



20th Anniversary Invitational

in combination with the



**Puerto Portals
52 Super Series Sailing Week**

August 23 – 28, 2021

Notice of Race

(2021 Puerto Portals NoR)

FINAL, 20 June 2021

The TP52 20th Anniversary Invitational is organized in combination with the Puerto Portals 52 Super Series Sailing Week event and organised by Super Series Eventos Desportivos LDA in collaboration with the Club de Regatas Puerto Portals (CRPP) and the TP52 class, collectively the Organizing Authority (OA). This NoR is an excerpt from the 2021 52 Super Series NoR/SI which governs all four 2021 52 Super Series events.

52 Super Series partners at the time of publishing this document are: Alticor Inc. XS as official Energy Drinks and Sports Nutrition Products supplier; Peters & May as official logistics supplier, Code-0 as official clothing supplier and 11th Hour Racing as sustainability partner. Additional partners will be documented in the SI.

For 2021 the 52 Super Series has scheduled 3 events in the Western Med. The August event will be combined with the TP52 20th Anniversary Invitational for TP52 / IRC52 boats from TP52 origin racing on IRC handicap to celebrate the 20th anniversary of the TP52 Class.

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1. VENUE AND CHARTS

- Event headquarters: Marina Puerto Portals. Please communicate with 52 Super Series about event details: operations@52superseries.com
- Races will be sailed in Palma Bay. Approximate position of the course area is:
39° 29. 510' N 002° 38. 880' E

2. RULES

- a) The rules as defined in The 2021 – 2024 Racing Rules of Sailing (RRS).
 - 1. Add to RRS 41 OUTSIDE HELP: (e) Help to recover from the water and return on board any person on board, provided the return on board is at the approximate location of the recovery. [DP]
Please note: In order to have some control over RRS 41 (Outside help) in relation to the use of radio, mobile phones, computers and electronic equipment capable of sending and receiving data or any other form of communication the following shall be done and respected:
With the exception of communication for safety or emergency reasons, when racing, a boat shall not transmit or receive radio communication not available to all boats.
When racing competitors shall not use any device to communicate in any way beyond the boat other than to send or receive communication, images or data available to all boats.
 - 2. TP52 Rule C.1.2.B.1) applies. [DP]
C.1.2.B) 1) reads: RRS 42 is deleted and replaced with:
 - 42 Propulsion
 - 42.1 Except when permitted in rule 42.2 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may pump or adjust the trim of sails and hull, and perform other acts of seamanship.
 - 42.2 Any means of propulsion may be used to help a person or another vessel in danger.

- b) The 2020 – 2021 Offshore Special Regulations (OSR):
1. OSR Cat. 4. [DP]
 2. According with OSR 3.28.3.b) a minimum of 25 litres of fuel is required while racing.
NOTE: This may be checked after finishing the last race of the day. [DP]
- c) No National Authorities prescriptions will apply except that every competitor shall be in compliance with their National Authority Rules.
- d) The Sailing Instructions (SI).
- e) IRC Rule 2021, Parts A, B and C apply.
Please note:
- (A) For the purposes of IRC rules 21.1.5 (d) and (e) this regatta is on consecutive days, yet the sails carried on board need not remain the same for the duration of the event, but sails need to remain the same for each day. The day begins when the boat leaves the dock for the first time each day and ends when the boat docks back in after the final race of that day;
- (B) IRC Rule 22.4.2 is deleted and replaced with: The maximum number of crew on board shall be the Crew Number printed on her certificate. There is no weight limit. (Please check NoR 13 for limit on crew variation)

2.2 The official language of the TP52 20th Anniversary Invitational is English.

2.3 The OA reserves the right to modify this NoR. Any modification will be sent by e-mail to the boats registered to participate in the event. Such notification shall be deemed to be in compliance with RRS 89.2(a).

2.4 In the event of a discrepancy between this NoR and the Invitational SI, the Invitational SI takes precedence. In the event of a discrepancy between this NoR and the 2021 52 Super Series NoR/SI, for the Invitational entries only, this NoR and then the Invitational SI take precedence. (changes RRS 63.7)

3. ELIGIBILITY AND COMPETITORS

3.1 The event is open to invited TP52/IRC52 boats with a valid Endorsed 2021 IRC certificate.

3.2 All competitors shall comply with WS Regulation 19 – Eligibility Code.

3.3 The Registration Nationality of each team shall be decided by the owner of the boat and communicated during the entry period (NoR 4.1).

