



RACING TOUR

GC32 RACING TOUR 2015 RULES

1. Organisation

- 1.1 The GC32 RACING TOUR is overseen by the GC32 Int. Class Association ("ICA"). The ICA appoints Yacht Clubs, Marinas or Event Agencies to organize and fund the GC32 Regattas. The Class Office coordinates the organization of the events with the Organizer appointed by the ICA.
- 1.2 The GC32 RACING TOUR is an annual competition of 5 official ICA events listed in Clause 3 of these rules.
- 1.3 The Organizer shall sign the Event Agreement with the ICA and follow the Event guidelines and regulations issued by the ICA, including Event Communication Briefing, Sponsorship Regulations and any and all other regulations issued by the ICA in respect of the Event organization.
- 1.4 The boat sailed in the GC32 RACING TOUR is the GC32 One Design. The participants are members of the ICA and are bound by the Class Rules, the Class Constitution, the GC32 Racing Tour 2015 Rules (and associated branding rules) and the GC32 standard Notice of Race and Sailing Instructions.

2. Rules

- 2.1 The GC32 Racing Tour 2015 will be governed by:
 - a) The rules as defined in the ISAF Racing Rules of Sailing (RRS 2013-2016) amended as per Appendix 6.
 - b) The GC32 Class Rules and interpretations.
 - c) The GC32 Racing Tour 2015 Rules.
 - d) The NoR of each individual event.
 - e) The SI of each individual event.
- 2.2 The official language of the GC32 Racing Tour 2015 shall be English.
- 2.3 Any modification of these Rules will be sent by e-mail to the boats registered in the Tour and the organizing authorities of the individual events. Such notification shall be deemed to be in compliance with RRS 89.2 a).

3. Preliminary Events Schedule

3.1 Official 2015 events schedule

May 27th – 31st	Austria Cup	AUT	Lake Traunsee
June 24th – 27th	Cowes Cup	UK	Cowes
July 30th – Aug 2nd	Sailing Cup Kiel	GER	Kiel
August 27th -30th	Trofeo di Roma	ITA	Rome Fiumicino
Sept 30th – Oct 03rd	Marseille One Design	FRA	Marseille

In case an event should be cancelled, the class office shall sanction an alternative venue.

3.2 Event schedule – 4 to 5 days

Day 1	Media & Press Day / First day of Racing
Day 2-4 (5)	Racing

4. Entries

4.1 The GC32 RACING TOUR competitors shall comply with the following requirements:

- The team owner has to be a fully registered member of the GC32 Class Association.
- Pay the annual GC32 Racing Tour entrance fee of € 25.000.- before the 1st event of the year.
- Comply with any and all Class regulations, including Class Rules (CR), Class Constitution and GC32 Racing Tour 2015 Rules.
- Each crew must have a ISAF sailor ID and be registered with a MNA
- All competitors shall comply with the ISAF Regulation 19 – Eligibility Code.
- Pay the measurement fee of € 1000, have a valid GC32 One Design Certificate and pro-actively maintain the GC32 One Design integrity of their boat.

4.2 All GC32 boats holding a valid measurement certificate are allowed to participate at the GC32 RACING TOUR.

4.3 There will be a full crew weigh-in before the first day of racing at every GC32 RACING TOUR event. The crew shall remain under the maximum allowed weight. The ICA will register the weight of all the crewmembers. If there is a crew change during the event, only the new crew member shall be weighed and the total crew weight shall remain under the maximum allowed.

5. Courses

5.1 Windward/Leeward courses with upwind or reaching starts are races between buoys with mainly Windward / Leeward legs. The length of the courses will be set by the Race Committee in accordance with the venue and the wind strength and direction.

5.2 Coastal Courses for the GC32 are non-Windward / Leeward races identified as Coastal Courses by the Sailing Instructions. The length of the courses will be set by the Race Committee in accordance with venue and wind.

