

THE NATIONS TROPHY - SWAN OD CHALLENGE

Real Club Náutico de Palma, September 14 to 18.

SAILING INSTRUCTIONS

1. RULES.

- 1.1 The regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing*.
- 1.2 The Notation [DP] in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.
- 1.3 In all the rules governing this event [NP] denotes a rule that shall not be grounds for protest by a boat. This changes RRS 60.1 (a).
- 1.4 [Spare].
- 1.5 RFEV Prescriptions will not apply.
All Spanish crews shall be RFEV members. Every crew member must be in compliance with its own Sailing Federation National Authority Rules. Those foreign sailors who are not obliged to have a national sailing license in their country, will have to prove to have an athletes' medical insurance that covers accident and illness in Spain during the regatta.
- 1.6 [NP][DP] CODE OF CONDUCT. Competitors shall comply with any reasonable request from a regatta official, organizing committee member, Class official and other competitors, including the participation as party or witnesses in protest hearing or investigations.
- 1.7 ClubSwan 36 Class Rule C.1.2 (b) applies. If the Race Committee displays the "R" flag, all boats shall race the mainsail set reefed. If the Race Committee displays the "K" flag all boats shall only use the heavy spinnaker.
- 1.8 Due to safety reasons it is completely forbidden the use of aerial drones in the club and its surroundings ((Reglamento de Ejecución UE 2019/947 and RD 1036/2017). The use of drones will be allowed in the racing areas only if they are in possession of the required authorisations and have registered at the Race Office before 10 hours of the day they will operate. Any drone flying without authorisation and recognised by the Race Committee will be reported to the concerned authorities.

2. NOTICES TO COMPETITORS & CHANGES TO SAILING INSTRUCTIONS.

- 2.1 Notices to competitors will be posted on the online Official Notice Board (ONB), on the website of the regatta: <https://yachtscoring.com/emenu.cfm?eID=14588> No other way of Official Notice Board will be active.
- 2.2 Any change to the Sailing Instructions will be posted on the online Official Notice Board two hours before the warning signal of the first race on the day it will take effect, except that any change in the schedule of races will be posted before 20.00 hours of the day before it will take effect.

3. SIGNALS MADE ASHORE.

- 3.1 Signals made ashore will be displayed on the Flagpole, located at the main terrace of the Club house.
- 3.2 When code flag "AP" is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes. (This changes RRS AP Race Signals)

3.3 When code flag “AP” over “H” is displayed, no boat is authorized to leave the harbour.

4. SCHEDULE OF RACES.

4.1 The intended program and schedule of races will be as follow, but the Race Committee reserves the right to change the schedule at its discretion, taking into account weather conditions or all other factors which may impact the fairness of the racing.

Monday 13/09/21

Registrations	14.00-18.00
Measurements	09.00-18.00

Tuesday 14/09/21

Measurements	09.00-18.00
Practice Race	14:00
Skippers briefing*	18.00
Opening Cocktail*	18.30

Wednesday 15/09/21

Racing & daily prize giving*	12.00
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Thursday 16/09/21

Racing & daily prize giving*	12.00
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Friday 17/09/21

Racing & daily prize giving*	12.00
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Saturday 18/09/21

Racing	12.00
Prize-giving ceremony*	17:00

* Limitations on number of persons attending might be applied, due to Covid 19 protocols that might be ruling at the time of the event.

4.2 A maximum of 11 races are scheduled of which at least 1 must be completed by each class for the event to be valid.

4.3 No more than 3 races per day will be sailed.

4.4 The Race Committee will inform via VHF 72 its intention to start another race. Omission or failure in the emission or reception of that communication shall not be grounds for a request for redress. (This changes RRS 62.1a).

4.5 On the last scheduled day of the event no warning signal will be displayed after 15:30.

5. RACING AREAS, VHF CHANNELS

5.1 Races will be sailed in Palma Bay waters. Approximate position of center is as follows:
39°29.890'N – 002°39.100'E

5.2 The VHF Channel will be: channel 72.

6. CLASS FLAGS

Class Flags:

CS 50	White flag with Class logo
CS 36	Grey flag with Class logo
CS 42	Blue flag with Class logo

7. COURSES & SHORTENED COURSES.

7.1 The Appendix 1 shows the courses, including the order in which the marks are to be passed or rounded, and the side on which each mark is to be left. Bearing and Distance to Mark W will be announced on a board on the Race Committee vessel and informed by VHF.