4. ENTRY AND REGISTRATION

4.1 The entry period for the Invitational trophy will be between November 15th 2020 till June 15th 2021. Late entries may be accepted till 20th July 2021.

4.2 Eligible boats may make their entry by submitting a filled out Entry Form, together with the required complementary information, to: operations@52superseries.com

The Entry Form can be applied for at: robsweland@gmail.com, or be found at: www.transpac52.org/home/ONB.html

4.3 Minimum required for TP52 20th Anniversary Invitational entries:

- The Entry Procedure duly completed by the boat.
- Confirmation of Entry Fee payments.

- A copy of the 3rd party liability insurance which shall be valid until the end of the TP52 20th Anniversary Invitational for a guaranteed minimum of 5.000.000 Euros. The OA is not responsible for verifying the status or validity of insurance certificates.
- A valid 2021 Endorsed IRC Certificate. PLEASE NOTE: If a boat elects to reconfigure, changing any measurement value requiring recertification, the new certificate shall be received by the OA not later than 18.00 on 15th August 2021, unless a different deadline is authorized by the OA. Any change on rating certificates after 18.00 on 15th August 2021 may only be as a result of inspections and controls.
- Crew Declaration / Disclaimer form, with a copy of passport or ID for all the crew members and, where applicable, the appropriate license from the National Authority.
- Diving declaration. Please note: Diving may have local rules (SI).
- The WS Group 1 certificate for owners entering for the Owner Driver Trophy.

Please note: we realize boats might not have a 5 mio Euro 3rd party liability insurance. It is a standard requirement for 52 Super Series boats. If this causes problems for Invitational boats please inform the OA upon entry of the current value of your insurance and the OA will evaluate and come back to you.

- 4.4 Event registration: Each owner / owner's representative must register and sign in at the race office during the event registration period (NoR 6.2).
- 4.5 The registration of a boat will not be accepted if the documents as required in Nor 4.3 are not lodged in the race office during the event registration period (changes RRS 78.2).
- 4.6 Invitational SI: The Invitational SI will be available once the Event Registration Form has been signed and will be published online at the close of registration.

5. ENTRY FEE

- 5.1 The Entry Fee for the TP52 20th Anniversary Invitational is **EUR 3.000,-** ex VAT.

The entry fee covers the cost for all mooring expenses (electricity and water charges included) for one TP52 or IRC52 and one tender not larger than 45ft LOA from 10.00 am on 20th August to 12.00 am on 29th August. Parking for one van and one container is included.

Teams are kindly asked to pay the entry fee (please mention TP52 Invitational and Boat Name) to (PAYMENT DETAILS):

Super Series Eventos Desportivos LDA
 Rua da Carreira 117
 Funchal
 VAT n° 510409016
 Bank: CAIXA BANK
 IBAN: ES 87 2100 6547 6407 0050 6232
 BIC-SWIFT: CAIXESBBXXX

The TP52 20th Anniversary Invitational Entry Fee further covers services like:

- Class measurer on site.
- Contribution towards having an international race officer and international Jury.
- Media team on site and free copy of custom event highlights video and free access to download high resolution photos for personal use or team promotion provided compliance with 52 Super Series sponsor rights.
- Team presentation on 52 Super Series website.

- A copy of the 52 Super Series yearbook.
- Free morning coffee/tea/snacks & after race drinks at the events.
- Trophies.

The entry fee, whenever paid, is non refundable. If however the event is cancelled by the OA for Covid-19 related reasons before 20th June 2021, 52 Super Series will refund the entry fee in full, if between 21st June and 20th July 2021 50% of the paid entry fee will be refunded and no refund from 21st July 2021.

6. COMMUNICATION

- 6.1 The 52 Super Series Official Notice Board (ONB): www.transpac52.org/home/onb
During events, from 09.00 on 22 August 2021 till the event prize giving, notices to competitors will be posted on the Official Notice Board (ONB) located at the race office.
- 6.2 Boats shall be equipped with a VHF radio transceiver of at least 25 watts of power. The following channels, as a minimum requirement, are mandatory: 9, 16, 69, 71, 72.

