



10/06/21

Dear Competitors,

It has been decades since a Wayfarer International Regatta was held in the United States and a century since the last Global Pandemic ravaged the world. The 2022 Wayfarer International Regatta in Lake Eustis was on the calendar long before the present pandemic seared continents sending citizens of every country into retreat. It's an unfortunate coincidence.

In the two years since the pandemic emerged, we have learned to live with it: Soap and water, sanitizer, social distancing, masks, vaccination; hygiene and high tech, they work. The data suggests that we are much better off than we were two years ago, and if we are smart and careful, we can not only get back to work, but back to sailing.

By the end of the year, my wife (physician) and I will have attended 8 regattas. Races are scheduled, boats are rolling, and it feels fairly normal. If there is any awkwardness it is that no one is quite sure how strict or casual the COVID protocols will be at a particular event. It is a little like going to a formal dinner, spying the third fork, and watching to see how everyone else uses it, only to discover they don't know either. Social cues are not the standard.

The 2022 Wayfarer International Regatta in Lake Eustis will happen in accordance with what we have learned in the past two years, not in spite of it. Out or respect, courtesy, and an abundance of caution for all competitors who will have traveled hundreds to thousands of miles to compete, masks must be worn on the docks and in buildings, and it is requested that they be worn while on site. Vaccination status does not matter; Vaccination does not prevent infection. It is intended to mitigate symptoms. But masks can help prevent you from potentially spreading virus to competitors, friends, and loved ones.

Please see the attached Notice of Race (NOR) for the 2022 Wayfarer International Regatta at Lake Eustis. We are proud to hold the event and intend to make it an excellent regatta in all aspects. Our primary concern is to make competitors feel comfortable in attending the regatta understanding the commitment they have to make to get there. Please read section 4 carefully. We are posting the NOR now but the final decision to Go/No Go will be made on November 20th 2021, and will be based on number of boats registered. Please read section 14 in reference to COVID.

I look forward to meeting everyone in Florida, while enjoying the warmth of early Spring and the challenge of International Competition.

Kindest Regards to all,

Richard Johnson, Commodore, United States Wayfarer Association

Attachment: Notice of Race



October 5, 2021

Wayfarer International Championship 2022

Lake Eustis Sailing Club, Florida, USA

March 6–11, 2022

Notice of Race

The Organizing Authority is the Lake Eustis Sailing Club (LESC) in association with the US Wayfarer Association (USWA) and the Wayfarer International Committee (WIC).

1. RULES

This event is governed by the rules as defined in the *Racing Rules of Sailing* (RRS) and the Wayfarer International Class Rules

2. SAILING INSTRUCTIONS

Sailing Instructions will be posted on the USWA website, uswayfarer.org, and on RegattaRegistration.com by February 1, 2022.

3. COMMUNICATION

3.1 The Official Notice Board is located near the entrance to the LESC clubhouse.

3.2 Each boat is encouraged to have a VHF radio on board.

3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio channel 72.

Note: OCS boats will not be notified by VHF radio.

3.4 [DP] Except in an emergency, a competitor shall neither make radio or mobile telephone transmissions while racing nor receive radio communications not available to all boats. Only the Designated Class Representative is allowed to communicate with the Principal Race Officer.

4. ELIGIBILITY AND ENTRY

4.1 The regatta is open to all boats of the Wayfarer Class entered by paid up members of a Wayfarer National Class Association.

4.2 Boats shall enter in either the Spinnaker Fleet (Gold) or the Main and Jib Fleet (Silver). Both Fleets will start together.

4.3 Eligible boats must enter by completing the online entry form at RegattaRegistration.com which will be open on October 7, 2021. Once registered, the LESC Treasurer will e-mail an invoice to entrants with payment instructions. Early entry invoices will be sent out November 20, 2021.

4.4 Due to some uncertainty of the future effects of COVID 19, a Go-no-Go decision will be made November 20th prior to any entry fee invoices being sent out.

5. FEES

5.1 The entry fee, to be paid by the end of the day of February 15, 2022 will be \$275 USD. An additional \$50 USD will be added to the invoice for North American participant registrations received after that time. Online registration will close at 5:00 PM on March 1, 2022.

The registration fee includes tickets for skipper and crew to the Welcome Italian Dinner, A Southern Barbeque Dinner and the Prize Giving/Reception and any after race socials. A continental breakfast and bag lunch will be provided on race days. Guest tickets for any of the dinners can also be purchased online until close of registration.

