



SAILING INSTRUCTIONS

GL52 Great Lakes Series 2025 Little Traverse Cup

The notation '[NP]' in a rule in the SI means that a boat may not protest another boat for breaking the rule or request redress. 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 RULES

1.1 The regatta will be governed by:

- a) the rules as defined in *The Racing Rules of Sailing (RRS)*, as changed by SI Appendix A - Umpiring;
- b) only the US Sailing Prescriptions to rule 88.2, Appendix R, the preamble to Part 5, rules 65.1, 70.3(b), and 76.1, and Appendix V2 as posted on the regatta website as NOS Addendum A – US Sailing Prescriptions;
- c) the 2025 ORC Rule;
- d) the current US Sailing Monohull SER Nearshore Safety Equipment Requirements (**SER**) with the exclusion of 3.19.1.
- e) the GL52 Great Lakes 2025 Notice of Series (**NOS**) which also serves as the Notice of Race for all Events in the Series;
- f) these sailing instructions (SI) including Appendix A- Umpiring.
- g) Appendix T, Arbitration, may be added as an SI Amendment as a part of the protest resolution process.

1.2 If there is a conflict between rules, the SIs have precedence. This changes rule 63.5(c).

1.3 GL52 Events Association is the Organizing Authority (**OA**).

1.4 [DP][NP] Vakaros RaceSense system will be used for this regatta and is required to be mounted per GL52 guidelines, and operational at all times while racing with the GL52 firmware. *Each boat shall provide their own Vakaros Atlas 2 with GL52 RaceSense and shall deliver the unit to the Vakaros Rep (Caroline) prior to the first day of practice to confirm software and offsets are operating correctly and that units are fully charged.*

- a) The instrument shall be turned on at least 30 minutes prior to the first scheduled warning signal of the day and remain on a minimum of 15 minutes after last boat has finished the final race of the day.
- b) For information purposes only, Atlas 2 devices will display a countdown timer, distance to line, and an OCS notification if you are on the course side of the line at the starting signal. Signals displayed on the Race Committee vessel shall take precedence for both starts and finishes.
- c) Video, photographic, and/or electronic data evidence is not permitted to be presented by a boat or *party* requesting: a) a scoring review, or b) requesting redress, or c) filing a protest, relating to the timing, position, or order of boats at the start or finish, including recalls.
- d) Failure of an Atlas 2 or the RaceSense system shall not be grounds for a boat requesting redress under rule 61.4(b)(1).

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of racing will be posted by 2000 on the day before it will take effect.

2.2 Any changes posted will also be emailed to the email contact on the competitor's entry.

2.3 Oral changes to the sailing instructions may be made on the water via VHF by hailing boats on Channel 79.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the online official notice board located at:

<https://gl52series.com/notice-board-gl52-little-traverse-cup-2025/>

3.2 [NP] On race days, boats shall monitor VHF 79 at all times from 1030 until 30 minutes after finishing.

- 3.3 In accordance with NOS 5.1, no communications, data, vocal or visual signaling of any kind or tactical placement from the support boat is permitted after the race boat or support vessel departs the dock until after the race boat retires for the day or after finishing the last race of the day.
- 3.4 Except in an emergency, a boat that is racing shall not make *voice, text, email, WhatsApp, or other* transmissions and shall not receive *voice, text, email, WhatsApp* or data communication that is not available to all boats.
- 3.5 RaceSense information is available to all boats.

4 SIGNALS MADE ASHORE

Signals made ashore will be announced by the race committee on VHF 79, beginning at 1030.

5 SCHEDULE OF RACES

- 5.1

Event	Organizing Authority	Location	Racing Days	Races
Little Traverse Cup	GL52 Events Assoc.	Lake Michigan	Aug. 14-16	(up to 8) races

<https://gl52series.com/notice-board-gl52-little-traverse-cup-2025/>
- 5.2 The scheduled time of the warning signal for the practice race is 1300 on the day prior to the first scheduled day of racing.
- 5.3 The scheduled time of the warning signal for the first race each race day is 1200.
- 5.4 A maximum of three (3) races will be held each day.
- 5.5 On the last scheduled day of racing, no warning signal will be made after 1400.
- 5.6 Requests for extra time before the first warning signal will not be considered except in the case of a medical emergency.
- 5.7 After the first race of the day, a boat is allowed one request per day for extra time of up to 10 minutes. The boat shall make the request to the race committee on VHF 79 before the warning signal of the race and state the reason for the delay. There shall be only one request per race. If there are multiple requests from different boats, the cumulative extra time shall be no more than a total of 10 minutes between races unless extended by the race committee.

