

Racing Rules of Sailing

Appendix E – Grammatical Changes

A submission from the Chairman of the Racing Rules Committee

Proposal

E3.8 Individual Recall

In rule 29.1 ~~replace~~ all after ‘the race committee shall promptly’ **is replaced** with ‘twice hail “Recall (sail numbers)”’.

E3.9 General Recall

In rule 29.2 ~~replace~~ all after ‘the race committee may’ **is replaced** with ‘twice hail “General recall” and make two loud sounds. The warning signal for a new start for the recalled class shall be made shortly thereafter, and the starts for any succeeding classes shall follow the new start.’

E4.6 Person in Charge

In rule 46 ~~replace~~ ‘have on board’ **is replaced** with ‘be radio-controlled by’

E5.2 Informing the Protestee

In rule 61.1(a) ~~replace~~ all after the first sentence **is replaced** with ‘When her *protest* concerns an incident in the racing area that she is involved in or sees, she shall twice hail “(Her own sail number) protest (the sail number of the other boat)”.’

E5.5 Redress

(a) ~~Add~~ **The following is added** to rule 62.1:

(b) In rule 62.2 ~~replace~~ ‘two hours’ **is replaced** with ‘15 minutes’.

E5.6 Right to Be Present

In rule 63.3(a) ~~replace~~ ‘shall have been on board’ **is replaced** with ‘shall have been radio-controlling them’.

E5.9 Decisions on Redress

~~Add~~ **The following is added to the end of** rule 64.2: ‘If a boat given redress was damaged, she shall be given reasonable time, but not more than 30 minutes, to effect repairs before her next heat.’

Reporting Committee – Racing Rules
Other Committee – Race Officials

Submission: **000-10**

E5.10 Reopening a Hearing

In rule 66 ~~replace~~ '24 hours' **is replaced** with 'ten minutes'.

Current Position

As above

Reason

Changes instructions to statements of fact, and in doing so provides consistency with Appendices C and D.

The proposed wording of rule E5.9 is consistent with the requirement to make it a statement and not a command.

Other submissions make proposals for substantive changes in rules E3.8, E3.9, E5.2, E5.5, and E5.9

Racing Rules of Sailing

Appendix E Preamble and Rule E1.1

A submission from the Chairman of the Racing Rules Committee

Proposal

Change Appendix E preamble as follows:

Radio-controlled competition ~~Races for radio-controlled boats shall be sailed under The Racing Rules of Sailing as changed by this appendix.~~ **The term ‘boat’ used in this appendix and elsewhere in the racing rules means a boat that is radio-controlled by a competitor who is not on board. ‘Race’ used as a noun outside this appendix and outside Appendix A means ‘heat’. In this appendix, a race consists of one or more heats and is completed when the last heat in the race is finished. An ‘event’ consists of one or more races.**

E1 ~~TERMINOLOGY, RACE SIGNALS, DEFINITIONS AND~~ FUNDAMENTAL RULES

E1.1 Terminology

~~‘Boat’ means a boat that is radio-controlled by a competitor who is not on board. For ‘race’ used as a noun outside this appendix and outside Appendix A read ‘heat’. In this appendix, a race consists of one or more heats and is completed when the last heat in the race is finished. An ‘event’ consists of one or more races.~~

Renumber rules E1.2 to E1.5.

Current Position

As above

Reason

To provide consistency with the beginning of windsurfing Appendix B, bringing all the special terms together and achieving simplification by removing rule E1.1.

Racing Rules of Sailing

Rule E1.3

A submission from the Chairman of the Racing Rules Committee

Proposal

~~Add sub-clause (c) to Rule E1.3 as follows:~~

E1.3 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) In the definition *Racing* the following is inserted after *racing* ‘during a heat in which she is sailing’.**

Current Position

As above.

