

44Cup FLEET RACING SERIES SAILING INSTRUCTIONS**Version 2025-01**

**This Version 2025-01 of Fleet Sailing Instructions applies together with:
Appendix UF 44 Cup version 2025-01**

F1 RULES**F1.14 Man Overboard:**

- (a) If the crewmember leaves the boat and is rescued by an official vessel, that vessel shall remain stationary unless other pressing duties prevent it, until the boat returns to collect the crewmember.
- (b) If non-racing personnel leave the boat, and is rescued by any other vessel, that person shall not be returned to the boat and the boat shall not be penalized.

F1.15 Bowsprit Restrictions:

- (a) The bowsprit must be pulled in as soon as possible after lowering the gennaker.
 - (b) Infringements to SI F1.15 (a) and Class Rule C.10.6(a) may be penalized by the Umpires, under Appendix UF3.4 and UF3.5.
 - (c) A boat will not be penalised under SI F1.15 (a) and Class rule C10.6(a) except when the boat interferes with another boat while its bowsprit is not fully retracted and it is contributory to umpiring that incident.
 - (d) The umpires will not consider the bowsprit for overlaps unless the spinnaker is hoisted above the forestay rigging point (intersection of forestay and mast).
 - (e) Contact with the extended bowsprit would be considered "hard" contact but if the bowsprit has been extended long enough for the keep clear boat to be able to reasonably see it, even if it contravenes the rule, she must keep clear. However, under SI F1.15 (c) the other boat will be penalized as well.
- A breach of SI F1.15 is not open to protest by boats but is subject to action by Umpires in accordance with Appendix UF3.4 and UF3.5.

F1.16 Hiking Restriction

Infringements to Class Rule C.2.3 may be penalized by the umpires, under Appendix UF3.4 and UF3.5.

F1.17 Sails Restrictions

During 44Cup regattas, a full sail inventory (Class Rule C.11.2.a) shall be declared at registration. During each racing day 1 mainsail, 2 spinnakers and minimum 2 jibs shall be carried aboard the competitor boat. The third jib may be carried aboard the team support boat. Adding a jib or swapping jibs with the support boat is allowed. This changes Class Rule C.11.2.

F1.18 RRS 67 is deleted and substituted with:

- (a) Any issue of liability or claim for damages and/or injuries arising from an incident while a boat is bound by *The Racing Rules of Sailing* shall be subject to the jurisdiction of the courts and not considered by a protest committee.
- (b) A boat that takes a penalty or retires does not thereby admit liability or that she has broken a *rule*.

F 1.19 Helmsman.

When, whilst a boat is racing, the umpires observe any crewmember other than the 'Owner, Substitute or Charter' helmsman steering the boat, they shall

penalize that boat in accordance with Appendix UF3.4 and UF3.5. A breach of SI F1.19 is not open to protest by boats.

Aiding steering the boat in a situation where it is reasonable to expect a collision or injury might occur will not be penalized if a boat does not come out in a better position than it would have done otherwise.

However, if the umpires observe a crew member with his hands on the wheel, and they are not yet certain as to whether this is an infringement, they will signal a warning by displaying a yellow flag and pointing conspicuously to the boat concerned. Only one warning will be made for an incident.

F2 SAFETY

- a) When the wind speed is more than 14 knots RC will display flag Y requiring crews to wear life jackets while afloat.
- b) Boats shall carry on board heaving line ready for immediate use in case of man overboard emergency.
- c) A boat that retires from a race shall notify the race committee as soon as possible.

F3 SPARE

F4 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the Race Office.

F5 AMENDMENTS TO SAILING INSTRUCTIONS

- F5.1 Amendments to the SI and/or FR SI made ashore will be posted two hours before scheduled time for the first race on the day it will take effect, except that any change to the schedule of races will be posted by 7:00 pm on the day before it will take effect.
- F5.2 In the event that Amendments or Notices are posted, Flag L will be displayed ashore each day until the boats have departed for the racecourse.
- F5.3 Amendments made afloat will be signalled by the display of flag Alpha ("A") with three sound signals. An umpire may communicate these either verbally or in writing.

F6 SIGNALS MADE ASHORE

- F6.1 Signals made ashore will be displayed on the official mast located in front of the Race Office.
- F6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.
- F6.3 When flag Y is displayed ashore, RRS 40 applies at all times while afloat. This changes the Part 4 preamble.

F7 BOATS

The event will be sailed in RC 44 type boats.

F8 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the RC 44 Class Rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection.