7.2 SHORTENED COURSES: Races may be shortened at any mark, provided that a shortened race has a minimum of 3 legs. (2 windward and 1 leeward).

8. MARKS.

Marks will be as follow:

* The starting marks will be Race Committee vessel and pin end boat or inflatable Red mark

* Course marks: marks 1 - 1A, 4G will be Yellow inflatable marks.

* Course marks: marks 2 - 2A, 3G will be Red inflatable marks.

* WI mark will be Black inflatable mark.

* Change of course marks:

Course 1 will be Red inflatable mark.

Course 2 will be Yellow inflatable mark

* The finishing marks will be a Race Committee vessel and a buoy with a blue flag.

* The Race Committee vessel showing a change of course according to SI 10.2

9. THE START

9.1 Races will be started using RRS 26. The starting line will be between a staff displaying an Orange flag on the Race Committee vessel and the starting mark or pin end boat as described in SI 8.

9.2 A boat starting later than 4 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A4 and A5.

9.3 In addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF. In such case, bow numbers, sail numbers or boat names may be called out for their identification. Delay in the radio communication of these calls, or the order in which they are made, or any omission or failure in the emission or reception of these, shall not be grounds for a request for redress. [This changes RRS 62.1(a)]. This rule does not reduce, modify or exonerate each boat's responsibility to start in accordance with the RRS.

9.4 [DP] Boats, whose warning signal has not been made, shall avoid the starting area, which is defined as the rectangle covering an area of 100 meters to windward and to leeward of the starting line, and 100 meters outwards of each end of the line.

9.5 The Race Committee vessel on the starting line may maintain their position by using the engine.

10. CHANGING OF POSITION OF THE NEXT MARK & CHANGING THE LENGTH OF THE NEXT LEG.

10.1 To change the next leg of the course, the Race Committee a) will lay a new mark, b) move the leeward gate or c) move the finishing line. In case of a new mark has been laid, the original one will be removed as soon as practicable. When in a subsequent change a new mark is replaced, this one will be replaced by an original mark. In case the finishing line is moved, the RC vessel could be a RIB, displaying a blue flag.

Any change to the position of the windward marks, 1A and 2A marks will be re-located. **WI mark will not be re-located.**

Any change to the position of the gate or the finish line will be signaled at mark 1A and 2A. That change is in effect from the last windward mark to the gate or the finish. This does not change the obligation to leave mark WI to port.

If the Race Committee decides to change the position of the leeward marks (gate), the original gate marks will be re-located. If the Leeward mark is to be only one mark, this mark shall be left to port; this mark is not considered a gate and RRS 18.4 will apply.

10.2 Except at a gate, boats shall pass between the Race Committee vessel signaling the change of the next leg and the nearby mark, leaving the mark to port and the Race Committee vessel to starboard.

11. THE FINISH.

11.1 The finishing line will be between a staff displaying a Blue flag on board a Race Committee vessel and the finishing mark as described in SI 8.

11.2 In the case of unfavorable conditions the Race Committee vessel at the finishing line can maintain her position by using the engine.

12. PENALTY SYSTEM.

12.1 The RRS 44.1 is changed so that the penalties are replaced by the penalties described on UF 3.1.

12.2 Penalties for breaches of a rule other than a rule of Parts 1 or 2 of the RRS may be less than disqualification at the discretion of the International Jury.

13. TIME LIMITS AND TARGET TIMES.

13.1 Time limits and target time are as follows:

<i>Target Time</i>	<i>Time Limit</i>	<i>Time Limit for Mark 1</i>
50'	90'	20'

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This change RRS 60.1(b).

13.2 The boats not finishing within 15' from the finish of the first boat, will be scored Did Not Finish without a hearing. This change RRS 35, A4 and A5.

14. SPARE

15. PROTESTS AND REQUESTS FOR REDRESS.

15.1 Notices of protests by the Race Committee, Technical Committee or Protest Committee will be posted to inform boats under RRS 61.1(b).

15.3 For the purpose of RRS 64.4 (b) the authority is the Chief measurer of the event, appointed by the Organizing Authority.

15.4 The International Jury shall be appointed by the Organizing Authority. When RRS N1.4.b applies, the time limit mentioned in the rule will be 30 minutes after the requesting party was informed of the decision.

15.5 SI Appendix "UF" applies to all classes.

16. SCORING.

16.1 Event scoring system will be the Low Point Scoring System, as described in Appendix A4 of the RRS. The total score of each boat will be the overall sum of all sailed races – there will be no discard.