Reason

- 1 Several Appendix E rules refer to *racing*. As the word *Racing* is a defined word (as opposed to race) it needs to be redefined for Radio Sailing. In the context of more than one heat it is necessary to discriminate between *racing* and non-*racing* boats.
- 2 In particular as boats commence racing at the preparatory of the first heat they are in and do not finish the *race* until they finish either in the top heat, or fail to get promoted. The current definition of *racing* is not sufficiently explicit that they are not *racing* between *finishing* in a lower heat and the preparatory signal of the next heat into which they have been promoted. As a result situations such as the following can occur.
- 3 Between heats B and A the skippers of boats A, A1 and B are standing together talking. A1 is a proponent of the above interpretation. A mentions that he has noticed that the wind varies consistently at a certain point and both A1 and B comment they haven’t noticed and thanks for the info. Now, A and A1 are both starting the A heat but B has been promoted from B heat. A1 then protests A & B for giving and receiving tactical advice. It would probably be thrown out but has wasted time.

Racing Rules of Sailing

Rule E1.4

A submission from the Chairman of the Racing Rules Committee

Proposal

E1.4 Personal Flotation Devices

Rule 1.2 is changed to ‘When on board a rescue boat, each competitor ~~is responsible for wearing~~ **shall wear** a personal flotation device adequate for the conditions.’

Current Position

As above.

Reason

This allows ISAF to be seen as a responsible international body.

Racing Rules of Sailing

Rule E1.5

A submission from the Chairman of the Racing Rules Committee

Proposal

E1.5 Aerials

If the transmitter aerial is longer than, or capable of extension beyond, 200 mm the extremity shall be adequately protected at all times.

~~Transmitter aerial extremities shall be adequately protected. When a protest committee finds that a competitor has broken this rule it shall either warn him and give him time to comply or penalize him.~~

Current Position

As above

Reason

- 1 With the introduction and now widespread use of 2.4Ghz radio systems a significant number of transmitter aerials are short and stubby. These no longer present a danger to eyes that traditional AM and FM systems presented. With current 2.4Ghz aerials typically about 100mm long, the proposed 200mm limit will provide adequate protection should other brands come on the market.
- 2 As this is a safety issue it is best that a penalty be given. The current wording provides for alternatives which should not be an option.

Racing Rules of Sailing

Rule E2

A submission from the Chairman of the Racing Rules Committee

Proposal

E2 PART 2 WHEN BOATS MEET

Rule 22 is changed to

22 CAPSIZED OR ENTANGLED

If possible, a boat shall avoid a boat that is capsized or entangled, or has not regained control after capsizing or entanglement. A boat is capsized when her masthead is in the water. Two or more boats are entangled when lying together for a period of time so that no boat is capable of manoeuvring **independently**. ~~to break free of the other(s).~~

Current Position

As above.

Reason

To clarify the situation of entanglement. The current wording could possibly suggest that if the boats were to eventually break free they were not ever entangled as all the manoeuvring prior to the breaking free enabled the breaking free.

Racing Rules of Sailing

New Rules E3.1 and E3.2

A submission from the Chairman of the Racing Rules Committee

Proposal

E3.1 Changes to the Sailing Instructions

Rule 90.2(c) is deleted and replaced with:

- (c) Changes to the sailing instructions shall be in writing and posted on the official notice board or made orally at a competitors meeting.

E3.2 Areas Ashore

A launching area, a control area and other areas ashore may, or may not, be specified by the sailing instructions.

and renumber rules E3.1 to E3.10 accordingly

Current Position

None.

Reason

It is necessary to provide race officials with the ability to quickly change specified areas to suit conditions, particularly when the official notice board may be some distance from the racing area.

Racing Rules of Sailing

Rule E3.1

A submission from the Chairman of the Racing Rules Committee

Proposal

E3.1 Races with Observers

The race committee may appoint ~~race~~ observers, who may be competitors. **While boats are racing, they** ~~They~~ shall remain in the control area, **when one is in use, while boats are racing** and they shall hail ~~and repeat~~ the identity of boats that contact a *mark* or another boat **and repeat the hail as appropriate.** ~~Such hails shall be made from the control area.~~ Observers shall report all unresolved incidents **and non-compliance with rule 28.1** to the race committee at the end of the heat.

Current Position

As above.

