



The National Racing Keelboat

CLUB RACING-SAILING INSTRUCTIONS

SQUIB CLASS

VALID FROM May 2010

1. Rules

Squib Class Racing will be governed by the Racing Rules of Sailing, the prescriptions of the Irish Sailing Association (I.S.A.), National Squib Association class rules and these sailing instructions, any amendments thereto.

2. Eligibility

- 2.1 To be eligible to enter Club races the owner must be current members of the National Squib Association, also the owner and routine crew must be a member of Kinsale Yacht Club (KYC) and the ISA. (This amends RRS Appendix 2)
- 2.2 All yachts shall complete an entry form prior to competing in their first race each year (available in KYC race office).
- 2.3 Any change to these S.I. will be posted on the Club Notice Board at least 2 hours before racing on the day they are to take effect.

3. Safety

- 3.1 All owners must ensure that their boat and crew comply with the ISAF recommendations for racing.
- 3.2 Life jackets shall be worn on boats in accordance with class rules.
- 3.3 The KYC reserves the right to inspect any boat, at any time, to see that they comply with the minimum safety requirement & class rules.
- 3.3 Boats shall carry one hand held RED flare and one ORANGE smoke signal.
- 3.4 Boats may carry a hand held VHF.
- 3.5 Boats shall carry one hand bailer or bucket in accordance with class rules.
- 3.6 Boats shall carry one anchor of not less than 4kg in weight with not less than 18m of line of not less than 8mm in diameter in accordance with class rules.

4. Racing Pennant



The racing pennant for the Squib class is Naval Numeral Pennant NINE.

5. Schedule of Races

The schedule of races is published in the KYC annual Sailing Programme.

6. Sail Numbers

Yachts must use their correct sail numbers on the main & spinnaker. Permission to sail under any other number must be obtained from the OOD and the class captain must be advised.

7. Courses

Courses will be chosen from the KYC course card **OR** by the OOD and displayed on the blackboard on the Committee Boat. The course may also be announced on VHF Channel 69. (competitors are advised to be familiar with the symbols representing KYC permanently laid marks e.g. Sandycove is M ; Hake Head is J etc., see KYC course card).

8. Starting Line

8.1 Charles Fort Line: shall be between a red and white staff or mast erected on the Committee Boat and the lighthouse situated on Charles Fort. An inner distance mark (IDM) known as Charles Fort Mark, may be laid and boats must pass between this IDM mark and the lighthouse to start. (Do **NOT** start between the IDM and the Committee Boat (See Appendix 2).

8.2 Marina Line: shall be between a flagstaff at the Pier Head end of the Marina and the outer limit mark.

8.3 Committee Boat Start: this is formed by a red and white staff or by the Main Mast on the Committee Boat and an adjacent Outer Distance Mark (ODM). An IDM may be laid between the ODM and Committee Boat in which case yachts must start between it and the ODM (Do **NOT** start between the IDM and the Committee Boat. NB the IDM may not be on the line. See appendix).

9. Finishing Line

9.1 The normal finishing line for "**all in**" Club racing shall be at Charles Fort. Yachts shall finish between the Committee Boat and the Charles Fort mark (See diagram in appendix 2).

9.2 Laid Course Finish: This shall be between a red & white staff or the main mast on the Committee Boat and an ODM.

9.3 Marina Finish Line: This shall be between a flagstaff at the Pier Head end of the Marina and an especially laid ODM (See also paragraph 12 for shortened course).

10. **Start Order**

- 10.1 For normal club racing on Thursdays & Saturdays, Squibs normally start after the Dragons. For the KYC "at home", "all ins" & "pursuit races" see the sailing instructions of the day.
- 10.2 A yacht shall not start later than 5 minutes after her starting signal.
- 10.3 Flags and starting signals.
Races will be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Minutes before start	Signal	Flag	Sound Signal
5	Warning	Class Flag; (numeral nine)	+ 1 sound
4	Preparatory	P, I, Z, Z with I, or Black Flag	+ 1 sound
1	One-minute	Preparatory flag removed	+ 1 sound
0	Starting	Class flag removed	+ 1 sound

(Note : *gun* and *hooter* may be substituted by alternative sound signal)
See RRS page 17 attached for an explanation on the use of flags P, I, Z, Black.

