**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 DEFINITIONS, TERMINOLOGY AND THE RULES OF PARTS 1, 2 AND 7**

**E1.1 Definitions**

Add to the definition *Interested Party*: ‘but not a competitor when acting as an observer’.

In the definition *Zone* the distance is changed to four hull lengths.

Add new definition:

***Disabled*** A boat is *disabled* while she is unable to continue in the heat.

**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. However, in the rules of Part 1 and Part 5, rule E6 and the definitions *Party* and *Protest*, ‘boat’ includes the competitor controlling her.

(b) ‘Competitor’ means the person that controls a boat using radio signals.

(c) In the racing rules, but not in its appendices, replace the noun ‘race’ with ‘heat’. In Appendix E a race consists of one or more heats and is completed when the last heat in the race is completed.

**E1.3 Rules of Parts 1, 2 and 7**

(a) Rule 1.2 (PFDs) is deleted.

(b) In rule 20 (Room at obstructions), hails and replies shall be made by the competitor controlling the boat.

(c) Rule 23 (Capsized…) is changed to: ‘If possible, a boat shall avoid a boat that is *disabled*.’

(d) Rule 90.2(c) (Sailing Instructions) 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 ADDITIONAL RULES WHEN RACING**

*Rule E2 applies only while boats are* ***racing****.*

**E2.1 Hailing Requirements**

(a) A hail shall be made so that the competitors to whom the hail is directed might reasonably be expected to hear it.

(b) The individual digits of a boat’s sail number shall be hailed; for example ‘one five’, not ‘fifteen’.

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E2.2 Giving Advice**

A competitor shall not give tactical or strategic advice to a competitor controlling a boat that is *racing*.

**E2.3 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.

**E2.4 Transmitter Aerials**

If a transmitter aerial is longer than 200mm when extended, the extremity shall be adequately protected.

**E2.5 Radio Interference**

Transmission of radio signals that cause interference with the control of other boats is prohibited. A competitor that has broken this rule shall not *race* again until permitted to do so by the race committee.

**E3 CONDUCT OF A RACE**

**E3.1 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 re-launch the boat.

**E3.2 Launching Area**

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

**E3.3 Course Board**

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

**E3.4 Starting and Finishing**

(a) Rule 26 (Starting Races) is changed to:

Heats 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 between the course sides of the starting and finishing *marks*.

**E3.5 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.

**E3.6 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.

**E3.7 Black Flag Rule**

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

**E3.8 Other Changes to the Rules of Part 3**

(a) Rules 30.2 (Z Flag) and 33 (Changing the race course) 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.

(c) Courses shall not be shortened.

(d) Rule 32.1(b) (Shortening or Abandoning a Race) is changed to: ‘because of foul weather or thunderstorms,’.

**E4 RULES OF PART 4**

**E4.1 Deleted Rules in Part 4**

Rules 40 (PFDs), 43 (Clothing), 44.3 (Scoring penalties), 45 (Hauling Out), 47 (Equipment), 48 (Lights), 49 Lifelines), 50 (Sails), 52 (Manual Power), and 54 (Forestays) are deleted.

**E4.2 Outside Help**

Rule 41 is changed to:

A boat or the competitor controlling her shall not receive help from any outside source, except

(a) when the competitor is ill, injured or in danger;

(b) when her hull, rig or appendages are entangled with another boat, help from the other competitor;

(c) help in the form of information freely available to all competitors.

**E4.3 Taking a Penalty**

Rule 44.1 is changed to:

A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, or rule 31, in an incident while *racing*. However,

(a) 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) 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;

(c) 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.

**E4.4 Person in Charge**

Rule 46 (Person in charge) is changed to: ‘The member or organization that entered the boat shall designate the competitor. See rule 75 (Entering a race).’

**E5 RACING WITH OBSERVERS AND UMPIRES**

**E5.1 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 a heat, observers shall report to the race committee all unresolved incidents, and any failure to sail the course as required by rule 28 (Sailing the course).

**E5.2 Umpired Races**

The International Radio Sailing Association Addendum Q shall apply to umpired races. Races to be umpired may be identified in the sailing instructions or orally before the warning signal.

*Note: The addendum is available at the website:* ***radiosailing.org****.*

**E5.3 Rules for Observers and Umpires**

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

**E6 PROTESTS AND REQUESTS FOR REDRESS**

**E6.1 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

(b) request redress.

However, a boat or competitor may not protest for an alleged breach of rules E2 (Hailing, Advice, Out of Control, Aerials, Radio Interference) or E3.7 (Black Flag actions).

**E6.2 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.

**E6.3 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 was involved in or saw, she shall hail twice ‘(Her

own sail number) protest (the sail number of the other boat)’.

**E6.4 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 race officer as soon as reasonably possible after *finishing* or retiring.

**E6.5 Time Limits**

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

**E6.6 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.

**E6.7 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’.

**E6.8 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.

**E6.9 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 make repairs before her next heat.

**E7 PENALTIES**

When a protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule* other than a rule of Part 2, 3 or 4, it shall either

(a) disqualify her or add any number of points (including zero and fractions of points) to her score. The penalty shall be applied, if possible, to the heat or race in which the *rule* was broken; otherwise it shall be applied to the next heat or race for that boat. When points are added, the scores of other boats shall not be changed; or

(b) require her to take one or more One-Turn Penalties that shall be taken as soon as possible after the starting signal of her next heat that is started and not subsequently recalled or *abandoned*.

However, if the boat has broken a rule in Appendix G or rule E8, the protest committee shall act in accordance with rule G4.

**E8 CHANGES TO APPENDIX G, IDENTIFICATION ON SAILS**

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

Every boat of a class administered or recognised by 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), E8(d) and E8(e).

(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) When possible, there shall be space in front of a sail number for a numeric prefix.

(3) When the sail number is in the range ‘00’ to ‘09’, the initial ‘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 or a sail number might be misread, the race commit-tee may 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.

(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:

Class insignia, unless back to back, shortest distance between insignia on opposite sides: 20 mm min.

Sail numbers:

Height of characters: 100 mm to 110 mm

Shortest distance between adjoining characters on same side of sail: 20 mm to 30 mm

Shortest distance between sail numbers on opposite sides of sail and between sail numbers and other identification: 60 mm min.

National letters:

Height of characters: 60 mm to 70 mm

Shortest distance between adjoining characters on same side of sail: 13 mm to 23 mm

Shortest distance between national letters on opposite sides of sail: 40 mm min.

(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 rule E8(b), the minimum dimensions in rule E8(d) or the positioning requirements in rule E8(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.