Reason

- 1 In Radio Sailing a race may consist of one or more heats. It is standard practice to use competitors not sailing in the current heat as observers.
- 2 The word *race* is redundant. Also, deleting *race* provides compatibility with IRSA documents IRSA Addendum Q for Radio Controlled Yachts and SYRPH (SYstem for Reducing Protest Hearings), both of which simply use the term Observers.
- 3 The current wording is restrictive and could allow a competitor to question the legitimacy of an observer's call if only made once or made more than twice. Often a competitor will acknowledge the infringement before the second call is made. Allowing the observer to not make the second call frees him/her to resume observing other competitors. Further, there are often circumstances where the number of calls from different observers could mask a competitor from hearing even two calls. Allowing the observer to make sufficient calls and in a manner appropriate to the circumstances reduces the likelihood of a competitor genuinely not being able to hear a call.
- 4 The normal role of the observer includes checking that boats have sailed the correct course. However, as this isn't really 'an incident' then this needs to be added to the role that observers carry out.

Racing Rules of Sailing

Rule E3.2

A submission from the Chairman of the Racing Rules Committee

Proposal

E3.2 Course Board

Rule J2.1(4) is deleted. A course board showing the course and the limits of **any** ~~the control area and launching area(s)~~ **launching, control, prohibited, permitted and special purpose areas** shall be located **near the starting line, and** next to or within the control area **when one is in use**, with information clearly visible to competitors **before the starting signals and for reference** while *racing*.

Current Position

As above.

Reason

Consequential changes resulting from changes to Rule E3.3. Also, wording has been added so that competitors can easily determine the course before the sequence of starting signals begins.

Racing Rules of Sailing

Rules E3.3, E5.2 and E4.5

A submission from the Chairman of the Racing Rules Committee

Proposal

Delete E3.3 and replace with:

E3.3 Launching, Control and Other Shoreline Areas

(a) Launching Area

If the sailing instructions specify a launching area, when a competitor launches his boat for a race or retrieves her after a race, he shall do so from the launching area.

(b) Control Area

If the sailing instructions specify a control area, competitors shall remain in it while *racing*. However, a competitor *racing* may leave the control area briefly to go to and return from any area, other than a prohibited area, to handle his boat, which shall then be released, relaunched or retired.

(c) Prohibited and Special Purpose Areas

If, for safety reasons, the sailing instructions specify a prohibited area, competitors shall not enter it. If the sailing instructions specify a special purpose area, competitors may enter it only for that special purpose.

(d) Permitted Areas

If the sailing instructions specify permitted areas, a competitor who is not competing in a heat may enter a permitted area to give help under one of the exceptions to rule E4.2(b).

E4.2 Outside Help

Rule 41 is changed to

(a) A competitor shall not give tactical or strategic advice to a competitor who is *racing*.

(b) A boat that is *racing* shall not receive outside help, except

(1) a boat entangled with another boat, a *mark* or that has gone aground within a prohibited shoreline area, may be freed and relaunched with help from an official rescue boat crew.

- (2) a boat that has gone aground on permitted shoreline areas may be cleared of entangled objects and re-launched with help from any source.
- (3) in the form of information freely available to all boats.
- ~~(b) A competitor who is racing shall not receive outside help, except~~
 - ~~(1) a boat that has gone ashore or aground outside the launching area, or become entangled with another boat or a mark, may be freed and relaunched with help from a rescue boat crew;~~
 - ~~(2) competitors who are not racing and others may give help in the launching area as permitted by rule E4.5;~~
 - ~~(3) help in the form of information freely available to all competitors.~~

E4.5 Launching and Relaunching

Delete E4.5 and renumber rules E4.6 to E4.8

Current Position

Rules E3.3, E4.2 and E4.5

Reason

To simplify and clarify these rules by combining two of them and rewording them, and to bring the content of these rules into alignment with current practice in the discipline

Racing Rules of Sailing

Rules E3.5, E3.7

A submission from the Chairman of the Racing Rules Committee

Proposal

E3.5 Starting Races, Starting and Finishing Lines

- (a)** Rule 26 is changed to
- Audible signals for starting a heat shall be at one-minute intervals and shall be a warning signal, a preparatory signal and a starting signal. During the minute before the starting signal, **additional** 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.**

Delete E3.7 and renumber rules E3.8 to E3.10 accordingly

Current Position

Current rule E3.5 to E3.10.