16.2 The points score to determine the overall winning Nation of The Nations Trophy 2021 will be calculated using a combined system, which takes into account both The Nations Trophy 2021, itself, and the Best-Placed Nation(s) of the 2020 and 2021 THE NATIONS LEAGUE - MED.

The combined scoring system will operate as follows:

- The scoring of The Nations Trophy itself, which follows the same points score system as per each event of THE NATIONS LEAGUE 2021 - MED.
- The best-placed Nation in THE NATIONS LEAGUE 2020 - MED (i.e., GERMANY) and the best-placed Nation in THE NATIONS LEAGUE 2021 - MED will receive one bonus-point to be added to its overall points score. If the same nation wins both Leagues, it will receive two bonus points.
- The best-placed Nation in THE NATIONS LEAGUE 2021 – NORTH EUROPE will receive one bonus-point to be added to its overall points score.

17. SAFETY REGULATIONS. [NP][DP]

17.1 Boats must be equipped with a VHF radio transceiver of at least 25 watts of power. The following channels, as a minimum requirement, are mandatory: 9, 16, and the regatta assigned channels.

17.2 Boats not leaving the harbour for the races of the day (DNC) shall inform the Race Office as soon as possible.

17.3 Boats not starting or retiring from a race (DNS - DNF) shall inform the Race Office or the Race Committee as soon as possible. All boats shall return only to their allocated moorings.

17.4 Boats arriving for any reason at a point ashore other than the ones or that cannot reach the harbour on their own are requested to report immediately to:
Race Officer - phone +34 630 921 251 or by VHF 72.

18. REPLACEMENT OF CREW OR EQUIPMENT. [NP][DP]

18.1 Changes to crew list shall be made in writing to the Race Committee, indicating the name and I.D. or Passport number of the substitute crew member and shall be lodged at the Race Office earlier than 120 mins. From the warning signal of the day, it refers to. Only substitutions approved by the Race Committee will be accepted. Substitutes shall be subject to weight control.

18.2 Substitution of damaged or lost equipment will not be allowed unless approved by the Technical Committee. Requests for substitution shall be made to the Technical Committee at the first reasonable opportunity.

19 EQUIPMENT AND MEASUREMENT CHECKS [NP][DP]

19.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a Race Committee or the Technical Committee to proceed immediately to a designated area for inspection.

20 EVENT ADVERTISING [NP][DP]

Boats shall display event advertising/branding supplied by the Organizing Authority as per Appendix 2 of the Sailing Instructions, according to WS regulation 20.4.1.

21. OFFICIAL BOATS IDENTIFICATION.

21.1 The official boats will be identified by displaying flags as follows:
Race Committee: identified by an Orange flag.
Umpires: white flag with “J”

Technical Committee: white flag with "M"

21.2 Vessels used by press, photograph, VIP's, etc. are not under the jurisdiction of the Race Committee.

22 SAIL NUMBER AND IDENTIFICATION [NP][DP]

The sail number on the mainsail of a boat must correspond to the number declared on the entry form. Penalty for non-compliance will be at the discretion of the International Jury

23. HAUL-OUT RESTRICTIONS [NP][DP]

Boats shall not be hauled out before 18.00h of the previous day of the first warning signal, except with and according to the terms of prior written authorization of the Technical Committee.

24. TRASH DISPOSAL [DP]

Boats shall not put trash in the water. Trash shall be disposed in the containers on land.

25. RADIO COMMUNICATION [NP][DP]

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 smartphone or tablets.

26. PRIZES.

The prize list will be posted on the online Official Notice Board (ONB).

27. DISCLAIMER OF LIABILITY.

All those taking part in the regatta do at their own risk and responsibility. See RRS 3 Decision to Race. The Organizing Authority and all parties involved with the organization of the event will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

APPENDIX INDEX:

Appendix 1. Courses.

