

APPENDIX D

TEAM RACING RULES

Team races shall be sailed under The Racing Rules of Sailing as changed by this appendix. If umpires will be used the sailing instructions shall so state.

D1 CHANGES TO THE RACING RULES

D1.1 Changes to the Definitions and the Rules of Part 2

- (a) In the definition *Zone* the distance is changed to two hull lengths.
- (b) The second sentence of rule 18.2(b) is changed to ‘If a boat is *clear ahead* when she reaches the *zone*, or she later becomes *clear ahead* when another boat passes head to wind, the boat *clear astern* at that moment shall thereafter give her *mark-room*.’
- (c) Rule 18.4 is deleted.
- (d) Add new rule 23.3: ‘A boat that has *finished* shall not act to interfere with a boat that has not *finished*.’
- (e) Add new rule 23.4: ‘When boats in different races meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own race.’

D1.2 Other Additional Rules

- (a) There shall be no penalty for breaking a rule of Part 2 when the incident is between boats on the same team and there is no contact.
- (b) Add to rule 41: ‘However, a boat may receive help from another boat on her team provided electronic communication is not used.’
- (c) A boat is not eligible for redress based on damage or injury caused by another boat on her team.
- (d) The first sentence of rule 45 is deleted.

D2 PROTESTS AND PENALTIES**D2.1 Protests and Exoneration**

- (a) Rule 60.1(a) is changed to ‘protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in the incident or the incident involved contact between members of the other team; or’.
- (b) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (c) A boat that, while *racing*, may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or rule 42 may take a One-Turn Penalty under rule 44.2.
- (d) The sailing instructions may state that rule D2.4(b) applies to all *protests*.

D2.2 Umpired Races

Races to be umpired shall be identified either in the sailing instructions or by the display of flag U no later than the warning signal.

- (a) When a boat protests under a rule of Part 2 or under rule 31, 42 or 44, she is not entitled to a hearing. Instead, when the protested boat fails either to acknowledge breaking a *rule* or to take the appropriate penalty, the protesting boat may request a decision by conspicuously displaying a yellow flag and hailing ‘Umpire’.
- (b) An umpire shall signal a decision as follows:
 - (1) A green and white flag or a green flag means ‘No penalty’.
 - (2) A red flag means ‘One or more boats are penalized.’ The umpire shall hail or signal to identify each boat to be penalized.
- (c) A boat penalized under rule D2.2(b)(2) shall take a Two-Turns Penalty under rule 44.2.
- (d) PENALTIES INITIATED BY UMPIRES
An umpire may take action without a *protest* by another boat when
 - (1) a boat breaks rule 31 or 42, or a rule of Part 2 through contact with another boat on her team, and does not take a penalty;

- (2) a boat fails to comply with rule D2.2(c);
- (3) a boat commits a breach of sportsmanship;
- (4) a boat breaks rule 14 when damage or injury may have been caused; or
- (5) a boat or her team gains an advantage despite taking a penalty.

The umpire may impose a penalty of one or more turns, each including one tack and one gybe, signalled by displaying a red flag and hailing the boat accordingly, or report the incident to the protest committee, signalled by displaying a black flag, or both.

D2.3 Alternative Umpiring Rules

Each of these rules applies only if the sailing instructions so state.

(a) SINGLE-FLAG PROTEST PROCEDURE

Rule D2.2(a) is replaced by

When a boat protests under a rule of Part 2 or under rule 31, 42 or 44, she is not entitled to a hearing. Instead, a boat involved in the incident may promptly acknowledge breaking a *rule* and take the appropriate penalty. If no boat takes a penalty, an umpire shall decide whether any boat has broken a *rule*, and shall signal the decision in compliance with rule D2.2(b).

(b) RACES WITH LIMITED UMPIRING

Rule D2.2 applies, except that when a boat complies with rule D2.2(a) and either there is no decision signalled or an umpire displays a yellow flag signalling he has insufficient facts to decide, the protesting boat is entitled to a hearing.

D2.4 Additional Protest and Redress Rules When Races Are Umpired

- (a) Neither the race committee nor the protest committee shall protest a boat for breaking a rule listed in rule D2.2(a). However, upon receipt of a report from any source, the protest committee may protest a boat under rule 14 when damage or injury is alleged.
- (b) *Protests* and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

- (c) There shall be no request for redress or appeal by a boat arising from a decision, action or non-action by an umpire. The protest committee may decide to consider giving redress when it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

D3 SCORING A RACE

- D3.1** (a) Each boat *finishing* a race, whether or not rule 28.1 has been complied with, shall be scored points equal to her finishing place. All other boats shall be scored points equal to the number of boats entitled to *race*.

