

Racing Rules of Sailing

Rule E6.6

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To remove a condition for redress that has proved unworkable in practice.

Proposal

E6.6 Redress

Add to rule 62.1:

- (e) external radio interference acknowledged by the race committee, or
- (f) becoming *disabled* ~~and as a result retiring~~ 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.

Current Position

As above.

Reasons

The current rule creates a serious difficulty for protest committees. Having determined that a boat's score has been made significantly worse through no fault of her own, which in this case means determining that it was not reasonably possible for the boat seeking redress to avoid contact (see rule 14), the protest committee must then decide whether the boat retires as a result of being disabled. This effectively means that a boat that became free to sail after a period of time and then retired was not able to seek redress. The rule also encouraged boats to retire soon after they became disabled.

The proposed rule change:

1. Retains the definition of disabled that has a wider meaning than entanglement or grounding as it includes all instances in which a person controlling a boat is unable to manoeuvre his boat using seamanlike actions within the control area.
2. Allows the protest committee to apply the standard conditions for redress (score made significantly worse through 'no fault of her own') without having to engage in a complicated debate on whether a boat retires as a result of being disabled or merely because they were last in the heat.
3. The rule reflects the wishes of the majority of radio sailors who believe that if they are not at fault and are taken out of a heat by another competitor they should be able to seek redress.

4. When discussing this rule an analogy is frequently made with a boat that capsizes in an incident. However, seamanlike action by a crew can allow a boat to recover from a capsize, whereas no seamanlike action by the person controlling a boat by radio signals will permit a boat to recover from being disabled.
5. Was used at the IOM Europeans in 2014 and IOM Worlds in 2015 with the full approval of the class association and competitors and without generating a large number of redress cases.

This submission is supported by the International Radio Sailing Association.
