



BAYVIEW
ONE DESIGN
DETROIT



2015 Bayview One Design Sailing Instructions

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Sailing Instructions

Bayview Yacht Club is the Organizing Authority
May 29-31, 2015

1. RULES

- 1.1 The regatta shall be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 No national prescriptions will apply except the prescriptions of the United States Sailing Association (US Sailing) listed in Attachment A.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Regatta Notice Board at Bayview Yacht Club in the Canada's Cup Room.

3. CHANGES IN SAILING INSTRUCTIONS

- 3.1 Any change in the Sailing Instructions (SIs) will be posted before 0800 hours EDT on the day it will take effect except that any change in the schedule of races will be posted before 2000 hours EDT on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals ashore will be displayed from a flagpole on the balcony near the south end of the BYC Harbormaster's building (north of the clubhouse). If such signals are displayed prior to racing on any day, a courtesy broadcast describing the signals may be made on the four Circles' VHF channels between 0830 and 0900 hours EDT. See SI 23 (Courtesy Broadcasts).
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 75 minutes" in the race signal AP.

5. SCHEDULE OF RACES

- 5.1 Racing will be held on Friday, Saturday & Sunday, May 29– 31, 2015 for the one design classes and on Saturday and Sunday, May 30 – 31, 2015 for PHRF classes and dinghy classes.
- 5.2 It is the intention of the Race Committee to conduct as many races as practical on each day of racing.
- 5.3 The scheduled time for the warning signal for the race each day on Circles A, B and C is 1000 hours EDT.
- 5.4 The scheduled time for the warning signal for the race each day on Circle D is 1100 hours EDT.
- 5.5 No warning signal shall be made after 1400 hours EDT on the last day of racing, Sunday, June 1.
- 5.6 Flag A displayed, with no sound, while boats are finishing means 'No more racing today'.

6. CIRCLES, CLASS FLAGS AND STARTING SEQUENCE

- 6.1 All circles, class flags and starting sequences will be posted on the Official Regatta Notice Board and will be available at registration. See Attachment B.

7. RACING AREAS

- 7.1 The Circle A, B, and C racing areas are located in Lake St. Clair. The Circle D racing area is located in the Detroit River in the vicinity of Bayview Yacht Club. The centers of Circles A, B and C will be located as follows:
Circle A: 42°24.407' N, 082°51.85' W, which is approximately 4.0 nm from the Peche Island Range Rear Light (F 115 ft PA) on a compass heading of 044°. The radius of Circle A is 0.6 nautical miles.
Circle B: 42°21.768' N, 082° 48.883' W, which is approximately 4.6 nm from the Peche Island Range Rear Light (F 115 ft PA) on a compass heading of 090°. The radius of Circle B is 0.9 nautical miles.
Circle C: 42°21.533' N, 082°51.671' W, which is approximately 2.5 nm from the Peche Island Range Rear Light (F 115 ft PA) on a compass heading of 090°. The radius of Circle C is 0.65 nautical miles.
- 7.2 The Peche Island Range Rear Light is in lower Lake St. Clair, approximately 1.5 nm upstream from Bayview Yacht Club and is visible from the lawn in front of the clubhouse in normal conditions. Competitors are cautioned not to sail closer than 100 yards to the Peche Island Range Rear Light or between the Peche Island Range Rear

Light and Peche Island at any time. Refer to the Lake St. Clair Chart (14850) posted on the Official Regatta Notice Board. Crews are cautioned to allow adequate time to reach the appropriate racing areas in prevailing conditions for the first scheduled warning signal each day.

8. COURSES

8.1 The course designation and the approximate compass bearing and approximate distance from the starting line to Mark 1 shall be displayed from the Race Committee signal boat on course boards.

8.2 All turning marks shall be left to port except gates.

8.3 An offset mark (inflated orange “hip-hop”) shall be used and will be rounded to port after first rounding Mark 1. It will be approximately 75 yards from Mark 1 at approximately a 90-degree angle.

8.4 Mark 2 may be a gate. In the event that one of the gate marks is not in place, boats shall round the existing Mark 2 to port.

9. MARKS

9.1 Marks 1 and 2 will be orange inflated marks. New marks, when used in accordance with SI 4 (Change of Course After the Start), will be yellow inflated marks. The starting and finishing marks also will be inflated marks.