6. Sails and sail limits

- 6.1 A GC32 shall register a maximum sail inventory of 4 sails for the GC32 RACING TOUR 2015 which shall comprise:
- 1 Mainsail
 - 1 Jib light
 - 1 Jib heavy
 - 1 Gennaker
- 6.2 Each owner shall register his set of sails with the ICA before the start of the first event of the Racing Tour.
- 6.3 No more than one set of sails can be registered per calendar year for racing in the GC32 RACING TOUR 2015.
- 6.4 In the case of irreparable damage to a sail, or non intentionally loss, a request for replacement may be made to the ICA.

7. On board Hospitality

- 7.1 On board Hospitality approval:
All owners taking part in the GC32 RACING TOUR agree to allow media and guests on board during the series (no more than one person per boat per race). For each start, either all boats competing in the race shall carry a guest or no boat shall carry a guest.
These guests shall not contribute to the racing of the boat other than by the positioning of their weight.
Unless otherwise described by the SI's, a person with acknowledged tactical or technical skills (designers or sailing coaches as example) shall be considered to be contributing to the racing of the boat. (Any penalty under this point is a discretionary penalty by the Jury).
- 7.2 Hospitality Coordination:
At each event the event organizer has to appoint a person, who will assist the Class Manager (CM) to manage the hospitality program, including spectator boats and on board hospitality. It is the responsibility of the Organizer to adopt appropriate equipment in order to transfer guests on and off the boats safely and to ensure that their sailing experience is safe.
- 7.3 Allocation of on board slots:
On board slots shall be allocated by the CM, in cooperation with the event organizer.
Owners who intend to invite guests shall liaise with the CA and pre-book their slots latest Seven (7) days before the event starts, owner shall confirm their guests (name and date). After this, the CA may not accept team guests. Slots not used by a team may be allocated to another party.
Slots shall be allocated as described below:
1/4 for the Teams guests
1/4 for the CA guests
1/2 for the local organizer guests including media guests
- 7.4 Onboard guest safety:
Onboard guests will be required to wear buoyancy aids, gloves, shoes and helmets at all times when on board. Buoyancy aids, gloves and helmets are supply by the CM. Before boarding a GC32 a safety briefing is mandatory for all onboard guests. Onboard a designated member of the racing crew shall be the contact person for the guest. Guests

shall be seated only in the two designated guest positions on the forward trampoline (see Appendix 5) and are only allowed to move from one guest position to the other. The designated guest positions shall be marked a contrast color to the trampoline and equipped with a handle on each side.

The Race Committee may advise that no guests shall be carried on-board when the conditions may compromise the safety of the guests. No guests are allowed to be on board if the race committee orders the boats to take a reef in their mainsail.

8. Scoring system

8.1 Event results:

8.1.1 For each event, daily results shall be calculated and issued by the Race Officer. Points are attributed to a Team, which comprises an owner or his representative and his/her crew. A Team can sail on different boats.

8.1.2 The standard ISAF 'low points system' (RRS A4) shall apply. In case of a tie, RRS A8 shall apply.

8.1.3 A coastal race, if any is held, will be deemed a 'special event' and will therefore not be scored as part of the series.

8.2 GC32 RACING TOUR Annual ranking

8.2.2 After each regatta, each Team will receive the number of points corresponding to their final ranking in the regatta. The final season's ranking will be a sum of all the points collected during the five events of the GC32 RACING TOUR, less one discard if more than 4 events have been sailed by the same team.

8.2.3 A team which is not taking part in an event shall receive the following number of points: number of registered boats + 2. (This changes RRS A9).

8.2.4 The ICA will issue the official on-going GC32 RACING TOUR Annual ranking according to 8.2.1. and 8.2.2.

8.2.5 In case of a tie, the team with the better result in the last GC32 Racing Tour event will win the tie.

8.2.6 After the last Official Event, the ICA will issue a final GC32 RACING TOUR annual ranking. The team with the lowest score will be the winner of the 2015 GC32 RACING TOUR.

