

APPENDIX UF

UMPIRED FLEET RACING

44 Cup 2022 Edition

Version: 2022-02

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

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

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

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.’

UF1.3 14 AVOIDING CONTACT

14.1 If reasonably possible a boat shall

- (a) avoid contact with another boat,
- (b) not cause contact between boats, and
- (c) not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

14.2 When there is contact between hulls, the umpires may, without a hearing, impose a scoring penalty of minimum one point on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of minimum half point on other boats if they consider that these boats contributed to the contact. This rule also applies to spars, standing rigging or bowsprit against another boats hull, spars, standing rigging or bowsprit.

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

UF1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for *room* to tack, repeatedly and clearly pointing to windward; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 Rule 70 is deleted.

UF1.6 Test rules

- (a) The definition *Mark-Room* is changed to:
Mark-Room Room for a boat to sail her proper course to round or pass the mark on the required side.
 However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.
- (b) Rule 13 is deleted.
- (c) Rule 17 is deleted.
- (d) The third sentence of the definition of Obstruction is deleted and substituted with:
 “However, a boat *racing* is not an *obstruction* to other boats unless they are required to *keep clear* of her or to give *mark-room* to her or, if rule 22 applies, avoid her.
 The following objects always rank as *obstructions*:
- (i) any vessel with a person (or persons) aboard that is not a racing boat;
 - (ii) any person (or persons) in the water.”
- (e) The definition of *Zone* is changed to:
 “The area around a *mark* or an *obstruction*, except when it is also
- (i) an umpire boat, or
 - (ii) a boat *racing* the boats are required to *keep clear* or to give *mark-room* to her,
- within a distance of three hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*.”
- (f) RRS 19.1 is changed to:
 When Rule 19 Applies
 Rule 19 applies between two boats at an *obstruction* or when at least one of them is in the *zone* of an *obstruction* that is different from an umpire boat or a boat *racing* the boats are required to *keep clear* or to give *mark-room* to her, except
- (i) when the *obstruction* is a *mark* the boats are required to leave on the same side, or
 - (ii) when rule 18 applies between the boats and the *obstruction* is another boat *overlapped* with each of them.
- However, at a continuing *obstruction*, rule 19 always applies and rule 18 does not.
- (g) RRS 20.1 is changed to:
 Rule 20 only applies to a starboard-tack boat.
 A boat on starboard may hail for *room* to tack and avoid a boat on the same *tack*. However, she shall not hail unless
- (i) she is approaching an *obstruction* and will soon need to make a substantial course change to avoid it safely, and
 - (ii) she is sailing close-hauled or above.
- In addition, she shall not hail if the *obstruction* is a *mark* and a boat that is *fetching* it would be required to change course as a result of the hail.
 A boat can hail or signal when those actions are not related to rule 20.
- (h) Rule 21.3 is deleted.
- (i) Add RRS 42.3(L): “A boat may pump any sail without limitation”

UF2 CHANGES TO OTHER RULES

UF2.1 Spare

UF2.2 Rule 31 is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. ~~In addition, while racing, a boat shall not touch a race committee vessel that is also a mark.~~ This rule also applies to boom, standing rigging, bowsprit.

UF2.3 36 RACES RESTARTED OR RESAILED

If a race is restarted or resailed, a breach of a *rule* in the original race, or in any previous restart or resail of that race, shall not

- (a) prohibit a boat from competing unless she has broken rule 30.4; or
- (b) cause a boat to be penalized except under rule 2, 30.2, 30.4, 69, **F12.6(b), UF1.3** or under rule 14 when she has caused injury or serious damage.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 (a) In this appendix, 'a penalty' will mean the following:

- (i) Before starting, or when on a leg of the course to a windward mark, or a finish at Mark WI, a boat shall promptly sail clear, and as soon as reasonably possible gybe and luff to a close-hauled course.
- (ii) On a leg of the course to mark WO, or when on a leg of the course to a leeward mark, a gate, or the finishing line when finishing on a downwind leg of Course 1 or Course 2, a boat shall promptly sail clear, and as soon as reasonably possible tack and bear away to a course that is more than 90 degrees from the true wind.
- (iii) On the final leg of the Course "F" (Foxtrot) to the finishing line, after the gate, a boat shall promptly sail clear and as soon as reasonably possible do a turn, including one tack and one gybe.
- (iv) In a long-distance race, a boat shall promptly sail clear and as soon as reasonably possible do a turn, including one tack and one gybe.

(b) Restrictions on Taking a Penalty

- (i) **When a boat takes a penalty at or near the finishing line her hull shall sail completely to the course side of the line before finishing.**
- (ii) **On a leg to mark WO, no part of a penalty may be taken in the area before the extension of the straight line from the gate or leeward mark and mark WO.**

UF3.2 The first sentence of rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31'

UF3.3 On the Water Protests by Boats and Penalties

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail ‘Protest’ and conspicuously display a “Y” (Yankee) flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire’s decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,
 - (6) breaks any SI or Class Rules referring to the position of the crew, the helmsman or the bowsprit,an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,
- (b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means ‘No penalty.’
- (b) A red flag with one long sound means ‘a penalty is imposed or remains outstanding.’ The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means ‘A boat is disqualified.’ The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 After boats have finished, the race committee will inform competitors about the results on the official noticeboard.

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 or the Race Committee, and the protest committee shall not open a redress hearing except as permitted in instruction UF5.2.

UF5.2 Rule 62 is altered as follows:

- (a) A boat may not request redress. If there is damage to a boat, caused by a penalized ~~yacht~~ boat, that means it had to retire or is unable to compete in subsequent races the Class Manager will ask the protest committee to open a hearing.
- (b) Rule 62.1 (a) is deleted.
- (c) If a hearing determines that an incident between boats in a race resulted in serious damage to a boat through no fault of her own, and if that damaged boat could not continue racing, or the class confirms that the performance of the boat was seriously affected, the redress granted will be points equal to 50% (rounded up to a whole number) of the boats entered in that event of the series. The protest committee will give the same redress for any subsequent races the class determines the boat will not be able to sail.
- (d) A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the Race Committee. A party to a hearing may not base an appeal on the decision of the protest committee. In rule 66 the third sentence is changed to 'A party to the hearing may not ask for a reopening
- (e) Protests and requests for redress need not be in writing.
- (f) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (g) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (h) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make any other arrangement it decides is equitable which may be to impose no penalty.
- (i) If the protest committee penalizes a boat in accordance with instruction Q5.3 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.

UF5.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall inform the race committee in the following way:

at the first reasonable opportunity after she is aware of the facts.

- UF5.4** The time limit defined in rule UF5.3 also applies to protests under rule UF5.9, UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.
- UF5.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.
- UF5.6** The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
Rule 62.1(a) is deleted.
- UF5.7** The first three sentences of rule 64.2 are changed to: ‘When the protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.’
- UF5.8** Hearings
Except for a hearing under rule 69.2
- (a) Protests and requests for redress need not be in writing.
 - (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
 - (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
 - (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.
 - (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat’s score.
- UF5.9** The race committee will not protest a boat.
- UF5.10** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.
- UF5.11** The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.
- UF5.12** Rule 66.2 is changed to ‘A *party* to the hearing under this appendix may not request a reopening.’