

**Open**  
SKIFF



Sail Week  
Calasetta

**FIV**  
Federazione Italiana Vela



Umpired Fleet Racing  
**PRE-NOTICE OF RACE**  
**O'PEN SKIFF EUROCHALLENGE 2025**

April 18<sup>th</sup> – 20<sup>th</sup>, 2025

TO BE HELD AT



**Calasetta, Sardinia, Italy**

Regatta organised on behalf of the Italian Sailing Federation at

**Lega Navale Italiana Sulcis**

<http://www.leganavalesulcis.it/>

in co-operation with

**O'pen Skiff Class Association**

[Eurochallenge2025.openskiffclass.org](http://Eurochallenge2025.openskiffclass.org)

*[NP] Denotes that a breach of this rule will not be grounds for a protest by a boat. This changes RRS 60.1(a).*

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## 1 RULES

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- 1.1 The event will be governed by the rules as defined in the Racing Rules of Sailing.
- 1.2 The OSCA Class Rules will apply.
- 1.3 Any national prescriptions that will apply will be posted on the online Official Notice Board.
- 1.4 Umpired Fleet Racing Appendix UF as approved by WS and adopted by the Class shall apply under RRS 86.2. See Appendix.
- 1.5 RRS 60.2 (Intention to Protest) is amended as follows: add to RRS 60.2(a) "The protesting boat shall communicate to the Race Committee, immediately after arrival, its intention to protest and the identity of the boat/boats she intends to protest".
- 1.6 [NP] [SP] When in the water, each competitor shall wear, over the personal flotation device and clearly visible, the lycra provided by the Organizing Body. Failure to comply with this rule will result in a penalty of one point without a hearing to be imposed on the race(s) raced without lycra (modifies RRS 35, A4 and A5).
- 1.7 [DP] Support boats shall:
- 1.7.1 maintain a distance of at least 50 meters from any competitor after his start:
- 1.7.2 do not enter the regatta area when one or more races are in progress:
- 1.7.3 always remain under the WAITING AREA, if positioned, or 50 meters from the starting line meters after the preparatory signal:
- 1.7.4 sail towards the windward mark from the left side of the race course and never on the right side:
- 1.7.5 do not enter the course area with two or more legs during one or more races:
- 1.8 [NP] [DP] Failure to comply with point 1.7 shall result in a penalty of one point without a hearing to be imposed on all competitors who report support staff to the boat with reference to the race in progress in which the breach of the rules was detected. This type of decision cannot give request to redress. Amends RRS 61.1(a) and A5
- 1.8 If there is a conflict between languages the English text will take precedence.

## 2 ADVERTISING

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Boats may be required to display advertising chosen and supplied by the organizing authority. World Sailing Regulation 20 'Advertising Code' shall apply.

## 3 DIVISIONS

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- 3.1 Eurochallenge divisions shall (boy and girl) be:
- 3.1.1 UNDER 13 - born in 2013, or not later than 2016.
- 3.1.2 UNDER 17 - born in 2009, or not later than 2013.
- 3.2 A minimum of 5 competitors is required to constitute a division.
- 3.3 U13 Competitors shall use the 3.5 Sail and U17 Competitors shall use 4.5 Sail.
- 3.4 Competitors born in 2013 may compete with the 4.5m2 sail and in this case they compete as Under 17, the competitor registered for the single event shall always compete with the same sail

## 4 ELIGIBILITY AND ENTRY

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- 4.1 Competitors shall meet the requirements of World Sailing Regulation 19-Eligibility Code.
- 4.2 Competitors shall be members of an O'pen Skiff National Class Association recognised by the International Open Skiff Class. The Italian competitors shall have a valid FIV membership card with the medical certification for the current period.
- 4.3 Eligible competitors may **enter online** – Online payment required. Online entry will close on **11<sup>th</sup> April 2025**.
- 4.4 The entry is limited to the first valid entries of each division as follows:
- U13 – 90
  - U17 – 180
- 4.5 An entry is not valid until paid.