9. Award

9.1 The final 2015 GC32 RACING TOUR prize giving will take place at the end of the last event of the season.

9.2 At each GC32 RACING TOUR event a prize giving will take place for that event.

10. Safety

10.1 All competitors shall carry on board the safety equipment listed in Class Rules.

10.2 Wind limit for reefing:
The RC has the discretion for the matter of safety depending on wind strength and sea state to call for a reef in the mainsail. This rule cannot be protested by competitors. The competitors have to follow the orders of the RC in their best and fastest possible way.

10.3 Wind limit for racing:
No starting procedure shall commence if the wind is stronger than 25 knots for a constant period of five minutes. This rule cannot be protested by competitors.

11. Branding

11.1 Team, Class and Organizer signage:
The branding on boats shall be positioned in accordance with Appendix 1, 2 and 3.

It is the responsibility of the Owner to ensure that his or her vessel is branded according to the GC32 RACING TOUR rules. The CA Executive Committee may change the branding displayed in the Appendix 1, 2 and 3, upon confirmation of Class Sponsorship and provided that a majority of owners vote to allow the change.

11.2 In case of a breach of rule 8 the ICA shall advise the boat to apply the rule or penalize her without a hearing. A second breach of the rule may lead to the exclusion of the boat from the event. Additional breaches of the rule may lead to the exclusion of the boat from the GC32 RACING TOUR without possibility of any reimbursement in any case.

11.3 The class sponsor branding, according to Appendix 1, 2 and 3, including stickers, flags, boom cover, will be provided by the ICA. The competitors shall be responsible to keep them clean and tidy, as per Appendix 4.

12. Communication

12.1 Every Team shall participate in the communication and promotional events, as requested by the Organizer and/or ICA. At least one member of each team shall attend all of these events. All skippers must attend all press conferences. All crewmembers must attend prize giving ceremonies.

12.2 During the GC32 RACING TOUR, boats may be requested to carry a GPS tracker and/or a camera provided by the Organizer. The GPS tracker/cameras enable the transfer of performance information to assist the media and spectators in following the racing. Teams are responsible for this equipment while it is in their possession.

13. Protests and Request for Redress

13.1 Umpiring and Sailing Instructions:

The composition of the Jury shall be according with the Event Agreement between the Class and the Organizer. Standard GC32 Sailing Instructions shall be used.

13.2 Redress Limitation: a boat may only request redress when racing at an event; redress may be granted for this event only and shall be given for a greater number of races than half of the races sailed at the event.

13.3 Penalties for breaches of the 2015 Rules are at the discretion of the Jury.

13.4 GC32 RACING TOUR Rule disputes:

Issues or disputes regarding the GC32 RACING TOUR rules shall be sent in writing to the ICA Office. The Executive Board of the ICA will study the request and provide competitors with an official answer.

11.2 By taking part in the GC32 RACING TOUR, an owner commits to use no other rights of appeal other than those described in the ISAF RRS, in ISAF REGULATION and the GC32 RACING TOUR Rules.

14. Logistic and assistance

14.1 Each team must have its own RIB as a support boat of an adequate size and engine power to enable their GC32 to be towed between the dock and the race course and back. The maximum size of the RIB must not exceed 12m. No more than one support boat per team is allowed. All support boats shall be clearly identified.

14.2 Hauling out or diving to clean the hulls between races of a racing day is forbidden without previous approval of the ICA.

15. Insurance and disclaimer of liability

15.1 For all Events, every boat must have a minimum annual third party insurance of 4 million Euros. It is the owner or owner's representative's responsibility to ensure that the insurance is in place and is adequate.

15.2 This insurance must also include third party cover for all operations carried out by a team ashore, beyond those covered by the team's car insurance.

15.3 Every owner or owner's representative must provide physical proof of this insurance cover as stipulated in 13.1 and 13.2

15.4 Competitors participate in the Events and in the GC32 RACING TOUR entirely at their own risk (see RRS Rule 4, 'Decision to Race'). The Organizing Authority, race officials, umpires and the CA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the Events on the GC32 RACING TOUR.