- (b) In addition, a boat's points shall be increased as follows:

<i>Rule broken</i>	<i>Penalty points</i>
Rule 28.1 when as a result she or her team has gained an advantage	10
Any other <i>rule</i> broken while <i>racing</i> for which a penalty has not been taken	6

- (c) After a hearing the protest committee may penalize as follows:
- (1) When a boat has broken a *rule* and as a result her team has gained an advantage, it may increase that boat's points.
 - (2) When a boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a *rule* when not *racing*, it may penalize the boat's team by half or more race wins, or it may impose no penalty.
- (d) The team with the lower total points wins the race. If the totals are equal, the team that did not have the first-place boat wins.

- D3.2** When all boats on one team have *finished*, retired or failed to *start*, the race committee may stop the race. The other team's boats *racing* at that time shall be scored the points they would have received had they *finished*.

D4 SCORING A SERIES

- D4.1** When two or more teams are competing in a series, the winner shall be the team scoring the greatest number of race wins. The other teams shall be ranked in order of number of race wins.

D4.2 When necessary, ties in a completed series shall be broken using, in order,

- (a) the number of races won when the tied teams met;
- (b) the points scored when the tied teams met;
- (c) if two teams remain tied, the last race between them;
- (d) total points scored in all races against common opponents;
- (e) a sail-off if possible, otherwise a game of chance.

If a tie is partially resolved by one of these, then the remaining tie shall be broken by starting again at rule D4.2(a).

D4.3 If a series is not completed, teams shall be ranked according to the results from completed rounds, and ties shall be broken whenever possible using the results from races between the tied teams in the incomplete round. If no round has been completed, teams shall be ranked in order of their percentages of races won. Other ties shall be broken as provided in rule D4.2.

D5 BREAKDOWNS WHEN BOATS ARE SUPPLIED BY THE ORGANIZING AUTHORITY

D5.1 A supplied boat suffering a breakdown, and seeking redress as a result, shall display a red flag at the first reasonable opportunity and, if possible, continue *racing*. The race committee shall decide redress as provided in rules D5.2 and D5.3.

D5.2 When the race committee decides that the boat's finishing position was made significantly worse, that the breakdown was through no fault of the crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, it shall make as equitable a decision as possible. This may be to order the race to be resailed or, when the boat's finishing position was predictable, award her points for that position. Any doubt about a boat's position when she broke down shall be resolved against her.

D5.3 A breakdown caused by defective supplied equipment or a breach of a *rule* by an opponent shall not normally be determined to be the fault of the crew, but one caused by careless handling, capsizing or a breach by a boat on the same team shall be. Any doubt about the fault of the crew shall be resolved in the boat's favour.

APPENDIX E

RADIO-CONTROLLED BOAT RACING RULES

Races for radio-controlled boats shall be sailed under The Racing Rules of Sailing as changed by this appendix.

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.

E1.2 Race Signals

The section Race Signals is deleted. All signals shall be made orally or by other sounds described in this appendix or the sailing instructions.

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.

E1.4 Personal Flotation Devices

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

E1.5 Aerials

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.

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 to break free of the other(s).

E3 PART 3 CONDUCT OF A RACE**E3.1 Races with Observers**

The race committee may appoint race observers, who may be competitors. They shall remain in the control area while boats are *racing* and they shall hail and repeat the identity of boats that contact a *mark* or another boat. Such hails shall be made from the control area. Observers shall report all unresolved incidents to the race committee at the end of the heat.

E3.2 Course Board

Rule J2.1(4) is deleted. A course board showing the course and the limits of the control area and launching area(s) shall be located next to or within the control area with information clearly visible to competitors while *racing*.

E3.3 Control and Launching Areas

The control and launching area(s) shall be defined by the sailing instructions. Competitors *racing* shall remain in the control area while a heat is in progress, except that competitors may briefly go to and return from the launching area to perform functions permitted in rule E4.5. Competitors not *racing* shall remain outside the control and launching areas except when offering assistance under rule E4.2 or when acting as race observers.

E3.4 Deleted Rules

The second sentence of rule 25 and all of rule 33 are deleted.

E3.5 Starting Races

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, 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.

E3.6 Starting Penalties

In rules 29.1 and 30 the word ‘crew’ is deleted. Throughout rule 30 oral announcements shall be used instead of flag signals.