- 4.6 Foreign competitors shall be in compliance as prescribed by the national authorities to which they belong.
- 4.7 All competitors requiring a charter boat shall first confirm the allocation with OSCA. Go to Additional Information in this NoR for further details of the Charter Service.
- 4.8 The following shall be presented upon registration at the race office:
  - Evidence of valid third party insurance (see also NoR #18)
  - Proof of age
  - Parental Consent Form ( **Annex A** - for those under age of 18)

### 5 ENTRY FEES

- 5.1 The required competitor entry fee for the Eurochallenge 2025 is **120 Euro until 18<sup>th</sup> of March 2025**.
- 5.2 Late payments received, and late entries accepted, after 18<sup>th</sup> March 2025, but **not after 11<sup>th</sup> April 2025**, will be charged an entry fee of **130 Euro**.
- 5.3 Entry fees paid by bank transfer to:
  - OWNER: Open Skiff Class Association
  - IBAN: CH7909000000160451759
  - BIC: POFICHBE
  - BANK: PostFinance AG, 3030 Bern
  - COUNTRY: Switzerland (CH)
 Please include "EC1" in your payment advice and e-mail confirmation of payment to:  
[secretary@openskiff.org](mailto:secretary@openskiff.org)

### 6 RACE FORMAT

- 6.1 Number, format, length, of races for all divisions will be settled by Class Representative. Any amendment in SI shall be approved by class representative.
- 6.2 Boys and girls shall race together.
- 6.3 Divisions shall race as one fleet,
- 6.4 Three races are required to validate the championship for each division.

### 7 SCHEDULE

7.1

Thursday 17 April 2025	10.00 - 16:00	Arrival day, charter boat distribution, equipment inspection
Friday 18 April 2025	9.00 – 9:30	Late registration
	10:00	Skipper Meeting
	12:00	Races
Saturday 19 April 2025	Tbd	Races
	19:00	Official Dinner
Sunday 20 April 2025	Tbd	Races, last possible warning signal: 15:30
	17:00.	Prize Giving

7.2 The first possible warning signal for each day will be posted on the Official Notice Board no later than 18:00 of the preceding day.

## 8 EQUIPMENT & EQUIPMENT INSPECTION

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- 8.1 Equipment inspections may be made at any time during the event.
- 8.2 Upon completion of registration and until the end of the event, at all times when ashore except when launching and retrieving, all equipment shall be kept in their assigned places at event site. Removal of any equipment from the event site requires prior written approval from the race committee. Access to equipment in the storage area during certain hours, including hours of darkness may be restricted.
- 8.3 Unless otherwise directed by the organizing authority, boats and equipment shall be launched and retrieved from the designated area at the event site.

## 9 NOTICE BOARD

- 9.1 The official notice board will be online on Racing Rules of Sailing at the link available at the event website - [Eurochallenge2025.openskiffclass.org](http://Eurochallenge2025.openskiffclass.org)

## 10 SAILING INSTRUCTIONS

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The sailing instructions (SI's) will be available upon registration. Any changes to the SI's shall be approved by the Class Representative at the event.

## 11 COURSES

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Courses will be as described in the sailing instructions.

## 12 INTERNATIONAL JURY

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An International Jury will be appointed in accordance with WCR Appendix N. Their decisions shall be final as provided by RRS 70.5.

## 13 SCORING

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- 13.1 U13, U17 divisions shall be scored
- 13.3 Scoring will be in accordance with RRS Appendix A, except for the discard profile. If 4 races have been completed a boat may discard their worst score; if 9 races have been completed a boat may discard their two worst scores.

## 14 COACHES AND SUPPORT BOATS

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- 14.1 Coaches and support personnel may register onsite payment will be made during registration
- 14.2 The registration fee is 50 euro.
- 14.3 Coach boat charter is available, please contact by mail: [sulcis@leganavale.it](mailto:sulcis@leganavale.it)
- 14.4 All coach boats shall be registered.
- 14.5 All Support Persons with assistance boat shall be accredited with the Local Organising Authority and shall have:
- VHF on board.
  - accepted the "rules for support personnel and assistance boats" described in the Sailing Instructions;
  - provided numbers of the accompanied competitors.
- Accredited Support Persons will be subject to the technical and disciplinary directives of the RC and the PC which, in the event of an infringement, will be able to act on the basis of rule 64.5 of the RRS

## 15 SAFETY

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- 15.1 Personal buoyancy is mandatory for every competitor and support boat crew member at all times while afloat except, briefly, while changing clothes.
- 15.2 Every competitor and support boat crew member shall wear a personal flotation device that shall conform to the minimum standard of ISO 12402-5 (level 50), or as specified in the SI's. World Sailing Rules 40 shall apply when on water.