- 10.4 Postponement
When the Answering Pennant (AP) is flown the warning signal will be ONE minute after the AP is lowered (See appendix 2).

11. **Recalls**

- 11.1 Individual Recalls will be in accordance with RRS 29.2 (Flag X).(see RRS page 17 appendix attached).
- 11.2 General Recalls shall be in accordance with RRS 29.3 (Flag 1st substitute).(see page 16)
When a general recall has been signalled, a new warning signal will be made one minute after signalling the end of the General Recall.
In the event of a general recall, the start(s) of subsequent race(s) shall be postponed, OR the offending class may be put to the end of the queue – (See sailing instructions of the day).

12. **Shortened Course** (RRS 32 page 18 attached)

- 12.1 The course may be shortened at any stage of the race at the discretion of the O.O.D. The Committee Boat or other finishing vessel, which shall be identified by a blue flag, shall move to the mark of the course at which it is intended to finish the race, and when in position it shall hoist the Code Flag "S", and Class Flag(s) of the classe(s) effected and two sound signals shall be made.

- 12.2 For "*All In*" or club racing the course may be shortened at the mouth of Kinsale Harbour at a line laid by the OOD. The Bulman Buoy or a Harbour Mark may be used as an ODM.
- 12.3 The OOD may announce a shortened course on VHF Ch69. Failure to give, or hear, this announcement shall not form grounds for protest or redress.
- 12.4 For a laid course, if a shortened course is signaled (S flag) proceed directly to the finishing line (ie do not round the next mark).

13. Time Limit

- 13.1 Evening racing, normally Thursdays. When the start time is 19:00 the time limit shall be 21:30. When the start time is 18:30 the time limit shall be 21:00. All times local.
- 13.2 When a laid course is organised, the finishing time is at the discretion of the OOD.
- 13.2 Weekend Races "*All Ins*" & "*Pursuit*"— having a race area within the confines of the Sovereign Islands to the East and the Old Head to the West, the time limit shall be as prescribed in the sailing instructions of the day.

14. Retiring

A yacht which retires from a race shall inform the Committee Boat as soon as possible.

15. Penalties

- 15.1 RRS 44.1 shall apply (see page 18 attached). A boat that has broken a rule of Part 2 whilst racing shall take a TWO-TURNS penalty (720 degrees turn) as soon as possible.
- 15.2 RRS 31.2 shall apply (see page 18 attached). A boat that has broken RRS 31.1 shall after getting clear of other boats as soon as possible take a penalty by promptly making one turn including one tack and one gybe.

16. Protests

The OOD must be advised verbally or by VHF Channel 69 of a pending protest before leaving the finish area.

Rule RRS 61.1 (a) (2) applies (As a Squib is less than 6 metres OA a red protest flag is NOT required to be displayed).

17. Protests & Arbitration

- 17.1 Protests shall be written on forms available at the Race Office and lodged there within 1 hr. (Evenings) and 1 1/2 hrs. (w/e day racing) of the finishing time of the last yacht in that race. The Class Captain, Vice Commodore, Sailing Secretary or other designated person may arrange to deal with the protest or Arbitration when given the completed protest form.

- 17.2 As an alternative to a full protest hearing, an arbitration system may be used. When all parties to an incident agree, a Protest Arbitrator, appointed by the Race Office may decide a protest. Such arbitration shall replace the protest hearing required under RRS 63. This system may only be used if before the hearing all parties agree to accept the arbitration decision as final. All the parties shall have the opportunity of stating their case. The Arbitrator shall have total discretion as to whether any witness will be called. At any time during the hearing he may terminate the arbitration and refer the incident to a full protest committee hearing; otherwise, at the conclusion of the arbitration hearing he will reach a decision.

Any party found to have infringed a rule shall not be disqualified but shall instead incur a 35% place penalty.

No penalty shall result in a score, which would exceed that of a disqualification. Any decision shall be final, however a request for re-opening may be made under RRS 66.

When any party, at the time when arbitration is offered, declines to accept the system a full protest hearing shall take place.