Appendix 1: Afloat branding
Signage position



TEAM Sponsors

- Hull: position starting after the first 25% of bow till the back beam.
- Mainsail: GC32 class logos and sail numbers must comply with the class rules, other than that no restriction on mainsail.
- Headsail: no restrictions on headsails
- Gennakers: no restrictions on gennakers
- Beams: no restrictions on the beams
- Boom: no restrictions on the boom
- No restrictions on crew branding
- National flag: tba

VENUE Sponsors

- Bow: the first 25% of the inside hulls need to stay free of branding

CLASS Sponsors

- Bow: the first 25% of the outside of the hulls need to stay free of branding
- Rudders: All area above waterline
- Gennaker pole: all area reserved for the class
- Hull: From the back beam to the back end of the hull must be reserved for class sponsors

CLEAR areas – not for use

- Standing rigging
- Mast
- Any area not mentioned above

Appendix 2: Ashore branding

Signage position and dimension

TEAM Sponsors - Team flags overall area 80 x 600 cm

- Forestay flags: overall dimension 80 x 600 cm, position 100 cm from the jib tack fitting.

VENUE Sponsors – Organiser flags overall area 80 x 200 cm

- Forestay flags: overall dimension 80 x 200 cm, position above Team Flags.

CLASS Sponsors – Class flags overall area 80 x 400 cm

- Forestay flags: overall dimension 80 x 400 cm, position above Organiser Flags

CLEAR areas – not for use

- Mast
- Any area not mentioned above

Appendix 3: Clothing branding

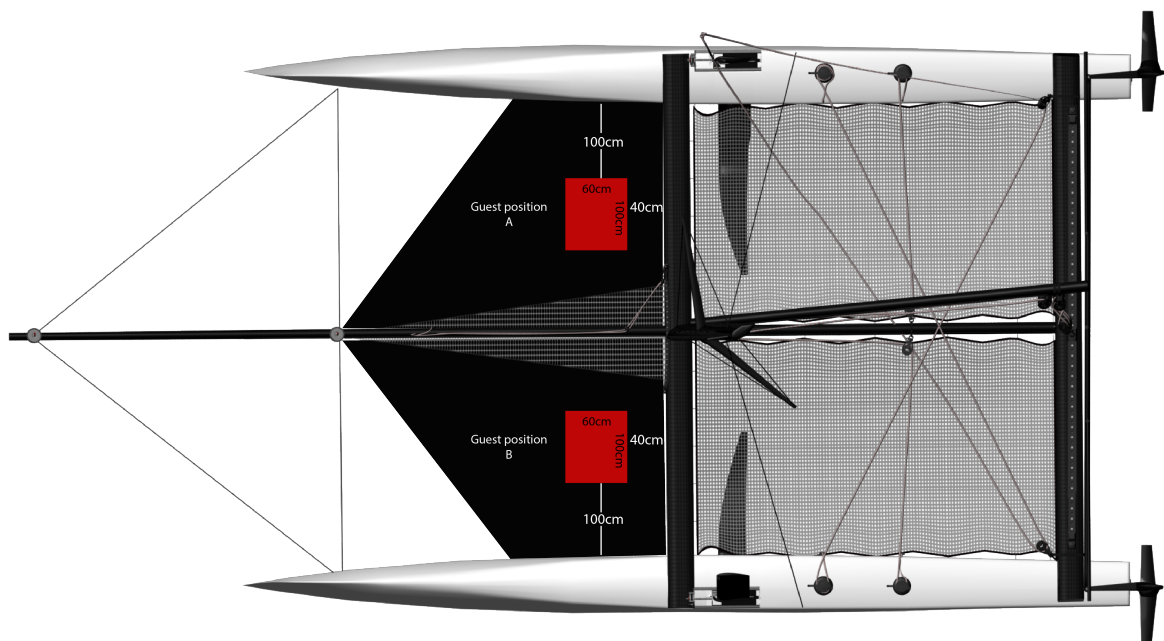
Signage position and dimension

- Space for Class Title Sponsor Logo (6cm wide) on right or left arm of team clothing
All other areas free to the team