Reason

- 1 The starting signals have already been defined in the first sentence and it is necessary to include the detailed calls as part of the full start sequence.
- 2 Current E3.7 to be deleted and its content moved to more logical position.

Racing Rules of Sailing

Rule E 3.8

A submission from the Chairman of the Racing Rules Committee

Proposal

E3.8 Individual Recall

In rule 29.1 ~~replace~~ all after ‘the race committee shall promptly’ **is replaced** with ‘~~twice~~ hail “Recall (sail numbers)” **and repeat the hail as appropriate**’.

Current Position

As above.

Reason

- a) See the other submission proposing grammatical changes in Appendix E.
- b) The current wording is restrictive and could allow a competitor to question the legitimacy of the race committee’s call if only made once or made more than twice. Often a competitor will acknowledge the infringement before the second call is made. Allowing the race committee to not make the second call frees them to resume watching other competitors. Further, there are often circumstances where the number of calls from different observers, for other infringements, could mask a competitor from hearing even two calls. Allowing the race committee to make sufficient calls and in a manner appropriate to the circumstances reduces the likelihood of competitor genuinely not being able to hear a call.

Racing Rules of Sailing

Rule E 3.9

A submission from the Chairman of the Racing Rules Committee

Proposal

E3.9 General Recall

In rule 29.2 ~~replace~~ all after ‘the race committee may’ **is replaced** with ‘~~twice~~ hail **and repeat as appropriate** “General recall” and make two loud sounds. The ~~warning~~ **preparatory** signal for a new start ~~for the recalled class~~ shall **normally** be made shortly thereafter, ~~and the starts for any succeeding classes shall follow the new start.~~’

Current Position

As above.

Reason

- 1 See the other submission proposing grammatical changes in Appendix E.
- 2 ‘Repeat as appropriate’ to be consistent with E3.8
- 3 With Radio Sailing the boats do not need to re-configure before a re-start. They are all at the start area and the one-minute countdown can start almost immediately. The time saved over a week long regatta by eliminating the warning signal after a General Recall could easily amount to completing an extra race.
- 4 ‘Normally’ is inserted to allow for situations where the reason for a general recall is that a sudden increase in wind strength has caused boats to break the line or get entangled whilst in less than ideal control with an oversized rig. In these circumstances it might be necessary to allow boats time to change rigs before recommencing without having to abort the start by either postponing or abandoning, in which case the General Recall is nullified and further restrictions (Rule 30) would not be available.
- 5 References to other classes are not necessary as Radio Sailing events are conducted for a single class and the only possible heat to follow the General Recall is the one that was recalled.

Racing Rules of Sailing

Rule E4.1

A submission from the Chairman of the Racing Rules Committee

Proposal

E4.1 Deleted Rules

Rules 43, **45**, 47, 48, 49, 50, 52 and 54 are deleted.

Current Position

As above.

Reason

The changes proposed to E3.3, E4.2 and 4.5 in another submission remove the reference to deleting rule 45.

Racing Rules of Sailing

Rule E4.4

A submission from the Chairman of the Racing Rules Committee

Proposal

Delete rule E4.4 and replace with:

E4.4 Exoneration and Penalties for Breaking Rules of Part 2, Rules 30 and 31

- (a) Throughout rule 44 the penalty shall be the One-Turn Penalty.
- (b) Rule 44.1(b) is replaced with
If a boat gained a significant advantage in a heat by her breach, her penalty shall be an additional One-Turn penalty.
- (c) The following is added to Rule 44.1
 - (c) When a boat breaks a *rule* and as a consequence compels another boat to break a *rule*, the other boat shall be exonerated.
- (d) Rule 64.1(c) is deleted and replaced with
 - (c) When a boat has broken a *rule* and is exonerated for her breach under rule 18.5, 20.2 or 44.1, she shall not be penalized under rule 64.1(a) for that breach.

Current Position

Rule E4.4

Reason

- 1 The current Rule 44.1(b) penalty of retirement is too great for most instances in radio sailing.
- 2 Current rule 64.1(c) only applies to protest committees. If one boat breaks a rule and in so doing forces another boat to break a rule, and then the first boat takes a penalty under rule 44, the boat that was compelled to break a rule must still take a penalty (see Sportsmanship and the Rules). This is contrary to normal practice and to all principles of fairness.
- 3 The Rule 64.1(c) still needs to direct protest committees not to apply penalties when the boat has already been exonerated for her breach.