18. Scoring

- 18.1 The low points scoring system will be used as per RRS Appendix A with certain alterations (see appendix attached).
- 18.2 If more than one race is sailed on the day, it is the first race scored for the Super League points. All races sailed will be scored for the Helmsman's League.

19. Commercial Traffic

Boats shall yield right of way to commercial traffic within the limits of Kinsale Harbour and in accordance with Articles 11 & 12 of the Bye Laws of Kinsale Harbour & the laws governing collision at sea. Failure to comply will result in disqualification.

20. Advertising

Competitors shall comply with the ISAF Advertising code Category C.

21. Boat identification

Owners are requested to paint (or use a "transfer") the name of the boat on the stern (or elsewhere) so that the boat can be identified on the marina/mooring/shore.

Failure to comply with any of the foregoing Rules may result in disqualification

- 1/ Appendix 1 – Scoring system for all Squib leagues
- 2/ Appendix 2 – Sketch for Charles Fort line
- 3/ Reprint of pages 9-19 only of the Racing Rules of Sailing (RRS 2009-2012)
- A/ Race signals and preparatory signals
- B/ Part 2 – When boats meet
- C/ Part 3 – Conduct of a race (Starting, shortening, abandoning, changing next leg of course)

Appendix 1:

Scoring System for all Squib KYCLeague (effective MAY 2010)

Races and series shall be scored as provide for in RRS Appendix A using Low Point System except for the following provisions.

A boat that comes to the starting area and did not start, did not finish, retired after finishing or was disqualified shall be scored points for the finishing place one more than the number of boats that finished the race.

A boat that did not come to the starting area shall be scored points for the finishing place two more than the number of boats that started the race.

For every four races sailed a boat shall have it's worst score discarded. For example 4 races sailed one discard is applied and if 8 races sailed 2 discards are applied etc,

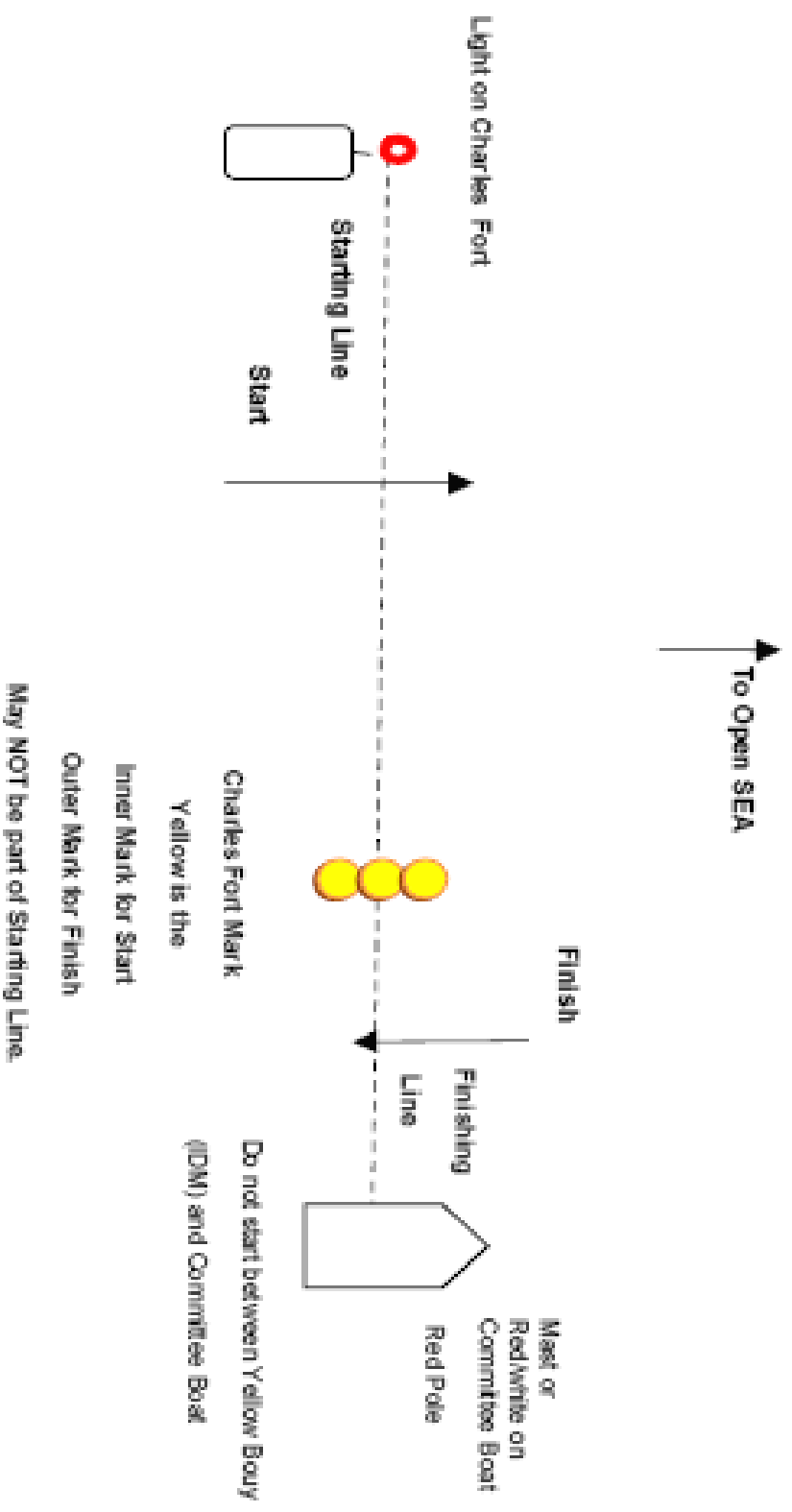
If more than one race is sailed on the same day,

