

The Call Book for Radio Sailing 2021 - 2024

sport / nature / technology



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First edition: January 2021

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FOREWORD

Racing between radio controlled sailing boats continues to develop as an important part of our sport. It attracts competitors of all ages and experience, from school and junior sailors to experienced sailors who may have retired from racing dinghies or keelboats. Racing can take place on small ponds or large lakes or, occasionally, on open water.

A brief history of the Call Book is included below.

This edition updates the calls to ensure compliance with the Racing Rules of Sailing for **2025 – 2028**; it also introduces new calls and fine tunes the existing text.

It is important to note that this Call Book is only authoritative for Radio Sailing sailed under the Racing Rules of Sailing including Appendix E. This includes racing with and without observers or umpires and races which are split into heats.

The World Sailing Racing Rules Committee trusts that competitors and race officials will continue to provide input to the Racing Rules Committee for further development of the Call Book.

Readers with comments and suggestions are invited to send them to the World Sailing Executive Office.

John Doerr
Chair
World Sailing Racing Rules Committee
January 2021

DEVELOPMENT HISTORY

The need for a set of agreed interpretations of the Racing Rules of Sailing (RRS) for racing in radio controlled sailing boats, referred to as 'radio sailing', was identified by the International Jury at the 2011 International One Metre World Championships. They recommended that radio sailing develop a specific case or call book.

The challenge was taken up by Peter Johnson (GBR) and Gordon Davies (IRL). With input from many sailors and officials, they led the development that resulted in the publication of the first case book (as it was then titled) in 2015. This was supported by the International Radio Sailing Association (IRSA).

Since then the interpretations have been developed and refined to resolve problems arising at events and to address some practices that had grown over time and were not consistent with the RRS and authoritative WS publications.

In 2020 the copyright of the Call Book was kindly transferred by the original authors to World Sailing (WS). This is the first edition approved by World Sailing.

Many people have been involved in preparing this book. Roy Granich, in his then role as IRSA Racing Committee Chairman, spent a great deal of time discussing and arguing with the authors. Richard Thompson, a member of the WS Racing Rules Committee, provided valuable insight into how these interpretations could integrate into the greater body of writings on the rules. Graham Bantock, Roger Stollery, Olivier Cohen, Zoran Grubusa and many others made insightful contributions.

PREFACE

The purpose of this book is to provide, for competitors and race officials, approved interpretations of the racing rules when sailing under RRS including Appendix E, Radio Sailing Racing Rules.

The RRS 2025-2028 includes many changes. This Call Book been reviewed and edited where necessary to comply with these changes.

As radio sailing develops, incidents not covered in this book will occur, giving rise to questions on how the rules should apply. It is hoped that sailors and race officials will send their comments on the calls book and submit proposals for new or changed calls. These may be sent to office@sailing.org They will be considered by the World Sailing radio sailing rules working party which reports to the WS Racing Rules Committee.

The publishing of the Call Book is governed by World Sailing regulation 28. This means that it is authoritative for radio sailing only.

CONTENTS OF THE CALL BOOK

All calls assume that the Racing Rules of Sailing Appendix E applies.

The following abbreviations are used in this Call Book:

WS World Sailing

RRS Racing Rules of Sailing

Unless otherwise indicated, the wind is blowing from the top of the diagram. Some calls refer to a heat or a race; all calls apply equally to both.

The Call Book has been divided into sections as follows:

GP General Principles

B Boat on boat

O Observers

P Protests and Penalties

R Other requirements

By convention, boats are treated as female and competitors, observers and race officials as male. However, the radio sailing community recognizes that a person's gender plays no part in determining his or her abilities in any of these roles.

INDEX and CROSS-REFERENCE

Calls substantially modified since the previous version: B1, B10, P3, P4 and R1.

Calls O1 and P8 are new. Original call O1 is withdrawn for review.

Calls B6 and B7 are deleted as they duplicate WS cases 113 and 101. A new section headed General Principles is added.

RRS Rule	Call	App E Rule	Call	Definitions	Call
2	B8 O2 R3	E1.1	R2	Keep Clear	GP2
10	B5 B8	E1.2	P7	Room	B11 GP3 GP4
11	B1 B2 B8 B10 P6	E2.1	P1 P2	Mark-Room	B9 B10 B11
13	B2 B3 B9	E2.2	R3	<p>Using the Cross Referenced Linking.</p> <p>This has been put in place to allow users to jump quickly from Index to Calls and back again when finished.</p> <p><u>How to use:</u> Place your mouse pointer over the coloured Call for a second or two and then follow the instructions. Mostly it will be CTRL-Click, depending on your system.</p> <p>When returning to the Index, go to the <u>Return to Index</u> box at the end of each Call and do the same.</p>	
14	B3 B8	E2.3	R4		
15	B1 B2 B8	E3.1	R5		
16.1	B3	E3.9	R5		
17	B4	E4.3	B2 B8 P4		
18.1	B5 B9	E5.1	O1 O2 P3 P8 R5		
18.2	B9 B10 B11 P3	E5.2	R5		
18.3	B2	E6.2	P7		
19	B8	E6.3	P1 P2		
21.2	P5 P6	E6.4	P8		
23.2	B10	E6.5	P8		
31	O2 B11	E6.6	R2		
42	R1	E6.9	B8		
43	B2 B3 B9 P6				
44	P4 P5 P6				
60	P3 P7				
61.1(a)	P1 P2				
62.1	B8 R2				
69	O2				

GENERAL PRINCIPLES

1 Limitation on Interpretations

In radio sailing the boat and the competitor controlling her are usually separated by some, possibly significant, distance. The competitor may not be well placed to view any incident and to rapidly analyse the relative speed, angle and distance between the boats. Therefore, interpretations of the rules should be appropriate to the conditions and should take account of these limitations.

2 Definition: Keeping Clear

A boat is *keeping clear* if a right-of-way boat can sail her course with no need to take avoiding action. In accordance with WS Case 50, a right-of-way boat needs to take avoiding action when she has a genuine and reasonable apprehension of a collision. If, in such circumstances, she does not take avoiding action and there is contact, the right-of-way boat will break rule 14.

3 Definition: Room, meaning of 'manoeuvring promptly'

When the term *room*, as defined in the Racing Rules of Sailing, is used, manoeuvring promptly includes the time needed by the competitor controlling the boat to analyse the situation and react accordingly. In radio sailing, this time may be longer than the time needed to carry out the manoeuvre itself.

4 Definition: Room, meaning of 'in a seamanlike way'

WS Case 21 states that 'extraordinary' and 'abnormal' manoeuvres are unseamanlike. Some actions that are abnormal in larger boats may be considered normal, and therefore seamanlike, in radio sailing. However, any manoeuvre that puts a boat at risk of damage is unseamanlike. It is also unseamanlike to hit a mark, a pontoon, a bank or a patrol boat.

[Return to Index and
Cross-Reference](#)

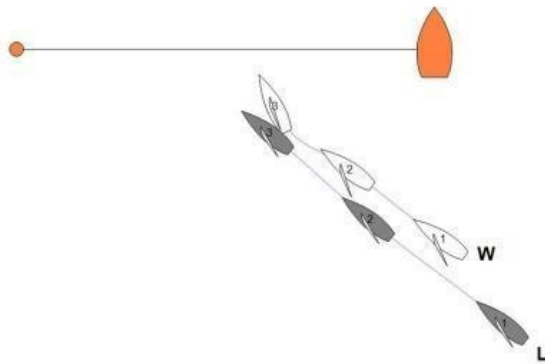
RS CALL B1

Rule 11, On the Same Tack, Overlapped Rule 15, Acquiring Right of Way

When a boat becomes overlapped to leeward from clear astern, the windward boat must act promptly to keep clear. If the windward boat reacts promptly but cannot keep clear, she has not been given sufficient room. If she takes unnecessary action that causes contact, she fails to keep clear as required.