7. PROGRAMME AND SCHEDULE

- 7.1 The aim is to sail a maximum of two WL races per race day. Except for the first and the last day of an event the number of WL races per day may be increased to three if announced before the warning signal of the first race of the day. On the final day of an event it is always an option to have two WL races, even if that brings the number of WL races sailed one over the maximum number of races as defined for the individual events in NoR 7.2.

7.2 Intentional Schedule **Puerto Portals 52 Super Series Sailing Week & TP52 20th Anniversary Invitational, Mallorca, Spain:**

20 August, Friday:	First berthing day included in entry fee.
21 August, Saturday:	Skipper's Meeting for Practice Races 17.00. Equipment inspections from 18.00hrs till final day.
22 August, Sunday:	Registration 10.00 – 12.00 Practice Starts / Practice Race 13.00.
23 August, Monday:	Registration 10.00 – 12.00, 13.00 Trophy Practice Race (combined start 52SS and Invitational) 17.00 Skipper's meeting.
24 August, Tuesday:	WL Races (separate starts 52SS and Invitational)
25 August, Wednesday:	WL Races (separate starts 52SS and Invitational)
26 August, Thursday:	WL Races (separate starts 52SS and Invitational)
27 August, Friday:	Two TP52 20th Anniversary WL Races , the 52SS and Invitational boats start together for special (IRC corrected time scored) trophies for the combined results of these two races.
28 August, Saturday:	WL Races (separate starts 52SS and Invitational) and prize giving ceremony.
Maximum number of races:	10

Please note:

- a) If the TP52 20th Anniversary Invitational entries in majority would prefer to race a coastal race the SI will be amended to that purpose. This would mean Invitational boats and 52 Super Series boats will not share the complete race course that day.

b) It is the intention to start the WL races in 5 or 10 minute sequence between boats entered for the Invitational and for the 52 Super Series to avoid results effecting the 52 Super Series overall scoring unfairly.

Schedules and racing areas will be detailed further and may be varied in the SI. The SI may be modified by the RC (NoR 7.1 and/or weather conditions). If the racing area / location is modified this will be announced as follows:

- On the ONB, only if the area or modification is posted at least two hours before the warning signal of the first race of the day.
- At any time, by displaying flag "L" on the race committee boat (NoR 2.3).

8. ADVERTISING AND IDENTIFICATION

- 8.1 WS Regulation 20, rules 20.3.1.2 and 20.4 from the Advertising Code apply.
- 8.2 As per WS Regulation 20.4 all boats will be required to display, **if supplied by OA**:
- Event bow numbers.
 - Event stickers on both sides of the bow.
 - Event or sponsor stickers on both sides of the boom.
 - Event stickers on bowsprit.
 - Event flag permanently hoisted on the centre aft stanchion (event's choice).
 - TP52 20th Anniversary Invitational flag to be hoisted when the boats are in dock during the events, possibly in combination with the event and/or event sponsor flag.
- 8.3 Boats intending to display advertising during the events/series shall state in the entry form the nature of such advertising. All advertising shall be approved by the OA.
- 8.4 Boats are responsible to inform advertisers and sponsors that no activities advertising any brand will be permitted ashore within the marina area, event village or yacht club without written consent of the OA obtained before the start of the events. Boat/team initiatives regarding team hospitality, promotion, marketing and PR on the race course or within the marina area, event village or yacht club shall be communicated well before taking place with the OA for its approval.
- 8.5 Furthermore the boats may be requested to install satellite monitor equipment (trackers). Trackers shall be positioned on one of the aft most stanchions/pulpits above local sheer and shall not have their functioning reduced in any way or form, like by being covered. The OA may also require the installation, at no cost to competitors, of on board video cameras for the official television production, or require access to material shot by the team's onboard cameras, based on pre-selection by the team for quality and suitability for the intended promotional usage.
- 8.6 The presence of one or more crew members of designated boats may be required to participate in press conferences. The OA agrees to communicate this requirement with adequate notice to the boat's owners/representatives.
- 8.7 The jury upon receiving a report from the race committee of a boat's failure to comply with NoR 8.2 , 8.3, 8.4, 8.5 and 8.6 may impose without a hearing a penalty on the event score up to a maximum of 4 places (changes RRS 63.1).