F9 CREW

- F9.1 All registered crew shall sail all races, including event match racing series.
F9.2 Substitution of competitors will not be allowed without prior written approval of the Race Committee. Boat owner can be substituted during the event.

F10 EVENT FORMAT AND SCORING

- F10.1 Two races are required to be completed to constitute a series.
F10.2 The number of races to be sailed each day will be determined by the RC. Maximum four races are scheduled each day.
F10.3 The Low Point scoring system of Appendix A will apply.
F10.4 Each boat's score shall be the total of her race scores. No score will be excluded.

F11 SPARE**F12 COURSE****A) Windward-Leeward**

- F12.1 SI F12.2 describes the courses, and the order in which marks are to be passed. Boats shall leave marks to port and shall sail between the gate marks from the direction of the previous mark and round either gate mark. In the event that a leeward gate is not in position, boats shall round the existing single mark to port.
- F12.2 (a) RC 44 Course 1: Start - WI - W - WI - Gate - WI - W - WI - Finish (Downwind)
(b) RC 44 Course 2: Start - WI - W - WI - Gate - WI - W - WI - Gate - WI - W - WI - Finish (Downwind)
(c) Offset Course 3: Start - W - WO - Gate - W - WO - Finish (Downwind)
(d) Offset Course 4: Start - W - WO - Gate - W - WO - Gate - W - WO - Finish (Downwind)
(e) The Race Committee will lay Mark W approximately 6 lengths to windward of Mark WI. Boats shall pass in order Marks WI, W and then WI to port before proceeding to the Gate. In the event of a change of course under RRS 33, Mark WI will be a Mark Boat displaying Mike flag without sound signal.
Mark WO is an offset mark and will be positioned to port of Mark W. Except when there is a change of course, the Gate will be positioned approximately to windward of the Race Committee Signal Boat. The Gate may be laid after the starting signal.
Except for when there is a change of course: the finish will be to leeward of the Gate.
- F12.3 No later than the warning signal, the race committee signal boat will display the course number.

B) "F" - Foxtrot

- F12.4 The course shall be as described in SI F12.2 above, except that the boats shall pass between the gate marks on the final leg before proceeding to the Finish. The Finish Line for Course "F" will be between a staff displaying a Blue Flag on a RC Vessel and the nearby finishing mark.

C) Distance Race

- F12.5 The diagram in SI Appendix B shows the course of the distance race.

F12.6 Starting/Finishing Line

- (a) If a Race Committee vessel is displaying an orange flag, the starting and finishing line will be between the course side of a yellow mark and the RC pole displaying the orange flag.

- (b) If a Race Committee vessel is displaying a blue flag, the starting and finishing line will be between the course side of two yellow marks. Furthermore, at the starting and at the finishing line that Race Committee vessel (the one displaying the blue flag) is part of the yellow mark on its proximity and:
 - (i) boats shall not pass between this mark and the Race Committee vessel when racing;
 - (ii) when the Race Committee shall stop a starting procedure or abandon a race because its position has been affected by a boat or rule F12.6(b) is broken, the boat will get a scoring penalty of two points.
- (c) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle.
- (d) The finishing *marks* are also ranked as gate *marks* and RRS 18.4 does not apply at those *marks*.

F13 STARTING PROCEDURE AND CLASS FLAGS

- F13.1 Class flag will be white RC 44 flag for windward-leeward courses. Sponsors flag may be used for distance races instead of white RC 44 flag.
- F13.2 Starts will be made in accordance with RRS26.
- F13.4 A boat starting later than five minutes after her starting signal will be scored Did Not Start. This changes rule A5.
- F13.5 The race committee will identify each OCS boat by VHF on the channel indicated in the Event SI. Any failure or delay (including the order) in recalling will not be grounds for redress. Appendix UF5.6 deletes RRS 62.1(a).
- F13.6 Boats to be scored UFD under RRS 30.3 or BFD under RRS 30.4 will be hailed as described in SI F13.5. If hailed, such boats are to remove themselves from the race course at the first reasonable opportunity. Failure to do so will result in a black flag umpire penalty per SI UF3.5(c), at which time the penalized boat(s) shall promptly leave the course area.

F14 CHANGE OF THE NEXT LEG OF THE COURSE

- F14.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- F14.2 Except at a gate, boats shall pass between the race committee boat signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard.
- F14.3 A race committee boat signalling a change of a leg of the course is a *mark* as provided in instruction F14.2.
That race committee boat signalling a change of a leg of the course is not a gate *mark* for the requirements of RRS 18.4.