Appendix 4: Owners and Skippers liability

- Teams are responsible to comply with the sponsorship and signage regulations contained in the GC32 Racing Tour 2015 Rules and any and all regulations issued by the Class.
- Teams may submit a diagram of their Branding layout to the CA for approval.
- Branding shall be kept in a clean and tidy condition and stickers shall be properly applied and maintained. Teams shall maintain the marketing material provided by the Class and the Organizer.
- Competitors attention is drawn to rule 8 and Appendix 1-3: if the branding does not comply with the Class regulations:
 - the Jury may be notified and may apply a penalty to any non complying boat
- The Class Office may penalize any non complying boat

Appendix 5: Onboard guest position



Appendix 6: Amendments to the ISAF Racing Rules of Sailing (RRS 2013-2016)

Delete Part 2 and replace with:

PART 2

WHEN BOATS MEET

The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are *racing*, or have been *racing*. However, a boat not racing shall not be penalized for breaking one of these rules, except rule 24.1.

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules.

SECTION A

RIGHT OF WAY

A boat has right of way when another boat is required to *keep clear* of her. However, some rules in Sections B, C and D limit the actions of a right-of-way boat.

10 ON OPPOSITE TACKS

When boats are on opposite *tacks*, a port-*tack* boat shall *keep clear* of a starboard-*tack* boat.

11 ON THE SAME TACK, OVERLAPPED

When boats are on the same *tack* and *overlapped*, a windward boat shall *keep clear* of a leeward boat.

12 ON THE SAME TACK, NOT OVERLAPPED

When boats are on the same *tack* and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible but shall not be penalized under this rule unless there is contact that causes serious damage or injury.

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

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat room to keep clear.

16.2 When sailing to a mark that is to windward, a starboard-*tack* boat shall not bear away to a course that is below her proper course and more than 90 degrees from the true wind direction if at that moment the port-*tack* boat that is keeping clear by sailing a course to pass astern of her has to immediately change course to continue keeping clear.

16.3 When sailing to a mark that is to leeward, a starboard-*tack* boat shall not luff to a course that is above her proper course and less than 90 degrees from the true wind direction if at that moment the port-*tack* boat that is keeping clear by sailing a course to pass astern of her has to immediately change course to continue keeping clear.

SECTION C

AT MARKS AND OBSTRUCTIONS

Rules 18 and 19 do not apply at a starting mark surrounded by navigable water or at its anchor line.

18 MARK ROOM

18.1 When Rule 18 applies

Rule 18 applies between boats when they are required to leave a mark on the same side and at least one of them is in the zone. However, it does not apply between a boat approaching a mark and one leaving it.

18.2 Giving Mark-Room

(b) When the first boat reaches the zone,

(i) if boats are overlapped, the outside boat at that moment shall thereafter give the inside boat mark-room.

(ii) if boats are not overlapped, the boat that has not reached the zone shall thereafter give mark-room.

(c) If the boat entitled to mark-room leaves the zone, the entitlement to mark-room ceases and rule 18.2(b) is applied again if required.

(e) If a boat obtained an inside overlap and, from the time the overlap began, the outside boat is unable to give mark-room, she is not required to give it.

18.4 Tacking or Gybing

When an inside overlapped right-of-way boat must tack or gybe at a mark to sail her proper course, until she tacks or gybes she shall sail no farther from the mark than needed to sail that course. Rule 18.4 does not apply at a gate mark.

18.5 Exoneration

When a boat is taking mark-room to which she is entitled, she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between boats when at least one of them is in the zone of an obstruction, except when it is also a mark the boats are required to leave on the same side. However, rule 19 does not apply at a continuing obstruction.

19.2 Giving Room at an Obstruction

(a) When rule 19 first applies, the right-of-way boat at that time may choose to pass an obstruction on either side.