Racing Rules of Sailing

Rule E5.1

A submission from the Chairman of the Racing Rules Committee

Proposal

Delete rule E5.1 and replace with:

E5.1 Right to Protest; Right to Request Redress or Allegations of Gross Misconduct

The following is added to 60.1

- (c) ‘A *protest* alleging a breach of a rule of Part 2, 3 or 4 shall be made only by a boat scheduled to *race* in the heat in which the incident occurred and, if a control area is in use, only by a competitor within the control area.’

Current Position

Rule E5.1

Reason

The current wording of E5.1 makes for a very long and complicated sentence when combined with Rule 60.1(a). This change is for clarity.

For the average competitor looking for the question of ‘alleged misconduct’, the words ‘Rule 69 action’ won’t mean anything, so it is suggested that the heading in the ‘main’ rule is changed to describe what is in the rule in understandable terms.

Racing Rules of Sailing

Rule E5.2

A submission from the Chairman of the Racing Rules Committee

Proposal

E5.2 Informing the Protestee

In rule 61.1(a) ~~replace~~ all after the first sentence **is replaced** with ‘When her *protest* concerns an incident in the racing area that she is involved in or sees, she shall ~~twice~~ hail “(Her own sail number) protest (the sail number of the other boat)” **and repeat the hail once.**

Current Position

As above.

Reason

- 1 See the other submissions proposing grammatical changes in Appendix E.
- 2 “hail and repeat” to be consistent with submissions for E3.8, etc

Racing Rules of Sailing

Protest Time Limit Rule E5.3

A submission from the Chairman of the Racing Rules Committee

Proposal

Delete rule E5.3 and replace with:

E5.3 Protest Time Limit

(a) The following is inserted at the beginning of 61.3: ‘A boat intending to protest shall inform the race committee of her intention no later than five minutes after the end of her heat.’

(b) Throughout rule 61.3 ‘two hours’ is replaced with ‘15 minutes’.

Current Position

Rule E5.3

Reason

- 1 See the other submission proposing grammatical changes in Appendix E.
- 2 Logically, the protestor would need to inform the committee prior to lodging the protest. This change put the actions required into a natural order.
- 3 “Throughout” draws attention that there is more than one instance of ‘two hours’.

Racing Rules of Sailing

Rule E5.5

A submission from the Chairman of the Racing Rules Committee

Proposal

E5.5 Redress

- (a) ~~Add~~ **The following is added** to rule 62.1:
- (e) **accepted external** radio interference, or
 - (f) an entanglement or grounding 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.
- (b) In rule 62.2 ~~replace~~ ‘two hours’ **is replaced** with ‘15 minutes’.

Current Position

As above.

Reason

- 1 See the other submission proposing grammatical changes in Appendix E.
- 2 Require a degree of proof that the problems with the boat are indeed radio interference. See history of this issue below.
- 3 “external” added to remove internal issues which can cause interference and which really are poor maintenance of the boat.
- 4 Radio interference is not as common as it was with earlier technology, however, can still occur. Too often in the past competitors have a problem with the control of their boats and claim radio interference, when in fact it could have been caused by a low battery state or moisture in the boat.

History of discussion:

It is currently too easy to claim radio interference with no real standard of proof. Further, a boat can cause its own interference by issues such as low battery state or water in the boat. It is necessary to limit the interference to issues outside the control of the boat.

An initial suggestion was to remove radio interference as a redress item, however this would be totally unfair to the skipper experiencing genuine interference, e.g. a power boat is launched at the end of the sailing area and has a frequency clash with a competing boat, another competitor (not in the heat) changing frequencies without advising the race committee and checking that the frequency is available (the offender can be dealt with under E4.7 but that rule cannot provide redress for the competitor affected).

It was then suggested that interference should have to be proven, to stop a competitor deliberately sailing erratically when not doing well in a heat and then claiming radio interference. However, one of the committee members is an avionics engineer and pointed out that electromagnetic interference is impossible to prove after the fact.