A/all races sailed on that day shall be scored for the helmsman league & club early, middle & late summer leagues. (except frostbite league, South Coast Championship, club 'all in' races, KYC regatta,

B/ For the superr league only the first raced scheduled for that day shall be scored.

For Individual race results, each boat starting & finishing & not there after retiring, being penalized or given redress shall be scored points as follows:-

Finishing place	Low point system
First	1 point
Second	2 points
Third	3 points
Fourth	4 points
Fifth	5 points
Sixth	6 points
Seventh	7 points
Each place thereafterr	add one point



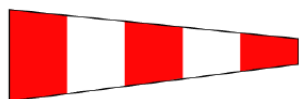
CHARLES FORT LINE

NYP Jan 2010

RACE SIGNALS

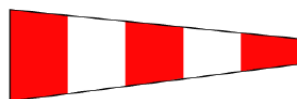
The meanings of visual and sound signals are stated below. An arrow pointing up or down (\uparrow / \downarrow) means that a visual signal is displayed or removed. A dot (\bullet) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

Postponement Signals



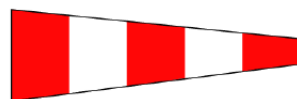
$\uparrow \bullet \bullet \downarrow \bullet$

AP Races not started are *postponed*. The warning signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.



$\uparrow \bullet \bullet$

AP over H Races not started are *postponed*. Further signals ashore.

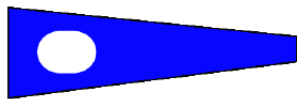


$\uparrow \bullet \bullet$

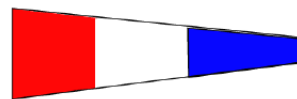
AP over A Races not started are *postponed*. No more racing today.



Pennant 1 $\uparrow \bullet \bullet \downarrow \bullet$



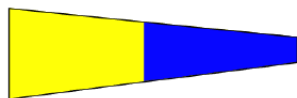
Pennant 2 $\uparrow \bullet \bullet \downarrow \bullet$



Pennant 3 $\uparrow \bullet \bullet \downarrow \bullet$



Pennant 4 $\uparrow \bullet \bullet \downarrow \bullet$



Pennant 5 $\uparrow \bullet \bullet \downarrow \bullet$



Pennant 6 $\uparrow \bullet \bullet \downarrow \bullet$

AP over a numeral pennant 1–6 *Postponement* of 1–6 hours from the scheduled starting time.

Abandonment Signals



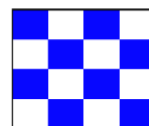
$\uparrow \bullet \bullet \bullet \downarrow \bullet$

N All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.



$\uparrow \bullet \bullet \bullet$

N over H All races are *abandoned*. Further signals ashore.



