CAPE 31 GOLD CUP 2026

12-17 October 2026

Organizing Authority: SNST Event

Sailing Instructions

Amendment n°1 – 14 October 2026

Amendment n°2 – 14 October 2026

The notation [NP] (No Protest) in a rule means that a boat cannot protest another boat for breaking this rule. This changes RRS 60.1. and for which the Protest Committee may refuse to conduct a hearing (changes RRS 60.1 and 63.2(a)).

The notation [DP] (Discretionary Penalty) in a rule of the SI means that the penalty for breaking this rule may, at the discretion of the jury, be less than disqualification.

1. RULES

1.1. The event will be governed by the rules as The Racing Rules of Sailing changed by Appendix UF.

1.2. ~~Appendix T Arbitration will apply.~~ (deleted)

1.3. Appendix UF Umpire Fleet will apply.

1.4. In case of translation of these SI, the English text will prevail.

1.5. Sporting events are primarily a space for exchange and sharing, open to all. As such, competitors and support persons are expected to always behave courteously and respectfully, ashore and afloat, regardless of origin, gender, or sexual orientation. Any competitor or support person who fails to comply with these principles may be penalized under RRS 2 or 69.

1.6. In RRS 44.2 insert after the first sentence : "However, on a windward/leeward course, if Mark 1a (windward spreader mark) is set, a boat shall take a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 1a, as soon as possible after leaving the zone around Mark 1a "

2. CHANGES TO SAILING INSTRUCTIONS

2.1. Any change to the SI will be posted no later than 2 hours before the warning signal of the race in which it takes effect, except any change to the schedule of races, which will be posted before 20:00 the day before it takes effect.

3. COMMUNICATION WITH COMPETITORS [DP] [NP]

3.1. Notices to competitors will be posted on the official notice board online at : https://cms.cape31class.com/racing/regatta/cape-31-gold-cup-2026-2026

3.2. On the water, the race committee intends to monitor and communicate with competitors on VHF channel: 77

3.3. In addition to notices posted on the Official Notice Board (ONB), communications with competitors shall be made via the Gold Cup Messaging System using WhatsApp

4. CODE OF CONDUCT [DP] [NP]

4.1. Competitors and support persons shall comply with reasonable requests from race officials.

4.2. Competitors and support persons shall handle place advertising provided by the organizing authority with care, in a seamanlike manner, in accordance with the usage instructions, and without impairing its function

5. SIGNALS MADE ASHORE

5.1. Signals made ashore will be displayed at the flagpole located at: **~~the Harbour Master's Office~~ SNST Pavillon mast**

5.2. When flag AP is displayed ashore, the warning signal will not be made less than 45 minutes after AP is removed (this changes Race Signals).

5.3. When "AP" over "A" signal, when "AP" over "H" is displayed, no boat is authorized to leave the harbour. This changes RRS AP Race Signals.

6. SCHEDULE OF RACES

6.1. Dates of races

DATE	TIME	ACTIVITY	VENUE
11/10/2026	14:00	EARLY ARRIVAL	PORT DE SAINT TROPEZ
12/10/2026	9:00 to 17:00	EQUIPMENT INSPECTION	PORT DE SAINT TROPEZ
			BOAT BERTHING AREA
13/10/2026	9:00 to 17:00	EQUIPMENT INSPECTION	BOAT BERTHING AREA
	13:30	PRACTICE RACE	RACING AREA (A or B)
	17:30	SKIPPERS BRIEFING	SNST PAVILLON
	18:00	OPENING APERITIF	SNST PAVILLON
14/10/2026	09:00	SKIPPERS BRIEFING	SNST PAVILLON
	10:30	FIRST WARNING SIGNAL	RACING AREA (A or B)
	AFTER RACE(S)	DAYLY PRICE GIVING	BOAT BERTHING AREA
15/10/2026	09:00	SKIPPERS BRIEFING	SNST PAVILLON
	10:30	FIRST WARNING SIGNAL	RACING AREA (A or B)
	AFTER RACE(S)	DAYLY PRICE GIVING	BOAT BERTHING AREA
16/10/2026	09:00	SKIPPERS BRIEFING	SNST PAVILLON
	10:30	FIRST WARNING SIGNAL	RACING AREA (A or B)
	AFTER RACE(S)	DAYLY PRICE GIVING	BOAT BERTHING AREA
17/10/2026	09:00	SKIPPERS BRIEFING	SNST PAVILLON
	10:30	FIRST WARNING SIGNAL	RACING AREA (A or B)
	14:30	LAST WARNING SIGNAL	

6.2. Three races per day are scheduled. A fourth race may be scheduled in the event of a delay in the schedule or to anticipate adverse weather conditions. Competitors will be notified in accordance with the procedure described in SI 2.1.