Assumed Facts

Shortly before the start, W is sailing slowly on starboard tack. L, also on starboard, establishes an overlap to leeward from clear astern. Immediately afterwards, as W sheets in and luffs, her stern makes contact with the gunwale of L.



Question 1

Which rule, if any, has been broken?

Answer 1

When L becomes overlapped to leeward from clear astern, she acquires right of way under rule 11. As a result, L is initially required by rule 15 to give W room to keep clear. L's obligation under rule 15 is only temporary and W must respond promptly after the boats become overlapped. If W does so and there is contact with L, then L has failed to give room and breaks rule 15. If W could have kept clear, but either responds too slowly or not enough, or over-rotates, and causes contact with L then she breaks rule 11.

Question 2

W has no steerage way. Unable to luff, she maintains her course and promptly sheets in to accelerate. As she does so, she makes leeway and touches L. Does rule 15 apply in the same way?

Answer 2

Yes. If maintaining her course and accelerating is an appropriate response from W but, because of the characteristics of hull and keel, the boat initially makes leeway, then L is obliged under rule 15 initially to give W the room needed to keep clear.

[Return to Index and
Cross-Reference](#)

RS CALL B2

Commented [GD1]: This call needs to be verified in light of new rule

Commented [VC2R1]: In the Call, under the new rule 18.3, P has still caused Boat C to sail above close-hauled and therefore must do a penalty. And, I would think, in this scenario, keep doing turns until Boat C has passed her (in the absence of any other boats in the fleet sailing past P to expunge her advantage before Boat C has passed her. So I would leave the Call as written.

Rule 11, On the Same Tack, Overlapped

Rule 13, While Tacking

Rule 15, Acquiring Right of Way

Rule 18.3, Tacking in the Zone

Rule 43.1(b) Exoneration

Rule E4.3, Taking a Penalty

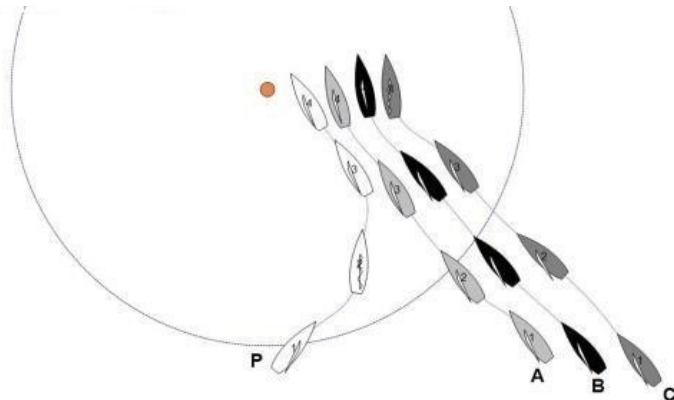
When a boat in the zone of a mark to be left to port passes head to wind from port to starboard and is then fetching the mark, her obligations under rule 18.3 apply between her and all other boats that have been on starboard since entering the zone.

When a boat has gained an advantage by her breach of a rule despite taking a penalty, she shall take additional One-Turn Penalties until her advantage is lost.

Assumed Facts

At a windward mark to be left to port, P enters the zone on port, luffs, passes head to wind and bears away onto a close-hauled course to leeward of A. B and C are both overlapped to windward of A. A, B and C are all on starboard as they enter the zone.

A avoids P by luffing. B luffs to windward of both P and A. C luffs to windward of B and, in doing so, sails above a close-hauled course.



Question 1

Which rules apply?

Answer 1

When P passed head to wind from port to starboard rule 18.3 applies and rule 18.2 does not. As P is not entitled to *mark-room* rule 43.1(b), exonerated, does not apply.

Until P reached a close-hauled course, rule 13 applied and she was obliged to keep clear of A, B and C. When P reached a close hauled course she was overlapped to leeward of A, B and C, and acquires right of way. P is required under rule 15, initially, to give A, B and C room to keep clear and she does so.

However, C was obliged to luff above close-hauled to avoid contact with B, who was obliged to luff to avoid A, who luffed to avoid P. Thus, P caused C to sail above close-hauled when taking avoiding action. P broke rule 18.3 and should take a penalty.

Question 2

Having taken a One-Turn Penalty, P is still some distance ahead of B and C. Should P take an additional One-Turn Penalty?

Answer 2

P is ahead of B and C as a consequence of breaking rule 18.3, P has gained an advantage in the heat by her breach, despite taking a penalty. P should take additional One-Turn Penalties until her advantage is lost, as required by rule E4.3(b). Therefore, the applicable penalty for her breach of rule 18.3 may be to take multiple turns. See also Call P4.

However, penalty turns are not an applicable penalty for some breaches through which a boat gained an advantage. Under rule E4.3(c), when a boat causes serious damage or, by breaking a rule of Part 2, she causes another boat to become disabled (as defined in rule E1.1) and retire, her penalty shall be to retire.

[Return to Index and Cross-Reference](#)

RS CALL B3

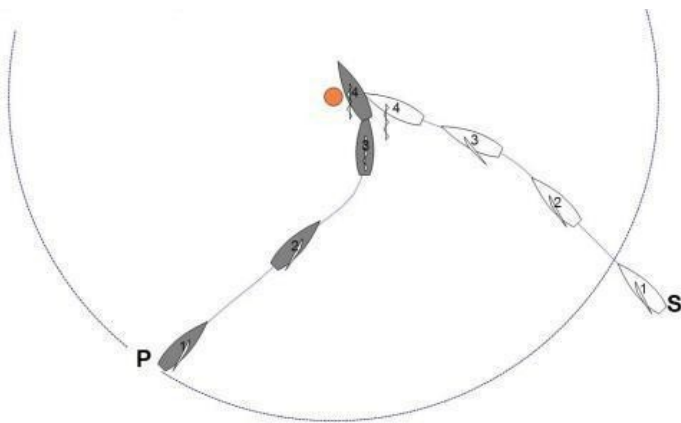
Rule 13, While Tacking
Rule 14, Avoiding Contact
Rule 16.1, Changing Course
Rule 43, Exoneration

When a right-of-way boat changes course and thereby creates a situation that will cause a breach of a rule by the other boat, she breaks rule 16.1 if she maintains that course. However, she may change course again to comply with rule 16.1, in which case neither boat breaks a rule.

Assumed Facts

Approaching a windward mark to be left to port, S is fetching the mark closehauled on starboard from outside the zone, more than a boat-length above the lay line. P, on port, is on a course to keep clear of S.

S enters the zone, bears away towards the mark onto a collision course with P. P luffs immediately and passes through head to wind but, before she has reached a starboard close-hauled course, there is contact between S's bow and P's starboard side. There is no damage.



Question 1

Which rule, if any, has been broken?

Answer 1

S was the right of way boat and, before S changed course, P was keeping clear. When S changed course, she became required to give room to P to keep clear including, in this situation, room to comply with her obligations under rules 13 and 31. P manoeuvred promptly to keep clear, but was unable to avoid contact with S.

S broke rule 16.1 and should take a penalty.