$\uparrow \bullet \bullet \bullet$

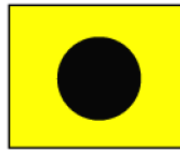
N over A All races are *abandoned*. No more racing today.

Preparatory Signals



↑● ↓—

P Preparatory signal.



↑● ↓—

I Rule 30.1 is in effect.



↑● ↓—

Z Rule 30.2 is in effect.



↑● ↓—

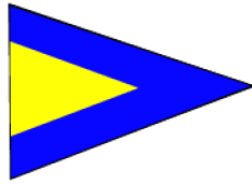
Black flag. Rule 30.3 is in effect.

Recall Signals



↑● |

X Individual recall.



↑●● ↓●

First Substitute General recall. The warning signal will be made 1 minute after removal.

Shortened Course



↑●●

S The course has been shortened. Rule 32.2 is in effect.

Changing the Next Leg



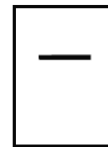
C The position of the next *mark* has been changed:



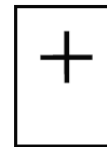
to starboard;



to port;



to decrease the length of the leg;



to increase the length of the leg.

Other Signals



↑● |

L Ashore: A notice to competitors has been posted. Afloat: Come within hail or follow this boat.



M The object displaying this signal replaces a missing *mark*.



↑● |

Y Wear a personal flotation device.



(no sound)

Blue flag or shape. This race committee boat is in position at the finishing line.

PART 2

WHEN BOATS MEET

*The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to **race**, are **racing**, or have been **racing**. However, a boat not **racing** shall not be penalized for breaking one of these rules, except rule 23.1.*

When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. If the sailing instructions so state, the rules of Part 2 are replaced by the right-of-way rules of the IRPCAS or by government right-of-way rules.

SECTION A

RIGHT OF WAY

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

10 ON OPPOSITE TACKS

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

11 ON THE SAME TACK, OVERLAPPED

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

12 ON THE SAME TACK, NOT OVERLAPPED

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

13 WHILE TACKING

*After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same*

Part 2 WHEN BOATS MEET

10

*time, the one on the other's port side or the one astern shall *keep clear*.*

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to *room* or *mark-room* (a) need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*, and (b) shall not be penalized under this rule unless there is contact that causes damage or injury.

15 ACQUIRING RIGHT OF WAY

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

16 CHANGING COURSE

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

16.2 In addition, when after the starting signal a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *starboard-tack* boat shall not change course if as a result the *port-tack* boat would immediately need to change course to continue *keeping clear*.

17 ON THE SAME TACK; PROPER COURSE

If a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat. This rule does not apply if the *overlap* begins while the *windward* boat is required by rule 13 to *keep clear*.

Part 2 WHEN BOATS MEET

11

SECTION C

AT MARKS AND OBSTRUCTIONS

Section C rules do not apply at a starting mark surrounded by navigable water or at its anchor line from the time boats are approaching them to start until they have passed them. When rule 20 applies, rules 18 and 19 do not.

18 MARK-ROOM

18.1 When Rule 18 Applies

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

(a) between boats on opposite *tacks* on a beat to windward,

- (b) between boats on opposite *tacks* when the *proper course* at the *mark* for one but not both of them is to tack,
- (c) between a boat approaching a *mark* and one leaving it, or
- (d) if the *mark* is a continuing *obstruction*, in which case rule 19 applies.

18.2 Giving Mark-Room

- (a) When boats are *overlapped* the outside boat shall give the inside boat *mark-room*, unless rule 18.2(b) applies.
- (b) If boats are *overlapped* when the first of them reaches the *zone*, the outside boat at that moment shall thereafter give the inside boat *mark-room*. If a boat is *clear ahead* when she reaches the *zone*, the boat *clear astern* at that moment shall thereafter give her *mark-room*.
- (c) When a boat is required to give *mark-room* by rule 18.2(b), she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins. However, if either boat passes head to wind or if the boat entitled to *mark-room* leaves the *zone*, rule 18.2(b) ceases to apply.
- (d) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.