9. ACCOMMODATION, MOORINGS, PARKING, STORAGE

9.1 Accommodation & local facilities:

If not communicated separately please contact Eva Pizá: operations@52superseries.com

9.2 Moorings:

To reserve moorings prior and after the dates indicated in NoR 5.1, please submit your mooring requirement to: operations@52superseries.com

10. HAUL - OUT, DIVING RESTRICTIONS

10.1 Boats may not be hauled out after 12.00 20th of August until the finish of the final race without prior written permission of the International Jury.

10.2 Only registered team divers may dive at their own risk (registration form, ONB)

11. INSPECTIONS AND MEASUREMENT

11.1 Boat and sails inspections / measurements will take place from 09.00 on the 22nd August, the inspection schedule will be communicated on the ONB no later than 18.00 21st August. A boat shall provide a minimum of 2 people to help with measurement checks. [DP]

11.2 Daily safety and measurement controls might be carried out by the official 52 Super Series measurer or by an event measurer under supervision of the official measurer.

12. SAILS AND SAIL LIMITS

12.1 No limit on (number of) sails except full compliance with the IRC Rule (NoR 2.1.e).

13. CREW

13.1 A boat shall race with the entire crew declared on the crew declaration for the entire regatta. Any changes to the crew shall have proper reason and shall be submitted in good faith to the TP52 class manager for his approval. Only substitutions approved by the TP52 class manager will be accepted. The decision on this is entirely with the TP52 class and not open to protest, appeal, claim or request for redress. [DP]

14. INTERNATIONAL JURY, PROTESTS, PENALTIES AND REQUESTS FOR REDRESS

14.1 An International Jury (IJ) will be appointed in accordance with RRS Appendix N. All decisions will be final as per RRS 70.5.

14.2 52 Super Series has umpired racing; WS **Appendix UF** will be used. Please note: As 52 Super Series is umpired racing umpires will be on the TP52 20th Anniversary Invitational race course. Three options:
- JOINT STARTS/RACES: **Appendix UF** applies to all boats.
- **INDIVIDUAL STARTS/RACES: Appendix UF applies to all boats, or**
- INDIVIDUAL STARTS/RACES: **Appendix UF** applies to 52 Super Series boats only.
Where an umpire call effects TP52 20th Anniversary Invitational boats the umpire signals shall be seen as advisory. If the umpires observe a red flag on an Invitational boat they will use the following signals to help TP52 20th Anniversary Invitational boats take appropriate action:

- (a) A green and white flag with one sound means 'The judge(s) saw the incident and believe(s) that no rule was broken'.
- (b) A red flag with one sound means "The judge(s) saw the incident and believe(s) that one boat has or more boats have broken a rule'. The judge(s) will hail or signal each boat identified.
- (c) A J flag with one sound means 'The judge(s) did not observe the incident or is/are unable to make a decision'.

The signals displayed by the jury boat to TP52 20th Anniversary Invitational boats are for information only. If a red flag is displayed, the identified boat is not obliged to take a penalty. If a yellow or green and white flag is displayed, any boat may still protest another boat.

The decision on whether or not Appendix UF applies to all races will be made at the 21 August Skipper's Meeting for Practice Races.

- 14.3 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 14.4 Penalties for breaches of a rule other than a rule of Parts 1 or 2 of the RRS may be less than disqualification if the jury so decides [DP].
- 14.5 The notation [DP] in a rule in this NoR and/or in the Sailing Instruction means that the penalty for a breach of that rule may, at the discretion of the International Jury be less than disqualification.
- 14.6 Redress Limitations:
 - a) A boat may only request redress when racing at an event; redress may be granted for this event only and shall not be given for a greater number of races than that boat completes in that particular event. This changes RRS 60.1b & 62.
 - b) Redress shall not be requested or given on basis of tracker records or of video, photo, drone footage of the start or finish of a race. This changes RRS 60.1b, 60.2b, 60.3b, 62.
- 14.7 A list of ratings of the boats will be posted on the ONB no later than 18.00 21st August. The list will remain posted during the event. The Protest Time Limit for rating protests by boats, except relating to changes made during the regatta, will expire at 18.00 hrs on 22nd August.
- 14.8 Measurement protest between boats affecting weight or freeboards on the last day of the event shall be addressed to the TP52 class manager for his discretion to permit the protest.

