

ALOHA, IMCO, MJOD, & RACEBOARD CLASS

2005 CHAMPIONSHIP RULES

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1 GENERAL

- 1.1 When the Safety System is in force; a towrope of minimum length 5 m and a thickness of 5 mm shall be carried by the **crew**.
- 1.2 It is recommended that a safety line or device should secure the **rig** to the **hull** to prevent it being separated from the **hull**.
- 1.3 If pumping becomes the main method of propulsion, the race shall be abandoned.

2 MAXIMUM NUMBER OF RACES; TIME LIMITS; TARGET TIMES; REST PERIODS

- 2.1 Except at regattas scheduled for two days or less, no more than three races per day shall be scheduled or raced.
 - 2.1.1 The maximum of races that can be scheduled in a Series (or a First Round and a Final Round) is 12.
 - 2.1.2 3 races shall be completed by a class/division to validate a championship or event for that class/division.
- 2.2 **TIME LIMITS & TARGET TIMES**
 - a) The time limit for the first finisher in a course race is 60 minutes
 - b) The time limit for the first board in each division to each the first mark is 20 minutes.
 - c) A race shall be abandoned if either of these time limits (Art (a) & (b) above) is exceeded and anyway shall not count towards the official results.
 - d) **Crews** finishing more than 20 minutes after the first finisher in their respective division shall be scored DNF except those who are scored DSQ, BFD, OCS, RAF, RDG, or DNE.
 - e) The target elapsed time for a course race in planing conditions is 40 > 45 minutes for the winner. In non-planing conditions this is reduced to approximately 30 >35 minutes. Where the elapsed time for a race is likely to be longer than the race time limit, the race shall be shortened appropriately.
 - f) In regattas of two days or less no more than 4 races may be scheduled in one day, The target time for each race quoted in e) above shall be reduced by 25%.

2.3 NUMBER OF RACES IN A DAY

No more than 2 races per day shall be sailed in non-planing or marginal planing conditions. A third race may be sailed if:

- a) The first two races were sailed in planing conditions or
- b) one of the first two races was sailed in planing conditions and planing conditions exist constantly before the start of the third race.

2.4 REST PERIODS

- 2.4.1 When racing back to back:
 - a) in non-planing or marginal planing conditions, the minimum interval between the closing of the finishing line and the new warning signal for that fleet/division shall be 25 minutes.
 - b) in planing conditions, the minimum interval may be reduced to 20 minutes.
- 2.4.2 If two races have been sailed back to back there shall be a rest period of a minimum of one hour ashore for the last finisher per fleet/division in the second race before the warning signal for the third race for that fleet/division, except in cold weather conditions,

3 PERSONAL BUOYANCY

- 3.1 If personal buoyancy is prescribed, every crew shall wear above the waist a jacket, harness or vest with a minimum buoyancy of 4 kg in fresh water. The buoyancy shall be tested with a metal weight of 4 kg which shall remain supported for a minimum of 5 minutes.
- 3.2 Personal buoyancy shall not weigh more than 1.5 kg when wet weighed in accordance with RRS Appendix H.
- 3.3 Failure of a competitor to comply with this Rule (#3) will result in a 5 point penalty being implemented by the Race Committee, without a hearing. (**Alteration of RRS 63.1**)

4 CHANGING RIGS

When changing to a rig with a different size sail, the crew must obtain the new rig and return the old rig at the same time to the equipment storage area. The equipment storage area shall be ashore in the vicinity of the launching area unless otherwise stated in the sailing instructions.

5 SUPPLIED EQUIPMENT

When the equipment is supplied for an event by the organising authority, the notice of race shall state which items of equipment shall be supplied including the number and type/size of footstraps and **rigs**. Notwithstanding this list of supplied equipment, the **crew** may substitute or use in addition any or all of the equipment listed in Sections D, E, F and G of these **class rules**. Otherwise only the supplied equipment stated in the notice of race shall be used for the event.