Appendix 2. Advertising/Branding

Appendix UF. Umpiring System

Appendix 3. Ecological Representative On Board (RECO) Guidelines

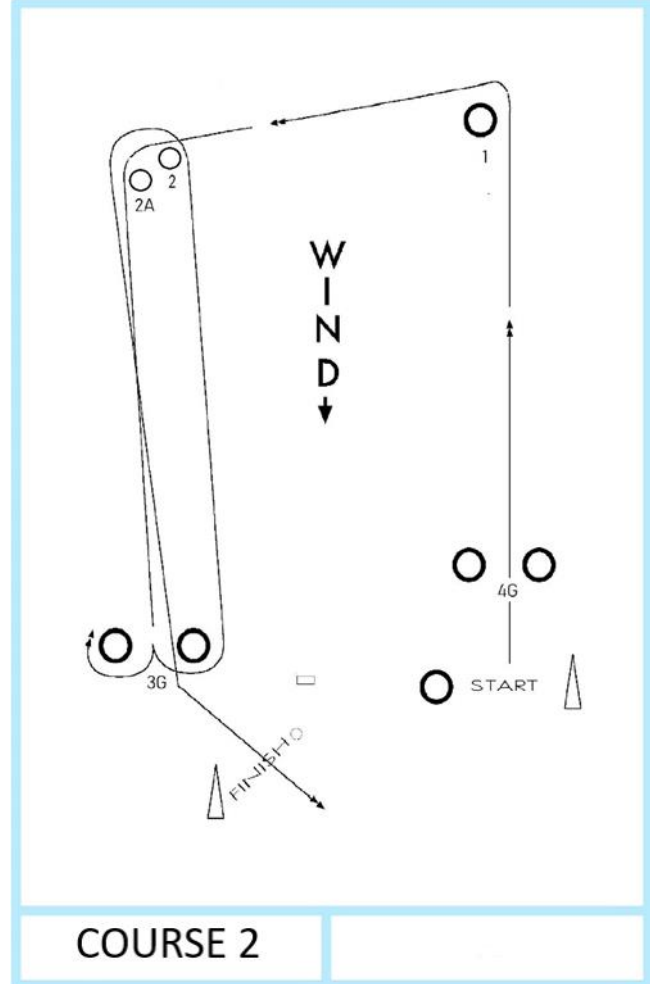
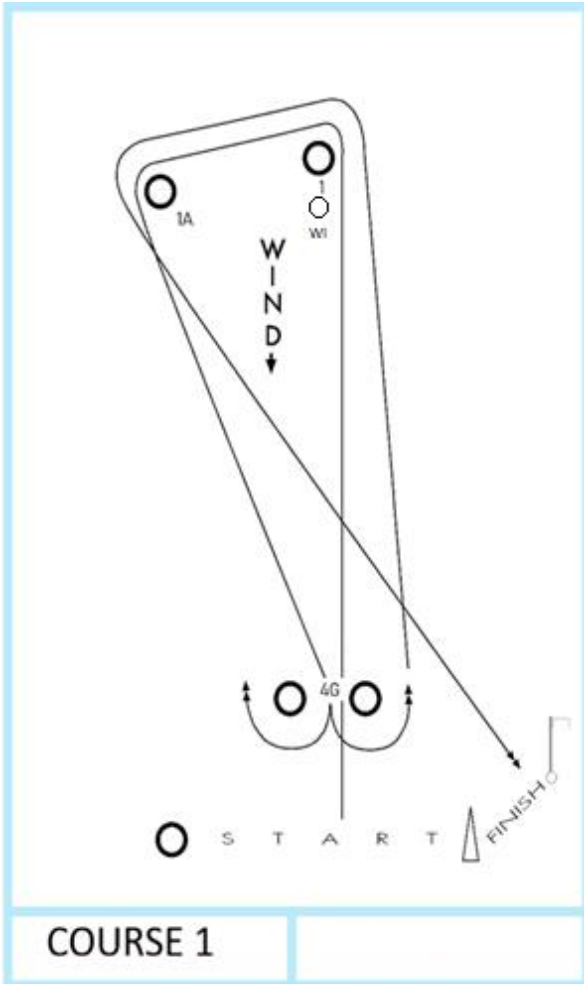
Appendix 4. Entrance and Exit of the port of Palma

APPENDIX 1. COURSES

DESCRIPTION OF THE COURSE:

COURSE 1 (PENNANT 1) START – WI - 1 – 1A– WI - 4G– WI - 1 – 1A- WI - FINISH (downwind)

COURSE 2 (PENNANT 2) START – 1 – 2 – 3G– 2 – 2A- 3G- FINISH (downwind)



- Except at a Gate all course marks shall be left to port. When at the gate there is only one mark shall be round to port.
- Distance between Race Committee and mark 1: see S.I.7.1.
- Distance between WI and 1: 100 m approx.
- Distance between starting line and gate: 0.2 Nm approx.
- Distance between mark 1/2 and mark 1A/2A: 0.15 Nm approx.
- Angle between upwind mark 1/2 to mark 1/2-offset: 100°
- Angle between upwind mark 1 to mark 2: 100°
- Distance between gate marks: 10 boat lengths
- Distance between Committee boat and finishing mark: 180m approx.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from Race Committee.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress.