10. CHECK IN

10.1 Before the first warning signal of each day, all boats shall sail past the stern of the signal boat on starboard tack and check in by hailing their bow number (sail numbers if no bow number). They shall continue to do so until their bow (sail) number is orally acknowledged by the Race Committee.

10.2 Boats that do not check in according to SI 10.1 are subject to protest by the Race Committee. When the protest committee decides that a boat broke SI 10.1, the boat will be given a scoring penalty in her first race of that day equal to 20% of the number of boats entered in her class, calculated as provided in RRS 44.3(c).

11. THE START

11.1 The starting line will be between a staff displaying an orange flag or shape on the Race Committee Signal Boat on the starboard end, and the course side of the port end starting mark and will be located leeward of Mark 2.

11.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.3 A boat starting later than five minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

11.4 After the first race of the day, it is the intention of the Race Committee to start subsequent races as soon as practicable after the last boat of each class finishes the previous race.

12. INDIVIDUAL RECALLS

12.1 The Race Committee may attempt to hail any boat recalled on the appropriate Circle VHF channel designated in SI 23 (Courtesy Broadcasts). Failure to transmit or receive such notification and the order in which recalls are announced will not be grounds for redress. This changes RRS 62.1(a).

13. RETIRING FROM A RACE

13.1 Boats retiring from a race shall inform the Race Committee as soon as possible either by hail or on the appropriate VHF channel designated in SI 23 (Courtesy Broadcasts).

14. CHANGE OF COURSE AFTER THE START

14.1 To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

15. CHANGE OF COURSE BETWEEN STARTS

15.1 If there is a significant wind shift during a series of starting sequences, the Race Committee may signal a change of course for a class as follows: A postponement may be signaled to allow the Race Committee to reset the line. Flag C will be displayed. The magnetic bearing of the new weather mark will be displayed and attention to the change of course will be made by short sound signals. The new Mark 1 will be yellow, but after a second change during the race, the changed mark will be orange. Flag C will continue to be displayed to each class for which the yellow Mark 1 applies.

16. THE FINISH

16.1 The finishing line will be between a staff displaying an orange flag or shape on a Race Committee boat and the course side of the nearby finishing mark. For Courses “3” and “5”, the finishing line will be located approximately 100 yards to windward of Mark 1. For Courses “4” and “6”, the finishing line shall be approximately

100 yards to leeward of Mark 2 (or the former location of Mark 2, if it has been removed) and the finishing mark will be placed on the side **opposite** the starting mark (see illustrations for Courses 4 & 6).

17. TIME LIMITS

17.1 The time limit for each class is 90 minutes.

17.2 A boat failing to finish within 30 minutes after the first boat in her class sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing. See SI 20.4. This changes RRS 35, A4 and A5.

18. PROTESTS AND REQUESTS FOR REDRESS

18.1 Protest forms are available at the protest desk located in the Trophy Room at Bayview Yacht Club. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

18.2 For each class, the protest time limit is 90 minutes after the docking of the Race Committee Signal Boat for the Circle of the protesting boat.

18.3 The times of protest hearings and the parties involved will be posted on the Official Regatta Notice Board. This posting constitutes the notice required by RRS 63.2.

18.4 Breaches of SIs 10.1, 11.2, 13, 21 and 22 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

18.5 On the last scheduled day of racing, a request for reopening a hearing shall be delivered

(a) within the protest time limit if the requesting party was informed of the decision on the previous day;

(b) no later than 30 minutes after the requesting party was informed of the decision on that day.

This changes RRS 66.

18.6 On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

18.7 There will be an international jury constituted in compliance with RRS Appendix N, and there may be one or more other protest committees not so constituted. As provided in RRS 70.5, there will be no appeal from the decisions of the international jury. The Chairman of the international jury in his discretion may assign protests, requests for redress and reports received under RRS 69.2(a) to either the international jury or one of the other protest committees.

19. PROTEST ARBITRATION

19.1 RRS Appendix T, Section D (RRS T5.1-5.4) applies.

19.2 As provided in RRS Appendix T, Section D, a boat may take the applicable Post-Race Penalty in Section B of Appendix T without participating in an arbitration hearing.

20. SCORING

20.1 PHRF and Warhorse classes will be scored Time-on-Distance.

20.2 One race will constitute a series.

20.3 Each boat's total score shall be the sum of her scores for all races. This changes RRS A2.

20.4 Boats scored TLE will receive points equal to the number of boats finishing within the time limit (see SI 17), plus 2 points. This changes RRS 35 and A4.1 and A5.