In failing to keep clear, P broke rule 13; however, that was as a consequence of S's breach of rule 16.1. P was sailing within the *room* to which she was entitled under rule 16.1 and is exonerated under rule 43.1(b)

As P was not given room to keep clear, it was not reasonably possible for P to avoid contact. P did not break rule 14. S could have avoided contact and, therefore, broke rule 14. However, as there was no damage, S is exonerated, under rule 43.1(c) from her breach of rule 14 as she was the right-of-way boat.

Question 2

P avoids contact with S but, in doing so, touches the mark. Which rule, if any, has been broken?

Answer 2

When S changes course towards the mark, she becomes required under rule 16.1 to give P room to keep clear including room to comply with her obligations under the rules of part 2 and rule 31. If P is compelled to touch the mark in order to avoid contact with S, then S has not given P room to comply with rule 31. S breaks rule 16.1. P breaks rule 31 and is exonerated under rule 43.1(b) because she was sailing within the *room* to which she was entitled under rule 16.1.

Question 3

When less than a boat length from P, S luffs and there is no contact. Which rule if any has been broken?

Answer 3

S, a right of way boat changing course, is required under rule 16.1 to give room to P to keep clear. By changing course again, S gives P room to keep clear. No rule has been broken.

[Return to Index and Cross-Reference](#)

RS CALL B4

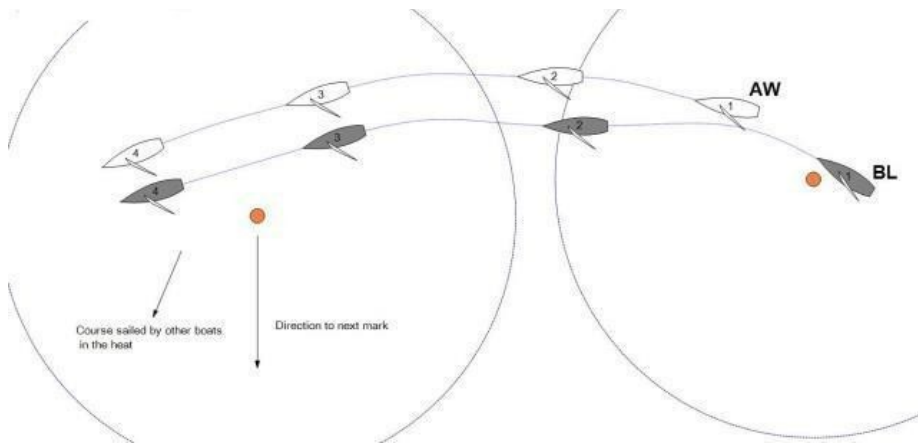
Rule 17, On the Same Tack; Proper Course

Once a boat becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, her obligation not to sail above her proper course while both boats remain on the same tack and overlapped continues even if the boats round a mark onto the next leg of the course.

Assumed Facts

BL, having rounded the windward mark clear astern of AW, establishes an overlap to leeward of AW at more than 4 hull lengths from the offset mark. AW gives BL markroom at the offset mark.

On reaching the offset mark, BL does not bear away towards the leeward mark but instead continues on a reach, above the course sailed by other boats in the heat. AW cannot bear away towards the leeward mark.



Question

Is BL required to bear away towards the leeward mark?

Answer

Yes.

BL, from clear astern, became overlapped within two of her hull lengths to leeward of AW on the same tack. Rule 17 applies and BL may not sail above her proper course. BL's proper course is to bear away around the mark onto a course that she would sail to reach the leeward mark as soon as possible in the absence of AW.

BL was overlapped on the inside before either boat reached the zone at the offset mark. BL was entitled to mark room under rule 18.2(b). However, this does not modify her obligations under rule 17, which continues to apply during and after rounding this mark, whilst both BL and AW remain on the same tack and BL is overlapped within two hull lengths of AW. Unless BL has a compelling reason for continuing on a reach (for instance, to sail around a calm patch or weed), she sails above her proper course and breaks rule 17.

BL should take a penalty.

[Return to Index and
Cross-Reference](#)

RS CALL B5

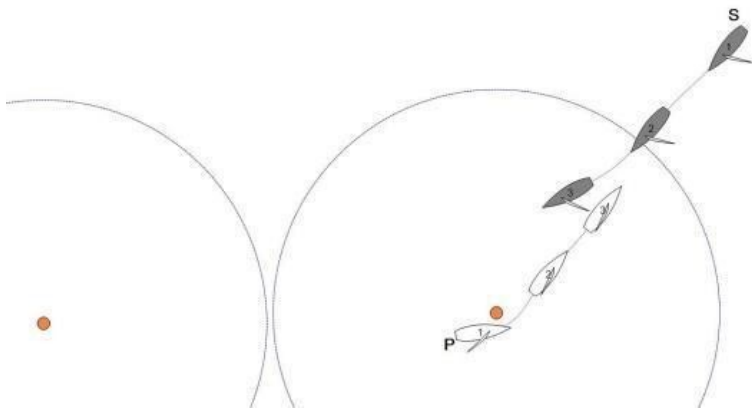
Rule 10, On Opposite Tacks

Rule 18.1, When Rule 18 Applies

When a boat is approaching a mark and another is leaving it, rule 18 does not apply between them and the rules of Section A of Part 2 apply.

Assumed Facts

S is running on starboard towards a leeward gate mark to be left to port. P rounds the mark and luffs to a close-hauled port tack course on a collision course with S. S luffs to avoid contact.



Question

Which rule, if any, has been broken?

Answer

Because S is approaching the mark and P is leaving it, no part of rule 18 applies; see rule 18.1(c).

P, on port tack, is required to keep clear of S on starboard. S was unable to sail her course and needed to take action to avoid P. P broke rule 10 and should take a penalty.

[There are no calls B6 and B7]

[Return to Index and Cross-Reference](#)

RS CALL B8

Rule 2, Fair Sailing

Rule 10, On Opposite Tacks

Rule 11, On the Same Tack, Overlapped

Rule 14, Avoiding Contact

Rule 15, Acquiring Right of Way

Rule 19, Room to Pass an Obstruction

Rule 62.1, Redress

Rule E4.3(c), Taking a Penalty

Rule E6.9, Decisions on Redress

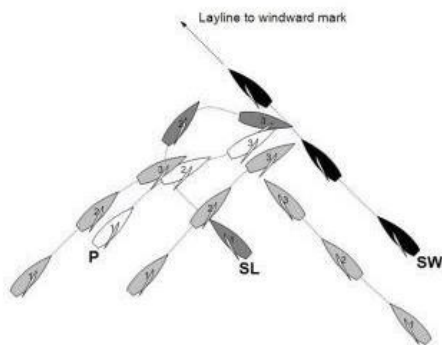
A boat that deliberately gives up right-of-way and immediately sails into a position in which she can only avoid contact with one boat by breaking a rule and making contact with another boat resulting in damage is sailing without concern for the consequences of her actions. She does not comply with the basic principle of sportsmanship and the rules.

Assumed Facts

On a beat to windward in 15 knots of wind, SL is on starboard tack, below the lay line to the wind-ward mark to be rounded to port. SW is on the lay line two boat lengths to windward and astern of SL.

P is approaching on port tack on a collision course with SW. There are other boats on port tack, both to leeward and astern of P, as well as others crossing on starboard tack.

SL crosses ahead of P and immediately tacks onto port to windward of P and onto a collision course with SW as P starts to bear away to pass close astern of SW. SL then bears away sharply across the bows of P. P cannot bear away further because of the other boats to leeward and astern as well as on starboard tack.



There is contact between the bow of P and the starboard gunwale of SL, with damage to P, but she finishes the heat. However, repairs are necessary to the bow of P before she can sail again.