6 RACING AREA

The racing area is Lake Michigan in open waters with a rendezvous point at Area M. See SI Addendum A.

7 COURSES

- 7.1 Courses will be set in a Windward/Leeward configuration with 4 legs. It is the intention to set a leeward gate. The gate marks may be the same marks as the starting line marks.
- 7.2 The Race Committee may set a windward offset mark. The windward mark, and windward offset mark, if set, shall be left to port.
- 7.3 If only one gate mark is in place for the leeward gate, the single leeward mark shall be left to port.
- 7.4 When set to windward of the starting/finishing line, the leeward mark or gate is not a mark of the course for the first leg or a final downwind leg.
- 7.5 Rule 27 is changed so that no later than the warning signal the starting line will be set and RC shall announce the bearing and distance to the weather mark. This range and bearing is set from the boat end of the starting line to the weather mark.

8 MARKS

Marks will be **MarkSetBot** self-propelled marks, or inflatable marks.

9 THE START

- 9.1 The starting line will be between the center flag staffs with a yellow flag on the **MarkSetBot** at the port end and the **MarkSetBot** at the starboard end. If an inflatable mark is substituted for one or both of the **MarkSetBots**, the race committee will use the course side of the starting buoys to call the line. The race

committee signal boat will be stationed outside the starboard end of the starting line and is not part of the starting line and will not be displaying an orange flag.

- 9.2 **[DP] Restricted Area** – While racing, a boat shall not break the plane between the starboard end starting mark and the race committee signal boat within one minute to the start. Any boat breaking this rule shall take a voluntary One-Turn Penalty, including one tack and one gybe. This will not be enforced by the umpires. The race committee may file a protest for any infractions of this rule where the boat does not take a penalty.

- 9.3 Races shall be started by using sound signals. Visual signals will not be used. This changes rule 26 and *Race Signals*.

5 minutes	Warning	1 sound
4 minutes	Preparatory	1 sound
1 minute	Preparatory Down	1 long sound
Zero	Start	1 sound

- 9.4 If any part of a boat's hull is on the course side of the starting line at the starting signal, observed visually or by RaceSense, the race committee will raise a flag 'X' with one sound in accordance with rule 29.1.

- [NP] The RC will attempt to broadcast her name, bow number, or sail number on VHF 79.
- [NP] Failure to make a broadcast or the timing of the broadcast will not be grounds for a request for redress.

- 9.5 A hail and display of flag 'X' Signals by the race committee shall take precedence over RaceSense notifications.

- 9.6 Rule 30 will not be used.

10 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark(s) (or the finishing line) to a new position and announce the change on VHF 79. Marks may be moving into position after the announcement. On any change of course, the bearing and distance will be determined either from the windward mark or the right gate looking upwind. This changes Rule 33.

11 THE FINISH

- 11.1 The finishing line will be between the course side of a *MarkSetBot*, or an inflatable mark at the port end and the course side of a *MarkSetBot* or an inflatable mark at the starboard end. The race committee signal boat will be stationed outside the finishing line and is not part of the finishing line.
- 11.2 The finishing line buoys may be the same buoys used for the starting line positioned to make the finishing line shorter.

12 TIME LIMITS

- 12.1 The Mark 1 Time Limit, Race Time Limit and the Finishing Window are described below. This changes rule 35.

- Mark 1 time limit = 30 minutes
- Race time limit = 75 minutes
- Finishing Window = 15 minutes

- 12.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

- 12.3 [NP] The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats that have started, but fail to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points **one** more than the points scored by the last boat that finished within the Finishing Window. This changes rules 35, A5.1, A5.2, and A10.

- 12.4 Failure to meet the Target Time shall not be grounds for redress. This changes rule 61.4(b)(1).

