

## 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).

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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.

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