6 EQUIPMENT INSPECTION

- 6.1 The Official Equipment inspector shall stamp all equipment a competitor intends to use during the regatta before the start of the first race.
- 6.2 When registering, the equipment inspector may refuse to stamp any sail when he judges that the sail numbers are not legible enough for any reason (shape size or colours), according to RRS App. G & App. B 8.
- 6.3 The equipment inspectors may conduct checks & inspections of equipment, at any time during the regatta. Identified competitors, at sea, shall sail their boards to the 'equipment inspector's boat,' which will be flying a white flag with the word '**M**' up on it, immediately after finishing the race. All competitors, notified of the requirement to be inspected shall follow the instructions of the crew of the equipment inspector's boat and proceed directly to the equipment inspection area, ashore. Until permission is given by the equipment inspector, a selected board shall have no contact with a coach or support personnel, no person shall join or leave the board and no equipment or other item shall be taken on board or off board that board. A competitor, so notified, shall not leave the equipment inspection area, without the permission of the equipment inspectors. Failure to comply may result in disqualification.

7 SAIL INSIGNIAS

- 7.1 National letters & sail numbers shall be black in colour and placed back to back on an opaque white background immediately above batten #4. The font shall either be Helvetica or Arial Black. All Sails

shall otherwise comply with the national letter system according to the RRS 77 and App. G

- 7.2** Failure to comply with this rule will result in a 3-point penalty being implemented by the Race Committee for each infringement, without a hearing. (**Alteration of RRS 63.1**)

8 EVENT SPONSOR'S ADVERTISING

- 8.1** At World and Continental Championships, **crews** may be required to carry advertising in compliance with ISAF Regulation 20.

8.2 In such a case...

- a) each **crew** shall place the advertising stickers issued by the organising authority, back to back on the sail immediately above the boom and as close to the leach as possible.
- b) **Crews** shall not cut or adapt the stickers in any way.
- c) Lycra vests issued by the local organiser shall be worn outside other clothing when going afloat to race or racing.
- d) Only the event advertising stickers and/or Lycra vests issued by the local organiser of the regatta in which the **crew** is currently entered may be worn or appear on the sail.

8.3 The local organising authority (LOA) may also require the first, second and third **crews** overall in the men's and women's classes to wear coloured Lycra vests and carry self-adhesive identifying disks on their sails. The colours used shall be yellow, blue and red respectively. In such a case,

- a) The **crews** affected shall comply with Art # 8.2 (c) above;
- b) And fix the disks just above the sail number on their sails, whilst racing.
- c) A **crew** shall not carry or wear such identification when he/she no longer occupies first, second or third place.
- d) The LOA will post a notice on the official notice crew stating where and when crews shall collect this identification in the morning and where to return it to after racing each day.

9 RACING FORMAT

9.1 FLEET SIZES

9.1.1 The maximum fleet size shall be 120.

9.1.2 SEEDING LIST, FLEET OR GROUP RACING

- a) Where there are 70 or fewer crews entered in a class/division, they shall race together in one fleet.
- b) Where there are between 71 and 85 crews entered in a class/division, the Class Race Management Consultant shall decide whether they shall race in one fleet or whether there shall be a First Round followed by a Final Round.
- c) Where there are more than 85 crews entered in a class/division, they shall race a First Round followed by a Final Round.
- d) Crews racing in a Series shall be divided into two Groups of approximately equal ability, according to a seeding list based on ...
 - i) Their finishing position at the last class world championship
 - ii) The crew heading the seeding list shall initially be in the first Group, crews in 2nd and 3rd positions on the seeding list shall be in the second Group, crews in 4th and 5th positions on the seeding list shall be in the First Group and so on. The first Group shall be designated the Yellow Group and the second the Blue Group.
- e) The Blue Group (silver fleet) shall carry a blue

ribbon provided by the local organiser tied to the batten retaining strap of the second batten down from the head of the sail. The LOA will post a notice stating where and when these ribbons will be issued before the first race of the day.

- f) The decision of the Class Race Supervisor is final.

