

## APPENDIX D – TEAM RACING RULES

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

### D1 CHANGES TO THE RACING RULES

**D1.1** The following rules are changed, added or deleted:

- (a) Rule 17.2 is changed to: ‘Except on a beat to windward, while a boat is less than two of her hull lengths from a *leeward* boat, she shall not sail below her *proper course* unless she gybes.’
- (b) Rule 18.4 is deleted.
- (c) Add to rule 22.2: ‘Except when sailing a *proper course*, a boat shall not interfere with a boat on another leg or lap of the course. For the purpose of this rule, a boat that has *finished* is on a different leg from one that has not.’
- (d) Add new rule 22.3: ‘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.’
- (e) Add to rule 41: ‘A boat that receives help from a team-mate does not break this rule.’

**D1.2** The following additional rules apply:

- (a) There shall be no penalty for breaking a rule of Part 2 when the incident is between boats in the same team and there is no contact.
- (b) A boat damaged by a team-mate boat is not eligible for redress based on that damage.

## **D2 INTENTION TO PROTEST; ACKNOWLEDGEMENT OF BREACHES OF RULES**

### **D2.1 General**

- (a) A boat intending to protest shall hail the other boat immediately and promptly display a red flag.
- (b) A boat that, while *racing*, may have broken a rule of Part 2, except rule 14 when the boat has caused damage, or rule D1 may take a penalty as provided by rules 44.1 and 44.2, except that only one turn is required. When an incident occurs at the finishing line or when an umpire's penalty is signalled at or beyond the finishing line, a boat shall not be recorded as having *finished* until she has completed her penalty and sailed completely to the course side of the line before *finishing*.
- (c) When after displaying a red flag a boat is satisfied that the other boat has taken a penalty in compliance with rule D2.1(b) she shall remove her red flag.
- (d) A boat that has displayed a red flag and then decides reasonably promptly that she, and not the other boat, was at fault shall immediately remove her flag, take a penalty in compliance with rule D2.1(b), and hail the other boat accordingly.
- (e) The sailing instructions may state that rule D2.2(g) 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, except rule 14, or under rule D1, 31.1, 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 a penalty in compliance with rule D2.1(b), the protesting boat may display a yellow flag and request a decision by hailing 'Umpire'.
- (b) An umpire shall signal a decision as follows:
  - (1) A green flag or a green and white flag means 'No penalty imposed; incident closed'.

- (2) A red flag means ‘One or more boats are penalized.’ The umpire shall hail or signal to identify each boat to be penalized.

The protesting boat shall then remove her flag.

- (c) A boat penalized by an umpire’s decision shall make two 360° turns (720°) in compliance with rule 44.2.
- (d) When a boat commits a breach of sportsmanship or fails to take a penalty when required by an umpire, or when a boat or her team gains an advantage despite taking a penalty, an umpire may impose one or more 360° turn penalties by displaying a red flag and hailing her accordingly, or report the incident as provided in rule D2.2(e).
- (e) When an incident involves reckless sailing, rule 14 when damage may have been caused, rule 28.1 or failure to comply with an umpire’s decision, the umpire may report the incident to a protest committee which may further penalize the boat concerned. The umpire shall signal this intention by displaying a black flag and hailing appropriately.
- (f) Rules 60.2 and 60.3 do not apply. The protest committee may call a hearing only on receipt of a report from an umpire as provided in rule D2.2(e) or under rule 69.
- (g) *Protests* need not be in writing, and the protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.
- (h) There shall be no requests for redress or to reopen a hearing or appeals by a boat arising from decisions or actions or non-actions by the umpires. 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.

### **D2.3 Races with Observers**

Observers may be appointed by the race committee to observe the racing and give opinions on incidents when requested. If so, rule D2.2 applies except that

- (a) a boat need not request an opinion or accept one, in which case any *protest* shall comply with and be decided under the rules of Part 5 as changed by this appendix;

- (b) an observer may display a yellow flag to signal that he has no opinion. If a boat then intends to protest she may do so by complying with the rules of Part 5 as changed by this appendix.