13 UMPIRING, PROTESTS, REQUESTS FOR REDRESS AND ARBITRATION

- 13.1 SI Appendix 'Umpiring' shall apply and is the default umpiring system. In the event that the umpires are unavailable, the race committee shall announce on VHF 79 prior to the warning signal that 'Umpiring' is OFF for that race.
- 13.2 In the event 'Umpiring' is OFF, RRS 44.2 is changed to a One-Turn Penalty. Protests and request for redress shall be in accordance with RRS Part 5, Section A, except that the protest time limit will be as described in SI 13.3 and SI 13.4.
- 13.3 After the finish of each race, the race committee will announce a two-minute 'Protest Window' on VHF 79. A boat shall notify the race committee during this 'Protest Window' any protests against another boat that were not resolved by the umpires in accordance with Appendix A - Umpiring, as well as any requests for redress that do not involve scoring.
- 13.4 The protest time limit for protests reported during the 'Protest Window', or for requests for redress involving scoring, is 90 minutes after the last boat has finished the last race of the day or when remaining races have been abandoned. The Protest Time Limit will be posted to the Official Notice Board on the event site.
- 13.5 Protest Forms may be completed and emailed to Dale Gort [dgort234@gmail.com or text to 616.403.6158] or given to the PRO at the event. Any videos, documents or tracking data should be sent to the following address so that it can be formatted for presentation when requested.

Automated Protest filing: <https://bit.ly/2025hearing>

- 13.6 A courtesy email will be sent to the parties involved in the protest using the email address that has been entered as "Owner" during registration.
- 13.7 Protests will begin at approximately 1800 hours each day. Location and final schedule with start times will be announced when all protests have been filed. Protest Hearings on the last day of racing will be scheduled as soon as possible.
- 13.8 Protests and requests for redress will be heard via video link with the offsite protest committee. Both parties to the protest shall be in the same meeting location with the fleet manager. One or more protest committee members may be present in the meeting location.
- 13.9 **Appendix V2, Post-Race Penalties**, is in effect as described in NOS Addendum A – US Sailing Prescriptions. The penalty, which is to be taken prior to the beginning of a protest hearing involving the incident, shall be a 30% penalty. The penalty shall not cause the boat's score to be worse than the score for Did Not Finish. Acceptance of a penalty must be delivered, via text, in person, or email to the PRO or Dale Gort [dgort234@gmail.com or 616.403.6158].
- 13.10 The OA reserves the right to add the use of Appendix T, Arbitration, and, if so, will issue an Amendment to the SIs.
- 13.11 Boats are responsible for any damage they cause to a *MarkSetBot*.