(b) When boats are overlapped, the outside boat shall give the inside boat room between her and the obstruction, unless

(i) she has been unable to do so from the time the overlap began, or

(ii) she is unable to do so because she is giving or taking mark-room under rule 18.2(b), or

(iii) she is unable to do so because she is taking room under rule 20.2. However, room in rule 19.2 does not include room to tack unless it is the only option to pass the obstruction.

19.3 Exoneration

When a boat is taking room to which she is entitled under rule 19.2, she shall be exonerated if she breaks a rule of Section A.

20 ROOM TO PASS A CONTINUING OBSTRUCTION

20.1 When Rule 20 Applies

Rule 20 applies between boats that have started when at least one of them is in the zone of a continuing obstruction.

20.2 Giving Room at a Continuing Obstruction

(a) When rule 20 first applies, an outside overlapped or clear astern boat at that moment shall thereafter give an inside or clear-ahead boat room to sail her proper course, including room to tack or gybe, while the inside or clear-ahead boat is in the zone, unless the boat required to give room is unable to do so because she is giving or taking mark-room under rule 18.2(b).

(b) When boats are passing a continuing obstruction on opposite sides, a boat sailing on a leg to a windward mark or windward gate shall be considered the inside boat.

20.3 Exoneration

When a boat is taking room to which she is entitled under rule 20.2(a) she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

SECTION D OTHER RULES

When rule 22 or 23 applies between two boats, Section A rules do not.

22 STARTING ERRORS; TAKING PENALTIES

22.1 A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to start shall keep clear of a boat not doing so until she is completely on the pre-start side.

22.2 A boat taking a penalty shall keep clear of one that is not.

23 CAPSIZED OR AGROUND; RESCUING

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is aground or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

24 INTERFERING WITH ANOTHER BOAT

24.1 If reasonably possible, a boat not racing shall not interfere with a boat that is racing.

24.2 Except when sailing her proper course, a boat shall not interfere with a boat taking a penalty or sailing on another leg.

Add new rule 28.3

28.3 A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28.2 only if she does so before she rounds or passes the next mark or finishes.

When a boat breaks this rule and fails to correct her error before rounding or passing the next mark or finishing, an umpire may penalize her under 44.1c.

Delete 29.1 and replace with:

29.1 Individual Recall

When a boat is OCS, the RC shall promptly display the X Flag, with one sound signal, and identify her by VHF.

Delete RRS 44 and replace with:

44 PENALTIES

44.1 After a protest under rule 60.1a) 1), the umpires shall decide whether to penalize any boat. They shall communicate one of the following decisions:

(a) 'No penalty.' by displaying a green and white flag with a sound signal.

(b) The identified boat(s) shall take a penalty by complying with rules 44.3 and 44.4, by displaying a red flag with a sound signal and shouting a boat's sail number.

(c) The identified boat(s) is disqualified, by displaying a black flag with a sound signal and shouting a boat's sail number.

44.2 OCS

A boat identified as OCS shall:

a) when sailing a Course with a reaching start, round Mark 1S clear astern of all boats that have started correctly within 10 seconds of the starting signal.

b) When sailing a Course where the first leg is to windward, sail from the course side across an extension to the pre-start side before starting.

44.3 After having been penalized by an umpire a boat shall get well clear from other boats and as soon as possible:

a) on a leg to a windward gate or mark or on a reaching leg, a boat shall complete two tacks.

b) on a leg to a downwind gate or mark, a boat shall complete two gybes.

44.4 Penalty limitations

A boat taking a penalty under rule 44.2a) on the first leg of the course shall not sail a course other than a proper course of a boat without a penalty if as a result a keep-clear boat sailing her proper course must change course to keep clear.

44.5 A penalized boat shall not be recorded as having finished until she takes her penalty and her hulls are completely on the course side of the line and its extensions and then finishes.

44.6 When as a consequence of breaking a rule a boat has compelled another boat to break a rule, the other boat shall be exonerated by the umpires without a hearing.