### D3 SCORING A RACE

**D3.1** (a) Each boat *finishing* a race, whether or not rules 28.1 and 29.1 have 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 score shall be increased as follows:

| <i>Rule broken</i>                                                  | <i>Penalty points</i> |
|---------------------------------------------------------------------|-----------------------|
| (1) rule 14 when the boat has caused damage,<br>or rule 29.1        | 10                    |
| (2) any other <i>rule</i> for which a penalty has not<br>been taken | 6                     |

However, a boat that breaks rule 28.1 and does not *finish* shall not have the penalty points in (2) above added to her score for this breach when it gained neither her nor her team any advantage. The protest committee may further increase a boat's score when she has broken a *rule* and as a result her team has gained an advantage.

- (c) The team with the lowest total points wins. If there is a tie on points, the team having the combination of race scores that does not include a first place wins.

**D3.2** When all boats of one team have *finished* or retired, the race committee may stop the race. The other team's boats shall be scored the points they would have received had they *finished*.

**D3.3** When all the boats of a team fail to *start* in a race, each shall be scored points equal to the number of boats entitled to *race*, and the boats of the other team shall be scored as if they had *finished* in the best positions.

#### **D4 SCORING A SERIES**

**D4.1** A team racing series shall consist of races or matches. A match shall consist of two races between the same two teams. The team with the lower total points for the race or the match wins.

**D4.2** When two or more teams are competing in a series consisting of races or matches, the series winner shall be the team winning the greatest number of races or matches. The other teams shall be ranked in order of number of wins. Tied matches shall count as half a win to each team.

**D4.3** When necessary, ties in a completed series shall be broken using, in order of precedence,

- (a) the number of races or matches 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 game of chance.

If a multiple tie is only partially resolved by one of these, then the remaining tie shall be broken by starting again at rule D4.3(a).

**D4.4** If a series is not completed, teams shall be ranked according to the results from completed rounds, and ties shall be broken initially using the results from races or matches between the tied teams in the incomplete round. If no round has been completed, teams shall be ranked in order of their race (or match) win-loss ratios. Thereafter, rule D4.3(a) to D4.3(e) shall be used to break ties.

#### **D5 BREAKDOWNS WHEN BOATS ARE SUPPLIED BY THE ORGANIZING AUTHORITY**

**D5.1** A supplied boat suffering a breakdown shall display a red flag as soon as practicable and, if possible, continue *racing*.

**D5.2** When the race committee decides that the boat's finishing position was made significantly worse, that the breakdown was not the 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, which may be to order the race to be resailed or, when the boat's finishing position was predictable, award her points for that position. In case of doubt about her position when she broke down, the doubt 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 of 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

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*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 Appendix A read ‘heat’. Within 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. A ‘series’ consists of a specified number of races or events.

### **E1.2 Race Signals**

Race Signals do not apply. All signals shall be given orally or by other sounds described in this appendix.

### **E1.3 Definitions**

- (a) Add to the definition *Interested Party* ‘but not a competitor when acting as an observer’.
- (b) In the definition *Two-Length Zone* change ‘Two’ to ‘Four’.

### **E1.4 Personal Buoyancy**

Rule 1.2 is replaced with ‘When on board a rescue vessel, each competitor shall be responsible for wearing personal buoyancy 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 21 is replaced with:

### **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(3) does not apply. 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 Non-applicable Rules**

The second sentence of rule 25 and all of rule 33 do not apply.

### **E3.5 Starting Races**

Rule 26 is replaced with:

‘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, verbal signals shall be made at ten-second intervals, and during the final ten seconds at one-second intervals. The start shall be at the beginning of the starting signal.’

### **E3.6 Starting Penalties**

In rules 29.1 and 30 delete the word ‘crew’. Throughout rule 30 oral announcements shall replace the display 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**

Rule 29.2 is changed. Delete all after ‘the race committee shall promptly’ and replace with ‘twice hail “Recall (sail numbers)”’.