P protests. SL takes a One-Turn Penalty and continues to race.

Question 1

Which rules apply?

Answer 1

Before she tacked, SL was the right-of-way boat with respect to both SW and P. When she tacked, she was immediately required to take action to avoid SW (rule 10). SW became an obstruction to SL at the moment SL passed head to wind. P is required to give SL room to pass this obstruction unless, from the time SL became overlapped to windward, P was unable to give that room (rule 19.2(b)) – which was the case because of the other boats to leeward and astern of her as well as on starboard tack.

As both P and SW acquired right-of-way with respect to SL as a result of the actions of SL, neither P nor SW are required initially to give SL room to keep clear (rule 15).

SL, overlapped to windward of P, did not keep clear and broke rule 11. SL could have avoided contact by not tacking on to a collision course with SW. SL broke rule 14.

SL gave up right-of-way and sailed in to a position in which she could only avoid contact with one boat by breaking a rule and making contact with another boat. By sailing without concern for the consequences of her actions, SL did not comply with the basic principle of sportsmanship and the rules as well as the recognized principles of sportsmanship and fair play. The protest committee should consider taking further action under rule 2.

Question 2

Is the One-Turn Penalty taken by SL an applicable penalty?

Answer 2

If the protest committee finds that the damage to P was serious, then SL's penalty is to retire (rule E4.3(c)).

If the protest committee finds that SL did break rule 2, then a One-Turn Penalty is not the applicable penalty. SL shall be scored DNE for this heat.

Question 3

Is P entitled to redress?

Answer 3

P finished the heat and her score in that heat had not been made significantly worse by the action of a boat breaking a rule of Part 2. The conditions for redress in this heat are not met (rule 61.4(b)).

However, if P is unable to compete in her next heat because of the necessity to repair damage before racing, then her score in that next heat would be made significantly worse. If the protest committee finds either that the damage to P was as a result of a breach of a rule of part 2 or that SL broke rule 2, then P would be entitled to request redress (rule 61.4(b) (1) or (2) respectively).

Redress would include reasonable time to repair the damage, but not more than 30 minutes (rule E6.9).

[Return to Index and
Cross-Reference](#)

RS CALL B9

Definitions, *Mark-Room*

Rule 13, While Tacking

Rule 18.1, When Rule 18 Applies

Rule 18.2, Giving Mark Room

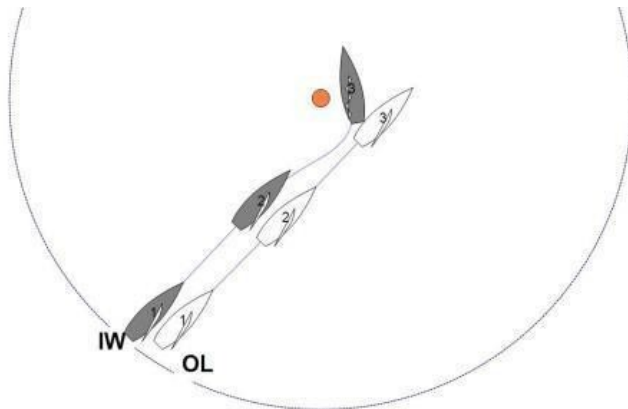
Rule 43, Exoneration

When a boat is entitled to mark-room, room for her to sail her course at the mark does not include room to tack unless she is overlapped to windward and on the inside of the other boat and sailing within the mark-room to which she is entitled. This applies whether or not the boats were overlapped at the zone.

If contact occurs when a windward inside boat tacks at the mark, that contact may be evidence that the outside boat failed to give the inside boat the room that she needed to tack.

Assumed Facts 1

IW and OL, are overlapped on port tack when they enter the zone of a windward mark that is to be rounded to port. Both boats are close-hauled and IW, windward boat, is keeping clear. As IW luffs to tack, her stern swings outwards and, after she passes head to wind, there is contact between the two boats. There is no damage. OL protests.



Question 1

Which rule, if any, has been broken?

Answer 1

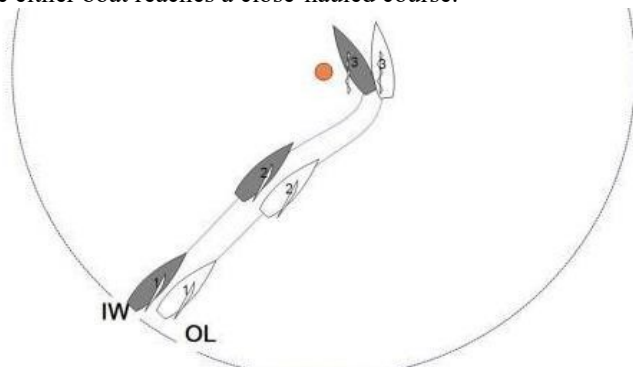
From the time one of the boats enters the zone, rule 18 applies and OL is required by rule 18.2(b) to give IW mark-room. Because IW is overlapped to windward and on the inside of OL, and she would be fetching the mark after the tack, mark-room includes room to tack.

Although rule 18 ceases to apply after IW passes head to wind, because the boats are now on opposite tacks on a beat, the subsequent contact shows that before IW passed head to wind, OL had failed to give her mark-room. OL broke rule 18.2(b) and should take a penalty.

IW, after passing head to wind, failed to keep clear of OL. IW broke rule 13, a rule of Section A of Part 2, but is exonerated under rule 43.1(b).

Assumed Facts 2

The situation is the same except that the contact happens after both boats have passed head to wind, and before either boat reaches a close-hauled course.



Answer 2

When one boat passes head to wind, IW and OL are on opposite tacks on a beat to windward and rule 18 ceases to apply. As soon as both boats have passed head to wind, they are overlapped on starboard tack and rule 18.2(a) requires OL to give IW mark-room, which includes room to round the mark as necessary to sail the course.

OL does not give IW mark-room and so breaks rule 18.2(a). OL should take a penalty. Until IW reaches a close-hauled course, she is breaking rule 13. However, she is sailing within the mark-room to which she is entitled and is exonerated under rule 43.1(b). Thereafter she becomes a leeward right-of-way boat.

RS CALL B10

Definitions, *Mark-Room*

Rule 11, On the Same Tack, Overlapped

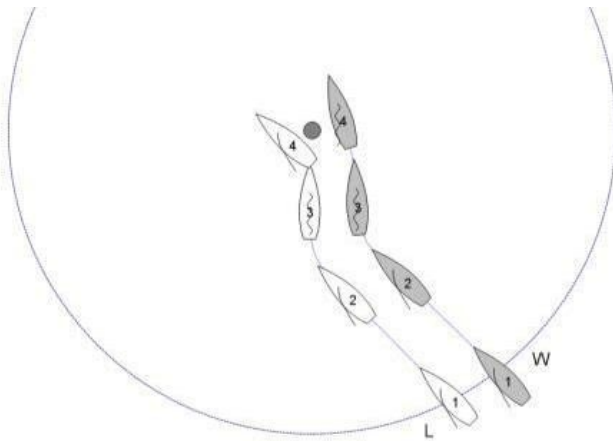
Rule 18.2, Giving Mark Room

Rule 23.2, Interfering with Another Boat

When boats are required to leave a mark on the same side, the windward outside boat must keep clear under rule 11 even if the leeward boat cannot fetch the mark. After passing the mark, the windward boat must continue to keep clear, even if she is sailing her proper course. If the leeward boat causes the windward boat to alter course, she breaks rule 23.2.