9.1.3 FIRST ROUND

- a) The First Round may be held over four days, including three-scheduled race days and a reserve day.
- b) When, at the end of each day, the two Groups have completed an equal number of races, they shall be intermixed according to their current standing. At other times they may be intermixed according to their current standing provided that each Group has completed the same number of races.
- c) If, at the close of racing on the third day of the First Round, four races have not been completed by each of the two Groups, racing will be held on the reserve day for the Group(s) affected.
- d) If the reserve day is used no more than three races may be run for each Group.
- e) If, at the close of racing on the reserve day of the First Round, four races have not been completed by each of the two Groups, racing will be held on succeeding days until the minimum number of four races has been completed.

9.1.4 OVERALL STANDING

At the end of the First Round, an overall standing will be established. A **crew's** overall standing shall be the sum of their scores for all first round races excluding their worst score in accordance with Art # 21.5 to which shall be added, a crew's penalty points in accordance with Art# 21.6. If racing in the Final Round is not possible, this shall count as the official result. The competitor with the lowest score will head the overall standing.

9.1.5 FINAL ROUND

Racing in the Final Round will take place in the Gold and Silver Fleets. The Gold Fleet shall consist of the top 50% of crews based on the Overall Standings (Art # 9.1.4) plus one in the case of an odd number of entries. In case of ties at the break point those crews so tied shall sail in the Gold Fleet. The fleet lists shall be posted at least 2 hours before the first scheduled starting time of the first race of the Final Round

9.1.6 FLEET STANDING

A **crew's** fleet standing will be the sum of their scores for all races excluding their worst score(s) in accordance with Art # 21.5 to which shall be added, a crew's penalty points in accordance with Art# 21.6. The crew with the lowest total score will head the fleet standing. Silver Fleet crews will be ranked in the fleet standing after those in the Gold Fleet.

10 CHANGES TO THE SAILING INSTRUCTIONS

- 10.1** Any change in the sailing instructions will be posted, after approval by the Class Race Supervisor, on the official Notice Board before 0900hrs. on the day that it takes effect except that any change to the schedule of races will be posted before 2000hrs, on the day before it will take effect.
- 10.2** There are 2 racing areas. The racing area to be used will be posted on the official notice board one hour before the next race.

11 SIGNALS

11.1 Signals Made Ashore:

11.1.1 Signals made ashore will be displayed on the official flagpole located near to the launching area. When a "Racing Area" flag is displayed over a class/division/group flag, the "Racing Area" flag applies only to that class/division/group.

11.1.2 The following signals will be used:

- **ICF AP (with two sound signals) means:** "All races are postponed. Flag AP flown over a Class/division Flag means racing for that Class/division is postponed. The warning signal for a Class/division will be made not less 30 minutes after its AP flag is lowered (with one sound signal)."
- **ICF "L" (with one sound signal) means:** "A notice to competitors has been posted."
- **ICF Y means:** Competitors, Coaches and support crew personnel shall wear their buoyancy vests
- **ICF D means:** "The safety system (See Art#20.2) is in force"
(The D Flag will be hoisted not less than one hour before the next start)"

11.2 Signals made afloat:

ICF Y means:

a) When there is no ICF Y flag flown, each competitor supported by a coachboat may place his/her buoyancy vest in his/her coachboat;
b) Coaches may take off their buoyancy vests
c) Competitors without a coachboat may put their buoyancy vests in the Race Committee vessel
(The Race Committee on the starting vessel will accept buoyancy vests for storage which are clearly marked with the competitor's sail number. Competitor's buoyancy vests so stored shall be collected before returning ashore. No responsibility can be accepted for buoyancy vests not collected)

- **ICF R means:** "A rescue operation is in progress. Coachboats shall assist."

12 RACING SCHEDULE

12.1 The Racing Schedule is as specified in the Notice of Race and notices to competitors.

12.2 The warning signal for a subsequent race on the same day will be made as soon as practicable according to Art # 2.4. It will be preceded by a signaled postponement (ICF AP) of not less than 5 minutes.

12.3 The warning signal for the last race of each day shall not be made within 2 hours of the official local sunset time. On the last day, no warning signal shall be made later than 3 hours before the official prize giving ceremony. The race concerned shall not count towards the official results if this article is contravened.