### **E3.9 General Recall**

Rule 29.3 is changed. Delete all after ‘the race committee may’ and replace with ‘twice hail “General recall” with two sound signals’. After the recalled start, the warning signal for a new start shall be made.

### **E3.10 Shortening or Abandoning after the Start**

In rule 32.1(b) delete ‘foul weather’ and replace with ‘thunderstorms’. Rules 32.1(c) and 32.2 do not apply.

## **E4 PART 4 – OTHER REQUIREMENTS WHEN RACING**

### **E4.1 Non-applicable rules**

Rules 42.2(b), 42.2(c), 42.3(a), 42.3(c), 43, 47, 48, 49, 50, 52 and 54 do not apply.

### **E4.2 Outside Help**

Rule 41 is replaced with:

- (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 *mark*, may be freed and relaunched only with outside help from a rescue vessel crew.
  - (2) Competitors who are not *racing* and others may give outside help in the launching area as permitted by rule E4.5.

### **E4.3 Propulsion and Prohibited Actions**

- (a) In rule 42.1 delete all after ‘sails and hull’.
- (b) In rule 42.2(a) delete all after ‘releasing the sail’.

### **E4.4 Penalties for Breaking a Rule of Part 2**

Throughout rule 44 the penalty shall be one 360° turn, including one tack and one gybe.

### **E4.5 Launching and Relaunching**

Rule 45 is replaced with:

- (a) Except between the preparatory and starting signals, boats scheduled to *race* in a heat may be launched, taken ashore or relaunched at any time during the heat.
- (b) Boats shall be launched or recovered only from within a launching area, except as provided by 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**

Rule 46 is changed. Delete ‘have on board’ and replace with ‘be radio-controlled by’.

#### **E4.7 Moving Ballast**

Rule 51 is replaced with:

During an event and unless class rules specify otherwise,

- (a) ballast shall not be shifted, shipped or unshipped;
- (b) except for replacements of similar weight and position, no control equipment shall be shifted, shipped or unshipped;
- (c) the position of rig counterbalance weights may be adjusted; and
- (d) bilge water shall not be used to trim the boat, but may be removed at any time.

#### **E4.8 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 E4.8(a) shall not *race* until he has proven compliance with rule E4.8(a).

#### **E4.9 Boat Out of Radio Control**

A competitor who loses radio control of his boat shall promptly hail and repeat ‘Out of control (the boat’s sail number)’. Such a boat shall be deemed to have retired and shall be considered an *obstruction*.

## **E5 PART 5 – PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS**

### **E5.1 Right to Protest and Request Redress**

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.’ After the words ‘report by a competitor from another boat’ in rules 60.2(a) and 60.3(a) add ‘except when acting as an observer’.

### **E5.2 Informing the Protestee**

In rule 61.1(a) delete all after the first sentence and replace 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 delete ‘two hours’ and replace with ‘15 minutes’. Add ‘A protestor intending to submit a *protest* shall inform the race committee within five minutes of 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) The first sentence of rule 62.2 is changed to ‘The request shall be made in writing within the time limit of rule E5.3.’

### **E5.6 Right to Be Present**

In rule 63.3(a) delete ‘shall have been on board’ and replace 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 and Exoneration**

Instead of disqualification as provided by rule 64.1(a), the penalty for breaking rule E3.3, E4.2(a) or E4.5 may be determined by the protest committee to be

- (a) exclusion from the next race,
- (b) disqualification from the next race, or
- (c) one or more penalty turns that must be taken immediately after the boat has started her next race.

In these cases rule 64.1(c) does not apply.

### **E5.9 Decision 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 ‘24 hours’ is changed to ‘ten minutes’.

## **E6 APPENDIX G – IDENTIFICATION ON SAILS**

Appendix G is changed as follows:

- (a) In rule G1 add ‘RSD’ after ‘ISAF’.