5.2 Sailors registering prior to November 20, 2021, with entry fee invoice paid by November 27 will be entered into a prize giving raffle with tickets being drawn on November 28, 2021. Top prizes are Hartley boat covers.

6. SCHEDULE

6.1 The clubhouse will be open to receive competitors from 9 AM on Saturday March 5. If you wish to arrive earlier, send an email to Fleet Captain, Dave Hepting at hepting.david@gmail.com.

Date	Races and Events	Time
Saturday, March 5	Club open for arrivals	9 AM - 6 PM
Sunday, March 6	Check In and Measurement	9 AM - 6 PM
Monday, March 7	Competitors' Meeting Practice Race Races 1 and 2 Welcome Italian Supper	9 AM Warning Signal 10:30 AM Warning signal 12 PM 6 PM
Tuesday, March 8	Races 3,4 and 5 CWA After Sail Social	Warning signal 10 AM After boats are in.
Wednesday, March 9	Races 6,7 and 8 Southern Barbeque Night	Warning signal 10 AM 6 PM
Thursday, March 10	Races 9 and 10	Warning signal 10 AM
Friday, March 11	Race 11 Prize Giving / Reception	Warning Signal 10 AM 5 PM

6.2 Except when races are sailed back-to-back, the time of the warning signal for subsequent races will be posted on the RC signal board.

6.3 No warning signal shall be made after 1:30 PM on Friday, March 11.

6.4 Up to eleven races may be held within the available time.

6.5 It is the intent to sail no more than three races in any one day, although the Race Committee has the option to sail a fourth race if weather and forecast conditions warrant such an action.

7. EQUIPMENT INSPECTION

7.1 [DP] Equipment inspection, including hull and sail measurements and weighing of boats, may take place during the event.

7.2 [DP] All entries can only have two suits of sails approved for this event.

8. COURSES

The course will be a triangle/windward-leeward with a windward finish.

9. SCORING

9.1 The Low Point System in Appendix A will be used. One completed race will constitute a series. Ties for first place in the Championship will be broken.

9.2 Excluded scores:

.....(a) When four or fewer races have been completed, a boat's series score will be the total of her race scores.

.....(b) When five to seven races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

.....(c) When eight or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

9.3 The Spinnaker (Gold) Fleet and the Main and Jib (Silver) Fleets will be scored independently with the boat's score being recorded as its finishing position within its own Fleet. The race scores for each race, irrespective of Fleet, will be used to determine the winner of any trophy that is not Fleet specific. The winner of the Gold Fleet will receive the Wayfarer International Championship Trophy.

9.4 RRS Rule A5.3 will apply for this event.

10. RISK STATEMENT

10.1 Competitors participate in the regatta entirely at their own risk (see RRS 3, Decision to Race). The Organizing Authority 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.

10.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

(a) He/she is aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, his/her crew and his/her boat to such inherent risk while taking part in the event.

(b) He/she is responsible for the safety of himself/herself, his/her crew, his/her boat and his/her other property whether afloat or ashore.

(c) He/she accepts responsibility for any injury, damage or loss to the extent caused by his/her own actions or omissions.

(d) His/her boat is in good order and equipped to sail in the event and that he/she is fit to participate.

(e) The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve him/her of his/her own responsibilities.

(f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can practically be provided in the circumstances.

(g) The safety of crew will at all times take precedence over equipment.

(h) [DP] All boats must carry a tow line of not less than 30 feet and not less than 3mm in diameter and competitors must wear adequate exposure protection and have a PFD with an attached whistle.

11. INSURANCE

Each participating boat shall be insured with valid third party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.

12. PRIZES

12.1 Prizes will be awarded to the top five boats in both Gold and Silver Fleets. The winner of the Gold Fleet will receive the Wayfarer International Championship Trophy.

12.2 Eight Perpetual trophies will be presented to the winners of each of the first eight series races sailed.

12.3 Additional perpetual trophies to be presented with combined scoring of the Fleets:

- Bacardi Trophy – Top CWA Finisher

- Anamcara Trophy – Top Lady Helm

12.4 Additional keeper trophies

- Classic Wayfarer Trophy – 1st non-Mark IV finisher

- Old Salt – Top Skipper Age 70 or older

- Sailing Master – Top Skipper Aged 60 -69

- Youngest Team

- Most Senior Team

13. FURTHER INFORMATION

See USWA and LESC websites at uswayfarer.org and lakeeustissailingclub.org or contact:

Jim Heffernan, Honorary Commodore

Transatlantic competitors that wish to stay with a local family should send a request to Jim Heffernan stating their requirements at jheffernan@nc.rr.com

14. COVID 19 RESTRICTIONS

14.1 All individuals must wear a mask when in the LESC club house and while on the docks and maintain social distancing at all times.