13 RACING AREA(S)

13.1 The "Racing Areas" are shown in App. 1 attached to the Sailing Instructions. In the case of different racing areas, a flag will designate each racing area

	Area	Flag
13.1.1	A	ORANGE
13.1.2	B	FLORESCENT GREEN

14. COURSES & COURSE AREAS

14.1 SELECTION OF COURSE TYPES

14.1.1 When there are two men's groups and one women's class racing on one course area, the race committee shall set a trapezoidal course. No more

than one group/class may be racing on each course (outer or inner loop) at the same time.

14.1.2 When there is one men's class and one women's class racing, the race committee may set either a windward/leeward or any other class approved course. In such a case, the sailing instructions shall state the course(s) to be raced.

14.2 COURSE AREA(S)

14.2.1 The course area is defined as an area extending 75 metres beyond the course including the 'starting line' and the 'finishing line' and its extensions, which would normally be taken by a racer when racing.

14.2.2 Access to the course area during a race is restricted to racers racing and official boats as defined in Art#24.

14.2.3 Racers failing to comply with Art#14.2.2 shall be subject to a 5-point penalty in the next race in which they are due to sail. In the case of the last race in the series, the penalty will apply to the penultimate race. The penalty shall be applied without a hearing (Alteration of RRS 63.1)

14.3 WINDWARD/LEEWARD & TRAPEZOIDAL COURSES

14.3.1 The diagrams, attached in the App. 2, show both the trapezoidal & windward/leeward courses. The diagrams show the approximate positions of the marks and the order in which they are to be rounded or passed and the side on which each mark is to be left.

14.3.2 The course to be sailed will be indicated by the display of a WHITE flag with the "Course Code letters" in BLACK at/or before the Warning Signal:

OUTER LOOP	-OUT
INNER LOOP	-IN
WINDWARD / LEEWARD	- WIND

14.3.3 In the case of the windward/leeward course, the number of windward legs will be specified by a WHITE flag with 2 or 3 or 4 in BLACK indicating the number of laps to be raced. This flag will be displayed at/or before the Warning Signal. (See Appendix 2)

14.3.4 In the case of the Trapezoidal course (Inner loop & Outer loop), (See Appendix 2), the number of windward legs will be specified by a WHITE flag with 2 or 3 or 4 in BLACK indicating the number of laps to be raced. This flag will be displayed at/or before the Warning Signal. If no number flag is displayed with the course flag, the standard trapezoidal course shall be sailed.

14.3.5 **Change of Course after the start during a windward/leeward course only:** At the leeward gate the Race Committee may signal a change of direction of the next leg of the course by hoisting IC Flag "C" and a red or a green "panel" reflecting the position of the new mark on the left or on the right of the original windward mark. The green panel shall be triangular in shape. Any mark to be rounded after rounding the re-positioned mark may be relocated without further signalling, to maintain the course configuration. **(Alteration of RRS 33)**

AND/OR

The Race Committee may change the length of the next leg by hoisting IC Flag "C" and a "-" if the leg will be shortened or a "+" if the leg will be lengthened, on a "panel".

In both cases (direction or length)

a) The change will be signalled before the leading racer has begun the leg, although the new mark may not be in position.

- b) The attention of competitors will be drawn by making intermittent sound signals.
- c) The new windward mark is defined in the event sailing instructions.
- d) When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark.

15 THE START

- 15.1 Races will be started by using RRS 26 system 1 with the warning signal given 5 minutes before the starting signal. The Z Flag (RRS 30.2) will be used in preference to the black flag.
- 15.2 The interval between the "Starting Signal" of one division/fleet and the "Warning Signal" of the next division/fleet will be at the discretion of the Race Committee.

