

Radio Controlled Sailing Appendix E



Richard Thompson



RYA



Racing Rules of Sailing 2013

Changes affecting Radio Sailing Races





Racing Rules of Sailing 2013

Background to Appendix E Changes

All changes were prepared by a joint working party of the International Radio Sailing Association (IRSA) and ISAF.

The proposals were circulated to IRSA member countries for comment before finalisation and submission to ISAF.

The IRSA Racing Rules Committee includes representatives from Australia, Canada, Denmark, Germany, Malta and New Zealand.



Racing Rules of Sailing 2013

Main Changes to Appendix E

- Revised to be relevant to all levels of radio sailing from a few boats, perhaps at a newly formed Club, up to a major international event.
- Previous rules that were open to interpretation have been rewritten.
- Rules concerning entangled and disabled boats have been made more rigorous.
- The rules on sail numbering are changed to resolve previous difficulties.
- Rules that should properly be located in sailing instructions have been removed from the appendix.



Appendix E Changes

Revised Terminology

‘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.

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



Appendix E Changes

New Definition

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



Appendix E Changes

Rules using definition *Disabled*

E1.3(c). Rule 23 is changed to: 'If possible, a boat shall avoid a boat that is *disabled*.'

E4.3(c), Taking a Penalty. 'If 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.'

E6.6(f), Redress. Add to rule 62.1: '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.'



Appendix E Changes

Rule 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'.



Appendix E Changes

Rule E3, Control and Launching Areas

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 relaunch the boat.

E3.2 Launching Area

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



Appendix E Changes

E3.7 Black Flag Rule

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

E3.8 Other Changes to the Rules of Part 3

- (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.
- (c) Courses shall not be shortened.
- (d) Rule 32.1(b) is changed to: 'because of foul weather or thunderstorms,'.



Appendix E Changes

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 ~~or from a safety boat crew~~;
- (c) help in the form of information freely available to all competitors.



Appendix E Changes

Rule E4.3 Taking a Penalty

Rule 44.1 is changed to:

.....

- (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;



Rule E4.3(b) Taking a Penalty

QUESTION

When a boat has gained a significant advantage in a race or heat after taking a One-Turn Penalty in accordance with rule 44.2, does a single additional One-Turn Penalty under rule E4.3(b) provide exoneration regardless of the size of the advantage gained.

PROPOSED ANSWER (extract)

No. The first part of rule E4.3(b) states "if the boat gained a significant advantage by her breach despite taking a penalty". This condition must be applied after each One-Turn Penalty taken. If, at that time, the boat still has a significant advantage gained as a result of her breach, another One-Turn Penalty is required before she is exonerated.

Therefore, it is possible that a boat may need to complete more than two turns in order to exonerate herself from a breach of a rule of Part 2 or rule 31 if, by that breach, she had gained such significant advantage over one or more other boats.



Appendix E Changes

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.



Appendix E Changes

E6 Protests and Requests for Redress

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.



Appendix E Changes

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 [etc]; 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 [etc].

However, if the boat has broken a rule in Appendix G or rule E8, [etc].



Any questions?