14.2 It is advised and requested out of courtesy and respect for competitors who have crossed the Atlantic and or the continent to race at Lake Eustis that masks be worn at all times on the property regardless of vaccination status.

14.3 The current CDC / Federal / State guidelines will prevail whilst on LESC property.

2021-2024 US SAILING PRESCRIPTIONS

INTRODUCTION Add as a new last paragraph in the Introduction:

US Sailing Prescriptions US Sailing prescriptions are printed in bold italics, except Appendices R, U and V. Those three appendices are, nevertheless, US Sailing prescriptions. No changes in the prescriptions are contemplated before 2025, but any change determined to be urgent before then will be posted in a document titled 'Changes and Corrections to the US Sailing Prescriptions'. Go to rules.ussailing.org to find this document.

Rule 25.1 After rule 25.1 add:

US Sailing prescribes that the race committee shall ensure that the notice of race and sailing instructions are readily available to competitors throughout the event.

Rule 32 After rule 32 add:

US Sailing prescribes that, if the sailing instructions so state, the race committee may display flag A (with no sound) while boats are finishing to signal that there will be no more races conducted that day.

Rule 34 Change rule 34 title to:

MARK MISSING; RACE COMMITTEE ABSENT

After rule 34 add:

US Sailing prescribes that, if a finishing mark is missing but another one remains in place, the finishing line is a line through the remaining mark at a 90° angle to the last leg and of the shortest practicable length. If the race committee is absent when a boat finishes, she should at the first reasonable opportunity report to the race committee her finishing time and her position in relation to nearby boats.

Rule 60.3 After rule 60.3 add

US Sailing prescribes that rule 60.3(b) is changed to:

(b) request redress for a boat or call a hearing to consider redress;

Rule 61 Add at the end of rule 61

61.4 Fees for Protests and Requests for Redress

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

Rule 63.1 After rule 63.1 add:

US Sailing prescribes that:

- (a) No person who brings an incident to the attention of the protest committee or who will give evidence regarding an incident shall, when practicable, be a member of the protest committee for a hearing involving that incident.*
- (b) A request for redress based on a protest committee decision shall, when practicable, be heard by a committee that contains no members of the committee that made the original decision.*

Rule 63.2 After rule 63.2 add

US Sailing prescribes that when redress has been requested or is to be considered for one or more boats:

- (a) Any other boat may participate in the hearing.*
- (b) The protest committee shall make a reasonable attempt to notify all boats of the time and place of the hearing and the reason for the request or for considering redress, and boats shall be allowed reasonable time to prepare for the hearing.*
- (c) The protest committee shall request redress for boats*
 - (1) that participate in the hearing, or*
 - (2) that request in writing to do so before the hearing begins,**making them parties to the hearing. It need not state a reason for such a request; this changes rule 62.2.*

Rule 64.4(b) After rule 64.4(b) add

US Sailing prescribes that the authority responsible for interpreting the rules of a handicap or rating system is the organization that issued the handicap or the rating certificate involved.

Rule 67 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.*

Rule 70.5(a) After rule 70.5(a) add

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

Rule 76.1 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, gender, sexual orientation, or age.

Rule 81 Add rule 81 after rule 80

81 INDEMNIFICATION OR HOLD HARMLESS AGREEMENTS

US Sailing prescribes that the organizing authority shall not require a competitor to assume any liabilities of the organizing authority, race committee, protest committee, host club,

sponsors, or any other organization or official involved with the event. (This is commonly referred to as an 'indemnification' or 'hold harmless' agreement.) Go to rules.ussailing.org and click the 'Indemnification' link for more information.

Rule 86.3 After rule 86.3 add

US Sailing prescribes that:

- (a) In exception to rule 86.1, an organizing authority may request, and US Sailing may authorize, proposed changes to the racing rules for a specific event. The authorization shall be stated in a letter of approval to the organizing authority, and the letter shall be posted on the official notice board.***
- (b) The proposed rules shall be stated in the notice of race and sailing instructions, and the organizing authority shall promptly report the results of the test to US Sailing.***
Go to rules.ussailing.org to apply.