16. THE STARTING LINE

- 16.1 The Starting Line will be the line between the mast on the Race Committee vessel flying a flag corresponding to the colour of the "Racing Area" at the starboard end, and the course side of a small round orange pin-end buoy at the port end.
- 16.2 A committee boat may be positioned on the extension of the starting line. This committee boat will fly a racing area flag
 - 16.2.1 During the last minute before the start, competitors shall not sail between the boat (Art# 16.2) & the pin-end buoy.
- 16.3 A board shall not start later than 4 minutes after her starting signal.
- 16.4 When conditions are unfavourable, the starting line Race Committee vessels may hold position by using engines.
- 16.5 **One Minute Rule**
If Flag "I" has been displayed, all sailboards sailing within the triangle formed by the "Starting Line" and the windward mark during the last minute prior to the next start, shall sail to the pre-start side of the line around either end before starting. **(Alteration of RRS 30.1)**

17 RECALL

- 17.1 Recalls will be signaled in accordance with RRS 29
- 17.2 When an individual recall has been signaled, the sail numbers of the identified competitors will only be posted on the Race Committee Vessel just before the finish of the race.
- 17.3 When a General recall has been signaled, the succeeding start(s) for the same and/or for different class(s)/group(s) will be given according to the flags hoisted on the "Race Committee Vessel".

18 THE FINISHING LINE

- 18.1 The "Finishing Line" will be between a mast flying the "Racing Area" flag on a Race Committee boat displaying a blue flag and the course side of a small round orange buoy. The position of the finishing line is shown in App. 2 Course Diagrams
- 18.2 When conditions are unfavourable, the finishing line Race Committee boat(s) may hold position by using engines.

19 PROTESTS

- 19.1 Protests shall be written on forms, available from the Regatta Office, and shall be lodged there, during Protest Time.

19.2.2 " Competitors taking a penalty under RRS 44.1 & 44.2 shall complete the "Alternative Penalty Form" in the race office as soon as they come ashore but anyway by the end of "Protest Time" of their class/group on that day.

19.3 "Protest time" for each class/group, will end 60 minutes after the last board has finished the last race of the day for that class/group.**(change of RRS 61.3)** Protests time limits will be posted.

19.4 Notices informing the parties to the protest of the intended order and of the approximate time of the hearings will be posted on the Official Notice Board as soon as possible after the protest has been lodged (not later than 30 minutes after Protest Time). It is intended that protests will be heard in the approximate order of receipt and parties are requested to remain in the vicinity of the Jury Office to expedite hearings.

19.5 Protest hearings will be held in the Jury Room.

19.6 For the purpose of RRS 64.3(b), the qualified authority is ISAF.

19.7 Competitors wishing to clarify a scoring enquiry shall initially do so by completing a "Scoring Enquiry Form" and by lodging it at the Regatta Office. Only if the response given by the Race Committee is unsatisfactory in the opinion of the competitor should he request a hearing under RRS 62.

19.8 Competitors wishing to retire from a race shall make a retirement declaration at the Regatta Office.

19.9 Re-opened hearings:

19.9.1 In the "First Round" requests to open a hearing under RRS 66 will not be accepted later than 15 minutes after the end of the last protest hearing in that "Round". **(Alteration of RRS 66)**

19.9.2 Other requests to open a hearing under RRS 66 will not be accepted later than 15 minutes after the end of the last protest hearing on the day of the last scheduled race. Any request for redress, lodged after jury hearings are completed for the regatta, will not affect the prize giving ceremony. **(Alteration of RRS 60.1, 66 and SI 19.3)**

19.10 Infringements of SIs 4, 20, 22, 26, and 28 shall not be grounds for protest from one board to another, but may result in action by the International Jury and/or Race Committee **(Alternation of RRS 60).**

19.11 RRS 69 also applies to any competitor, team member or official **(Alternation of RRS 69).**

19.12 Arbitration System

19.12.1 As an alternative to a full Protest Hearing in front of the International Jury, competitors may be given a choice of using an Arbitration System but ONLY if, before the hearing, both the Protestor and the Protestee, agree to accept the decision of the Arbitrators.