14 SCORING

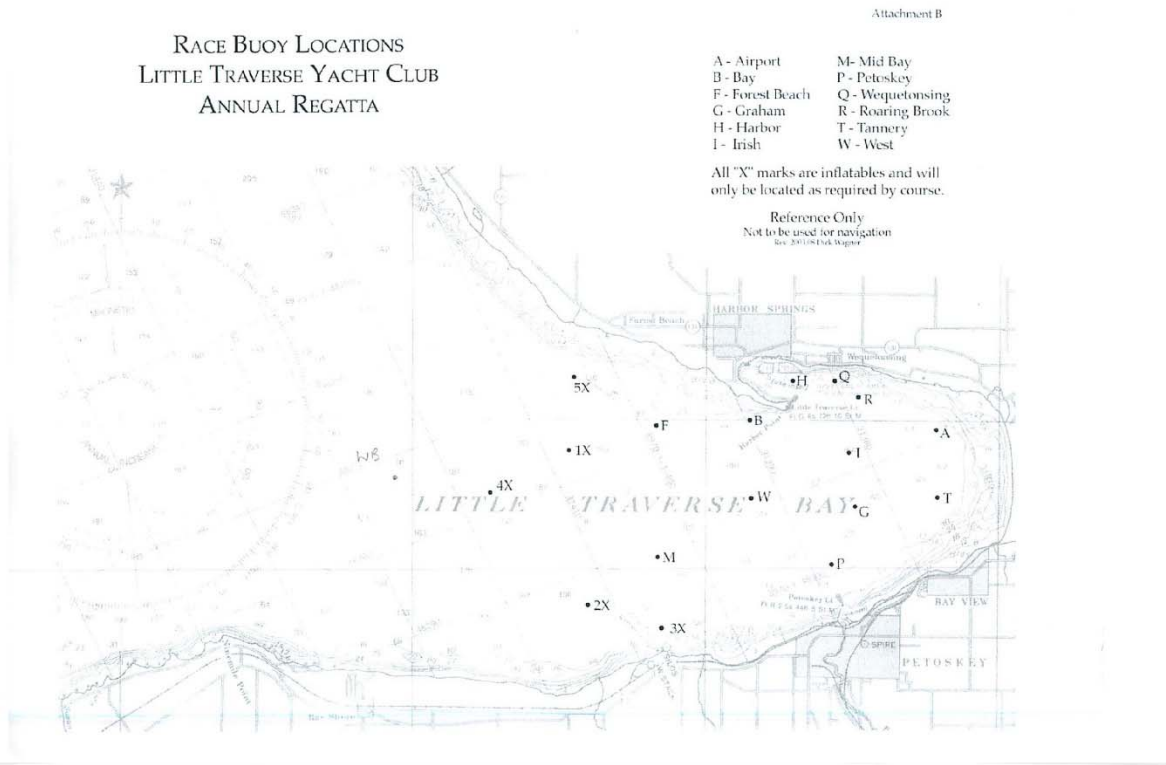
- 14.1 Scoring will be based on ORC Time on Time, Five Band (5) Band Windward / Leeward Handicaps per GL52 Scoring Protocol by PRO.
- 14.2 Each boat's regatta score shall be the sum of all her race scores with no discard.
- 14.3 One race completed constitutes a regatta.

15 SAFETY REGULATIONS

- 15.1 [NP][DP] A boat that retires from the race will notify the race committee as soon as possible on VHF 79.
- 15.2 Addendum B specifies safety procedures in case of an emergency.

16 FURTHER INFORMATION

For further information, please contact the Principal Race Officer, Carol Ewing lightning@cofs.com
305-785-4777



Attachment B

Little Traverse Yacht Club

Annual Regatta Buoy Locations

A - N 45° 24.890'	W 084° 56.110'	M - N 45° 23.380'	W 085° 00.780'	1X - N 45° 24.620'	W 085° 02.353
B - N 45° 25.000'	W 084° 59.300'	P - N 45° 23.300'	W 084° 57.850'	2X - N 45° 22.789'	W 085° 01.966'
F - N 45° 24.910'	W 085° 00.830'	Q - N 45° 25.487'	W 084° 57.845'	3X - N 45° 22.540'	W 085° 00.730'
G - N 45° 23.950'	W 084° 57.490'	R - N 45° 25.240'	W 084° 57.430'	4X - N 45° 24.130'	W 085° 03.650'
H - N 45° 25.460'	W 084° 58.560'	T - N 45° 24.100'	W 084° 56.100'	5X - N 45° 25.500'	W 085° 02.212
I - N 45° 24.620'	W 084° 57.600'	W - N 45° 24.050'	W 084° 59.290'		

Magnetic Headings and Distances

This table is only a guide. Prudent sailors will verify these figures.