Rule 88.2 After rule 88.2 add

US Sailing prescribes that the notice of race or sailing instructions may change or delete any prescriptions except: this prescription, rule 61.4, Appendix R, and the prescriptions to rules 60.3, 67, 70.5(a) and 76.1.

Appendix A At the end add the following note:

***US Sailing Note on Scoring a Long Series:** The scoring systems in Appendix A may be inappropriate for a long series, such as a club's season championship held over several weeks or months, in which some boats do not compete in all of the races and in which more boats compete in some races than in others. Go to rules.ussailing.org and click the 'Scoring a Long Series' link for an explanation of the scoring problems that occur in such series, alternative scoring systems, and language for sailing instructions to implement them.*

Appendix G After rule G2 add

US Sailing prescribes that unless otherwise stated in her class rules, the sails of a boat that is not in a World Sailing Class shall comply with rule G1. However, offshore racing boats not in a class that is subject to rule G1 shall carry numbers allotted by US Sailing on mainsails, spinnakers and each overlapping headsail having a luff-perpendicular measurement exceeding 130% of the base of the foretriangle. This rule applies only to a boat whose owner's national authority is US Sailing. Go to rules.ussailing.org and click the 'Sail Numbers' link for the full text of the Sail Numbering System for offshore racing boats in the United States and for an application for a sail number.

Appendix R, Procedures for Appeals and Requests

Replace World Sailing Appendix R with **Appendix R** [see Appendix R below]

Appendix U, Audible-Signal Racing System

After World Sailing Appendix T add **Appendix U** [see Appendix U below].

Appendix V, Alternative Penalties

After Appendix U add **Appendix V** [see Appendix V below].

APPENDIX R

PROCEDURES FOR APPEALS AND REQUESTS

This appendix is a US Sailing prescription.

See rules 70 and 71. This appendix replaces Appendix R as adopted by World Sailing for the purpose of creating a two-level appeals system. The US Sailing Appeals Committee acts as the national authority under rule 71.

Frequently Asked Questions (FAQ) on the appeals system and their answers, including advice on how to prepare an appeal, can be found on the US Sailing website. Go to appeals.ussailing.org and click the 'Appeals FAQ' link.

R1 WHERE TO SEND AN APPEAL OR REQUEST

- R1.1** Send appeals, requests and the *US Sailing Appeals & Requests Information Form* (see rule R2.2) by email to the US Sailing Race Administration Director at submitappeal@ussailing.org. For more information about submitting appeal documents, call US Sailing at 1 (800) US SAIL-1 – (1 800 877 2451).
- R1.2** Except as provided in rule R1.4, the director will forward an appeal of a decision of a protest committee, an appeal under rule 70.1(b) or a request by a protest committee for confirmation or correction of its decision to the association appeals committee for the place in which the event was held. However, such an appeal or request arising from an event conducted under the procedural rules of the Intercollegiate Sailing Association or the Interscholastic Sailing Association will be forwarded to the association appeals committee for the ICSA and ISSA.
- R1.3** The director will forward an appeal of a decision of an association appeals committee, a request by an association appeals committee for confirmation or correction of its decision, and a request for an interpretation of *rules* to the US Sailing Appeals Committee.

- R1.4** The director will forward to the US Sailing Appeals Committee an appeal under rule 70.1 or a request by a protest committee under rule 70.2 if the appeal or request arose from
- (a) a decision made under rule 69.2,
 - (b) a US Sailing national championship, or
 - (c) a race that either started or finished outside of US waters (see rule 70.3).

R2 TO APPEAL OR MAKE A REQUEST

- R2.1**
- (a) To appeal the decision of a protest committee or an association appeals committee, no later than 15 days after receiving the written decision being appealed or a protest committee's decision not to reopen a hearing, the appellant shall send an appeal and a copy of the decision being appealed to US Sailing. The appeal shall state why the appellant believes that committee's decision or its procedures were incorrect;
 - (b) To appeal when the hearing required by rule 63.1 has not been held within 30 days after a *protest* or request for redress was delivered, the appellant shall, within a further 15 days, send an appeal with a copy of the *protest* or request and any relevant correspondence. The appeals committee to which the appeal is forwarded shall extend the time if there is good reason to do so; or
 - (c) To appeal when the protest committee fails to comply with rule 65, the appellant shall, within a reasonable time after the hearing, send an appeal with a copy of the *protest* or request and any relevant correspondence.

