

Racing Rules of Sailing

Rule E

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To clarify the rules for radio sailing races.

Proposal

Delete existing Appendix E and replace with

APPENDIX E

RADIO SAILING RACING RULES

Radio sailing races shall be sailed under The Racing Rules of Sailing as changed by this appendix.

E1 CHANGES TO THE RACING RULES

E1.1 Definitions

- (a) Add to the definition *Interested Party*: 'but not a competitor when acting as an observer'.
- (b) In the definition *Zone* the distance is changed to four hull lengths.
- (c) Add new definition
Disabled A boat is *disabled* while she is unable to race.

E1.2 Terminology

The Terminology paragraph of the Introduction is changed so that

- (a) 'Boat' means a sailboat controlled by radio signals and having no crew;
- (b) 'Competitor' means the person that controls a boat using radio signals;
- (c) 'IRSA' means the International Radio Sailing Association;
- (d) In the racing rules, but not in its appendices, replace the noun 'race' with 'heat'. In appendix E a race comprises one or more heats and is completed when the last heat in the race is completed.

E1.3 Changes to the Rules of Parts 1 and 2

- (a) Rule 1.2 is deleted.
 - (b) Rule 22 is changed to:
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If possible, a boat shall avoid a boat that is *disabled*.

E1.4 Changes to the Rules of Part 4

- (a) Rules 40, 43, 45, 47, 48, 49, 50, 52 and 54 are deleted.
- (b) Rule 41 is changed to:
 - A boat shall not receive help from any outside source, except
 - (1) when her hull, rig or appendages are entangled with another boat, help to get clear from the other boat or from a safety boat crew;
 - (2) help in the form of information freely available to all boats.
- (c) Rule 44 is changed so that
 - (1) In rule 44.1 the Two-Turns Penalty is replaced by the One-Turn Penalty.
 - (2) Rule 44.1(b) is changed to
 - if the boat gained a significant advantage in the heat or race by her breach despite taking a penalty, her penalty shall be an additional One-Turn Penalty. If the boat caused serious damage, or as a result of breaking a rule of Part 2 she caused another boat to become *disabled* and retire, her penalty shall be to retire.
- (d) Rule 46 is changed to:
 - The member or organisation that entered the boat shall designate the competitor. See rule 75.

E1.5 Exoneration after Contact with a Mark

When a boat has been compelled to break rule 31 by a boat required to give her *mark-room*, she shall be exonerated if the other boat hails to acknowledge breaking rule 18.2 and takes the appropriate penalty.

E1.6 Additional Rules when Racing

Rule E1.6 applies only while boats are *racing*.

- (a) **HAILING REQUIREMENTS**
 - (1) Hails by a competitor or race official shall be made so that the competitors to whom the hail is directed might reasonably be expected to hear it.
 - (2) When a competitor or race official hails the sail number of a boat, the individual digits of the number shall be hailed; for example 'one eight', not 'eighteen'.
 - (b) **GIVING ADVICE**
 - A competitor shall not give tactical or strategic advice to a competitor controlling a boat that is *racing*.
 - (c) **BOAT OUT OF RADIO CONTROL**
 - A competitor who loses radio control of his boat shall promptly hail and repeat '(The boat's sail number) out of control' and the boat shall retire.
 - (d) **TRANSMITTER AERIALS**
 - If a transmitter aerial is longer than 200mm when extended, the extremity shall be adequately protected.
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(e) **RADIO INTERFERENCE**

Transmission of radio signals that cause interference with the control of other boats is prohibited. A competitor found to have broken this rule shall not race until he has proven compliance to the satisfaction of the race committee.

E2 CONDUCT OF A RACE

E2.1 Control Area

The sailing instructions may specify a control area; if not specified, it shall be unrestricted. Competitors shall be in this area when controlling boats that are racing, except briefly to handle and then release or relaunch the boat.

E2.2 Launching Area

The sailing instructions may specify a launching area and its use; if not specified it shall be unrestricted.

E2.3 Course Board

The sailing instructions may require the course to be displayed on a board that shall be located in or adjacent to the control area.

E2.4 Changes to the Rules

- (a) Rules 30.2 and 33 are deleted.
- (b) All race committee signals shall be made orally or by other sounds. No visual signals are required unless specified in the sailing instructions.

E2.5 Changes to Sailing Instructions

Rule 90.2(c) is changed to:

Changes to the sailing instructions may be communicated orally to all affected competitors before the warning signal of the relevant race or heat. When appropriate, changes shall be confirmed in writing.