E3.7 Starting and Finishing Lines

The starting and finishing lines shall be tangential to, and on the course side of, the starting and finishing *marks*.

E3.8 Individual Recall

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

E3.9 General Recall

In rule 29.2 replace all after ‘the race committee may’ 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.’

E3.10 Shortening or Abandoning after the Start

In rule 32.1(b) ‘foul weather’ is replaced with ‘thunderstorms’. Rule 32.1(c) is deleted.

E4 PART 4 OTHER REQUIREMENTS WHEN RACING

E4.1 Deleted Rules

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

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 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.

E4.3 Propulsion

Rule 42 is changed so that any reference to body movement is deleted. Rule 42.3(f) is also deleted.

E4.4 Penalties for Breaking Rules of Part 2

Throughout rule 44 the penalty shall be the One-Turn Penalty.

E4.5 Launching and Relaunching

Rule 45 is changed to

- (a) A boat scheduled to *race* in a heat may be launched, held on the bank, taken ashore or relaunched at any time during the heat. However, she shall not be released between the preparatory and starting signals.
- (b) Boats shall be launched or recovered only from within a launching area, except as provided in rule E4.2(b)(1).
- (c) While ashore or within a launching area, boats may be adjusted, drained of water or repaired; have their sails changed or reefed; have entangled objects removed; or have radio equipment repaired or changed.

E4.6 Person in Charge

In rule 46 replace ‘have on board’ with ‘be radio-controlled by’.

E4.7 Radio

- (a) A competitor shall not transmit radio signals that cause interference with the radio reception of other boats.

- (b) A competitor found to have broken rule E4.7(a) shall not *race* until he has proven compliance with that rule.

E4.8 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’. Such a boat shall be considered to have retired and shall thereafter be an *obstruction*.

E5 PART 5 PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

E5.1 Right to Protest; Right to Request Redress or Rule 69 Action

Add to rule 60.1(a): ‘A *protest* alleging a breach of a rule of Part 2, 3 or 4 shall be made only by a competitor within the control or launching area and by a boat scheduled to *race* in the heat in which the incident occurred.’

E5.2 Informing the Protestee

In rule 61.1(a) replace all after the first sentence 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)”.’

E5.3 Protest Time Limit

In rule 61.3 replace ‘two hours’ with ‘15 minutes’ and add: ‘A boat intending to protest shall also inform the race committee no later than five minutes after the end of the relevant heat.’

E5.4 Accepting Responsibility

A boat that acknowledges breaking a rule of Part 2, 3 or 4 before the *protest* is found to be valid may retire from the relevant heat without further penalty.

E5.5 Redress

- (a) Add to rule 62.1:
 - (e) 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’ with ‘15 minutes’.

E5.6 Right to Be Present

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

E5.7 Taking Evidence and Finding Facts

Add to rule 63.6: ‘Evidence about an alleged breach of a rule of Part 2, 3 or 4 given by 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.’

E5.8 Penalties

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

E5.9 Decisions on Redress

Add to 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.’

E5.10 Reopening a Hearing

In rule 66 replace ‘24 hours’ with ‘ten minutes’.

E6 APPENDIX G IDENTIFICATION ON SAILS

Appendix G is changed as follows:

- (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 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
- a sail number, which shall be the last two digits of the boat registration number or the competitor’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', which may be required by the race committee where there is a conflict between sail numbers. Where a conflict remains, the race committee shall require that sail numbers be suitably changed until the conflict is resolved. Any prefix '1' or other required change shall become part of the sail number.

(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 as follows:

	<i>Minimum</i>	<i>Maximum</i>
Class insignia:		
Except where positioned back to back, shortest distance between insignia on opposite sides of sail	20 mm	
Sail numbers:		
Height of characters	100 mm	110 mm
Shortest distance between adjoining characters on same side of sail	20 mm	30 mm
Shortest distance between sail numbers on opposite sides of sail and between sail numbers and other identification	60 mm	
National letters:		
Height of characters	60 mm	70 mm
Shortest distance between adjoining characters on same side of sail	13 mm	23 mm
Shortest distance between national letters on opposite sides of sail	40 mm	

- (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 the minimum dimensions in rule E6(d) or the positioning requirements in rule E6(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.

APPENDIX F

PROCEDURES FOR APPEALS AND REQUESTS

See rule 70. A national authority may change this appendix by prescription but it shall not be changed by sailing instructions.