6.3. 12 races are scheduled for the event

7. CLASS FLAGS

7.1. The class flag will be the Cape 31 logo on a black background.

8. RACE AREA

8.1. The location of the racing areas is shown in Appendix RACING AREAS.

9. THE COURSES

9.1. The courses are described in Appendix COURSES, including the approximate angles between legs, the order in which marks are to be passed and the side on which each mark is to be left, as well as the approximate course length.

9.2. No later than the warning signal, the race committee will display the course to be sailed and, if necessary, the approximate compass bearing and length of the first leg.

9.3. If either gate mark is missing, boats shall leave the remaining mark to port.

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10. MARKS

10.1. Marks are as follows:
Mark 1
Mark 1a
Mark WI
Marks 2s and 2p

10.2. In the event marks 1, 1a and WI require changing, the original marks will be moved to the new positions.

10.3. The starting marks will be the race committee vessel displaying an orange flag, and an outer distance mark.

10.4. The finishing marks will be the race committee vessel displaying a blue flag and an outer distance mark.

10.5. Mark colours ~~**will be confirmed at the daily briefing**~~ **is defined in** Appendix COURSES

11. THE START

11.1. To alert boats that a race will begin soon, the orange starting line flag will be displayed with a sound signal not less than five minutes before a warning signal is displayed.

11.2. The starting line is between staffs displaying orange flags on the starboard RC signal vessel and an outer distance mark. The Race sense system will be the official start system except if Oscar flag is displayed (see Appendix VAKAROS).

11.3. RRS 26 is changed by Appendix VAKAROS.

11.4. A boat that does not start within 4 minutes after her starting signal will be scored by the Race Committee Did Not Start (DNS) without a hearing. This change RRS 35, A4, A5.1, A5.2 and A10

12. CHANGE OF THE NEXT LEG OF THE COURSE

12.1. The race committee may change a leg of the course by the greater of up to ten degrees in bearing and/or 100m in length without a signal. This changes RRS 33.

12.2. The race committee will provide details of any signalled changes using VHF.

13. THE FINISH

13.1. The finishing line is between a staff displaying a blue flag on the race committee vessel and the windward side of the finishing mark.

14. PENALTY SYSTEM

14.1. Appendix UF will be used.

15. TIME LIMITS AND TARGET TIMES

15.1. The target time for each race is 45 minutes. Failure to meet this time shall not be grounds for request for redress by a boat and the Protest Committee may refuse to conduct a hearing for such requests. This changes RRS 61.1(a) and 63.2(a).

15.2. The Mark 1 time limit is 30 minutes.

15.3. The time limit for each race is 90 minutes.

15.4. If no boat has passed Mark 1 within the Mark 1 time limit, or if no boat has finished within the race time limit, the race shall be abandoned. This shall not be grounds for request for redress by a boat and the Protest Committee may refuse to conduct a hearing for such requests. This changes RRS 61.1(a) and 63.2(a).

15.5. The 'Finishing Window' is 20 minutes.

15.6. The 'Finishing Window' is the time for boats to finish after the first boat sails the course. Boats failing to sail the course within the 'Finishing Window' shall be scored "TLE" (points equal to the place after the last boat that sailed the course within the 'Finishing Window') without a hearing. This changes RRS 35, A5.1, A5.2 and A10.

16. REQUESTS FOR HEARING

16.1. See Appendix UF #5.2

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17. SCORING

17.1. Three (3) races are required to be completed to constitute a series.

17.2. (a) When fewer than five (5) races have been completed, a boat's series score will be the total of her race scores.
(b) When five (5) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

18. SAFETY REGULATIONS

18.1. [DP] [NP] A boat that retires from a race shall notify the race committee via VHF before leaving the course, or, when that is impossible, immediately after arrival ashore by contacting the race office.

18.2. [DP] [NP] A boat not leaving the harbour for any of the day's racing shall inform the RC as soon as possible.

19. REPLACEMENT OF CREW OR EQUIPMENT.

19.1. Not used

20. [NP] INSPECTIONS AND EQUIPMENT CHECKS

20.1. A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions between the 1st scheduled warning signal and the protest time limit on the final day.

20.2. Notwithstanding 20.1 above, each boat shall be presented for pre-race inspection as described in Measurement Notice(s) posted on the ONB.