Assumed Facts

Two boats, L and W, approach the windward mark on starboard tack below the layline to the mark. The mark is to be rounded to port. L is unable to fetch the mark and has to sail the wrong side of the mark. W fetches the mark by luffing, rounds the mark and bears away onto the next leg.



Question

How do the rules now apply between the two boats and what are their rights and obligations from position 3?

Answer

As the windward boat, W has an obligation to keep clear under rule 11 throughout the incident. The boats are overlapped when they enter the 4-lengths zone and, from that moment, W is required by rule 18.2(a)(1) to give mark-room to L. However, L is unable to fetch the mark and is not entitled to room to tack in order to pass the mark on the required side. Therefore W's only obligation is to keep clear, which she does. Neither boat breaks a rule.

After W rounds the mark, the boats are on different legs and both are required by rule 23.2 not to interfere with each other, except when sailing their proper course. However, while the boats remain on the same tack, W must continue to keep clear of L under rule 11. This applies even if W is sailing her proper course. If L causes W to alter course, L interferes with a boat sailing on another leg and she breaks rule 23.2.

[Return to Index and
Cross-Reference](#)

RS CALL B11

Rule 18.2, Giving Mark -Room

Rule 31, Touching a Mark

Definitions: *Mark-Room, Room*

If rule 31 is changed to allow boats to touch marks, the mark-room to which a boat is entitled includes room to round the mark without touching the mark as it is unseamanlike to touch a mark.

Assumed Facts

The sailing instructions have changed rule 31 so that boats may touch marks, except the starting and finishing marks.

At a leeward gate mark to be left to port, OL is overlapped on the outside of IW at the zone. As the boats round the mark, OL gives IW room such that IW must either touch the mark or make contact with OL. IW avoids OL but touches the mark. IW protests.

Question

Which rule, if any, has been broken?

Answer

At the zone, IW is a keep clear boat (rule 11) entitled to mark-room under rule 18.2(a)(1). Mark-room entitles IW to be given the space needed in the existing conditions to round the mark while manoeuvring promptly in a seamanlike way. It is not seamanlike to touch a mark.

OL did not give IW room to round the mark in a seamanlike way. OL broke rule 18.2(a)(1).

[Return to Index and Cross-Reference](#)

RS CALL 01

Rule, E5.1 Observers

Guidance on the role of observers.

Question

What is the role of observers?

Answer

The role of observers in radio sailing is to assist competitors and officials in the observance of and compliance with the racing rules. Rule E5.1 governs the appointment and tasks of observers.

Observers, who may be competitors in the event, announce and record contacts between boats, and contacts between boats and marks. Boats involved in the incident have an opportunity to take a penalty at the time of the incident. If the incident is not resolved by a boat taking an applicable penalty, rule E5.1(c) requires the observer to report the incident to the race committee. This rule also requires observers to report any other unresolved incidents, including unresolved protests, and any failure to sail the course (~~as new 2021 definition~~). The race committee may then protest one or several boats involved in the incident.

Any hail or report by an observer is independent evidence about an incident. It is not a statement of fact although a protest may subsequently give such evidence greater weight than any conflicting evidence; see rule 63.6 ~~(d)~~ 63.5(a). In any hearing arising from a report the observer is not a party but a witness. An observer does not have a conflict of interest solely by being a competitor; see rule E1.1.

In umpired racing, the role of the observer is the same but, in addition, the observer will report his observations to the umpire. The observer may also make available information about other incidents that may help the umpire to decide to penalize or exonerate any boats involved in the incident or report an unresolved incident to the protest committee. The observer retains the status of an independent witness.

New call January 2021

[Return to Index and
Cross-Reference](#)

RS CALL 02

Rule 2, Fair Sailing

Rule 31, Touching a Mark

Rule 69, Misconduct

Rule, E5.1 Observers

Observers should only hail contact with a mark or another boat when they are absolutely certain that contact has occurred.

Assumed Facts

An observer appointed by the race committee is watching a boat rounding a mark. He believes that the boat may have touched the mark; however, he did not clearly observe any contact, neither did he see the mark move or rotate.

Question 1

Should the observer hail the contact with the mark?

Answer 1

No. Unless an observer is absolutely certain that there has been contact between a boat and a mark, or between two boats, then he should not announce it.

By hailing contact with a mark, an observer provides independent evidence that the boat has broken rule 31. Unless the observer is certain beyond reasonable doubt that contact has been made, he should not announce it.

Question 2

The protest committee receives a report that an observer has, on several occasions, hailed contact with a mark when the boat clearly did not touch the mark. In one instance, video evidence filmed from inside the control area shows a boat clearing the mark by over 40 centimetres, yet a clear hail of "Contact mark" can be heard. It is alleged that the erroneous calls are favouring sailors from the same club or country as the observer.

Answer 2

The role of observers is central to the organization of radio sailing events under the Racing Rules of Sailing. Falsely announcing that another boat has broken a rule, for

which the accused boat would be expected to take a penalty, is both a clear breach of sportsmanship and fair play and also misconduct.

If the observer is a competitor or a support person, the protest committee may consider holding a hearing under rule 69.

Question 3

Should the protest committee act in the same way if it is reported that an observer has not been calling contact when a boat has clearly done so?

Answer 3

Yes. See answer 2.

[Return to Index and Cross-Reference](#)

RS CALL P1

Rule 60.2(a)(1), Intention to Protest

Rule E2.1, Hailing Requirements

Rule E6.3, Informing the Protestee

When rule 60.2(a)(1) applies, as altered by rule E6.3, compliance with the requirement to hail fulfils the requirement to notify the protestee.

The protest hail procedure in radio sailing requires the number of the protesting boat to precede the number of the protested boat, with the word 'protest' or a variant thereof between the numbers.

Question 1

For a protest in a radio sailing class by (say) boat 95 against boat 44, is "95 protest 44" the only protest hail that complies with rule E6.3?

If not, which other hails would comply? For example:

- 95 protests 44
 - 95 is protesting 44
 - 95 protested 44
 - 44 has been protested by 95
 - 44 is protested by 95
 - 44 is being protested by 95
 - 44, protest by 95
 - Protest, 44 by 95
 - Protest by 95, 44
- Any of the above with the word "number" preceding the number itself.

Answer 1

It is accepted that any use of "Protest" as a noun or verb will comply with rule 60.2(a)(1), and the same applies to rule E6.3. However, the order stated by rule E6.3 is explicit, and only the first three further examples above comply with that rule.

The inclusion of the word 'number' in a hail does not invalidate the protest.

As required by rule E2.1(b), sail numbers shall be hailed as individual digits ("Nine Five" not "Ninety-five").

Question 2

How can the requirement to inform the other boat in rule 60.2(a)(1) be complied with if the protestee remains unaware of a valid protest against him?

Answer 2

When rule 60.2(a)(1), applies, as changed by rule E6.3, compliance with the requirement to hail fulfils the requirement of the first sentence to inform the other boat at the first reasonable opportunity.

Rule E2.1(a) requires that the hail shall be made so that the competitors to whom it is directed might reasonably be expected to hear it, and that the hail shall be repeated as appropriate.

It is appropriate to repeat a hail when:

- The hailed boat does not respond by taking action to take a penalty
- The competitor controlling a boat does not hail acknowledgement that he intends taking a penalty

[Return to Index and Cross-Reference](#)

RS CALL P2

Rule 60.2(a)(1), Intention to Protest

Rule E2.1, Hailing requirements

Rule E6.3, Informing the Protestee

When a sail number is not visible, a competitor wishing to protest may hail a short description of the boat providing that he hails the correct sail number as soon as reasonably possible.