From	To >>>	A	B	F	G	H	I	M	P	Q	R	T	W	1X	2X	3X	4X	5X
A			279° 2.25 nm	277° 3.32 nm	232° 1.35 nm	295° 1.81 nm	262° 1.08 nm	252° 3.62 nm	224° 2.01 nm	302° 1.36 nm	297° 0.99 nm	186° 0.79 nm	256° 2.39 nm	273° 4.40 nm	249° 4.62 nm			
B		099° 2.25 nm		271° 1.08 nm	136° 1.65 nm		114° 1.25 nm	219° 1.93 nm	155° 1.99 nm		086° 1.34 nm	118° 2.42 nm	188° 0.95 nm			208° 2.66 nm		
F		096° 3.32 nm	091° 1.08 nm		118° 2.54 nm		102° 2.28 nm	185° 1.53 nm	134° 2.64 nm		088° 2.41 nm	110° 3.42 nm	135° 1.38 nm					
G		052° 1.35 nm	316° 1.65 nm	290° 2.54 nm		340° 1.69 nm	000° 0.68 nm	262° 2.38 nm	207° 0.70 nm	357° 1.56 nm	008° 1.29 nm	087° 0.99 nm	281° 1.27 nm					
H		115° 1.81 nm			160° 1.69 nm		147° 1.08 nm		173° 2.22 nm	093° 0.50 nm	112° 0.82 nm	134° 2.20 nm			048° 3.6 nm			
I		082° 1.08 nm	294° 1.23 nm	284° 2.28 nm	180° 0.68 nm	327° 1.08 nm		247° 2.56 nm	194° 1.33 nm	355° 0.89 nm	017° 0.63 nm	123° 1.18 nm	251° 1.32 nm	276° 3.34 nm	245° 3.58 nm		270° 4.28 nm	
M		071° 3.62 nm	039° 1.93 nm	005° 1.53 nm	082° 2.38 nm		067° 2.56 nm		098° 2.06 nm	051° 2.95 nm	058° 3.00 nm	084° 3.37 nm	064° 1.24 nm					
P		044° 2.01 nm	335° 1.99 nm	314° 2.84 nm	027° 0.70 nm	353° 2.22 nm	014° 1.33 nm	278° 2.06 nm		008° 2.19 nm	015° 1.97 nm	063° 1.47 nm	313° 1.26 nm					
Q		122° 1.36 nm			177° 1.56 nm	273° 0.50 nm	175° 0.89 nm	231° 2.95 nm	186° 2.19 nm		137° 0.38 nm	145° 1.85 nm	221° 1.76 nm					
R		117° 0.99 nm	266° 1.34 nm	268° 2.41 nm	188° 1.29 nm	292° 0.82 nm	197° 0.63 nm	238° 3.00 nm	195° 1.97 nm	317° 0.38 nm		147° 1.48 nm	234° 1.77 nm					
T		006° 0.79 nm	298° 2.42 nm	290° 3.42 nm	268° 0.99 nm	314° 2.20 nm	303° 1.18 nm	264° 3.37 nm	243° 1.47 nm	325° 1.85 nm	327° 1.48 nm		275° 2.24 nm					
W		078° 2.39 nm	000° 0.95 nm	315° 1.38 nm	101° 1.27 nm		071° 1.32 nm	244° 1.24 nm	133° 1.26 nm	041° 1.76 nm	054° 1.77 nm	095° 2.24 nm						
1X		093° 4.40 nm										103° 4.43 nm						
2X							065° 3.58 nm		086° 2.94 nm		059° 4.02 nm							
3X				004° 2.38 nm			053° 3.03 nm											347° 3.14 nm
4X						098° 4.33 nm												
5X									132° 3.77 nm									

ADDENDUM B – SAFETY PROCEDURES



Ugotta Regatta Buoy Race Day Emergency Action Plan

PRO VHF Ch 79/71

Safety boat VHF Ch 71

Police & Rescue Call 911

US Coast Guard VHF Ch 16

Fleet Contacts:

PRO Boat Carol Ewing: 305-785-4777

Safety Boat Tom Gielser: 269-330-9300

Emergency life-threatening injury on the water

- Call PRO on VHF, PRO will call 911 and coordinate response with the safety boat/medic.
- Safety boat / Coach boat transport sailor to the City Dock in Harbor Springs.

Emergency Non-life-threatening emergency

- Call PRO on VHF, and they will coordinate a safety boat response.
- Safety boat / Coach boat transport sailor to the City Dock in Harbor Springs.

Non- Emergency (Capsize, Boat breakdown, Minor injury)

- First boat on the site is to confirm crew headcount, and all crew are fine to PRO on VHF.
- The crew of GL52 confirm to the first boat on site that all crew is okay.
- Once all crew is "ok," focus on addressing the breakdown.

APPENDIX A – UMPIRING

UMPIRED FLEET RACING – GL52 2025 Great Lakes Series Edition

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 20.3(d)(ii).

