

Racing Rules of Sailing

New Case - Rule 29.1, Rule 62.1. Race Signals, X

A submission from the Royal Yachting Association

Purpose or Objective

To clarify the scope of Case 31.

Proposal

Rule 29.1, Recalls; Individual Recall
Rule 62.1(a), Redress
Race Signals, X

When the race committee intends an individual recall but, while displaying flag X, makes two sound signals in addition to the starting sound signal, this is an improper action. However, a boat that stops racing before she can see which flag, if any, is displayed is at fault and is not entitled to redress.

A race committee recall signal comprises both the flag and the sound.

ASSUMED FACTS

The race committee makes the starting signal, with one sound signal. It identifies OCS boats and displays flag X, but with two sound signals rather than one sound signal. The OCS boats return, and flag X is removed. The race continues.

Boat A, which is not OCS and does not believe herself to be OCS, is unable to see the flag because of other boats. She believes from the sound signals that a general recall has been signalled, and turns back towards the starting line. No recall flag is flying when she is able to look for visual signals. She resumes sailing towards the first mark. Her finishing position is 12th, compared with a 1st and 5th in the other two races of the series. She asks for redress

Question 1

Is a sound part of a recall signal, or is it to draw attention to the visual signal?

Answer 1

A recall signal is the combination of the display of the flag and the sound. That is also the case with most other race committee signals. (However, under rule 26 the timing of starting signals is governed solely by the display of the visual signal and the absence of sound signals is disregarded.)

Question 2

Is Boat A entitled to redress?

Answer 2

No. The individual recall was improperly signalled. However, for a boat to be granted redress, her score must have been made worse through no fault of her own. Boat A was at fault when she turned back. A signal comprises a flag and a sound or sounds. Until she can see which flag is (or is not) being displayed, a boat should not act on the assumption from two sounds that there has been a general recall.

Boat A's loss of place was caused by her relying solely on the sound element of the signal, and turning back when there was no need to do so.

This is different from the situation where there is an individual recall flag, but no sound signal, as in ISAF Case 31. In that case there was no reason for a boat to look for a recall flag and, by continuing to race, her score was affected through no fault of her own.

Current Position

None.

Reason

To clarify a boat's entitlement to redress when a recall is improperly signalled.