Delete Section A of RRS Part 5 and replace with:

60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION

60.1 A boat may

- (a) while racing, protest another boat under rule 44.4(b), or a rule of Part 2 except rule 14;
- (b) protest another boat, except for rules 28, 31, 40, 42, 44.3, 44.4, 47.2 or a rule allowed to be protested under rule 60.1(a);

60.2 The Class Manager (or it's representative) may,

- a) ask for redress on behalf of a boat.
- b) may report to the protest committee requesting action under rule 69.1(a).

60.3 When the RC receives a report required by RRS 43.1c) or 78.3, it shall protest the boat.

60.4 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 a rule listed on Appendix 5, may inform the protest committee for its action under rule 60.5a). However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

60.5 The Protest Committee may

- (a) protest a boat
- (b) act under rule 69.1(a);
- (c) call a hearing to consider redress.

60.6 When the umpires decide that a boat has:

- broken rules 28, 31, 42, 44.3 or SI 9;
 - (b) gained an advantage by breaking a rule after allowing for a penalty;
 - (c) committed a breach of sportsmanship;
 - (d) deliberately broken a rule; or
 - (e) been identified as OCS and fail to comply with 44.2;
- she shall be penalized under rule 44.1(b) or 44.1(c);
- (f) met the requirements to be penalized as specified in rule 14, she shall be penalized under rule 44.1(c).

61 PROTEST REQUIREMENTS

61.1 Informing the Protestee and Umpires

- (a) While racing, for Part 2 or 44.4b) incidents a boat shall hail "protest" and conspicuously display a red flag as soon as reasonably possible after an incident in which she was involved. She shall remove the flag before, or at the first reasonable opportunity after an umpire's decision.
- (b) For protest under 60.1b) shall hail or contact by VHF the race committee before or during the display of flag B.

61.2 Protest Contents

A protest shall not be in writing.

61.3 Protest Time Limit.

- a) After the finish the race committee will announce by VHF each boat's finishing place or scoring abbreviation. After this has been done for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.
- b) The protest committee shall extend the time limit if there is good reason to do so.

62 REDRESS and Penalties

62.1 A request for redress or a Jury's decision to consider redress shall be based on a claim or possibility that a boat's score in a race or series has, through no fault of her own, been made significantly worse by

- (a) an improper action or omission of the race committee,
- (b) action of a boat that was penalized for breaking rule 14,
- (c) action of a boat that was penalized under rule 44.1(c),
- (d) a boat against which a penalty has been imposed under rule 2 or disciplinary action has been taken under rule 69.1(b),
- (e) an illegal or accidental action by a third party including a race official that causes serious damage to a boat or injury to the crew.

62.2 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

62.3 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to 'A party to the hearing may not ask for a reopening.'

62.4

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (c) 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.

62.5 All penalties imposed by the Protest Committee are discretionary penalties (DPI)

Changes or Additions to the Definitions:

Clear Astern and Clear Ahead; Overlap One *boat* is *clear astern* of another when both of her hulls or bowsprit are behind a line abeam from the aftermost point of the other *boat's* hulls. However a *boat* with either bow or bowsprit between the other *boat's* hulls is *clear astern*. The other *boat* is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a *boat* between them *overlaps* both.

Finish A *boat finishes* when any part of her hulls or bowsprit crosses the finishing line from the course side after completing any penalties.

Leeward and Windward A *boat's leeward* side is the side that is or, when she is head to wind, was away from the wind. The other side is her *windward* side. When two *boats* on the same *tack overlap*, the *boat* with any part of either hull on the *leeward* side of the other's *leeward* hull is the *leeward boat*. The other is the *windward boat*.

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

OCS A *boat* is OCS when at her starting signal any part of her hulls or bowsprit are on the course side of the starting line.

Overlap See *Clear Astern and Clear Ahead; Overlap*.

Start A *boat starts* when:

- (a) having her hulls and bowsprit been entirely on the pre-start side of the starting line at or after her starting signal, any part of her hulls or bowsprit cross the starting line in the direction of the first *mark*; or
- (b) having crossed the starting line in the direction of the first *mark* and been identified as OCS, she completes a penalty for OCS.