20.3. Each boat shall book time slots for pre-race inspection as directed in Measurement Notice(s) posted on the ONB.

20.4. Each boat shall present its equipment as directed by the Technical Committee for both pre- and post-race inspection.

20.5. Any boat that does not comply with SI 20.3 or 20.4 above shall be 'rejected' and shall be requested to present its equipment for pre-race inspection at another time determined by the Technical Committee.

20.6. Boats and crew will be randomly selected using the Class Management System for post-race inspection and crew weighing. Notices of those boats and crew selected for post-race inspection and crew weighing shall be posted on the Event WhatsApp Group shortly after the first boat finishes the last race of the day.

20.7. At least one member of the crew shall monitor the WhatsApp Group between finishing and arriving at their berth to establish if their boat has been selected for inspection, weighing or both inspection and weighing.

20.8. Boats shall not transfer any equipment (Including but not limited to sails, safety equipment, rigging etc) on or off the boat until they have confirmed via the WhatsApp Group that they have not been selected for post-race inspection. This confirmation will be via a message from the technical committee listing the boats that have been selected for inspection. Boats selected for post-race inspection shall continue to be in a 'quarantine' state and not transfer equipment on or off the boat until completion of the inspection which will be confirmed by the technical committee verbally when the inspection is complete.

20.9. Boats selected for post-race inspection shall follow all reasonable requests of the Technical Committee and present their equipment at the time and location specified by the Technical Committee.

21. OFFICIAL BOATS

21.1. Organization boats will be identified by a white flag bearing the CAP31 logo above the word "Organisation".

21.2. The Umpires boats will display FLAG "JURY"

21.3. MEDIA will display FLAG "MEDIA"

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22. SUPPORT PERSONS

22.1. Coach boats will be identified by a yellow flag bearing the CAP31 logo above the word "Coach Boat" and the number of the coached boat

22.2. [DP] [NP] Support persons must comply with class rules §C.8

22.3. The FFVoile regulations governing support persons' intervention in competitions shall apply.

22.4. [DP] [NP] Support boats must carry on board:

- CE standard life jackets (minimum 50N) worn at all times by all persons on board
- A VHF radio
- A knife
- An anchor and suitable mooring line
- A floating tow line 10 mm in diameter and 15 m long
- A kill switch device connected to the driver whenever the engine is running

22.5. Support boat drivers shall comply with any request from race officials or organizing authority representatives, particularly regarding assistance.

22.6. Support boats shall comply with local navigation rules, in particular respecting speed limits in various zones.

23. DISPOSAL OF WASTE

23.1. Waste may be placed aboard official or support boats.

24. BERTHING

24.1. Not used.

25. HAUL-OUT RESTRICTIONS

25.1. Not used.

26. DIVING EQUIPMENT AND PLASTIC POOLS

26.1. Not used.

27. PRIZES

27.1. Everyday, after daily race, prize giving: Overall 1st to 3rd and the Corinthian prize

27.2. Final prize giving by the boats as soon as possible after the final race (SNST Pavillon if the weather is bad).

APPOINTED OFFICIALS

President of the Race Committee: Clément CARNEVALI

President of the Jury: Jean Miltiade BOUYOUKAS

Chief Umpire: Marco GIAMPA'

