

**Caveat on the answers:**

Every situation is different and would need to be considered in its context with the 'rules' as defined in RRS 2021-2024 and these Q&As as a guide.

These Q&As take into account NoR Amendment 7 published 30th October 2024.

Legend: **In green: no change in the answer, only the comments have been changed, In Yellow, the answer and the comment have been changed.**

|                  | QUESTION   | ANSWER                                       | COMMENT  | RULE   |
|------------------|--|--|--|--|
| <b>Questions</b> |  |  |  |  |
| 66               | <p>A competing boat communicates publicly about damage that has occurred to a piece or a sail. I realize that I am also at risk of a similar damage.</p> <p>a) Do I have the right to ask the manufacturer how to reinforce the part or sail?<br/>b) Do I have the right to ask my team how to reinforce the part or sail?</p>                                       | <p>a) <b>NO</b> but<br/>b) <b>NO</b></p>     | <p>The manufacturer can provide all competitors with an explanatory note on the damage encountered. according RRS 41(d) which permits outside help that is 'unsolicited information from a disinterested source, which may be another boat in the same race'.</p> <p>See NOR 4.3.5 Remote technical advice should be strictly limited to repair actions.</p> <p>Otherwise, it is a performance support prohibited by NOR 4.3.3 "to be assisted, advised or be provided with any weather, tactical, strategic or technical information useful for decision making with the aim of improving the performance of a boat or its skipper or influencing their route choices."</p> | <p>RRS 41(d)<br/>NOR 4.3.5<br/>NOR 4.3.3</p>               |
| 67               | <p>A competing boat communicates publicly about damage that has occurred to a piece or a sail. I realize that I am also at risk of a similar damage.</p> <p>a) Do I have the right to ask the manufacturer how to reduce the effort so as to no longer be at risk? b) Do I have the right to ask my team how to reduce the effort so as to no longer be at risk?</p> | <p>a) <b>NO</b> but<br/>b) <b>NO</b></p>     | <p>The manufacturer can provide all competitors with an explanatory note on the damage encountered. according RRS 41(d) which permits outside help that is 'unsolicited information from a disinterested source, which may be another boat in the same race'.</p> <p>But the boat shall not "to be assisted, advised or be provided with any weather, tactical, strategic or technical information useful for decision making with the aim of improving the performance of a boat or its skipper or influencing their route choices." According to NOR 4.3.3.</p>  | <p>RRS 41(d)<br/>NOR 4.3.3</p>                             |
| 68               | <p>I broke a piece on my boat. The same model of piece is used in other places on my boat (and on many other boats in races).</p> <p>a) Do I have the right to ask the manufacturer how much force I can put into the remaining parts without risking breaking them?</p>   | <p>a) <b>NO</b> but<br/>b) <b>NO</b> but</p> | <p>See NOR 4.3.5 Remote technical advice should be strictly limited to repair actions.</p> <p>NOR 4.3.6 authorizes communications (e-mail, telephone, video call, messages) with team members ashore or technical suppliers/providers of the boat to solve technical problems.</p> <p>These authorisations are strictly limited to actions of repair and resolution of technical problems.</p> <p>The manufacturer or the team may provide any information enabling the Skipper to solve alone a technical problem on the boat with the means</p>  | <p>NOR 4.3.5<br/>NOR 4.3.6<br/>NOR 4.3.3<br/>NOR 6.4.5</p> |

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|  | <p><i>b) Do I have the right to ask my team how much force I can put into the remaining parts without risking breaking them?</i></p> |  | <p><i>available on board but not technical information which could be a performance support as defined by NOR 4.3.3. Only the RM is entitled to act under NOR 6.4.5, Exceptional circumstances.</i></p> |  |
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