The final variation on wording is to give the race committee the opportunity to accept or reject the request. Most cases of interference are readily apparent and it would be envisaged that a Race Officer would normally make a judgment call on the spot to accept the claim. Where he does not accept the claim it would still be available for the competitor to make a formal redress application.

The wording of “accepted external radio interference” is most favoured.

Racing Rules of Sailing

Rule E5.7

A submission from the Chairman of the Racing Rules Committee

Proposal

E5.7 Taking Evidence and Finding Facts

~~Add to~~ **The following is added at the beginning of** rule 63.6. ‘Evidence about an alleged breach of a rule of Part 2, 3 or 4 given by **a competitor** ~~competitors~~ shall be accepted only from a competitor ~~who was within the control or launching area and~~ whose boat was scheduled to *race* in the heat in which the incident occurred **and, if a control area was in use, only if the competitor was in the control area.**’

Current Position

As above.

Reason

- 1 To place this addition to Rule 63.6 in a logical sequence of events for taking evidence.
- 2 The IRSA submission for Rule E3.3 allows for control areas to be defined only when appropriate, it is now necessary to provide for protests when no control area is defined and to restrict protests to within the control area when one is operative.
- 3 It is important for vantage points of incidents be similar. The submission for Rule E3.3 also allows for additional opportunities to leave the control area where the view from the vantage point may be greatly different from that in the control area.

Racing Rules of Sailing

Rule E5.8

A submission from the Chairman of the Racing Rules Committee

Proposal

E5.8 Penalties

When a protest committee finds that a boat has broken rule E3.3, ~~E4.2(a) or E4.5, or E4.2(a)~~ it shall either **warn her**, disqualify her ~~from her next race or~~ **give her a lesser scoring penalty** ~~require her to make one or more penalty turns in her next race as soon as possible after starting.~~

Current Position

As above.

Reason

- 1 The current rule is somewhat draconian for a minor breach, such as accidentally stepping out of the control area
- 2 The current rule is problematic as there is no penalty available if the breach occurs in the last race. This introduces the ability to provide a penalty in the last race.
- 3 Reference to E4.5 is redundant should proposals for E3.3 and E4.2 be accepted.

Racing Rules of Sailing

Rule E6

A submission from the Chairman of the Racing Rules Committee

Proposal

E6 APPENDIX G IDENTIFICATION ON SAILS

- (a) The text of rule G1.1 before rule G1.1(a) is changed to
- Every boat of a class administered by ~~ISAF Radio Controlled Sailing~~ **the International Radio Sailing Association** 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 E6(f)(1).
- (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. A single-digit number shall be prefixed with a '0'. There shall be space in front of a sail number for the prefix '1'
 - (2) **Boats with sail numbers 01, 08, 10, 18, 80 and 81 shall carry a prefix '1'.**
 - (3) **Where there is a conflict between sail numbers in an event the race committee shall require that sail numbers be changed by applying a suitable prefix and/or altering a digit to resolve the conflict.**
 - (4) Any prefix or other required change shall become part of the sail number **for the event.**

Current Position

As above.

Reason

- 1 ISAF have requested that the ISAF-RSD change its name to avoid confusion the term "Division" may cause. One of the names suggested by ISAF was "International Radio Sailing Association" and it is this that is favoured by the RSD

Division Members. Before the 2013-2016 RRS are published the name change will be confirmed.

- 2 Allows for a competitor to sail a “chartered” boat without having to change the sail number of that boat.
- 3 Confusion can occur with the numbers with symmetrical digits, as with transparent sails commonly used on models, 18 can be confused with 81 etc. Clear sail identification is vital in radio racing particularly at distance and incorrect competitor and observer’s hails made in the heat of the moment can lead to unnecessary argument. This can be a particular problem when boats are downwind and gull-winging or when multiple boats are finishing together and some sail numbers partly obscured.
- 4 This solution first used in 2005 by the Model Yacht Association (GBR), has proved entirely successful in removing confusion and this should have been proposed by RSD for inclusion into the 2009-2012 RRS.
- 5 If the sail number change were to be permanent it would cause considerable logistical difficulties when a boat returns to its home territory.