If a copy of the *protest* or request is not available, the appellant shall instead send a statement of its substance.

- R2.2** The appellant shall also send, with the appeal or as soon as possible thereafter, the *US Sailing Appeals & Requests Information Form*. To obtain the form, go to appeals.ussailing.org and click the 'Information Form' link. The form requests all of the following documents and information available:
- (a) the written *protest(s)* or request(s) for redress;
 - (b) if the appeal is from a decision of an association appeals committee, the written decision of the protest committee and

the appeal to the association appeals committee;

- (c) a diagram, prepared or endorsed by the protest committee, that shows
 - (1) the positions of all boats involved at relevant times, and their tracks;
 - (2) the course to the next *mark* and its required side;
 - (3) the speed and direction of the wind;
 - (4) any relevant *mark, obstruction* or *zone*; and
 - (5) if relevant, the depth of the water and the speed and direction of any current;
- (d) the notice of race, sailing instructions, any other documents governing the event, and any changes to them;
- (e) the names, postal addresses and email addresses of the *parties* to the hearing, the chairman of the protest committee and, if relevant, the chairman of the association appeals committee; and
- (f) any other relevant documents.

R2.3 To request confirmation or correction of its decision, a protest committee or association appeals committee shall, no later than 15 days after making its decision, send to US Sailing a copy of its decision, the *US Sailing Appeals & Requests Information Form*, and all relevant documents and comments (see rule R2.2).

R2.4 To request an interpretation of the *rules*, a club or other organization affiliated to US Sailing shall send its request to US Sailing. The request shall include assumed facts and be endorsed by an officer of the club or organization. A US Sailing committee is considered to be an organization affiliated to US Sailing.

R3 FEES

R3.1 If the appeal or request is being made to an association appeals committee (see rule R1.2), US Sailing charges no fee for forwarding that appeal or request. However, an association appeals committee may charge a fee, in which case the association appeals committee will send a notice to the appellant (or, for a request, to the protest committee) stating the fee, to whom the fee is payable, and the address to which the fee must be sent.

R3.2 If the appeal is being made to the US Sailing Appeals Committee (see rules R1.3 and R1.4) by a member of US Sailing or another national authority, US Sailing charges a fee of \$25. The fee is \$75 for all others.

R3.3 A fee of \$25 is charged for a request for an interpretation of the *rules*, but there is no fee for such a request from a US Sailing committee. There is no fee for a request from an association appeals committee for confirmation or correction of its decision. There is no fee for an appeal under rule 70.1(b).

R3.4 If a fee is required for an appeal or request, it must be received before the appeal or request will be considered. For appeals and requests made to the US Sailing Appeals Committee, the fee can be paid by check to ‘US Sailing’ or electronically as described in the Appeals FAQ.

R4 NOTIFICATION OF THE COMMITTEE WHOSE DECISION IS BEING APPEALED

Upon receipt of an appeal, the appeals committee shall send a copy of the appeal to the committee whose decision is being appealed, asking it for any documents required by rule R2.2 not supplied by the appellant.

R5 COMMITTEE RESPONSIBILITIES

R5.1 Protest Committee

A protest committee whose decision is being appealed shall supply the documents requested under rule R4 and any facts or other information requested under rule R5.4. If directed to do so by the appeals committee, it shall conduct a hearing, or reopen the hearing, of the *protest* or request for redress, or conduct a hearing to consider redress.

R5.2 Association Appeals Committee

An association appeals committee may act as the national authority under rule 71.2 and shall act as the national authority under rule 71.3, subject to further appeal as provided in rule R7.1(a). In addition, an association appeals committee

- (a) shall send to all *parties* to the hearing, and to the protest committee whose decision is being appealed or reviewed,

copies of all relevant documents, comments and clarifications it has received, except those supplied by that *party* or committee;

- (b) shall send its decision in writing to all *parties* to the hearing and the protest committee; and
- (c) shall consider an appeal it has refused to decide if directed to do so by the US Sailing Appeals Committee.

R5.3 US Sailing Appeals Committee

The US Sailing Appeals Committee shall send to all *parties* to the hearing, to the protest committee and to the association appeals committee whose decision is being appealed or reviewed, copies of all relevant documents, comments and clarifications it has received, except those supplied by that *party* or committee.