20.5 Questions regarding scoring may be resolved by filing a Scoring Inquiry on a form available at the protest desk in the Trophy Room.

21. HAUL OUT RESTRICTIONS

21.1 For the One Design and PHRF classes: All boats shall be afloat prior to 0900 hours EDT on the day of the first scheduled race and shall not be hauled during the regatta, except with written permission of the Race Committee Chairman. Dinghy classes will be allowed to haul out each day after racing.

22. RADIO COMMUNICATION

22.1 Except in an emergency, a boat shall neither make radio transmissions while racing, nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

23. COURTESY BROADCASTS

23.1 An unofficial designated observer may report all visual signals displayed by the Race Committee over VHF Channel 72 for Circle A, VHF Channel 68 for Circle B, VHF Channel 71 for Circle C, and VHF Channel 69 for Circle D. Information reported by the designated observer is provided as a courtesy to competitors and does not in any way alter the competitor's responsibility to observe the Race Committee's visual signals, which govern the conduct of the racing. Errors or omissions on the part of the designated observer will not be grounds for redress. This changes RRS 62.1(a).

24.

PRIZES

24.1 Daily awards will be presented to the top three boats in each class. If there are more than 15 boats in a class, daily prizes also will be awarded for fourth and fifth places.

24.2 Series prizes will be awarded to the top three boats in each class. If there are more than 15 boats in a class, series prizes also will be awarded for fourth and fifth places.

24.3 There will be one overall award for one boat on each Circle.

24.4 The Bayview One Design Regatta Perpetual Trophy will be awarded to the boat that, in the opinion of the Organizing Authority, had the best overall performance during the 2015 Bayview One Design Regatta.

25.

COMPETITORS' CONDUCT

25.1 The skipper shall be responsible for the conduct of the crew before, during and after racing.

26.

MEDIA & TELEVISION

26.1 Competitors give absolute right and permission for any photograph and video footage taken of themselves, or the yacht they are sailing during the event, to be published in any media whatsoever, for either editorial or advertising purposes or to be used in press information.

ATTACHMENT A
Applicable US Sailing Prescriptions

61.4 *Fees for Protests and Requests for Redress*

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

After rule 67 add:

US Sailing prescribes that:

- (a) *A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.*
- (b) *A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.*
- (c) *A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.*

After rule 70.5(a) add:

US Sailing prescribes that its approval is required. Go to ussailing.org/racingrules/documents and click the 'No Appeal' link for more information or to obtain approval.

After rule 76.1 add:

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, sexual orientation, or age.

APPENDIX T, SECTION D (ARBITRATION)

When Section D applies, a boat may take the applicable Post-Race Penalty in Section B¹ [of Appendix T] without participating in an arbitration hearing.

T5.1 An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest by a boat involving a rule of Part 2 or rule 31, but only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if the meeting is in progress, it will be closed.

T5.2 Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) *the protest is invalid,*

¹ Rule T2.2 in Section B of Appendix T provides that the Post-Race Penalty shall be (a) 20%, if taken before the protest time limit, or (b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.

(b) no boat will be penalized for breaking a rule, or

(c) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

- T5.3 A boat that may have broken a rule may take a Post-Race Penalty as provided in Section B [of Appendix T]. However, the penalty in rule T2.2(a) is available only until the protest time limit or until the beginning of the arbitration meeting, whichever is earlier. During a meeting, a boat may take a penalty by acknowledging her acceptance of the penalty in writing.*
- T5.4 If a boat asks to withdraw her protest, the arbitrator may act on behalf of the protest committee in accordance with rule 63.1 to accept the withdrawal.*



Sailing Instructions - Cruising Division

Bayview Yacht Club is the Organizing Authority

May 29-31, 2015

1. RULES

1.1 The regatta shall be governed by the rules as defined in the Racing Rules of Sailing (RRS).

1.2 No national prescriptions will apply except the prescriptions of the United States Sailing Association (US Sailing) listed in Attachment A.

2. NOTICES TO COMPETITORS

2.1 Notices to competitors will be posted on the Official Regatta Notice Board at Bayview Yacht Club in the Canada's Cup Room.

3. CHANGES IN SAILING INSTRUCTIONS

3.1 Any change in the Sailing Instructions (SIs) will be posted before 0800 hours EDT on the day it will take effect except that any change in the schedule of races will be posted before 2000 hours EDT on the day before it will take effect.