E2.6 Starting Races

- (a) Rule 26 is changed to:

Races shall be started using warning, preparatory and starting signals at one minute intervals. During the minute before the starting signal, additional sound or oral signals shall be made at ten second intervals, and during the final ten seconds at one second intervals. Each signal shall be timed from the beginning of its sound.
- (b) The starting and finishing lines shall be tangential to, and on the course side of, the starting and finishing marks.

E2.7 Individual Recall

Rule 29.1 is changed to:

When at a boat's starting signal any part of the boat is on the course side of the starting line, or when she must comply with rule 30.1, the race committee shall promptly hail 'Recall (sail numbers)' and repeat the hail as appropriate.

E2.8 General Recall

Rule 29.2 is changed to:

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may hail and repeat as appropriate 'General recall' and make two loud sounds. The preparatory signal for a new start will normally be made shortly thereafter.

E2.9 Black Flag Rule

When the race committee informs a boat that she has broken rule 30.3, she shall immediately leave the course area.

E2.10 Shortening or Abandoning after the Start

Rule 32.1(b) is changed to
because of foul weather or thunderstorms,

E3 RACING WITH OBSERVERS AND UMPIRES**E3.1 Observers**

- (a) The race committee may appoint observers, who may be competitors.
- (b) Observers shall hail the sail numbers of boats that make contact with a *mark* or another boat and shall repeat the hail as appropriate.
- (c) At the end of the heat, observers shall report to the race committee all unresolved incidents, and any failure to sail the course as required by rule 28.1.

E3.2 Umpired Races

IRSA Addendum Q shall apply to umpired races. Races to be umpired may be identified in the sailing instructions or orally before the warning signal.

E3.3 Rules for Observers and Umpires

Observers and umpires shall be located in the control area. They shall not use any aid that gives them a visual advantage over competitors.

E4 PROTESTS, REQUESTS FOR REDRESS AND PENALTIES**E4.1 Changes to the Rules of Part 5, Related Definitions and Terminology**

In the rules of Part 5, rule E4 and the definitions *Party* and *Protest*, 'boat' shall include the competitor controlling her and the actions of the competitor shall be attributed to the boat.

E4.2 Right to Protest

Rule 60.1 is changed to:

A boat may

- (a) protest another boat, but not for an alleged breach of a rule of Part 2, 3 or 4 unless she was scheduled to sail in that heat; or
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- (b) request redress.

E4.3 Protest for a Rule Broken by a Competitor

When a race committee or protest committee learns that a competitor may have broken a rule, it may protest the boat controlled by that competitor.

E4.4 Informing the Protestee

Rule 61.1(a) is changed to:

A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her *protest* concerns an incident in the racing area that she is involved in or sees, she shall hail twice '(Her own sail number) protest (the sail number of the other boat)'.

E4.5 Informing the Race Committee

A boat intending to protest or request redress about an incident in the racing area or control area shall inform the designated race official no later than five minutes after the last boat in the heat *finishes* or before the warning signal for the next heat, whichever is the earlier.

E4.6 Time Limits

A protest, request for redress or request for reopening shall be delivered to the designated race official no later than ten minutes after the last boat in the heat *finishes* or after the relevant incident, whichever is the later.

E4.7 Redress

Add to rule 62.1:

- (e) external radio interference acknowledged by the race committee, or
- (f) becoming *disabled* and as a result retiring because of the action of a boat that was breaking a rule of Part 2 or of a vessel not *racing* that was required to keep clear.

E4.8 Right to Be Present

In rule 63.3(a) 'the representatives of boats shall have been on board' is changed to 'the representative of each boat shall be the competitor controlling her'.

E4.9 Taking Evidence and Finding Facts

Add to rule 63.6:

When the protest concerns an alleged breach of a rule of Part 2, 3 or 4, any witness shall have been in the control area at the time of the incident. If the witness is a competitor who was not acting as an observer, he shall also have been scheduled to race in the relevant heat.

E4.10 Alternative Penalties

- (a) When a protest committee decides that a boat has broken a rule other than a rule of Part 2, 3 or 4, it shall either disqualify her or require her to make one or more One-Turn Penalties in her next race. Alternatively the protest committee may impose a
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scoring penalty of any percentage, including zero, to be calculated in accordance with rule 44.3(c).

- (b) A One-Turn Penalty for that boat shall be taken as soon as possible after the starting signal of her next heat that is started and not subsequently recalled or abandoned. A disqualification or scoring penalty shall be applied, if possible, to the boat's score in the heat or race in which the rule was broken; otherwise it shall be applied to the next heat or race for that boat.

