

APPENDIX C – MATCH RACING RULES
AS MODIFIED FOR
OCBC COMMODORE’S CUP
Attachment to Sailing Instructions

Match races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Matches shall be umpired. (Modified)

C1 TERMINOLOGY

‘Competitor’ means the skipper, team or boat as appropriate for the event. ‘Flight’ means two or more matches started in the same sequence.

C2 CHANGES TO THE DEFINITIONS AND THE RULES OF PART 2 and 4

C2.1 The definition *Finish* is changed to: ‘A boat *finishes* when any part of her hull, crew or equipment in normal position crosses the finishing line in the direction of the course from the last *mark* after completing any penalties. However, when penalties are cancelled under rule C7.2(d) after one or both boats have *finished* each shall be recorded as *finished* when she crossed the line.’

C2.2 Add to the definition *Proper Course*: ‘A boat taking a penalty or maneuvering to take a penalty is not sailing a *proper course*.’

C2.3 In the definition *Zone* the distance is changed to two hull lengths.

C2.4 Rule 13 is changed to

13 WHILE TACKING OR GYBING

13.1 After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course.

13.2 After the foot of the mainsail of a boat sailing downwind crosses the centerline she shall *keep clear* of other boats until her mainsail has cleared.

13.3 While rule 13.1 or 13.2 applies, rules 10, 11 and 12 do not. However, if two boats are subject to rule 13.1 or 13.2 at the same time, the one on the other’s port side or the one astern shall *keep clear*.

C2.5 Rule 16.2 is deleted.

C2.6 (Deleted)

C2.7 (Deleted)

C2.8 Rule 23.1 is changed to: ‘If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing* or an umpire boat.’

C2.9 (Deleted)

C2.10 Add to the preamble of Part 4: ‘Rule 42 shall also apply between the warning and preparatory signals.’

C2.11 Rule 42.2(d) is changed to ‘sculling: repeated movement of the helm to propel the boat forward.’

C3 RACE SIGNALS AND CHANGES TO RELATED RULES

C3.1 Starting Signals (Modified)

The signals for starting a match shall be as follows. Times shall be taken from the visual signals; the failure of a sound signal shall be disregarded. If more than one match will be sailed, the warning signal for the next match shall occur as determined by the PRO but not before the starting signal for the previous match. (Modified)

Time in minutes	Visual Signal	Sound Signal	Means
5	White flag displayed	One gun	Warning signal
4	Flag P displayed	One gun	Preparatory signal
2	Blue or yellow flag or both Displayed**	One horn**	End of pre-start entry time
0	Warning and Preparatory Signals removed	One gun	Starting signal

** These signals shall be made only if one or both boats fail to comply with rule C4.2. The flag(s) shall be displayed until the umpires have signaled a penalty or for one minute, whichever is earlier.

C3.2 Changes to Related rules

(a) Rule 29.1 is changed to:

1) 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 its extensions, the race committee shall promptly display a blue or yellow flag identifying the boat with one sound. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or its extensions or until two minutes after her starting signal, whichever is earlier.

(2) When at a boat’s starting signal no part of her hull, crew or equipment is on the course side of the starting line or its extensions, and before she *starts* she sails to the course side across an extension, the race committee shall promptly display a blue or yellow flag identifying the boat. The flag shall be displayed until the boat is completely on the pre-start side of the starting line or its extensions or until two minutes after her starting signal, whichever is earlier.

(b) (Deleted)

(c) (Deleted)

C3.3 Finishing Line Signals

The signal ‘Blue flag or shape’ shall not be used.

C4 REQUIREMENTS BEFORE THE START

C4.1 At her preparatory signal, each boat shall be outside the line that is at a 90 degree angle to the starting line through the starting *mark* at her assigned end. In the race scheduling pairing list, the boat listed on the left-hand side is assigned the port end and shall display a blue marker as

supplied by the committee while *racing*. The other boat is assigned the starboard end and shall display a yellow marker as supplied by the committee while *racing*.