15. SCORING AND RESULTS

- 15.1 The Low Scoring System (RRS Appendix A4) will be applied (see NoR 15.3).
No discard scoring.
- 15.2 Corrected time is calculated using Time on Time (ToT), so TCC x elapsed time.
- 15.3 The event score will be the sum of the race scores of all 5 race days. The point scores of the joint TP52 20th Anniversary WL Races (**Friday 27 August scheduled**) will be corrected to scoring just the Invitational boats for this purpose (changes RRS 90.3 and A4).

16. SUPPORT BOATS AND SUPPORT EQUIPMENT

- 16.1 A maximum of ONE support boat per team is allowed; these boats shall be registered on the Entry Form and clearly identified by an official flag supplied by the event organizer. Support boats shall not interfere with any boat racing. Requests or instructions given to support boats by the RC, event measurer or jury members shall be followed. Support boats shall remain behind the prolongations of the starting line between the preparatory and the starting signals of each race and stay clear of the safety zone (Appendix 2) during racing.
- 16.2 Trash Policy: Team support boats shall pick up debris from the water like parts of broken sails, halyards, etc that comes from the 52 they support. Boats shall make a reasonable effort to recover broken sails, halyards, etc and not just let them go for pick up by their support boat. Boats that do not have a support boat will be covered on this aspect by organization boats, like the measurer boat.
- 16.3 Teams or their representatives shall not fly drones over the 52 Super Series / TP52 20th Anniversary Invitational shore base or over the race area during training or racing days without complying with local legislation and in any case unless prior written approval by 52 Super Series has been obtained. The approval granted at sole discretion of 52 Super Series may impose similar limitation as applicable to support boats (NoR 15.1). At any time the risk and responsibility for flying any drone is with the person flying the drone and images made inside the race area shall be shared with the OA, the Jury and competitors at reasonable request.
- 16.4 The jury upon receiving a report from the race committee or event measurer or by their personal observation of a boat whose support boat failure to comply with NoR 16.1, 16.2 or 16.3 may impose without a hearing a penalty on the event score up to a maximum of 2 points per infringement (changes RRS 63.1).

17. TROPHIES AND PRIZES

17.1 - Event trophies:

- a) The TP52 20th Anniversary Invitational 1st, 2nd and 3rd prizes.
- b) The TP52 20th Anniversary Invitational **Owner Driver** trophy

- Special trophies:

a) The Trophy Practice Race:

- 1st Combined Fleet 52 Super Series and TP52 20th Anniversary Invitational
- 1st TP52 20th Anniversary Fleet
- Prize giving during the Welcome Cocktail.

b) The TP52 20th Anniversary WL Day:

- 1st, 2nd and 3rd prizes for the best scoring three **Owner Driver** boats of the Combined Fleet TP52 20th Anniversary Invitational and 52 Super Series on IRC ToT.
- Additional Trophies, only awarded if not doubling up with another 1st place trophy:**
- 1st, to the best scoring boat of the **Combined Fleet** on IRC ToT.
- 1st, to the best scoring **TP52 20th Anniversary Invitational** boat.
- In addition this boat (if fully compliant with the TP52 Class Rule) is invited to join the **2021 Rolex TP52 World Championship** free of entry fee and class fee.
- Prize giving later that day.

Please note: The TP52 20th Anniversary Invitational **Owner Driver** trophies are for boats in the results steered by her owner. To qualify for these trophies, the following requirements shall be fulfilled:

- The owner shall provide his/her WS Group 1 certificate at registration time.
- He/She shall be either the owner of the boat or the majority shareholder of the company owning the boat.
- The owner shall be steering his/her boat at all times when racing, except for short breaks for proper reason (like a sanitary stop or for changing clothing) or emergency situations involving the safety of boat or crew (such an incident shall be reported to the race committee, who may protest). The owner shall be at the helm during all mark roundings. NOTE: There is no category restriction on helmsmen releasing the owner from helming.