- (b) Rule G1.1(c) is replaced by: ‘a sail number, which shall be the last two digits of the boat registration number, allotted by the relevant issuing authority.’ Where this is a single-digit number, a ‘0’ shall be placed in front. Alternatively an owner may be allotted a personal sail number by the relevant issuing authority, the last two digits of which may be used on all his boats. Where this is a single-digit number, a ‘0’ shall be placed in front.
- (c) In rule G1.2(b) delete ‘and opposite’ and add to the table:

|                     | <i>Minimum height</i> | <i>Minimum space<br/>between letters and<br/>numerals or edge of<br/>sail</i> |
|---------------------|-----------------------|-------------------------------------------------------------------------------|
| numbers on RC boats | 100 mm                | 13 mm                                                                         |
| letters on RC boats | 60 mm                 | 13 mm                                                                         |

Maximum dimensions shall be the minimum plus 10 mm. The space between marks on opposite sides of the sail shall be 60–100 mm. If a sail is too small to use the specified dimensions, smaller letters and numbers may be used, with 13 mm as the absolute minimum spacing.

- (d) Rule G1.3(c) is replaced by: ‘Sail numbers shall be placed above the national letters. There shall be space in front of the sail number for the prefix ‘1’, which may be prescribed by the race committee in the event of a conflict between numbers.’
- (e) Rule G1.3(e) is replaced by: ‘The sail number shall be displayed on both sides of the headsail.’

## APPENDIX F – APPEALS PROCEDURES

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

### **F1 NATIONAL AUTHORITY**

Appeals, requests by protest committees for confirmation or correction of decisions, and requests for the interpretation of *rules* shall be made to the national authority.

### **F2 APPELLANT'S RESPONSIBILITIES**

**F2.1** Within 15 days of receiving the protest committee's written decision or its decision not to reopen a hearing, the appellant shall send a dated appeal to the national authority with a copy of the protest committee's decision. The appeal shall state why the appellant believes the protest committee's interpretation of a *rule* or its procedures were incorrect.

**F2.2** The appellant shall also send, with the appeal or as soon as possible thereafter, any 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 and addresses 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 include the decision and all relevant documents. A request for a *rule* interpretation shall include assumed facts.

**F3 NOTIFICATION AND RESPONSE OF THE PROTEST COMMITTEE**

Upon receipt of an appeal, the national authority shall send a copy of the appeal to the protest committee, asking the protest committee for the documents listed in rule F2.2 not supplied by the appellant, and the protest committee shall send the documents to the national authority.

**F4 NATIONAL AUTHORITY'S RESPONSIBILITIES**

The national authority shall send copies of the appeal and the protest committee's decision to the other *parties* to the hearing. It shall send to the appellant copies of documents not sent by the appellant. It shall send to any *party* to the hearing upon request any of the documents listed in rule F2.2.

**F5 ADDITIONAL INFORMATION**

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

**F6 COMMENTS**

*Parties* to the hearing and the protest committee may send comments on the appeal to the national authority, provided they do so within 15 days of receiving the appeal. The national authority shall send such comments to all *parties* to the hearing and to the protest committee.

**F7 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

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*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.

| <i>Letters</i> | <i>National authority</i> | <i>Letters</i> | <i>National authority</i> |
|----------------|---------------------------|----------------|---------------------------|
| ALG            | Algeria                   | AUS            | Australia                 |
| ASA            | American Samoa            | AUT            | Austria                   |
| AND            | Andorra                   | BAH            | Bahamas                   |
| ANG            | Angola                    | BRN            | Bahrain                   |
| ANT            | Antigua                   | BAR            | Barbados                  |
| ARG            | Argentina                 | BLR            | Belarus                   |
| ARM            | Armenia                   | BEL            | Belgium                   |