Assumed Facts

Several boats round a mark together at the same time. A boat wishes to protest another boat, but the sail number is obscured to the competitor by other boats.

Question

How may a competitor protest an unidentified boat?

Answer

In radio sailing, a hail of protest is obligatory for a boat intending to protest another boat for an incident in the racing area. Rule E6.3 requires that the protesting boat must inform the other boat at the first reasonable opportunity, and prescribes the form of the hail that must be made when the protest concerns an incident in the racing area.

The competitor controlling a boat will normally be able to identify the other boat in an incident. However, mark roundings in radio sailing can be very crowded and competitors are often unable to read immediately the sail numbers of one or more specific boats that are rounding at the same time. In this case, in any hail, other features may be used initially to identify a boat, provided that she is identified by her sail number at the first reasonable opportunity, which would be immediately that sail number becomes visible. Descriptions such as 'the red boat' or 'the boat to windward of Y' would establish the identity of a boat at a time before it is possible to read the sail number. A hail of "Y protests red boat", would identify the protested boat and be deemed a valid protest if followed shortly afterwards by "Y protests red boat number"

Also, whilst competitors may not be able to identify nearby boats, they will know where their own boat is. Therefore, when protesting without being able to read the sail numbers, a competitor may indicate where the incident took place: “Y, at the windward mark, protests the boat outside her”

Even hailing “Y protests unidentified boat” will establish that Y believes that a rule has been broken, although this hail could not be deemed a valid protest unless followed rapidly by a clear identification of the boat. Such a hail would inform any boat in the proximity of Y that Y had reason to believe that a rule had been broken.

[Return to Index and
Cross-Reference](#)

RS CALL P3

Rule 18.2(a)(1), Giving Mark-Room

Rule 43, Exoneration

Rule 60.1, Right to Protest

Rule E5.1, Observers

In a race with observers, in order for a boat to be penalized, a protest must be lodged for any unresolved incident.

Assumed Facts

A and B are overlapped on port tack, with A to windward, when B enters the zone of a leeward mark to be rounded to port. A, on the inside, touches the mark. An observer appointed by the race committee hails A twice. Neither boat protests or takes a penalty. The observer reports the incident to the race committee at the end of the heat, as required under rule E5.1(c). The observer's report makes no mention of B.

When informed by the race committee of the unresolved incident, the competitor controlling A says that his boat touched the mark because the leeward boat, B, did not give her mark-room. He states that he did not believe A was required either to take a penalty or to protest the other boat.

Question 1

What should the race committee do?

Answer 1

The competitor has acknowledged that the boat (A) he was controlling broke rule 31 and did not take a penalty. However, A has not taken the opportunity to retire under rule 44.1(b). If the race committee wishes to proceed further, they may lodge a protest under rule 60.1 against A. Note that, even if the observer is also a competitor, he is not an interested party (rule E1.1).

However, all competitors are expected to comply with the rules. If a competitor believes that another boat has broken a rule, then he should protest. Neither the race committee nor the protest committee are necessarily required to protest in his place.

Question 2

If the race committee does protest A, is a protest committee required to consider A's allegation that she was entitled to mark-room and she broke rule 31 because B failed to give her mark-room?

Answer 2

The observer's testimony was that A touched the mark, and A has agreed that she did so. These facts establish that A broke rule 31.

Neither A nor B protested. At a hearing of a protest by the race committee, if A alleges that B failed to give her mark-room, the protest committee should act under rules 60.4 and 63.2(d) and protest B. Having heard all the evidence, the protest committee must find the facts and make a decision (rule 63.5(a)). If the protest committee concludes that A was sailing in the mark-room to which she was entitled and that her breach was a consequence of B breaking rule 18.2, it shall decide that rule 43.1(b) applies and exonerate A. If B is a party to the hearing, she shall be penalized for breaking rule 18.2.

Commented [VC3]: Not sure if I got this rule number right?

[Return to Index and Cross-Reference](#)

RS CALL P4

Rule 44, Penalties at the Time of an Incident

Rule E4.3, Taking a Penalty

A boat that gains an advantage in the heat or race by breaking a rule of Part 2, or rule 31, despite taking a penalty shall take additional One-Turn Penalties until her advantage is lost.

Assumed Facts

Following a breach of a rule of Part 2, A has taken a One-Turn penalty. Despite taking this penalty, A still has an advantage over the boat she infringed. A takes an additional One-Turn Penalty but, even then, is still ahead of the infringed boat.

Question 1

When a boat has gained an advantage in a race or heat after taking a One-Turn Penalty in accordance with rule 44.2, will a single additional One-Turn Penalty under rule E4.3(b) be the applicable penalty irrespective of the advantage gained?

Answer 1

No. The first part of rule E4.3(b) states "if the boat gained an advantage in the heat or race by her breach despite taking a penalty then her penalty shall be additional OneTurn Penalties until her advantage is lost."

This condition must be applied after each One-Turn Penalty taken. If, after taking a One-Turn Penalty, the boat has still gained an advantage as a result of her breach, a further One-Turn Penalty is required.

Therefore, it is possible that a boat will need to complete multiple turns in order to complete an applicable penalty following a breach of a rule of Part 2 or rule 31, if she had gained an advantage from that breach.

When a boat causes serious damage or, by breaking a rule of Part 2 causes another boat to become *disabled* and retire, rule E4.3(c) applies and she must retire.

Question 2

If A has gained an advantage over several boats as a result of her breaking a rule, does the requirement to take an additional One-Turn penalties continue until she no longer has an advantage over every one of the boats infringed?

Answer 2

A boat still has an advantage in the heat or race when, having taken one or more one turn penalties, she has gained by her breach a place or places in that heat or race, or has not lost a place or places that she would have done if she had not broken a rule . See rule E4.3(b).

Advantage should be measured from a time and position immediately before the boat broke the rule for which she is taking the penalty, until the completion of her last one-turn penalty. If the boat's position in the heat or race after taking one or more penalty turns is better than it would have been if she had not broken a rule, she has not completed her penalty and needs to make one or more further turns.

If she fails to do so until she no longer has an advantage, she may be further penalized for her breach either following a hearing or, in umpired racing, by the umpire.

Any advantage gained is to be measured relative to the whole fleet. A boat may, after taking one or more one-turn penalties, be in a better position than the boat she infringed, but in a worse position than if she had not broken a rule. In this case she has completed her penalty.

[Return to Index and Cross-Reference](#)

RS CALL P5

Rule 21.2, Starting Errors; taking penalties; moving astern

Rule 44.2, Penalties at the Time of an Incident

A boat intending to take a penalty turn must attempt to get clear of other boats as soon as possible. Rule 21.2 does not begin to apply until a boat is clearly turning to take her penalty.

Assumed Facts

A boat rounding the windward mark acknowledges breaking a rule and announces that she will take a penalty. The boat completes her mark rounding, sails to the next (offset) mark and then bears away towards the leeward gate. After sailing for several boat lengths, the boat then takes a One-Turn Penalty.

Question 1

Has the boat taken a penalty that conforms to rule 44.2?

Answer 1

No. Rule 44.2 requires that the boat gets well clear of other boats as soon after the incident as possible and then promptly makes the required number of turns in the same direction, each turn including one tack and one gybe. Sailing several lengths beyond the offset mark before getting well clear is not as soon as possible after the incident. Delaying an attempt to sail well clear is unlikely to be as soon as possible after the incident. However, see also answer 2 below.