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, RRS 17 AND RRS 70

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

UF1.2 Add to rule 2: 'When *racing*, a boat need not take a penalty unless signaled to do so by an umpire.'

UF1.3 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.'

UF1.4 Renumber text of rule 14 to 14.1 and add

14.2 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.

14.3 When there is contact between hulls, stanchions, pulpit, pushpit, spars, or standing rigging, 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 1 point on other boats if they consider that these boats contributed to the contact.

UF1.5 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.

UF1.6 Rule 70.1 is replaced with: A *party* to a hearing may only appeal a protest committee decision or its procedures, but not the facts found, under rule 69 to the national authority, except when rule 70.3 applies.

UF1.7 Rule 70.2 is deleted.

UF1.8 Test rules

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

Mark-Room Room for a boat to sail no farther than her *proper course* to round or pass the *mark* on the required side.

(b) Rule 17 is deleted.

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*.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 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,

(a) when a boat 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;

- (b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.'

UF3.2 A penalty in rule 44.2 is a 'One-Turn Penalty.'

- (a) When a boat plans to take a penalty for an incident that takes place in the zone of the windward mark, or on the leg to or in the zone of the offset mark, she may 'get well clear as soon after the incident as possible' and take her One-Turn Penalty. She may choose to delay getting well clear to take her penalty but shall start maneuvering to get well clear no later than immediately after she sails outside the zone of the offset mark. A penalized boat maintains her rights until she begins to maneuver to get well clear.
- (b) When the incident takes place in the zone of a leeward gate mark or single leeward mark, she may 'get well clear as soon after the incident as possible' and take her One-Turn Penalty, or delay doing so until immediately after she has passed that mark and no later than sailing outside its zone."

UF3.3 **On the Water Protests by Boats**

- (a) While *racing*, a boat may protest another boat under a rule of Part 2 (except rule 14) for an incident in which she was involved; under rule 31, or rule 42 by conspicuously displaying 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 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 UF3.6,an umpire may penalize her without a protest by another boat by signaling in accordance with rule UF3.5(b), or US3.5(c). 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 their 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 60.1. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.
- (c) When a boat fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c).

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 and white flag with one long sound means 'A boat is disqualified'. The umpire will hail or signal to identify the boat disqualified.

UF3.6 **Imposed Penalties**

- (a) A boat penalized under RRS UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) is no longer *racing* and shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 After boats have finished, the race committee will inform competitors about the results by posting them on the official notice board.

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 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,
- (c) request redress

does not have to display a red flag or hail protest and shall inform the race committee in the following way:

- (1) **Protest Window** - After all boats have finished or retired from a race, the race committee will announce the 'Protest Window' is open on VHF channel 79 accompanied by one sound. The 'Protest Window' will be open for at least two minutes and then closed with one sound. A boat intending to protest or request redress shall hail the race committee before or during the protest window being open. The race committee may extend the protest window if there are multiple hails.
- (2) **Protest Time Limit** - Any request for redress based on a scoring issue shall be submitted within the protest time limit which is 90 minutes after the last boat has finished the last race of the day or when remaining races have been abandoned. The Protest Time Limit will be posted to the Official Notice Board on the event site.

UF5.3 The race committee will promptly inform the protest committee and any protested boat about any protests or requests for redress made under rule UF5.2.

UF5.4 The race committee may protest a boat under rule 60.1. 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 – if there is no damage nor injury.

UF5.5 The technical committee will only protest a boat under rule 60.1 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.

UF5.6 The **Protest Time Limit** defined in rule UF5.2 also applies to protests under UF5.4 and UR5.5 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.7 Hearings

Except for a hearing under rule 69.2

- (a) Protests and requests for redress shall be in writing and submitted within the protest time limit. A link to a protest form is included in SI 13.5.
- (b) The protest committee may inform the parties 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) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.

UF5.8 Rule 60.5 is deleted and replaced with: 'If the protest committee decides that a boat has broken a rule and was not exonerated, it may impose penalties other than disqualification (including imposing no penalty). 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.'

UF5.9 Rule 63.7(b) is changed to 'A party to the hearing may not request a reopening.'

UF5.10 Rule 61.4(b)(1) is deleted.