## 16 PRIZES

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- 16.1 Prizes will be awarded to first (male or female) overall and the first three male and female competitors of each properly constituted division.
- 16.2 Other prizes may be awarded at the discretion of the Organising Authority.

## 17 EUROCHALLENGE FINAL RANKING 2025

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- a. The final Ranking for a boat in the 2025 OpenSkiff EuroChallenge Series will be the sum of the final positions in her best 3 Rounds out of 4 planned Rounds.
- b. In case one Round is not valid or cancelled the final score for the Ranking 2025 will be the sum of the final positions in her best 2 Rounds.
- c. In case 2 Rounds are not valid or cancelled the final score for the Ranking 2025 will be the sum of the final positions in her best 2 Rounds.
- d. A boat's final position in a single Round will be as stated in the Round's final results provided by Local Organising Authorities.
- e. The Prize Giving of Eurochallenge Circuit will take place during the Prize Giving of the fourth Eurochallenge Regatta planned during the Open Skiff European Championships in Barcelona, Spain.

## 18 ITALIAN NATIONAL RANKING LIST 2025 AND COPPA DEI CAMPIONI 2025

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- 18.1 The Italian Ranking List will be calculated by examining all the individual tests of the 2025 National Circuit as per point 4 of the Class regulations.
- 18.2 The VI O'pen Skiff Champions Cup 2025 will be held on 11 and 12 October 2025, the following competitors will be able to participate:

- ranked from first to ninth place in the National Specific Under 13 Ranking List;
- ranked from first to ninth place in the National Specific Under 17 Ranking List;
- up to 2 further competitors chosen as "wild cards" at the sole discretion of the Technical Commission, appointed by the Class.

If one or more of the 18 selected Under 13, Under 17 were to withdraw, the Class will proceed to identify the competitors based on the scrolling of the National Ranking List, or even not select any competitor. The Specific Ranking List for the Champions Cup is calculated with reference to the provisions of point 4 for the scoring with the national regattas held up to 10 September and including the Italian Under 17 Youth Championship and the President's Cup (it will therefore not be counted the Ascob Cup scheduled for 3-5 October 2025). The Ranking List as of September 10th will then be taken with the inclusion of the Italian Under 17 Youth Championship and the President's Cup for calculation purposes.

## 19 DISCLAIMER OF LIABILITY

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RRS 3 states: "The responsibility for a boat's decision to participate in a race or to remain in the race is hers alone."

Therefore: by participating in this event each competitor agrees and recognizes that sailing is a potentially dangerous activity that carries risks. These risks include the possibility of facing strong wind and rough sea, sudden changes in weather conditions, breakdowns / damage to equipment, manoeuvre errors of the boat, poor seafaring by other boats, loss of balance due to boat instability and fatigue with resulting in an increased risk of injury. The risk of permanent and serious injuries or death by drowning, trauma, hypothermia, or other causes is inherent in the sport of sailing.

## 20 INSURANCE

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Each participating boat shall be insured with valid third party liability insurance with a minimum cover of 1,500,000 euro per event or the equivalent. The insurance policy presented at registration shall have an English translation.

## 21 RIGHT TO USE NAME AND LIKENESS

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In registering for the event, competitors automatically grant to the Organising Authority the right in perpetuity to make, use and show from time to time at their discretion, any motion pictures, still pictures and live, taped or filmed television and other reproduction of them, taken during the period of the event, for the said Event as defined in the Notice of Race and Sailing Instructions in which he/she participates without compensation.

## 22 TRASH DISPOSAL (DP)

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22.1 The Basic Principle says: "Participants are encouraged to minimize any adverse environmental impact of the sport of sailing". Therefore all sailors are asked to follow RRS 47 – Trash disposal - before, during and after the event :

"Competitors and support persons shall not intentionally put trash in the water (and ashore) . This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification".

## 23 FURTHER INFORMATION AND ACCOMODATION

- 23.1 Registration will take place at race office located at  
Lega Navale Italiana Sezione Sulcis;  
ADDRESS: Piazza Principato di Monaco  
Calasetta, Sud Sardegna, 09011 Italy
- 23.2 For further information please contact: [sulcis@leganavale.it](mailto:sulcis@leganavale.it)

# Annex A

2025 Open Skiff Euro-challenge Championships

Calasetta, Sardinia, Italy (18-20 April 25)

Parent / Guardian consent form

Sailor name: \_\_\_\_\_

Sail number: \_\_\_\_\_



U13  U17  Male  Female.

