 hour, but less than 3 hours
C – Severe damage	The normal use of the boat has been significantly impaired. There may be structural damage	The boat needs immediate repair to remain in the regatta. Repairs are estimated to more than 3 hours

2. The protest committee can choose to incur a points penalty dependent on the damage on the boat according to the below matrix

Level of damage	Points penalty
A – minor damage	0
B – Damage	3 points added to the teams total score in the regatta
C – Severe damage	6 points added to the teams total score in the regatta

When more boats breaches RRS 14, all will receive a points penalty.

The damage estimate is only used towards points penalties and are not associated with any deductions in the participants damage deposit

All point penalties are based on the estimation made on the water of the extend of the damage. Any later changes to the estimate cannot change the point penalty incurred.