17.2 Prize giving ceremonies will be announced in more detail on the ONB. The presence of at least six members of each TP52 or IRC52 team will be required at these ceremonies.

18. RISK STATEMENT

18.1 Competitors and support teams participate in the event entirely at their own risk. They are reminded of the provisions of RRS 4, Decision to Race. Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) By participating in any race, they are satisfied that their boat is in good order, equipped to sail in the event, the boat's skipper has the license to do so and the crew is fit to participate. Each boat is responsible to possess all the complementary insurance he/she deems necessary besides the one required in the Notice of Race;
- e) The provision of a race management team, event support boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The provision of event support boats cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- g) They will familiarize themselves with any venue/event specific risks, adhere to rules and information produced for the venue/event and attend any venue/event safety briefings.
- h) **COVID-19:** The novel coronavirus, COVID-19, is likely to continue to influence our life also in 2021 and so also the planning of and for the event. Please plan as flexible as you can, try to avoid bookings and contracts that cannot be changed or cancelled. Each competitor is aware of the Covid-19 related planning risks and agrees that he/she waives his/her legal rights to any claim against the OA in case of changes in the planning of events other than the restitution of corresponding entry fees paid as per NoR 5.1.

18.2 The Organizing Authority (OA) will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the 52 Super Series / TP52 20th Anniversary Invitational events.

19. IMAGE RIGHTS

19.1 The image rights of 52 Super Series events, including the TP52 20th Anniversary Invitational, are the exclusive property of Super Series Eventos Deportivos LDA and the TP52 class and its members have the right to use the images for personal use.

19.2 Teams and Participants grant the Super Series Eventos Deportivos LDA and its sponsors, the TP52 class, and the event organizer the unrestricted right and permission to use the names and the image for any text, photograph or video footage of either themselves or the boat they are sailing during the 52 Super Series / TP52 20th Anniversary Invitational to be published or broadcasted in any media whatsoever (including but not limited to press and TV advertisements or internet), for either editorial or advertising purposes or to be used in press information; in these respect teams and participants names and biographical material of themselves may also be used or reproduced in any way known.

19.3 Participants undertake not to do or allow any act of reproduction, public communication or distribution of images concerning the 52 Super Series or the TP52 20th Anniversary Invitational without previous authorisation from the Super Series Eventos Deportivos LDA, or TP52 class, or the OA.

20. SOCIAL PROGRAM (preliminary)

20.1 The preliminary Social programme is as follows:

- August 23, Tuesday: Welcome Cocktail Party, time tbd (after skipper briefing);
- Date tbd: Owners Dinner, 20.00;
- August 27: TP52 20th Anniversary Crew Party, 20.00;
- August 28, Saturday: Prize giving, farewell party, time tbd.

21. FURTHER INFORMATION

For further information please check the Event website (www.52superseries.com), (transpac52.org) or contact the TP52 Class: Rob Weiland: robsweland@gmail.com

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52 SUPER SERIES and Sustainability.

52 SUPER SERIES is committed to implementing and encouraging environmentally responsible actions and initiatives from management to participants.

Our collective mission is to:

- Implement and encourage environmentally responsible actions and initiatives from management to participants.
- Follow, adopt and promote local recycling guidelines.
- Strive to reduce waste of all types, adopt a sustainable procurement code, choose environmentally friendly products, upcycle and repurpose where possible.
- Progressively reduce our environmental footprint via practical and meaningful steps.

Teams are encouraged and kindly asked to take and promote the following positive steps:

1. Reuse, reduce and recycle wherever possible.
2. Eliminate single-use plastics completely (like water bottles, packaging and bags).
3. Conserve water as much as possible.
4. Use the 52 SUPER SERIES water filtration system or purchase one of your own.
5. Use cleaning products that are biodegradable and sustainably formulated to reduce stress and impact on the marine environment.
6. Reduce the amount of fuel by maintaining and driving RIBS and support craft to maximum efficiency.
7. Have at least one oil spill kit on each of the ribs and support craft during each regatta.
8. Share transportation or use sustainable transport wherever possible e.g. a bicycle.
9. Communicate responsibly – use digital messaging and avoid printing.
10. Send team representatives to at least one beach clean-up per season.
11. Promote the message of sustainability through your channels.
12. Speak up if you see someone breaking these commitments.