4. SIGNALS MADE ASHORE

4.1 Signals ashore will be displayed from a flagpole on the balcony near the south end of the BYC Harbormaster's building (north of the clubhouse). If such signals are displayed prior to racing on any day, a courtesy broadcast describing the signals may be made on the VHF channel between 0830 and 0900 hours EDT. See SI 23 (Courtesy Broadcasts).

4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 75 minutes" in the race signal AP.

5. SCHEDULE OF RACE

5.1 The Race will be held on Saturday May 30, 2015.

5.2 The scheduled time for the warning signal for the race will be 1100 hours EDT.

6. CLASS FLAGS AND STARTING SEQUENCE

6.1 Class flags and starting sequences will be posted on the Official Regatta Notice Board and will be available at registration. See Attachment B.

7. RACING AREAS

7.1 The Peche Island Range Rear Light is in lower Lake St. Clair, approximately 1.5 nm upstream from Bayview Yacht Club and is visible from the lawn in front of the clubhouse in normal conditions. Competitors are cautioned not to sail closer than 100 yards to the Peche Island Range Rear Light or between the Peche Island Range Rear Light and Peche Island at any time. Refer to the Lake St. Clair Chart (14850) posted on the Official Regatta Notice Board.

8. COURSES

Course 1

1. Start in front of Crescent Sail Yacht Club, sail 6.8 NM at 26 degrees to Lake Shore Sail Club (LSSC) mark "M"
2. Round LSSC mark "M" to starboard. (N 42° 30.220' W 82° 48.990') sail 4.0 NM at 163 degrees to channel mark 19
3. Round channel mark 19 to starboard. (N 42° 26.421' W 82° 47.423') sail 8.8 NM at 234 degrees to finish
4. Finish in front of Bayview.

Course Length 19.6 NM

Course 2

1. Start in front of Crescent Sail Yacht Club, sail 4.35 NM at 35 degrees to LSSC mark "O"
2. Round LSSC mark "O" to starboard. (N 42° 27.660' W 82° 49.630') sail 2.05 NM at 127 degrees to channel mark 19
3. Round channel mark 19 to starboard. (N 42° 26.421' W 82° 47.423') sail 8.8 NM at 234 degrees to finish
4. Finish in front of Bayview.

Course Length 15.2 NM

Course 3

1. Start in front of Crescent Sail Yacht Club, sail 3.03 NM at 69 degrees to channel mark 15
2. Round channel mark 15 to starboard. (N 42° 25.227' W 82° 49.216') sail 7.07 Nm at 236 degrees to finish
3. Finish in front of Bayview.

Course Length 10.1 NM

9. MARKS

9.1 LSSC marks will be 6 inch diameter white PVC piping approximate 4 feet tall with black letters on two sides.

9.2 The start and finishing marks will be inflated marks.

10. CHECK IN

10.1 Before the first warning signal, all boats shall sail or motor past the Race Committee on the break wall of Crescent Sail Yacht Club and check in by hailing their bow number (sail numbers if no bow number). They shall continue to do so until their bow (sail) number is orally acknowledged by the Race Committee.

10.2 Boats that do not check in according to SI 10.1 are subject to protest by the Race Committee. When the protest committee decides that a boat broke SI 10.1, the boat will be given a scoring penalty equal to 20% of the number of boats entered in her class, calculated as provided in RRS 44.3(c).

11. THE START

11.1 The starting line will be between a staff displaying an orange flag or shape on the break wall in front of Crescent Sail Yacht Club the port end, and the course side of the starboard end starting mark.

11.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.3 A boat starting later than five minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

12. INDIVIDUAL RECALLS

12.1 The Race Committee may attempt to hail any boat recalled on the appropriate Circle VHF channel 67. Failure to transmit or receive such notification and the order in which recalls are announced will not be grounds for redress. This changes RRS 62.1(a).

13. RETIRING FROM A RACE

13.1 Boats retiring from a race shall inform the Race Committee as soon as possible either by hail or on the appropriate VHF channel designated in SI 21 (Courtesy Broadcasts).

14. CHANGE OF COURSE AFTER THE START

14.1 There will be no change of course.

15. THE FINISH

15.1 FINISHING LINE – The finishing line shall be between orange flag on the Bayview Yacht Club balcony and a white tetrahedron 100 yards due south.