- C4.2** Within the two-minute period following her preparatory signal, a boat shall cross and clear the starting line, the first time from the course side to the pre-start side.

C5 SIGNALS BY UMPIRES

- C5.1** A green and white flag with one long sound means: ‘No penalty.’
- C5.2** A blue or yellow flag identifying a boat with one long sound means: ‘The identified boat shall take a penalty by complying with rule C7.’
- C5.3** A red flag with or soon after a blue or yellow flag with one long sound means: ‘The identified boat shall take a penalty by complying with rule C7.3(d).’
- C5.4** A black flag with a blue or yellow flag and one long sound means: ‘The identified boat is disqualified, and the match is terminated and awarded to the other boat.’
- C5.5** One short sound means: ‘A penalty is now completed.’
- C5.6** Repetitive short sounds mean: ‘A boat is no longer taking a penalty and the penalty remains.’
- C5.7** A blue or yellow flag or shape displayed from an umpire boat means ‘The identified boat has an outstanding penalty.’

C6 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

- C6.1** A boat may protest another boat
- (a) under a rule of part 2, except rule 14, by clearly displaying a red flag immediately after an incident in which she was involved. (Modified)
 - (b) under any rule not listed in C6.1(a) or C6.2 by clearly displaying a red flag and notifying the umpires of the alleged infraction as soon as possible after the incident. (Modified)
- C6.2** A boat may not protest another boat under
- (a) rule 14, unless damage or injury results;
 - (b) a rule of part 2, unless she was involved in the incident;
 - (c) rule 31 or 42; or
 - (d) rule C4 or C7.
- C6.3** A boat intending to request redress because of circumstances that arise before she *finishes* or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but not later than two minutes after *finishing* or retiring and shall notify the umpires of the circumstances as soon as reasonably possible. (Modified)
- C6.4** (a) A boat protesting under rule C6.1(a) shall remove the red flag before or as soon as possible after the umpires’ signal. (Modified)
- (b) A boat protesting under rule C6.1(b) or requesting redress under rule C6.3 shall remove the red flag immediately after the umpires have acknowledged. (Modified)

C6.5 Umpire Decisions

- (a) After a red flag is displayed by a competitor under C6.1(a), the umpires shall decide whether to penalize any boat. They shall signal their decision in compliance with rule C5.1, C5.2 or C5.3.
- (b) The red-flag penalty in rule C5.3 shall be used when a boat has gained control as a result of breaking a *rule*, but the umpires are not certain that the conditions for an additional umpire-initiated penalty have been fulfilled.

C6.6 Protest Committee Decisions

- (a) The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (b) If the protest committee decides that a breach of a *rule* has had no significant effect on the outcome of the match, it may
 - (1) impose a penalty of one point or part of a point,
 - (2) order a resail, or
 - (3) make another arrangement it decides equitable, which may be to impose no penalty.
- (c) The penalty for breaking rule 14 when damage or injury results will be at the discretion of the protest committee, and may include exclusion from further races in the event.

C7 PENALTY SYSTEM

C7.1 Rule Changes

Rule 44 is deleted.

C7.2 All Penalties

- (a) A penalized boat may delay taking a penalty within the limits of rule C7.3 and shall take it as follows:
 - (1) When on a leg of the course to a windward *mark*, she shall gybe and, as soon as reasonably possible, luff to a close-hauled course.
 - (2) When on a leg of the course to a leeward *mark* or the finishing line, she shall tack and, as soon as reasonably possible, bear away to a course that is more than ninety degrees from the true wind.
- (b) Add to rule 2: 'When *racing*, a boat need not take a penalty unless signaled to do so by the umpires.'
- (c) A boat completes a leg of the course when her bow crosses the extension of the line from the previous *mark* through the *mark* she is rounding, or on the last leg when she *finishes*.
- (d) A penalized boat shall not be recorded as having *finished* until she takes her penalty and sails completely to the course side of the line and then *finishes*, unless the penalty is cancelled before or after she crosses the finish line.
- (e) If a boat has one or two outstanding penalties and the other boat in her match is penalized, one penalty for each boat shall be cancelled except that a 'red flag' penalty shall not cancel or be cancelled by another penalty.
- (f) If a boat has more than two outstanding penalties, the umpires shall signal her disqualification under rule C5.4.