19.12.2 The Arbitrators will be two members of the International Jury and they will listen to the evidence of the Protestor and Protestee only and will give their decision as to which board (if any) infringed a rule. **(Alternation of RRS 63.6).**

19.12.3 The decision is binding on all Parties to the Protest but the hearing may be reopened under RRS 66.

19.12.4 If the Arbitrators penalise a board the penalty that will be applied is a points penalty of 30% (rounded up to the next whole number) of the number of entrants in the class/division. If the addition of the points penalty would result in the boat receiving more points than would be

applicable to a boat which had been disqualified from that race the boat will be scored the same number of points as a disqualified boat. The application of the points penalty shall not affect the scores of the other boats in that fleet. The score will be shown in the result lists as -ARB-.

19.12.5 If at the time of offering the Arbitration System to the parties to the protest, either of the parties refuse to accept the System, the protest will be heard by the full International Jury and the penalty becomes disqualification.

19.12.6 Only the arbitrators have the right to give the open arbitration hearing to a full jury.

20. SAFETY REGULATIONS

20.1 Abandoning:

20.1.1 A board that retires from a race shall, whenever possible, notify a Race Committee boat before leaving the course area. Notwithstanding such notification, she shall then proceed, as soon as possible, to the beach and the competitor shall immediately report to the Regatta Office, in person or, if the competitor has come ashore along way from the race site, by phoning the Regatta Office. Failure to comply with this instruction may result in action under RRS 60.2 or 60.3.

20.1.2 Competitors not leaving the site for the days racing shall inform the Beach Office prior to the first start.

20.2 Safety System:

20.2.1 The Safety System is in force when the ICF "D" is displayed on the "Official Flag Pole".
Competitors shall carry a 5 metre long towing line.

20.2.2 Sign-out/in sheets will be provided, by the Race Committee, outside the regatta office.

20.2.3 Each competitor, intending to race, shall personally sign-out, against his name/sail number, when going out to race.

20.2.4 When returning ashore each competitor shall personally sign in to confirm that he/she has returned to shore.....

a) ...Either within 30 minutes of the end of the time limit of that race, or in the case of back to back races, the last race of that class/division for the day ,

b) ...Or, within 30 minutes after being instructed to go ashore by the Race Committee.

20.2.5 Failure to comply with Art# 20.2.3 or 20.2.4 will result in a 5-point penalty being implemented by the Race Committee, without a hearing. (**Alteration of RRS 63.1**)

20.2.6 The board's penalty score under Art# 20.2.5 shall be reduced to a 2-point penalty,

a) If a competitor who has not signed out reports to the starting vessel before the warning signal of the first start of the period for his/her Class/Group/Division.

b) Or if a competitor who has not signed in according to Art # 20.2.4 reports to the Race committee before the end of protest time for his/her Class/Group/Division.

20.2.7 The board's penalty score shall include each infringement of Art# 20.2.3 and 20.2.4 and shall be added to that board's final score.

21 SCORING

21.1 Scoring will be in accordance with RRS Appendix A and using rule A 4 "Low Points Scoring System".

21.2 Where there is more than one "Division" racing in a single fleet, competitors will score points equal to their finishing place in their "Division" in that race and Official Results will be published for each "Division".

21.3 Boards without a finishing place, including a board that finished and thereafter retires or is disqualified, will be scored points for the place one more than the number of boards entered ...

i. In "Fleet Racing", the number of competitors in that fleet.

ii. In a "Division" within a "Fleet", the number of competitors in that "Division".

iii. In the "Qualifying Round", the number of competitors in the largest group of that "Round";

iv. In the "Final Round", the number of competitors in the "Gold Fleet."

21.4 "Silver Fleet" Competitors will score points from "qualifying round" plus the number of points corresponding to Art#21.1 and Art#21.2 above in order to be ranked according to Art#9.1.6

21.5 In accordance with RRS A 2, if there are between 1 and 3 races completed, there will be no discards.

i. In "Fleet Racing" (Art#9.1.2(a)), two discards shall be allowed; the first after four races have been completed and the second after 11 races have been completed.

ii. When racing in "Groups",

a) one discard shall be allowed after four races have been completed in the "First Round". This discarded race result from the "First Round" may be substituted with a worse race result from the "Final Round"

b) When racing a "Final Round", one additional discard shall be allowed when the sum of the races completed in the "First Round" and the "Final Round" is 11 or more.

c) When Art#21.6(b), above applies, one discard shall be taken from the "First Round" and one discard shall be taken from the "Final Round"

21.6 A Crew's penalty score shall include each infringement of Art # 3.3, 7.2, 14.2.3, 20.2.3, 20.2.4, 24.6 and 28.4 and shall be accumulated in a separately to race scores. Penalty scores are not discardable and shall be added to that crew's overall score.

