Racing Rules of Sailing

Rule E1.4(c)

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To add to the one-turn penalty to negate the advantage that often occurs in radio sailing.

This submission proposes an alternative rule to the main Appendix E submission 201-11 and uses the rule numbering therein. If submission 201-11 is rejected, this submission is withdrawn.

Proposal

E1.4 Changes to the Rules of Part 4

(a) Rules 43, 45, 47, 48, 49, 50, 52 and 54 are deleted.

(b) Rule 41 is changed to:
   A boat shall not receive help from any outside source, except
   (1) when her hull, rig or appendages are entangled with another boat, help to get clear from the other boat or from a safety boat crew;
   (2) help in the form of information freely available to all boats.

(c) In rule 44.1 the Two-Turns Penalty is replaced by the One-Turn Penalty.

(d) Rule 44.1(b) is changed to:
   if the boat gained a significant advantage in the heat or race by her breach despite taking a penalty, her penalty shall be an additional One-Turn Penalty. If the boat caused serious damage, or as a result of breaking a rule of Part 2 she caused another boat to become disabled and retire, her penalty shall be to retire.

(e) Rule 44.2 is changed to

   (1) After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

   (2) After a boat has completed a penalty for a breach of a rule of Part 2, she shall cross behind the other boat in the incident.

(f) Rule 46 is changed to

   The member or organisation that entered the boat shall designate the competitor. See rule 75.
Current Position

As above.

Reasons

The nature of radio sailing is such that contact between boats occurs more often than in full sized boats. In many cases the offending boat is able to recommence sailing rapidly, carry out its penalty and continue racing before the infringed boat has been able to recover. Requiring the give way boat to sail behind the right of way boat after completing its penalty will ensure that the turn is an effective penalty and will significantly reduce the need to determine a significant advantage.

The paragraphs are renumbered for clarity.

This submission was prepared by the ISAF-IRSA Radio Sailing Rules Working Group.