Technical Committee: Adam Parry

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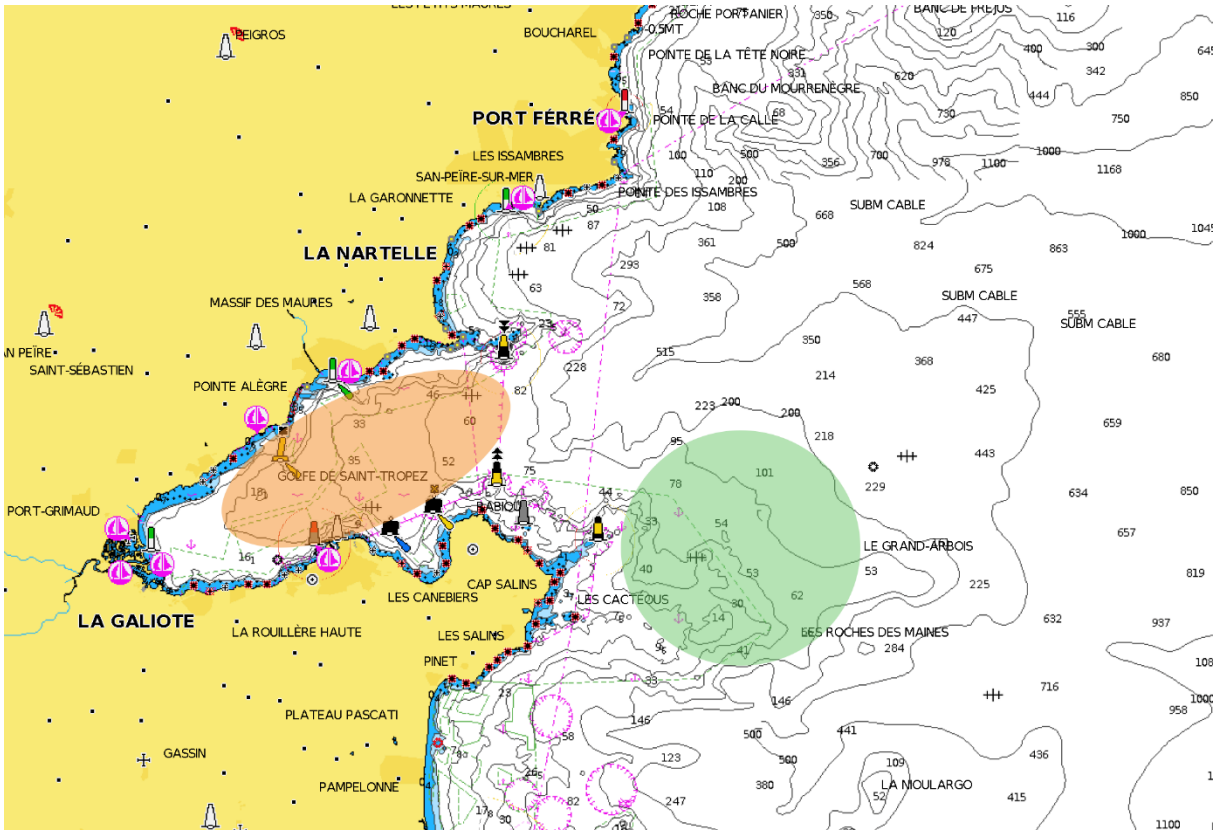
Appendix RACING AREAS



Zone A

Zone B

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Appendix COURSES

LA	COURSE: WINDWARD / LEEWARD
Signal	**Mark Rounding Order**
LA2	Start - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - Finish
LA3	Start - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - Finish
LA4	Start - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - 2s/2P - WI - 1 - 1a - Finish

The marks colors :

1-1A-2P : Yellow marks

WI-2S – Start Pin – Finish Pin : Orange marks

The Start – Finish – 2S are the same mark

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Appendix VAKAROS

RaceSense

RRS changes

[NP]Rules and Instructions for Using the Vakaros and RaceSense System

RS.1 Each boat shall have a working Vakaros Atlas 2 or Atlas Edge configured for RaceSense at check-in. Boats without a configured Atlas 2 or Atlas Edge may have one provided by the OA, for applicable fees. This shall be mounted as required by the OA or class at all times while racing.

RS.2 Competitors shall

a) calibrate their Atlas 2 or Atlas Edge before registration/check-in. It is the responsibility of the competitor to ensure their device remains in proper calibration throughout the event.

b) Turn the Atlas 2 or Atlas Edge off after sailing each day. Battery life is approx. 100 hours

RS.3 The Vakaros RaceSense system will be used by the Race Committee (RC) and the relevant information will be available to all boats.

RS.4 Instructions for using the electronic Atlas 2 can be found here Atlas 2 User Guide or Atlas Edge can be found here Atlas Edge User Guide

RS.5 Competitors shall take all reasonable measures to keep the Atlas 2 or Atlas Edge safe and operational and promptly notify Vakaros staff on the water or ashore of any device issues.

RS.6 The countdown to the start on the Atlas 2 or Atlas Edge from RaceSense will be the official time. Signal flags will only be used for information purposes. This changes RRS 26.

RS.7 The visual identification of boats infringing RRS 29 and 30 by the RC is replaced with electronic identification through the Vakaros RaceSense system, modifying RRS 29.1, 30.1, 30.2, 30.3, and 30.4. Flag X will not be displayed, and no sound signal may be made. This changes RRS 29.1.

RS.8 Any alleged failure of the Atlas 2 or Atlas Edge, RaceSense system, or communication systems will not constitute grounds to request redress by a boat or the Protest Committee. This changes RRS 61.1(a), 61.1(c).

RS.9 If the RC vessel displays flag Oscar (Old School) with a long sound signal before the warning signal of a race, RS.6 and RS.7 inclusive will not apply to that race.