Part 2 WHEN BOATS MEET

12

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

18.3 Tacking When Approaching a Mark

If two boats were approaching a *mark* on opposite *tacks* and one of them changes *tack*, and as a result is subject to rule 13 in the *zone* when the other is *fetching* the *mark*, rule 18.2 does not thereafter apply. The boat that changed *tack*

- (a) shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the *mark* on the required side, and
- (b) shall give *mark-room* if the other boat becomes *overlapped* inside her.

18.4 Gybing

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

a gate *mark*.

18.5 Exoneration

When a boat is taking *mark-room* to which she is entitled, she shall be exonerated

- (a) if, as a result of the other boat failing to give her *mark-room*, she breaks a rule of Section A, or
- (b) if, by rounding the *mark* on her *proper course*, she breaks a rule of Section A or rule 15 or 16.

19 ROOM TO PASS AN OBSTRUCTION

19.1 When Rule 19 Applies

Rule 19 applies between boats at an *obstruction* except when it is also a *mark* the boats are required to leave on the same side. However, at a continuing *obstruction*, rule 19 always applies and rule 18 does not.

19.2 Giving Room at an Obstruction

- (a) A right-of-way boat may choose to pass an *obstruction* on either side.

Part 2 WHEN BOATS MEET

13

- (b) When boats are *overlapped*, the outside boat shall give the inside boat *room* between her and the *obstruction*, unless she has been unable to do so from the time the *overlap* began.
- (c) While boats are passing a continuing *obstruction*, if a boat that was *clear astern* and required to *keep clear* becomes *overlapped* between the other boat and the *obstruction* and, at the moment the *overlap* begins, there is not *room* for her to pass between them, she is not entitled to *room* under rule 19.2(b). While the boats remain *overlapped*, she shall *keep clear* and rules 10 and 11 do not apply.

20 ROOM TO TACK AT AN OBSTRUCTION

20.1 Hailing and Responding

When approaching an *obstruction*, a boat sailing close-hauled or above may hail for *room* to tack and avoid another boat on the same *tack*. After a boat hails,

- (a) she shall give the hailed boat time to respond;
- (b) the hailed boat shall respond either by tacking as soon as possible, or by immediately replying ‘You tack’ and then giving the hailing boat *room* to tack and avoid her; and
- (c) when the hailed boat responds, the hailing boat shall tack as

soon as possible.

20.2 Exoneration

When a boat is taking *room* to which she is entitled under rule 20.1(b), she shall be exonerated if she breaks a rule of Section A or rule 15 or 16.

20.3 When Not to Hail

A boat shall not hail unless safety requires her to make a substantial course change to avoid the *obstruction*. Also, she shall not hail if the *obstruction* is a *mark* that the hailed boat is *fetching*.

Part 2 WHEN BOATS MEET

14

SECTION D

OTHER RULES

When rule 21 or 22 applies between two boats, Section A rules do not.

21 STARTING ERRORS; TAKING PENALTIES; MOVING ASTERN

21.1 A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to *start* or to comply with rule 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side.

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

21.3 A boat moving astern by backing a sail shall *keep clear* of one that is not.

22 CAPSIZED, ANCHORED OR AGROUND; RESCUING

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

23 INTERFERING WITH ANOTHER BOAT

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

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

15

PART 3

CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND

SIGNALS

The notice of race and sailing instructions shall be made available to each boat before a race begins. The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the sailing instructions.

26 STARTING RACES

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Signal Flag and sound Minutes before starting signal

Warning Class flag; 1 sound 5*

Preparatory P, I, Z, Z with I, or black flag;

1 sound

4

One-minute Preparatory flag removed;

1 long sound

1

Starting Class flag removed; 1 sound 0

*or as stated in the sailing instructions

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

27.1 No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another and signal that wearing personal flotation devices is required (display flag Y with one sound).

Part 3 CONDUCT OF A RACE

16

27.2 No later than the preparatory signal, the race committee may move a starting *mark*.

27.3 Before the starting signal, the race committee may for any reason *postpone* (display flag AP, AP over H, or AP over A, with two sounds) or *abandon* the race (display flag N over H, or N over A, with three sounds).