APPENDIX 2
ADVERTISING/BRANDING

GENERAL BRANDING FOR CS36, CS50, CS42



SEE BELOW THE PROPER BOOM STICKER POSITION
(the back part of the sticker has to be as close to the boom end
as possible on both sides)



BOW STICKERS POSITION

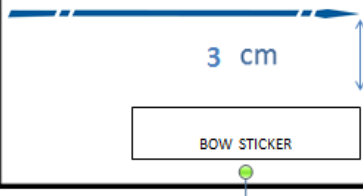
BOW STICKER POSITION FOR CLUBSWAN 50/42

THE FORE PART OF THE BOW STICKER HAS TO BE ALIGNED AS FOLLOWS:



BOW STICKER POSITION FOR CLUBSWAN 36

THE FORE PART OF THE BOW STICKER HAS TO BE ALIGNED AS FOLLOWS:



APPENDIX UF

UMPIRED FLEET RACING

ClubSwan Edition

Version: 13th September 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 changed to:

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*.

14.2 When there is contact between hulls, the umpires may, without a hearing, impose a scoring penalty of 1 point on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of 0,5 points on other boats if they consider that these boats contributed to the contact. This rule also applies to bowsprit, pushpit, pulpit, stanchions, mast, boom and shrouds.

14.3 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is 1 point.

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 (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 changed to:

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*.

OR

UF2.2 Rule 31 is changed to:

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*. This rule also applies to bowsprit, pushpit, pulpit, stanchions, boom and crew.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 Delete RRS 44.2 and replace with:

44.2 Penalty

After getting well clear of other boats as soon after the incident as possible, a boat takes a Penalty by promptly making the required turn as follows.

a) Before starting, or when on a leg of the course to a windward mark, or a finish at Mark WI, a boat shall promptly sail clear, and as soon as reasonably possible gybe and luff to a close-hauled course.

b) On a leg of the course to a leeward mark, a gate, or the finishing line when finishing on a downwind leg, a boat shall promptly sail clear, and as soon as reasonably possible tack and bear away to a course that is more than 90 degrees from the true wind.

c) On a leg of the course to mark WO a boat shall promptly sail clear, and as soon as reasonably possible:

i) gybe and luff to a close-hauled course, or

ii) tack and bear away to a course that is more than 90 degrees from the true wind.

d) In a long-distance race, a boat shall promptly sail clear and as soon as reasonably possible do a turn, including one tack and one gybe.

However, unless the course is shortened to finish at the windward mark, penalties within the zone of the windward mark or penalties on the offset leg may be delayed and taken as soon as possible on the downwind leg.

When a boat takes the penalty at or near the finishing line, her hull shall sail completely to the course side of the line before finishing.

UF3.2 The first sentence of rule 44.1 is changed to: '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 the 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 Y 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 penalty voluntarily or after an umpire's decision.

(b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing, unless an umpire signals in accordance with UF3.5(d). 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 shall disqualify her under rule UF3.5(c),

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.
- (d) A Blue flag with one long sound means 'The umpires do not have the facts required to make a decision.'

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 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

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 A boat is only entitled to a hearing when the umpires have signalled in accordance with UF3.5(d) or under UF5.3.

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 in the following way:

hail or contact the race committee by radio before or during the display of flag B.

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 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.

Rule 62.1(a) is deleted.

UF5.7 The first three sentences of rule 64.2 are changed to: '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 Hearings

Except for a hearing 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 scoring penalty of points or fraction of points or make any other arrangement it decides is fair, 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 request a reopening.'

APPENDIX 4. ENTRANCE AND EXIT OF THE PORT OF PALMA

To enter and exit the port of Palma and with the intention to not interfere with the commercial traffic, the Palma Pilots, have requested the participants their maximum collaboration and attention. For this purpose an entrance and exit channel has been established for all the participants, (see diagram). We kindly request you not to interfere with the commercial ferry traffic whilst hoisting and/or lowering the sails, remaining clear ahead from the entrance/exit of the port. We also inform you that the entrance and exit channel will be surveyed by organization and pilot Boats. Please follow their instructions.