Question 2

The boat that announces that she will take a penalty is sailing closely within a group of other boats. Can the boat continue sailing until there is more space between the grouped boats before getting well clear?

Answer 2

The boat must attempt to get clear as soon as possible after the incident, and continue attempting to get clear. Attempting to get clear may mean slowing down or stopping,

luffing well above the course to the next mark, or bearing away. Continuing to sail at the same speed and direction as the other boats is not attempting to get clear. Whilst the boat is getting clear and until she starts to take her penalty, she is not subject to rule 21.2 and other boats, for instance those overlapped to windward or those clear astern, may be required to keep clear. However, if the distance between the windward and offset marks is very short, it may not be possible for the boat to get well clear until she has rounded the offset mark.

See also Call P6.

Question 3

When does a boat begin to take a penalty?

Answer 3

A boat begins to take a penalty, and rule 21.2 begins to apply, when the boat is clearly turning in order to take the penalty. It ceases to apply when the boat completes the last required tack or gybe, or when she stops taking her penalty before it is complete.

[Return to Index and
Cross-Reference](#)

RS CALL P6

Rule 11, On the Same Tack, Overlapped

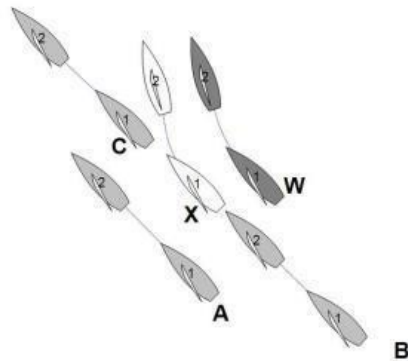
Rule 21.2, Taking Penalties

Rule 44.2, One-Turn and Two-Turn Penalties

Whilst a boat is attempting to get clear to take a penalty, if she has right-of-way over another boat, then the other boat shall keep clear.

Assumed Facts

A group of boats are close-hauled on starboard tack. X has clearly indicated that she intends to take a penalty. X luffs, obliging W, overlapped to windward of X, to change course to avoid contact.



Question 1

Has X broken a rule?

Answer 1

No. W was overlapped to windward of X. Until X was clearly turning to take her penalty, rule 21.2 does not begin to apply and W was required to keep clear of X (rule 11).

X was required by rule 44.2 to get well clear of all other boats as soon as possible. By luffing, X was getting clear of three other boats.

Question 2

What must X do next?

Answer 2

X must get clear of W as soon as possible. She can do this by slowing, stopping or bearing away. Continuing to sail on the same course at the same speed, thereby interfering with W, would not be attempting to get well clear.

[Return to Index and
Cross-Reference](#)

RS CALL P7

Rule 60.1, Right to Protest

Rule E1.2, Terminology

Rule E6.2, Protest for a Rule Broken by a Competitor

Some rules may only be broken by a competitor not by the boat. Rule E6.2 allows the race committee or protest committee to protest the boat when it learns that the competitor controlling that boat may have broken a rule.

Question

Under rule E6.2, when the race committee, technical committee or protest committee learns that a competitor may have broken a rule, it may protest the boat controlled by that competitor. What rules may a competitor break that are not also rule breaches by the boat?

Answer

In rule E1.2, a 'boat' in radio sailing means a sailboat controlled by radio signals and having no crew. This changes the standard terminology used in which a boat means a sailboat and the crew onboard. A 'competitor' means the person that controls a boat using radio signals.

Most rules refer to the boat. For instance, Part 2 of the Racing Rules of Sailing is entitled 'When Boats Meet'. Any breach of a rule of Part 2 will result in a protest against the boat.

However, there are some rules that apply specifically to the competitor. For instance, rules E2.2 Giving Advice, E2.5 Radio Interference, E3.1 Control Area and rule 40 Personal Flotation Devices (when this rule applies at the event) all apply to the competitor and not the boat, as do some other rules. Furthermore, parts of the notice of race and sailing instructions may also apply to a competitor not a boat.

When the race committee, technical committee or protest committee learns that a competitor has broken such a rule, rule E6.2 allows the committee to protest the boat and the usual procedures for protests can then apply.

[Return to Index and
Cross-Reference](#)

RS CALL P8

Rule E5.1(c), Observers

Rule E6.4, Informing the Race Committee

Rule E6.5 Time Limits

Unless otherwise specified in the sailing instructions, for the purposes of RRS E5.1(c), RRS E6.4 and RRS E6.5, 'race committee' refers to any person performing a race committee function.

Question

In RRS E6.4 a boat intending to protest or request redress about an incident in the racing area or control area shall inform the race committee as soon as possible after finishing or retiring.

In RRS E6.5 a protest, request for redress or request for reopening shall be delivered to the race committee.

In RRS E5.1(c) observers shall report to the race committee all unresolved incidents, and any failure to 'sail the course' as defined.

Who are the race committee?

Answer

In the Racing Rules of Sailing the term 'race committee' means 'the race committee appointed under rule 89.2(c) and any other person or committee performing a race committee function' (see 'Terminology').

Race committee functions include all aspects of managing, running and scoring of racing. This includes, for instance: race officer and assistants; recording officers and secretaries; mark layers and patrol boat operators; beach master or marshalling officer; heat board managers; scorer and assistants.

Unless otherwise specified in the sailing instructions, for the purposes of RRS E5.1(c), RRS E6.4 and RRS E6.5, 'race committee' refers to any person performing one of these functions.

It is recommended that the sailing instructions state a precise location at which the race committee can be found. A place is definitive, a person might be anywhere. Failure to do so may be considered an omission of the race committee (as rule 62.1(a)) if, for example, a protest is found out of time and the competitor alleges that it was correctly delivered to an assistant in the office.

New call January 2021

[Return to Index and
Cross-Reference](#)

RS CALL R1

Rule 42, Propulsion

Rule 42 applies in radio sailing.

Question 1

Does rule 42 apply in radio sailing?

Answer 1

Yes. Both rule 42 and the World Sailing Interpretations of Rule 42 apply to radio sailing.

However, only some parts of the rule are relevant. Competitor's body movements, other than hand movements on the transmitter controls and when launching, will not propel a boat when the crew is not on board.

Question 2

What evidence can support an allegation that a boat is sculling?

Answer 2

On most boats controlled by radio signals, the steering mechanism is under the deck, hidden from view. It will be impossible to observe tiller movements.

In clear water, it may be possible to observe rudder movements. Agitated movement of the water astern of the boat, or agitated movement of the bow of the boat in the water, will also indicate repeated movement of the helm.

Equally, repeated movement of the tiller control by a competitor may be taken as evidence of sculling.

[Return to Index and
Cross-Reference](#)

RS CALL R2

Rule 61.4(b) as modified by E6.6, Redress Rule E1.1, Definitions, *Disabled*

A boat that becomes disabled 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, may be granted redress only if the conditions set out in rule 61.4(b) are met.

Assumed Facts

On a beat to windward, P on port tack does not keep clear of S on starboard tack. There is contact and the rigs of the two boats become entangled. There is no other damage. The boats remain entangled for 30 seconds before they break free. S continues to race and finishes last.

Question 1

Is S entitled to redress?

Answer 1

S may be entitled to redress.

A boat that becomes entangled is *disabled* as she is unable to continue in the heat. In this case, S was only temporarily *disabled*, after which she was once more able to continue in the heat.

Rule E6.6 modifies rule 61.4 to allow for redress when a boat becomes *disabled*.

Redress may be granted only if the conditions set out in rule 61.4 are met.

