

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
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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.
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