E4.11 Penalties and Exoneration

Rule 64.1 is changed to

When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* and is not exonerated, it shall disqualify her unless some other penalty applies. A penalty shall be imposed whether or not the applicable *rule* was mentioned in the *protest*. If a boat has broken a *rule* when not *racing*, her penalty shall apply to the race sailed nearest in time to that of the incident. However,

- (a) When as a consequence of breaking a *rule* a boat has compelled another boat to break a *rule*, the other boat shall be exonerated.
- (b) If the boat has taken an applicable penalty, she shall not be further penalised unless the penalty for a *rule* she broke is a disqualification that is not excludable from her series score.

E4.12 Decisions on Redress

Add to rule 64.2:

If a boat is given redress because she was damaged, her redress shall include reasonable time, but not more than 30 minutes, to effect repairs before her next heat.

E5 IDENTIFICATION ON SAILS (RRS APPENDIX G)

- (a) The first paragraph of rule G1.1 is changed to

Every boat of a class administered by the IRSA shall display a sail number on both sides of each sail. Class insignia and national letters shall be displayed on mainsails as stated in rules G1.1(a), G1.1(b) and E5(d).

- (b) Rule G1.1(c) is changed to

- (1) A sail number, which shall be the last two digits of the boat registration number or the competitor's or owner's personal number, allotted by the relevant issuing authority.
 - (2) There shall be space in front of a sail number for a numeric prefix.
 - (3) When the sail number is in the range '01' to '09', the '0' shall be omitted and the remaining digit positioned to allow space for both a prefix and a suffix.
 - (4) '0' shall not be used as a prefix.
 - (5) When there is a conflict between sail numbers in an event, the race committee shall require that the sail numbers on one or more boats be changed to a numeric alternative.
 - (6) Any changed sail number shall become the sail number for the event.
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(c) The sentence after rule G1.1(c) is deleted.

(d) Rule G1.2(b) is changed to

The height of characters and distance between them on the same and opposite sides of the sail shall be as follows:

	<i>Minimum</i>	<i>Maximum</i>
Class insignia:		
Except where positioned back to back, shortest distance between insignia on opposite sides of sail	20 mm	
Sail numbers:		
Height of characters	100 mm	110 mm
Shortest distance between adjoining characters on same side of sail	20 mm	30 mm
Shortest distance between sail numbers on opposite sides of sail and between sail numbers and other identification	60 mm	
National letters:		
Height of characters	60 mm	70 mm
Shortest distance between adjoining characters on same side of sail	13 mm	23 mm
Shortest distance between national letters on opposite sides of sail	40 mm	

(e) Rule G1.3 is changed to

- (1) Class insignia may be positioned back to back on opposite sides of the sail where the design coincides. Otherwise class insignia, sail numbers and national letters shall be positioned at different heights, with those on the starboard side being uppermost.
- (2) On a mainsail, sail numbers shall be positioned above the national letters and below the class insignia.
- (3) Sail numbers shall be positioned on a mainsail above the line perpendicular to the luff through the quarter leech point.

(f) Where the size of a sail makes it impossible to comply with the minimum dimensions in rule E5(d) or the positioning requirements in rule E5(e)(3), exceptions are permitted in the following order of priority:

- (1) omission of national letters;
- (2) position of the mainsail sail numbers lower than the line perpendicular to the luff through the quarter leech point;
- (3) reduction of the shortest distance between sail numbers on opposite sides of the sail provided the shortest distance is not less than 20 mm;
- (4) reduction of the height of sail numbers.

Current Position

See RRS 2009-2012 Appendix E.

Reasons

This rewrite of Appendix E seeks to improve the rules for radio sailing racing, including:

1. The relationship of the boat to the competitor controlling her is defined.
2. The relationship of the boat to the competitor controlling her is defined.
3. When a rule is changed, where possible the whole of the revised rule is stated to make the rule easier for the competitor to read.
4. The rules are written to be relevant to all levels of radio sailing from a few boats, perhaps from a newly formed Club, up to a major international event.
5. The 2010 radio sailing submissions that were withdrawn for further consideration have been reviewed and, where appropriate, implemented in this new proposal.
6. The rules on sail numbering are changed to resolve existing difficulties.
7. Existing rules that are open to interpretation have been rewritten.
8. Rules concerning entangled and disabled boats have been made more rigorous.
9. Exoneration for a boat compelled to hit a mark is added.
10. The rules have been reordered to provide a more logical structure to the appendix.
11. Rules that should properly be located in sailing instructions have been removed from the appendix

A supporting paper with details of the changes in this submission is available under item 7 of the Racing Rules agenda on the 2011 Annual conference pages of the ISAF web site at <http://www.sailing.org/2011-conference.php#confpapers>

This submission was prepared by the ISAF-IRSA Radio Sailing Rules Working Group.