22. ELECTRONIC EQUIPMENT & COMMUNICATION

22.1 Electronic equipment is prohibited with the exception of devices whose sole capability is timing.

23. EQUIPMENT

23.1 Race Committee vessel(s), carrying spare equipment, may be located, on the course, in the vicinity of the starboard end of the starting line. Failure of such boats to be on station or to be able to offer replacement equipment shall not be grounds for redress under RRS 62.

24. SUPPORT CRAFT

24.1 Coach and support personnel may use "support craft" to assist their competitors on the water. They shall register at the regatta office prior to the first scheduled race, providing details of their boats and distinctive identification.

24.2 Except as provided by Art # 22.3 below, all teams support craft shall conspicuously display the national flag of their country of origin (600 x 400mm minimum) or the national 3 letter code in black

(minimum height 120mm) on a white background while afloat.

- 24.3** When a support craft is supporting competitors, from more than one nation and is registered as such, they shall be required to display only one national flag or national 3-letter code.
- 24.4** Before the Preparatory Signal of any class/division/group, support craft shall have left the course areas (Art#13.3) and remain outside the area, except to assist a crew in distress, until after the finish of the last competitor of the final class/division/group racing.
- 24.5** In the event of a postponement, support craft may re-enter the course area.
- 24.6** If a support craft fails to comply with a part of Art # 24.4 all competitors, supported by that craft, shall be subject to a 5-point penalty for the next race, without a hearing. In the case of the last race of the series, the penalty will apply to the penultimate race. **(Alteration of RRS 63.1).**

25. OFFICIAL BOATS

- 25.1** A Race Committee (RC) boat belonging to a particular Racing Area shall fly a flag corresponding to the colour of that Racing Area.
- 25.2** An RC "Mark boat" may be stationed beyond each mark. Failure of a mark boat to be on station or to display her signal shall not be grounds for redress.
- 25.3** Other Race Committee boats include:
- a) The 'equipment inspector's boat,' which will fly a white flag with the letter 'M' in black.
 - b) The Jury boat, which will fly a white flag with the letter "J" in black.
- 25.4** Media boats and helicopters are not under the direct control of the Race Committee. However, they are required to keep clear. Their failure to do so is grounds for redress, whether there be physical damage or not **(Alteration or RRS 62.1 b)**
- a) Media boats are identified by a white flag with the letter "P" in black
 - b) Media helicopters are identified by a white self-adhesive sticker on each side with the letter "P" in black.
- 25.5** One Crew support boat anchored 75 metres below the Race Committee vessel on each course will be provided by the LOA for competitors to place their life jackets, bags and water. No responsibility can be accepted for personal belongings not collected before going ashore. This boat shall fly ICF F

26. MEDICAL REGULATIONS

- 26.1** The use of banned substances and methods is prohibited in accordance with RRS 5 and the Medical Rules and Regulations of the International Olympic Committee. Random tests may be conducted at any time from the first race until the prize giving ceremony.
- 26.2** After a race, each competitor selected for a doping check will be handed a testing notification by a representative of the Organising Authority. This representative must observe the competitor at all times and accompany him/her to the visiting room of the Dope Control Station with his/her card but no later than one hour after receipt of the notification. A competitor failing to report to the Dope Control Station within the time limit will be subject to an RRS 69 hearing.

27. PRIZES/COLOUR' CEREMONY

- 27.1** Prizes will be awarded according to the NoR.

28 OFFICIAL FUNCTIONS

- 28.1** Crews shall attend the Opening Ceremony, Prize Giving Ceremony and other official functions scheduled in the Notice Of Race.

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