The 52 SUPER SERIES staff will lead by example. If teams feel we can do better, your comments will be greatly appreciated. We ask all team members to not only implement the suggestions above but to also spend time discussing the issue, to develop plans to become more sustainable and to share ideas with other teams and the 52 SUPER SERIES Sustainability Team. It is only through discussion, awareness and teamwork that we can start to make a difference to the environment and influence the wider sailing industry.

Lars Böcking, 52 Super Series sustainability manager
Agustin Zulueta, CEO 52 Super Series
Rob Weiland, TP52 class manager

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Appendix A. **Appendix UF**

Appendix 1. Windward / leeward courses.

Appendix 2. Safety zone

APPENDIX A - APPENDIX UF

UMPIRED FLEET RACING

52 SuperSeries Edition

Version: June 2021

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 Rule 14 is changed to:

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 1 point on a boat that was penalized in the incident. Furthermore, the umpires may also impose a scoring penalty of 1 point on other boats if they consider that these boats contributed to the contact. This rule also applies to stanchions, pulpit, pushpit, spars and standing rigging.

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 1 point.

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** (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 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** 2nd and 3rd sentences of RRS 26 are deleted and replaced with “Times shall be taken from the countdown over the radio (GPS Time); the absence or the timing of a visual signal shall be disregarded”.

- UF2.3** Rule 31 is changed to:

31 TOUCHING A MARK

While *racing*, neither the crew nor any part of a boat’s hull 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*.

- UF2.4** Class Rule C.1.2.B) applies:

RRS 42 is deleted and replaced with:

42 PROPULSION

42.1 Except when permitted in rule 42.2 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may pump or adjust the trim of sails and hull, and perform other acts of seamanship.

42.2 Any means of propulsion may be used to help a person or another vessel in danger.

UF3 ON WATER PROTESTS AND PENALTIES

- UF3.1** In this appendix, ‘a penalty’ will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

- UF3.2.** (a) 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’.

- (b) When one or more boats can't take her penalty before crossing the finishing line, she shall be scored as last boat in that race except when a boat decides to do her penalty and *finish*. In this case, she shall be scored in her finishing position.

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; 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 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, unless an umpire signals in accordance with UF3.5(d). 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) fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c),

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 rule 28 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.

- (d) A J flag with one long sound means 'The umpires do not have the facts required to make a decision.'

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** At the finishing line, the race committee will inform by radio the competitors about each boat's finishing place or scoring abbreviation. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

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 is only entitled to a hearing when the umpires have signalled in accordance with UF3.5(d) or under UF5.3.

- UF5.3** 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
- (d) protest a boat after an umpire signals in accordance with UF3.5(d)

shall inform the race committee by radio or hail the race committee before or during the display of flag B.

- 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 replaced with 'an improper action or omission of the organizing authority or technical committee for the event'.

- 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 or rule 28, 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.'

APPENDIX 1: WINDWARD / LEEWARD COURSES

Legend:

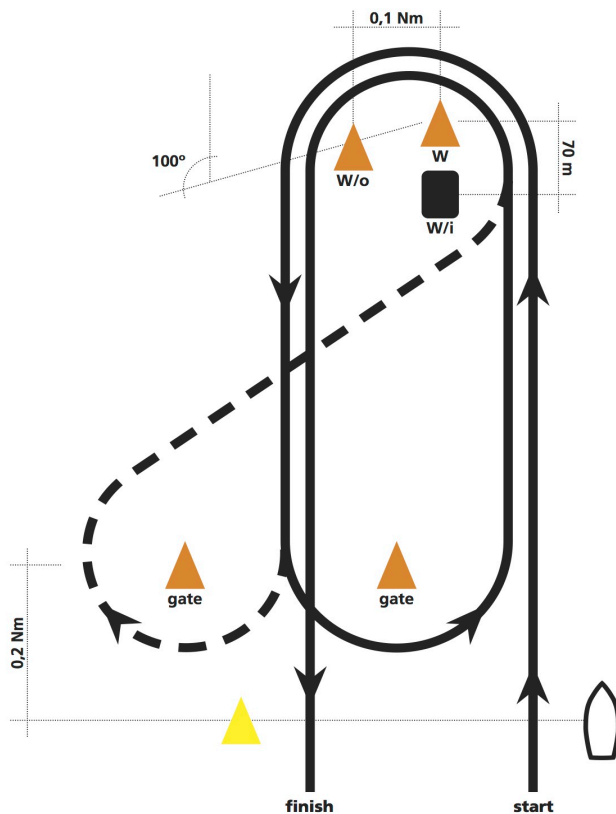
Mark W - A windward mark.