RS.10 If the RC vessel displays flag Romeo (Re-Boot) with a long sound signal before the warning signal of a race, Competitors shall restart their Vakaros Atlas or Atlas Edge unit by switching it off, waiting 10 seconds and then switching it back on to reconnect to the RaceSense network. Flag R will remain displayed for a minimum of 2 minutes and will be removed with the next warning signal.

RS.11 If firmware updates to Atlas 2 or Atlas Edge devices are required between scheduled race days, notice will be sent to all boats via email and/or SMS and or the Regatta What's App Group.

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Appendix UF

UMPIRED FLEET RACING

2026 Cape 31 GOLD Cup

Version: *February 2026 / still to be updated depending on World Sailing Annual Conference*

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 20.3(d)(ii) on the condition that only the provided options are used, and the Event or Stage complies with the following limits:*

1. *Max fleet size of 27 boats*
2. *Max ratio of umpire vessels: boats being 1:5, with the recommended ratio of 1:3, especially when umpiring a fleet of equal performance or when a course construction spreads a fleet across a large area.*
3. *If an Organising Authority wishes to use UF when the max fleet size or max ratio exceeds these limits, then it must get prior World Sailing approval. Requests are to be sent to: rules@sailing.org.*

These limits apply to the number of boats in the fleet based at the start of the event or stage. An Organising Authority or Race Committee will not intentionally manipulate the event or stage in order to circumvent these limits.

An Organising Authority whose fleet exceeds these limits may choose to use 'Umpire Observation'. Standard sailing instruction language for this is available at ***www.sailing.org/racingrules****.*

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 to rule 2: 'When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.'

UF1.3 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.'

UF1.4 Renumber text of rule 14 to 14.1 and add

14.2 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 2 points (3 in case of serious damage)..

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14.3 When there is contact between hulls, bowsprit, stanchions, pulpit, pushpit, mainsail, spars or standing rigging, the umpires may, without a hearing, impose a scoring penalty of 1 point on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of 0,5 points on other boats if they consider that these boats contributed to the contact.

UF1.5 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.

UF1.6 Rule 70.1 is replaced with: A *party* to a hearing may only appeal a protest committee decision or its procedures, but not the facts found, under rule 69 to the national authority, except when rule 70.3 applies.

UF1.7 Rule 70.2 is deleted.

UF1.8 Test rules

(a) The definition *Mark-Room* is changed to:

Mark-Room *Room* for a boat to sail no farther than her *proper course* to round or pass the *mark* on the required side.

(b) Rule 17 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next *mark* or crossed the finishing line to *finish*.

UF2.2 Rule 31 is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat's hull, bowsprit or stanchions 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*.

UF2.3 Rules P1 to P4 shall not apply.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 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 injury or serious damage), rule 31 or rule 42. However,
(a) when a boat 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;

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(b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire'

UF3.2 A penalty in rule 44.2 is a 'One-Turn Penalty'.

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) for an incident in which she was involved, under rule 31, or rule 42 by conspicuously displaying a RED 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,
an umpire may penalize her without a protest by another boat by signalling in accordance with rule UF3.5(b), or UF3.5(c). 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 their own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.1. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

(c)When a boat fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c).

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.

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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) is no longer *racing* and shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 After boats have finished, the race committee will inform competitors about the finishing position by the "Cape 31 Class Management System" at https://cms.cape31class.com/core/index.

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.

UF5.2 A boat intending to

(a) protest another boat under a rule other than rule UF3.6 or rule 28, 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

Does not have to display a red flag or hail protest and shall inform the race committee by VHF immediately after her finishing.

UF5.3 The race committee will promptly inform the protest committee and any protested boat about any protests or requests for redress made under rule UF5.2.

UF5.4 The race committee will not protest a boat.

UF5.5 The technical committee will only protest a boat under rule 60.1 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.

UF5.6 The time limit defined in rule UF5.2 also applies to protests under rule UF5.4 and UF5.5 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.7 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 parties 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) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.

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(e) If the protest committee decides to have a formal redress hearing all teams will be invited as parties to the hearing.

(f) 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.

UF5.8 Rule 60.5 is deleted and replaced with: 'If the protest committee decides that a boat has broken a rule and was not exonerated, it may impose penalties other than disqualification (including imposing no penalty). 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.

UF5.9 Rule 63.7(b) is changed to 'A *party* to the hearing may not request a reopening.'

UF5.10 Rule 61.4(b)(1) is deleted.

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