### In the event of an accident, please inform

Legal guardian: \_\_\_\_\_ Emergency phone: \_\_\_\_\_

#### Declaration: LIMITATION OF LIABILITY COGNOVITS CLAUSE

The responsibility for the decision to participate in a race or to continue with it is solely with the skipper. The skipper is responsible for the qualification and the correct nautical conduct of the crew as well as for the suitability and the transport-safe-condition of the registered boat. In cases of force majeure or on grounds of administrative orders or for safety reasons, the organizer is entitled to make changes in the realization of the event or to cancel the event. This does not constitute any liability by the organizer towards the participant, if the reasons for the changes or the cancellation do not result from a willful or grossly negligent behaviour of the organizer. In case of a violation of obligations that do not constitute primary or material contractual duties (cardinal obligations), the liability of the organizer for financial and property damages incurred by the participant during or in connection with the participation in the event and resulting from a conduct of the organizer, its representatives, servants or agents, is restricted to damages that were caused willfully or grossly negligent. When a violation of cardinal obligations occurs due to minor negligence, the liability of the organizer is limited to foreseeable, typical damages. To the extent that the liability for damages of the organizer is excluded or restricted, the participant also relieves the staff - employees and representatives, agents, servants, sponsors and individuals who provide or drive salvage, safety or rescue vessels or assist with their use - from the individual liability for damages, as well as all other individuals who were instructed to act in connection with the realization of the event. The effective racing rules of World Sailing, the administrative regulations regatta-sailing, the class rules as well as the regulations of the invitation to the competition and the sailing instructions are to be complied with and are expressly recognized.

#### Privacy Policy

Reference is made to data protection of personal information and data. Any personal information and data given to the organizers will be used only as follows: All data regarding participating athletes, coaches and their boats will be processed and archived for the purpose of this sporting event. Personal information contains the participant's real name, date of birth, club, sail number and address data. In particular, results, calculatory and visual analyses, position monitoring and race analyses will be published with reference to the competitors' names. In order to achieve this, the data will be transferred to our service providers and to such governing bodies like World Sailing and local organizers. It cannot be ruled out, that your data will be processed outside of the EU. Our service providers and governing bodies have been or will be committed by us, to exclusively use your data for the event and its preparation and post-processing, including ranking lists and global multi event scorecards. The commercial use of your data is prohibited.

### Being the parent / legal guardian I approve the sailors entry to this event and confirm that I have read, understand and agree to the terms of the Notice of Race.

Permission is also granted for drug testing to be performed in accordance with World Sailing Anti Doping Code. This form does not constitute therapeutic exemption of a prohibited substance. Please contact your National Sailing Federation for obtaining such exemption when necessary.

\_\_\_\_\_  
(Date /City)

\_\_\_\_\_  
signature of parent / legal guardian

**ADDITIONAL INFORMATION (not part of the Notice of race)**

**ADDITIONAL INFORMATION (not part of the Notice of race)**

**1) CHARTER SERVICE**

Take Outdoors France will provide and manage charter service for participants

Complete Boat (with sail) Charter **Fee: 150 euro.**

Charter boats and sails will be allocated by the International O'pen SKIFF Class Association, and may be limited to European competitors only – i.e. those travelling from outside of Italy will have priority.

To apply contact - [secretary@openskiff.org](mailto:secretary@openskiff.org) - before completing an entry form. Applications shall be received before February 15th 2025.

A deposit of 100 Euro shall be paid to cover any damage to the equipment. This deposit will be collected when charter is issued, and reimbursed to the competitor upon the return of the charter equipment in good condition at the end of the event. Charter boats will be available from Thursday 17th April 2025.