R5.4 Facts and Other Information

- (a) An appeals committee shall accept the facts found by the protest committee.
- (b) When an appeals committee decides that the facts found by the protest committee are inadequate, or that it needs other information, the appeals committee shall require the protest committee to
 - (1) provide additional facts or information, or
 - (2) reopen the hearing and report any new facts or information.

The protest committee shall promptly do so and respond in writing.

R6 COMMENTS

The *parties* to the hearing, the protest committee and, if relevant, the association appeals committee may make comments on the appeal or request, on any of the documents listed in rule R2.2, and on any clarifications received under rule R7.2(d). Comments shall be sent in writing to the appeals committee no later than 15 days after the *party* or committee receives the document. The appeals committee need not consider comments sent after that time or comments on comments.

R7 PROVISIONS IN ADDITION TO THOSE OF RULES 70 AND 71

R7.1 Right to Appeal or Request Confirmation or Correction

- (a) A *party* to a hearing may appeal an association appeals committee's decision.
- (b) An association appeals committee may request confirmation or correction of its decision (see rule R2.3).

R7.2 Other Provisions

- (a) No member of the association appeals committee shall take part in the discussion or decision on an appeal or a request for confirmation or correction to the US Sailing Appeals Committee.
- (b) An appeals committee may direct a protest committee to conduct a hearing to consider redress for an appellant or other boats.
- (c) The US Sailing Appeals Committee may direct an association appeals committee to consider an appeal it has refused to decide.
- (d) An appeals committee may seek clarifications of *rules* governing the event from organizations that are not *parties* to the hearing.

R7.3 Withdrawing an Appeal

With the consent of the appeals committee, an appellant may withdraw an appeal before it is decided.

R8 EXPEDITED APPEALS

An expedited appeals process, which can only be used at US Sailing Protected Competitions (see US Sailing Regulation 12.03), can be found on the US Sailing website. Go to appeals.ussailing.org and click the 'Expedited Appeals' link.

APPENDIX U

AUDIBLE-SIGNAL RACING SYSTEM

This appendix is a US Sailing prescription.

US Sailing prescribes that when the notice of race or sailing instructions so state the Audible-Signal Racing System described below shall be used. It is recommended primarily for small-boat racing or when race committee resources are limited. Rules in this appendix replace rule 26 and permit changes to Race Signals and the corresponding rules in Part 3.

- U1** Any Race Signal may be made by hailing, in which case the corresponding visual signal may also be used, but not its designated sound signal.
- U2** A series of short sounds may be made at any time to call attention to a hail or a visual signal.
- U3** The starting sequence shall consist of the following sound signals made at the indicated times. These signals shall be timed from their commencement and shall govern, even if visual signals are also used.

<i>Signal</i>	<i>Sound</i>	<i>Time before start</i>
Attention	Series of short sounds	Before the warning
Warning	3 long	3 minutes
Preparatory	2 long	2 minutes
	1 long, 3 short	1 minute, 30 seconds
	1 long	1 minute
	3 short	30 seconds
	2 short	20 seconds
	1 short	10 seconds
	5 short, 1 second apart	5 – 4 – 3 – 2 – 1 seconds
Starting	1 long	0

- U4** Individual recalls shall be signalled by hailing the sail number (or other distinguishing feature) of each recalled boat. Flag X need not be displayed.
- U5** Failure to hear an adequate hail or sound signal shall not be grounds for redress. This changes rule 62.1.

APPENDIX V

ALTERNATIVE PENALTIES

This appendix is a US Sailing prescription.

Rules V1 and V2 provide alternative penalties that encourage competitors to take a penalty when they may have broken one or more rules of Part 2 or rule 31 in an incident. One or both of these rules apply only if the notice of race or sailing instructions so state. When rule V2 applies it does not replace any penalty that may be taken under rule 44.1.

Please report your experiences with and evaluations of these rules to US Sailing by sending an email to rules@ussailing.org.

V1 PENALTY AT THE TIME OF AN INCIDENT

The first two sentences of rule 44.1 are changed to: ‘A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while *racing*. However, when she may have broken one or more rules of Part 2 while in the *zone* around a *mark* other than a starting *mark*, her penalty shall be a Two-Turns Penalty.’

V2 POST-RACE PENALTIES

- (a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- (b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
- (c) A boat takes a Post-Race Penalty by delivering to the race office a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