F1 APPEALS AND REQUESTS

Appeals, requests by protest committees for confirmation or correction of their decisions, and requests for interpretations of the *rules* shall be made in compliance with this appendix.

F2 SUBMISSION OF DOCUMENTS

F2.1 No later than 15 days after receiving the protest committee's written decision or its decision not to reopen a hearing, the appellant shall send an appeal and a copy of the protest committee's decision to the national authority. The appeal shall state why the appellant believes the protest committee's decision or its procedures were incorrect.

F2.2 The appellant shall also send, with the appeal or as soon as possible thereafter, all of the following documents that are available to her:

- (a) the written *protest(s)* or request(s) for redress;
- (b) a diagram, prepared or endorsed by the protest committee, showing the positions and tracks of all boats involved, the course to the next *mark* and the required side, the force and direction of the wind, and, if relevant, the depth of water and direction and speed of any current;
- (c) the notice of race, the sailing instructions, any other conditions governing the event, and any changes to them;
- (d) any additional relevant documents; and
- (e) the names, postal and e-mail addresses, and telephone numbers of all *parties* to the hearing and the protest committee chairman.

F2.3 A request from a protest committee for confirmation or correction of its decision shall be sent no later than 15 days after the decision and

shall include the decision and the documents listed in rule F2.2. A request for an interpretation of the *rules* shall include assumed facts.

F3 RESPONSIBILITIES OF NATIONAL AUTHORITY AND PROTEST COMMITTEE

Upon receipt of an appeal or a request for confirmation or correction, the national authority shall send to the *parties* and protest committee copies of the appeal or request and the protest committee's decision. It shall ask the protest committee for any relevant documents listed in rule F2.2 not sent by the appellant or the protest committee, and the protest committee shall promptly send them to the national authority. When the national authority has received them it shall send copies to the *parties*.

F4 COMMENTS

The *parties* and protest committee may make comments on the appeal or request or on any of the documents listed in rule F2.2 by sending them in writing to the national authority. Comments on any document shall be made no later than 15 days after receiving it from the national authority. The national authority shall send copies of the comments to the *parties* and protest committee as appropriate.

F5 INADEQUATE FACTS; REOPENING

The national authority shall accept the protest committee's finding of facts except when it decides they are inadequate. In that case it shall require the committee to provide additional facts or other information, or to reopen the hearing and report any new finding of facts, and the committee shall promptly do so.

F6 WITHDRAWING AN APPEAL

An appellant may withdraw an appeal before it is decided by accepting the protest committee's decision.

APPENDIX G

IDENTIFICATION ON SAILS

See rule 77.

G1 ISAF INTERNATIONAL CLASS BOATS

G1.1 Identification

Every boat of an ISAF International Class or Recognized Class shall carry on her mainsail and, as provided in rules G1.3(d) and G1.3(e) for letters and numbers only, on her spinnaker and headsail

- (a) the insignia denoting her class;
- (b) at all international events, except when the boats are provided to all competitors, national letters denoting her national authority from the table below. For the purposes of this rule, international events are ISAF events, world and continental championships, and events described as international events in their notices of race and sailing instructions; and
- (c) a sail number of no more than four digits allotted by her national authority or, when so required by the class rules, by the international class association. The four-digit limitation does not apply to classes whose ISAF membership or recognition took effect before 1 April 1997. Alternatively, if permitted in the class rules, an owner may be allotted a personal sail number by the relevant issuing authority, which may be used on all his boats in that class.

Sails measured before 31 March 1999 shall comply with rule G1.1 or with the rules applicable at the time of measurement.