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**A) TRAVEL & TRANSFERS**

**Traveling to Sardinia by FERRY with your car you can embark:**

BARCELONA - PORTO TORRES Grimaldi  
BONIFACIO - S.T. DI GALLURA Moby  
CIVITAVECCHIA – CAGLIARI Tirrenia  
CIVITAVECCHIA – OLBIA Tirrenia / Grimaldi  
CIVITAVECCHIA - PORTO TORRES Grimaldi  
GENOVA – OLBIA Moby/ Tirrenia /GNV  
GENOVA - PORTO TORRES Tirrenia /GNV  
LIVORNO - GOLFO ARANCI (OLBIA) CS Ferries  
LIVORNO – OLBIA Moby/ Grimaldi  
NAPOLI – CAGLIARI Tirrenia  
NIZZA - GOLFO ARANCI (OLBIA) CS Ferries  
PIOMBINO – OLBIA Moby  
PORTO VECCHIO - GOLFO ARANCI (OLBIA) CS Ferries  
PORTO VECCHIO - PORTO TORRES CS Ferries  
TOLONE - PORTO TORRES CS Ferries

If you travel by car you have to know that to reach Calasetta from **port of Olbia/Golfo Aranci** (323 km far from Calasetta),

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**port of Porto Torres** (285km far from Calasetta), it takes about 4/5 hours by car along the SS 131 up to Samassi, then taking the SS 293 up to Siliqua, turning off to the SS 130 up to in Iglesias and continuing on the SS 126 towards Carbonia / Sant'Antioco up to Calasetta.

From the **port of Cagliari** (100 km far from Calasetta) it is necessary to drive about an hour and a half: follow the directions to exit from Cagliari towards Iglesias taking the SS 130 and from Iglesias continue on the SS 126 towards Carbonia / Sant'Antioco up to Calasetta.  
Use the travel instructions on google maps [HERE](#)

The alternative is to choose to **travel by PLANE** by finding cheap tickets from Roma Fiumicino, Orio al serio, Linate or Malpensa to Cagliari Elmas. Find out from where you can fly to Cagliari [HERE](#) or see <http://www.aereoporti.com>

In this case it is possible:

- **travel by train** from Elmas Airport to Carbonia Stato (info on [Trenitalia](#)) and then the bus to Calasetta ([ARST](#)) or a taxi to the NCC (rent with driver);
- **rent a car at the airport** more info [HERE](#)
- **use a taxi (ncc)** for the transfer to and from the airport -more info [HERE](#)

## APPENDIX UF

### UMPIRED FLEET RACING

#### Open Skiff Edition

**Version:** May 17, 2021

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

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

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

**UF1.2** Add new rule 7 to Part 1:

#### **7 LAST POINT OF CERTAINTY**

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

**UF1.3** Rule 14 is replaced with:

#### **14 AVOIDING CONTACT**

14.1 If reasonably possible a boat shall

- (a) avoid contact with another boat,
- (b) not cause contact between boats, and
- (c) not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

**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 Test rules**

(a) The definition *Mark-Room* is changed to:

**Mark-Room** Room for a boat to sail her proper course to round or pass the mark on the required side.

However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.

## 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 Spare

UF2.3 Spare

Rules P1, to P4 shall not apply.

## UF3 ON WATER PROTESTS AND PENALTIES

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

A One-Turn Penalty taken in accordance with rule 44.2.

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

### UF3.3 On 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 raise a hand at the first reasonable opportunity for each..

The protest flag is not required for Open Skiff Class events.

(b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

### UF3.4 Penalties and Protests Initiated by an Umpire

(a) When a boat:

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

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

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

#### **UF3.5 Umpire Signals**

An umpire will signal a decision as follows:

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

#### **UF3.6 Imposed Penalties**

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

#### **UF4 RACE COMMITTEE ACTIONS**

**UF4.1** After boats have finished, the race committee will inform competitors about the results on the official noticeboard.

#### **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 immediately after finish

- UF5.4** The time limit defined in rule UF5.3 also applies to protests under rule UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.
- UF5.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.
- UF5.6** The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- UF5.7** The first three sentences of rule 64.2 are 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) SPARE
  - (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate.
  - (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 60.3. 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 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.
- UF5.12** Rule 66.2 is changed to ‘A party to the hearing under this appendix may not ask for a reopening.’

Regatta harbour/Porto della regata

## ANNEX 2/ALLEGATO 2



[www.leganavalesulcis.it](http://www.leganavalesulcis.it) [www.ascobskiff.com](http://www.ascobskiff.com) [www.prolococalasetta.it](http://www.prolococalasetta.it)