Mark W/o - An offset mark placed to port of the windward mark (approx 0.1 Nm).

Mark W/i - An "interior" windward mark. The Race Committee will lay Mark W/i approximately 70 meters to leeward of Mark W. Boats shall pass in order Marks w/i, w, w/o and then w/i to port before proceeding to the Gate.

Course 1: Pennant 1

Start – W/i - W – W/o - W/i – Gate – W/i - W – W/o - W/i – Finish (Downwind).



Except at a Gate, all course marks shall be left to port. When there is only one mark at the gate, this shall be rounded to port.

- Distance between race committee and mark W/i: Posted on a board and optionally broadcasted by the RC.
- Distance between starting line and gate is approx. 0.2 Nm.
- Distance between mark W and mark W/i is approx. 70m and between mark W and W/o approx. 0.1 Nm.
- Distance between gate marks is 7 boat lengths (110 m approx.)
- Distance between committee boat and finishing mark is approx. 150m.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.

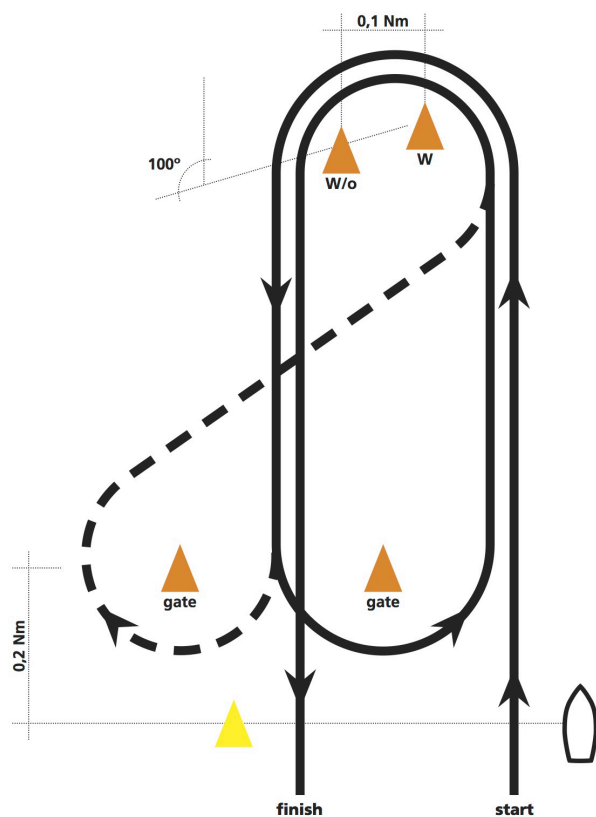
This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Changes RRS 62.1.

Note: in case of change of course involving mark W mark W/i will be removed from the water.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

Course 2: Pennant 2

Start - W - W/o - Gate - W - W/o - Finish (Downwind).



Except at a Gate, all course marks shall be left to port. When there is only one mark at the gate, this shall be rounded to port.

- Distance between race committee and mark W: Posted on a board and optionally broadcasted by the RC.
- Distance between starting line and gate is approx. 0.2 Nm.
- Distance between mark W and mark W/o is approx. 0.1 Nm.
- Distance between gate marks is 7 boat lengths (110 m approx.)
- Distance between committee boat and finishing mark is approx. 150m.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Changes RRS 62.1.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

APPENDIX 2: SAFETY ZONE