NATIONAL SAIL LETTERS

<i>National authority</i>	<i>Letters</i>	<i>National authority</i>	<i>Letters</i>
Algeria	ALG	Fiji	FIJ
American Samoa	ASA	Finland	FIN
Andorra	AND	France	FRA
Angola	ANG	Georgia	GEO
Antigua	ANT	Germany	GER
Argentina	ARG	Great Britain	GBR
Armenia	ARM	Greece	GRE
Australia	AUS	Grenada	GRN
Austria	AUT	Guam	GUM
Azerbaijan	AZE	Guatemala	GUA
Bahamas	BAH	Hong Kong	HKG
Bahrain	BRN	Hungary	HUN
Barbados	BAR	Iceland	ISL
Belarus	BLR	India	IND
Belgium	BEL	Indonesia	INA
Bermuda	BER	Ireland	IRL
Brazil	BRA	Israel	ISR
British Virgin Islands	IVB	Italy	ITA
Bulgaria	BUL	Jamaica	JAM
Canada	CAN	Japan	JPN
Cayman Islands	CAY	Kazakhstan	KAZ
Chile	CHI	Kenya	KEN
China, PR	CHN	Korea	KOR
Chinese Taipei	TPE	Kuwait	KUW
Colombia	COL	Kyrgyzstan	KGZ
Cook Islands	COK	Latvia	LAT
Croatia	CRO	Lebanon	LIB
Cuba	CUB	Libya	LBA
Cyprus	CYP	Liechtenstein	LIE
Czech Republic	CZE	Lithuania	LTU
Denmark	DEN	Luxembourg	LUX
Dominican Republic	DOM	Macedonia (FYRO)	MKD
Ecuador	ECU	Malaysia	MAS
Egypt	EGY	Malta	MLT
El Salvador	ESA	Mauritius	MRI
Estonia	EST	Mexico	MEX

<i>National authority</i>	<i>Letters</i>	<i>National authority</i>	<i>Letters</i>
Micronesia (FSO)	FSM	Senegal	SEN
Moldova	MDA	Serbia	SRB
Monaco	MON	Seychelles	SEY
Montenegro	MNE	Singapore	SIN
Morocco	MAR	Slovak Republic	SVK
Myanmar	MYA	Slovenia	SLO
Namibia	NAM	Solomon Islands	SOL
Netherlands	NED	South Africa	RSA
Netherlands Antilles	AHO	Spain	ESP
New Zealand	NZL	Sri Lanka	SRI
Norway	NOR	St Lucia	LCA
Oman	OMA	Sweden	SWE
Pakistan	PAK	Switzerland	SUI
Palestine	PLE	Tahiti	TAH
Papua New Guinea	PNG	Thailand	THA
Paraguay	PAR	Trinidad & Tobago	TRI
Peru	PER	Tunisia	TUN
Philippines	PHI	Turkey	TUR
Poland	POL	Ukraine	UKR
Portugal	POR	United Arab Emirates	UAE
Puerto Rico	PUR	United States of America	USA
Qatar	QAT	Uruguay	URU
Romania	ROU	US Virgin Islands	ISV
Russia	RUS	Vanuatu	VAN
Samoa	SAM	Venezuela	VEN
San Marino	SMR	Zimbabwe	ZIM

Note: An up-to-date list is available on the ISAF website.

G1.2 Specifications

- (a) National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. Commercially available typefaces giving the same or better legibility than Helvetica are acceptable.
- (b) The height of characters and space between adjoining characters on the same and opposite sides of the sail shall be related to the boat's overall length as follows:

<i>Overall length</i>	<i>Minimum height</i>	<i>Minimum space between characters and from edge of sail</i>
under 3.5 m	230 mm	45 mm
3.5 m – 8.5 m	300 mm	60 mm
8.5 m – 11 m	375 mm	75 mm
over 11 m	450 mm	90 mm

G1.3 Positioning

Class insignia, national letters and sail numbers shall be positioned as follows:

- (a) Except as provided in rules G1.3(d) and G1.3(e), class insignia, national letters and sail numbers shall when possible be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length. They shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost.
- (b) The class insignia shall be placed above the national letters. If the class insignia is of such a design that two of them coincide when placed back to back on both sides of the sail, they may be so placed.
- (c) National letters shall be placed above the sail number.
- (d) The national letters and sail number shall be displayed on the front side of a spinnaker but may be placed on both sides. They shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, when possible, wholly above an arc whose radius is 60% of the foot median.
- (e) The national letters and sail number shall be displayed on both sides of a headsail whose clew can extend behind the mast 30% or more of the mainsail foot length. They shall be displayed wholly below an arc whose centre is the head point and whose radius is half the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.

G2 OTHER BOATS

Other boats shall comply with the rules of their national authority or class association in regard to the allotment, carrying and size of insignia, letters and numbers. Such rules shall, when practicable, conform to the above requirements.

G3 CHARTERED OR LOANED BOATS

When so stated in the notice of race or sailing instructions, a boat chartered or loaned for an event may carry national letters or a sail number in contravention of her class rules.

G4 WARNINGS AND PENALTIES

When a protest committee finds that a boat has broken a rule of this appendix it shall either warn her and give her time to comply or penalize her.

G5 CHANGES BY CLASS RULES

ISAF classes may change the rules of this appendix provided the changes have first been approved by the ISAF.