| <i>Letters</i> | <i>National authority</i> | <i>Letters</i> | <i>National authority</i> |
|----------------|---------------------------|----------------|---------------------------|
| BER            | Bermuda                   | HUN            | Hungary                   |
| BRA            | Brazil                    | ISL            | Iceland                   |
| IVB            | British Virgin Islands    | IND            | India                     |
| BRU            | Brunei Darussalam         | INA            | Indonesia                 |
| BUL            | Bulgaria                  | IRL            | Ireland                   |
| CAN            | Canada                    | ISR            | Israel                    |
| CHI            | Chile                     | ITA            | Italy                     |
| CHN            | China                     | JAM            | Jamaica                   |
| TPE            | Chinese Taipei            | JPN            | Japan                     |
| COL            | Columbia                  | KAZ            | Kazakhstan                |
| COK            | Cook Islands              | KEN            | Kenya                     |
| CRO            | Croatia                   | KOR            | Korea                     |
| CUB            | Cuba                      | KUW            | Kuwait                    |
| CYP            | Cyprus                    | KGZ            | Kyrgyzstan                |
| CZE            | Czech Republic            | LAT            | Latvia                    |
| DEN            | Denmark                   | LIB            | Lebanon                   |
| DOM            | Dominican Republic        | LBA            | Libya                     |
| ECU            | Ecuador                   | LIE            | Liechtenstein             |
| EGY            | Egypt                     | LTU            | Lithuania                 |
| ESA            | El Salvador               | LUX            | Luxembourg                |
| EST            | Estonia                   | MAS            | Malaysia                  |
| FIJ            | Fiji                      | MLT            | Malta                     |
| FIN            | Finland                   | MRI            | Mauritius                 |
| FRA            | France                    | MEX            | Mexico                    |
| GAB            | Gabon                     | FSM            | Micronesia                |
| GEO            | Georgia                   | MDA            | Moldova                   |
| GER            | Germany                   | MON            | Monaco                    |
| CAY            | Grand Cayman              | MAR            | Morocco                   |
| GBR            | Great Britain             | MYA            | Myanmar                   |
| GRE            | Greece                    | NAM            | Namibia                   |
| GRN            | Grenada                   | NED            | The Netherlands           |
| GUM            | Guam                      | AHO            | Netherlands Antilles      |
| GUA            | Guatemala                 | NZL            | New Zealand               |
| HKG            | Hong Kong                 | NGR            | Nigeria                   |
|                |                           | NOR            | Norway                    |

| <i>Letters</i> | <i>National authority</i> | <i>Letters</i> | <i>National authority</i> |
|----------------|---------------------------|----------------|---------------------------|
| PAK            | Pakistan                  | SUD            | Sudan                     |
| PNG            | Papua New Guinea          | SWE            | Sweden                    |
| PAR            | Paraguay                  | SUI            | Switzerland               |
| PER            | Peru                      | TAH            | Tahiti                    |
| PHI            | Philippines               | THA            | Thailand                  |
| POL            | Poland                    | TRI            | Trinidad & Tobago         |
| POR            | Portugal                  | TUN            | Tunisia                   |
| PUR            | Puerto Rico               | TUR            | Turkey                    |
| QAT            | Qatar                     | UKR            | Ukraine                   |
| ROM            | Romania                   | UAE            | United Arab Emirates      |
| RUS            | Russia                    | USA            | United States of America  |
| SMR            | San Marino                | URU            | Uruguay                   |
| SEY            | Seychelles                | ISV            | US Virgin Islands         |
| SIN            | Singapore                 | UZB            | Uzbekistan                |
| SVK            | Slovak Republic           | VEN            | Venezuela                 |
| SLO            | Slovenia                  | YUG            | Yugoslavia                |
| RSA            | South Africa              | ZIM            | Zimbabwe                  |
| ESP            | Spain                     |                |                           |
| SRI            | Sri Lanka                 |                |                           |
| LCA            | St. Lucia                 |                |                           |

## **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 sizes of characters and minimum 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 letters and numerals or 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 (d) and (e) below, 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.