16. TIME LIMITS

16.1 A boat failing to finish within 60 minutes after the first boat in her class sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing. See SI 19.3. This changes RRS 35, A4 and A5.

17. PROTESTS AND REQUESTS FOR REDRESS

17.1 Protest forms are available at the protest desk located in the Trophy Room at Bayview Yacht Club. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

17.2 For each class, the protest time limit is 60 minutes after the last boat in its class has finished.

17.3 The times of protest hearings and the parties involved will be posted on the Official Regatta Notice Board. This posting constitutes the notice required by RRS 63.2.

17.4 Breaches of SIs 10.1, 13 and 20 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.

17.5 A request for reopening a hearing shall be delivered no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.

17.6 A request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

17.7 There will be an International Jury constituted in compliance with RRS Appendix N, and there may be one or more other protest committees not so constituted. As provided in RRS 70.5, there will be no appeal from the decisions of the international jury. The Chairman of the International Jury in his discretion may assign protests, requests for redress and reports received under RRS 69.2(a) to either the International Jury or one of the other protest committees.

18. PROTEST ARBITRATION

18.1 RRS Appendix T, Section D (RRS T5.1-5.4) applies.

18.2 As provided in RRS Appendix T, Section D, a boat may take the applicable Post-Race Penalty in Section B of Appendix T without participating in an arbitration hearing.

19. SCORING

19.1 PHRF classes will be scored Time-on-Distance.

19.2 Questions regarding scoring may be resolved by filing a Scoring Inquiry on a form available at the protest desk in the Trophy Room.

19.3 Boats scored TLE will receive points equal to the number of boats finishing within the time limit (see SI 16), plus 2 points. This changes RRS 35 and A4.1 and A5.

20. RADIO COMMUNICATION

20.1 Except in an emergency, a boat shall neither make radio transmissions while racing, nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

21. COURTESY BROADCASTS

21.1 An unofficial designated observer may report all visual signals displayed by the Race Committee over VHF Channel 67. Information reported by the designated observer is provided as a courtesy to competitors and does not in any way alter the competitor's responsibility to observe the Race Committee's visual signals, which govern the conduct of the racing. Errors or omissions on the part of the designated observer will not be grounds for redress. This changes RRS 62.1(a).

22. PRIZES

22.1 Prizes will be awarded to the top three boats in each class. If there are more than 15 boats in a class prizes also will be awarded for fourth and fifth places.

23. COMPETITORS' CONDUCT

23.1 The skipper shall be responsible for the conduct of the crew before, during and after racing.

24. MEDIA & TELEVISION

24.1 Competitors give absolute right and permission for any photograph and video footage taken of themselves, or the yacht they are sailing during the event, to be published in any media whatsoever, for either editorial or advertising purposes or to be used in press information.

ATTACHMENT A
Applicable US Sailing Prescriptions

61.4 *Fees for Protests and Requests for Redress*

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

After rule 67 add:

US Sailing prescribes that:

- (a) *A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.*
- (b) *A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.*
- (c) *A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.*

After rule 70.5(a) add:

US Sailing prescribes that its approval is required. Go to ussailing.org/racingrules/documents and click the 'No Appeal' link for more information or to obtain approval.

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US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, sexual orientation, or age.

APPENDIX T, SECTION D (ARBITRATION)

When Section D applies, a boat may take the applicable Post-Race Penalty in Section B¹ [of Appendix T] without participating in an arbitration hearing.

T5.1 An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest by a boat involving a rule of Part 2 or rule 31, but only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if the meeting is in progress, it will be closed.

T5.2 Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) *the protest is invalid,*
- (b) *no boat will be penalized for breaking a rule, or*

¹ Rule T2.2 in Section B of Appendix T provides that the Post-Race Penalty shall be (a) 20%, if taken before the protest time limit, or (b) 30%, if taken after the protest time limit but before the beginning of a hearing involving the incident.

(c) one or more boats will be penalized for breaking a rule, identifying the boats and the penalties.

T5.3 A boat that may have broken a rule may take a Post-Race Penalty as provided in Section B [of Appendix T]. However, the penalty in rule T2.2(a) is available only until the protest time limit or until the beginning of the arbitration meeting, whichever is earlier. During a meeting, a boat may take a penalty by acknowledging her acceptance of the penalty in writing.

T5.4 If a boat asks to withdraw her protest, the arbitrator may act on behalf of the protest committee in accordance with rule 63.1 to accept the withdrawal.