28 SAILING THE COURSE

28.1 A boat shall *start*, leave each *mark* on the required side in the correct order, and *finish*, so that a string representing her track after *starting* and until *finishing* would when drawn taut

(a) pass each *mark* on the required side,

(b) touch each rounding *mark*, and

(c) pass between the *marks* of a gate from the direction of the previous *mark*.

She may correct any errors to comply with this rule. After *finishing* she need not cross the finishing line completely.

28.2 A boat may leave on either side a *mark* that does not begin, bound or end the leg she is on. However, she shall leave a starting *mark* on the required side when she is approaching the starting line from its pre-start side to *start*.

29 RECALLS

29.1 Individual Recall

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line or one of its extensions and have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 30.3 applies this rule does not.

29.2 General Recall

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule

Part 3 CONDUCT OF A RACE

17

30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.

30 STARTING PENALTIES

30.1 I Flag Rule

If flag I has been displayed, and any part of a boat's hull, crew or equipment is on the course side of the starting line or one of its

extensions during the last minute before her starting signal, she shall thereafter sail from the course side across an extension to the prestart side before *starting*.

30.2 Z Flag Rule

If flag Z has been displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall receive, without a hearing, a 20% Scoring Penalty calculated as stated in rule 44.3(c). She shall be penalized even if the race is restarted or resailed, but not if it is *postponed* or *abandoned* before the starting signal. If she is similarly identified during a subsequent attempt to start the same race, she shall receive an additional 20% Scoring Penalty.

30.3 Black Flag Rule

If a black flag has been displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first *mark* during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, even if the race is restarted or resailed, but not if it is *postponed* or *abandoned* before the starting signal. If a general recall is signalled or the race is *abandoned* after the starting signal, the race committee shall display her sail number before the next warning signal for that race, and if the race is restarted or resailed she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score.

Part 3 CONDUCT OF A RACE

18

31 TOUCHING A MARK

While *racing*, a boat shall not 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*.

32 SHORTENING OR ABANDONING AFTER THE START

32.1 After the starting signal, the race committee may shorten the course (display flag S with two sounds) or *abandon* the race (display flag N, N over H, or N over A, with three sounds), as appropriate,

- (a) because of an error in the starting procedure,
- (b) because of foul weather,
- (c) because of insufficient wind making it unlikely that any boat will *finish* within the time limit,

(d) because a *mark* is missing or out of position, or
(e) for any other reason directly affecting the safety or fairness of the competition,
or may shorten the course so that other scheduled races can be sailed. However, after one boat has sailed the course and *finished* within the time limit, if any, the race committee shall not *abandon* the race without considering the consequences for all boats in the race or series.

32.2 If the race committee signals a shortened course (displays flag S with two sounds), the finishing line shall be,

- (a) at a rounding *mark*, between the *mark* and a staff displaying flag S;
- (b) at a line boats are required to cross at the end of each lap, that line;
- (c) at a gate, between the gate *marks*.

The shortened course shall be signalled before the first boat crosses the finishing line.

33 CHANGING THE NEXT LEG OF THE COURSE

The race committee may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (or the finishing line) and signalling all boats before they begin the leg. The next *mark* need not be in position at that time.

Part 3 CONDUCT OF A RACE

19

- (a) If the direction of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and either
 - (1) the new compass bearing or
 - (2) a green triangular flag or board for a change to starboard or a red rectangular flag or board for a change to port.
- (b) If the length of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and a ‘-’ if the length will be decreased or a ‘+’ if it will be increased.
- (c) Subsequent legs may be changed without further signalling to maintain the course shape.

34 MARK MISSING

If a *mark* is missing or out of position, the race committee shall, if possible,

- (a) replace it in its correct position or substitute a new one of similar appearance, or

(b) substitute an object displaying flag M and make repetitive sound signals.

35 TIME LIMIT AND SCORES

If one boat sails the course as required by rule 28.1 and *finishes* within the time limit, if any, all boats that *finish* shall be scored according to their finishing places unless the race is *abandoned*. If no boat *finishes* within the time limit, the race committee shall *abandon* the race.

36 RACES RESTARTED OR RESAILED

If a race is restarted or resailed, a breach of a *rule*, other than rule 30.3, in the original race shall not prohibit a boat from competing or, except under rule 30.2, 30.3 or 69, cause her to be penalized.