F15 TIME LIMITS

- F15.1 For windward/leeward races, the Time Limit will be 90 minutes. Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored points equal to the number of finishers plus two points (TLE....Time Limit Expired). At the conclusion of the 20-minute time period, the Race Committee will remove the Blue ("On Station") Flag with one sound. This changes rules 35, A5, and Race Signals.
- F15.2 For the "F" (Foxtrot) race and for the distance race, the Time Limit will be 240 minutes. Boats failing to finish within 1 hour after the first boat sails the course and finishes will be scored points equal to the number of finishers plus two points (TLE....Time Limit Expired). This changes rules 35 and A5.

F16 COURSE LIMITS

- (a) A number of small marks may be laid close to the shore or to an obstruction. At no time shall any part of a hull cross the imaginary straight line between two adjacent buoys, or a straight line at 90 degrees to the line between the two outermost marks at either end of the line of marks and the shore or the obstruction.
- (b) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with Appendix UF3.4.
- (c) These lines rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of RRS.
- (d) There is no penalty for touching the marks limiting these areas.

F17 PENALTY SYSTEM

As indicated in Appendix UF.

F18–F19–F20 SPARE**F21 SUPPORT BOATS**

Team leaders, coaches and other *support person* shall stay outside areas where boats are racing from the time of the preparatory signal until all boats have finished or the race committee signals a postponement, general recall or abandonment.

A breach of this SI is not open to protest by boats but is subject to action by the Race Committee and the IJ.

F22 HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

F23 RADIO COMMUNICATION

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

F24 MEDIA, IMAGES and SOUND

- (a) The OA may require media personnel and equipment (or dummies) to be carried on board at any time and may require competitors to be available for interviews.
- (b) The position of non-racing personnel and equipment will be determined by the class in co-operation with the RC and may be advised verbally. Non-racing personnel will not take part in sailing the boat while racing and shall stay behind the helmsman during the entire race unless otherwise allowed.
- (c) The OA and the class shall have the right to use any images and sound recorded during the event free of charge.
- (d) Skipper may be required to carry an audio microphone.

F25 EVENT HOSPITALITY AND VIP GUESTS

- (a) In the event that media personnel are not allocated to a boat in accordance with F24(a), the OA and the class may require other personnel to be carried on board.
- (b) The skipper or owner may request to carry a guest on board, which shall not take part in sailing. Such request shall be made the day before racing with the guest and shall include his/her approximate weight.
- (c) VIP guests will not take part in sailing the boat while racing and shall stay behind the helmsman during the entire race.

F26 CODE of CONDUCT

- (a) Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship.
- (c) When a boat gets entangled with an inflatable mark and either releases the anchor line of the inflatable mark to get free, or doesn't immediately stop sailing and pulls the inflatable mark out of position, the following penalties apply:
 - (1) if it has no impact on the race 5 points will be added to her total point score, or
 - (2) if the race is able to continue but the action affects the fairness of the race the Umpires may penalize her with a black flag or the Jury will disqualify her, or
 - (3) if the action causes the race to be abandoned points equal to DSQ will be added to her score.
- (d) The penalty for breaking this SI is at the discretion of the IJ and may include exclusion from further participation in the event or RC 44 events.

F28 DISCLAIMER OF LIABILITY

- F28.1 Competitors participate in the regatta entirely at their own risk. See RRS 4 Decision to Race.
- F28.2 The owner/competitor is entirely responsible for his own safety, whether afloat or ashore, and nothing, whether in the notice of race or sailing instructions or anywhere else, reduces this responsibility.
- F28.3 It is for the owner/competitor to decide whether the boat is fit to sail in the conditions in which they will find themselves. By launching or going to sea, the owner/competitor confirms that boat is fit for those conditions and the crew is competent to sail and compete in them.
- F28.4 Nothing done by the organizers can reduce the responsibility of the owner/competitor nor will it make the organizers responsible for any loss, damage, death or personal injury, however, it may have occurred, as a result of the owner/competitor taking part in the racing. The organizers encompass everyone helping to run the race and the event, and include the organizing authority, the race committee, the race officer, patrol boats and beach masters.
- F28.5 The provision of patrol boats does not relieve the owner/competitor of her responsibilities.

F29 INSURANCE

The boat is required to hold adequate third-party insurance, and it is the owner or owner's representative's sole and inescapable responsibility to ensure that the insurance is in place and is adequate.