C7.3 Penalty Limitations

- (a) A boat taking a penalty that includes a tack shall have the spinnaker head below the main boom gooseneck from the time she passes head to wind until she is on a close-hauled course.
- (b) No part of a penalty may be taken within the *zone* of a rounding *mark* the begins, bounds or ends the leg the boat is on.
- (c) If a boat has one outstanding penalty, she may take the penalty any time after *starting* and before *finishing*. If a boat has two outstanding penalties, she shall take one of them as soon as reasonably possible, but not before *starting*.
- (d) When the umpires display a red flag with or soon after a penalty flag, the penalized boat shall take a penalty as soon as reasonably possible but not before *starting*.

C7.4 Taking and Completing Penalties

- (a) When a boat with an outstanding penalty is on a leg to a windward *mark* and gybes, or is on a leg to a leeward *mark* or the finishing line and passes head to wind, she is taking a penalty.
- (b) When a boat taking a penalty either does not take the penalty correctly or does not complete the penalty as soon as reasonably possible, she is no longer taking a penalty. The umpires shall signal this as required by rule C5.6.
- (c) The umpire boat for each match shall display blue or yellow flags or shapes, each flag or shape indicating one outstanding penalty. When a boat has taken a penalty, or a penalty has been cancelled, one flag or shape shall be removed. Failure of the umpires to display or remove flags or shapes shall not change the number of penalties outstanding.

C8 PENALTIES INITIATED BY UMPIRES

C8.1 Rule Changes

- (a) Rules 60.2(a) and 60.3(a) do not apply to *rules* for which penalties may be imposed by umpires.
- (b) Rule 64.1(b) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this appendix.

C8.2 When the umpires decide that a boat has broken rule 31, 42, C4, C7.3(c) or C7.3(d) she shall be penalized by signaling her under rule C5.2 or C5.3. However, if a boat is penalized for breaking a rule of Part 2 and she in the same incident breaks rule 31, she shall not be penalized for breaking rule 31. Furthermore, a boat that displays an incorrect flag or does not display the correct flag shall be warned orally and given an opportunity to correct the error before being penalized.

C8.3 When the umpires decide that a boat has

- (a) gained an advantage by breaking a *rule* after allowing for a penalty,
 - (b) deliberately broken a rule, or
 - (c) committed a breach of sportsmanship,
- she shall be penalized under rule C5.2, C5.3 or C5.4.

C8.4 If the umpires or protest committee members decide that a boat may have broken a *rule* other than those listed in C6.1(a) or C6.2, they shall so inform the protest committee for its action under rule 60.3 and rule C6.6 when appropriate.

C8.5 When, after one boat has *started*, the umpires are satisfied that the other boat will not *start*, they may signal under rule C5.4 that the boat that did not *start* is disqualified and the match is terminated.

C8.6 (Deleted)

C9 REQUESTS FOR REDRESS OR REOPENINGS, APPEALS, OTHER PROCEEDINGS

C9.1 There shall be no request for redress or an appeal from a decision made under rule C5, C6, C7 or C8. In rule 66 the third sentence is changed to: ‘A *party* to the hearing may not ask for a reopening.’

C9.2 A competitor may not base a request for redress on a claim that an action by an official boat was improper. The protest committee may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

C9.3 No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as permitted in rule C9.2.

C10 SCORING
(Deleted)

C11 TIES
(Deleted)