These conditions are:

- a boat's race or series score has been made significantly worse;
- through no fault of her own;
- by one or more of the reasons set out in rule 61.4(b) as modified by rule E6.6.

In this case, the protest committee, having decided that S became disabled as a result of P breaking rule 10 (a rule of Part 2), would have to decide whether:

- the race or series score of S was made significantly worse as a result of being disabled;
- it was reasonably possible for S to avoid contact when it became clear that P was not keeping clear;
- S actions after becoming tangled prolonged the time that the two boats were disabled

If S's race or series score was made significantly worse, and neither was it reasonably possible for S to avoid contact nor did S's actions prolong the period during which the boats were disabled, then the protest committee should consider redress.

The significance of Boat S's worsened score needs be considered in the context of the overall race or series and the circumstances of the disabling incident (entanglement). If Boat S's actual finishing place and score after the incident in this heat is similar to her average score in the series prior to this heat, then her worsened score may not be deemed to be significant.

If the disabling incident took place on the first leg of the heat, it may be deemed to be less significant than if it had occurred on the last leg, just prior to the finish line, as Boat S would have more time and distance available in which to make up the lost places.

If, despite the 30 seconds of entanglement, Boat S remains in a similar fleet position, with no or few other boats passing her, her worsened position may not be deemed to be significant.

Commented [GD4]: This needs to be clarified – there is no set time during which the boats were entangled – the key point is was the boats score made worse. A brief entanglement on the finish line may result in a boat losing several places.

Commented [VC5R4]: Agree, with other comments. This scenario quotes a time of entanglement (and disablement) of 30 seconds before S breaks free, but the time of the disablement is irrelevant, it is the "significance" of the disablement that matters. A temporary disablement of Boat S on leg 1 of the heat may not be as significant as a disablement on the final leg when the finish line is in sight, because S still has time and distance left in which to reduce the effect of the disablement i.e. to catch and pass the boats that have gone past during her entanglement. We need some words added to assist in how to measure "significance". I have added some - let me know what you think.

[Return to Index](#)
[And Cross-Reference](#)

RS CALL R3

Rule 2, Fair Sailing

Rule E2.2, Giving Advice

When boats are sailing in close proximity, informing the other boat of one's intentions or reminding them of their obligations is not giving tactical or strategic advice.

Assumed Facts

Two boats, A and X, are in the leading group of boats during a heat, both in a position to qualify for promotion to the next heat. As the boats approach on opposite tacks, the competitor controlling A talks to the competitor controlling X, reminding him that both boats have an opportunity to be promoted. Both A and X tack and keep well clear of each other until they finish.

Question

Is competitor A giving tactical or strategic advice to competitor X?

Answer

No. A competitor sailing in a heat that informs another boat of her position in the heat, including informing her that both boats are in a position to be promoted to the next heat or, for instance, of any obligation to keep clear or give room, is not tactical or strategic advice. In the same way, a starboard tack boat that indicates to an approaching port tack boat that she may cross is not giving such advice. When boats are sailing in close proximity, it is seamanlike to inform the other boat of one's intentions or to remind them of their obligations.

However, any guidance or recommendations offered with regard to tactics or strategy given by a competitor would break rule E2.2. Advising a boat to tack and cover another boat, or to stand on and take advantage of a favourable wind shift, would be considered to be tactical or strategic advice. Any competitor, whether sailing in the heat or not, that gives such advice would break rule E2.2.

Tactical or strategic advice that procures an advantage, or is intended to procure an advantage, for the competitor's boat giving that advice breaches recognized principles of sportsmanship and fair play and may break rule 2.

[Return to Index and](#)

[Cross-Reference](#)

RS CALL R4

Rule E2.3, Boat Out of Radio Control

Until a competitor hails “out of control”, she is not entitled to exoneration for any breach of a rule of Part 2. Having hailed in compliance with rule E2.3, the boat must retire, even if control is regained.

Assumed Facts

A competitor loses radio control of his boat. He hails the boat's sail number followed by “Out of control”. The hail complies with rule E2.1. Several seconds later, radio control is re-established.

Question 1

Can the boat now continue to race?

Answer 1

No. Rule E2.3 states that a boat that has declared herself to be out of control shall retire.

Being out of control does not entitle a boat to exoneration for breaking a rule of Part 2. An out of control boat cannot intentionally take a One-Turn penalty. By retiring, an out of control boat takes an applicable penalty for any breach of a rule of Part 2 rule that she may commit until the boat can be recovered.

Question 2

Is a competitor required to hail “Out of control” immediately he loses radio-control of his boat?

Answer 2

The competitor may delay hailing “Out of control” while, for instance, he attempts to regain control. However, until he does hail, the boat does not benefit from the protection offered by declaring herself out of control. If, before hailing, the boat breaks a rule of Part 2, she would be unable to take a One-Turn penalty and should retire. If before making a delayed hail of “Out of control”, the boat causes serious damage to another competing boat, the protest committee should consider whether this breaches recognized principles of sportsmanship and fair play.

[Return to Index and Cross-Reference](#)

RS CALL R5

Rule E 3.1, Control Area

Rule E3.9, Disabled Competitors

Rule E5.1(a) and (b), Observers

Rule E5.2, Rules for Observers and Umpires

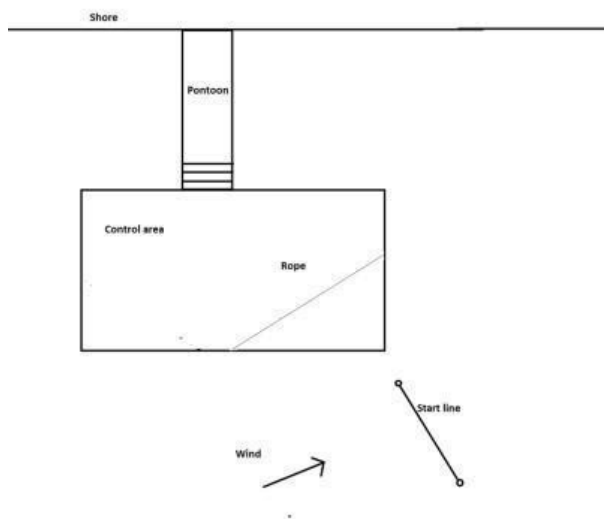
The organization or fittings of the control area should not confer a visual advantage to any competitor or race official. The race committee may take measures to ensure that all competitors and race officials have an equal view of the race area.

Assumed Facts

The sailing instructions define the control area as 'a raised rectangular platform'. The platform is surrounded by a guardrail that is approximately 1 metre high.

When the start line is on an extension of the diagonal of the control area, only one competitor at the apex angle between two sides of the rectangle has an unrestricted view of the start line. Other competitors lean over the guardrail, obstructing the view of other competitors lined up behind them.

The race committee rig a rope from one guardrail to the other, perpendicular to the start line. Competitors are instructed to stand behind the rope, with an unrestricted and equal view of the sailing area. The race committee sits in front of the rope, also with an unrestricted view of the sailing area.



Question 1

A disabled sailor is permitted by the race committee to sit in front of the rope, with his head slightly higher than the guardrail. Does this break rule E3.1?

Answer 1

No, the control area is defined as the whole of the rectangular platform. The restriction on competitor's movements within the control area is intended to reduce the visual advantage of one competitor over others. The disabled sailor is within the defined control area and, because he is sitting whilst other competitors are standing, has no visual advantage.

Under rule E3.9 the race committee may make reasonable arrangements to assist disabled competitors to compete on as equal terms as possible.

Question 2

A member of the race committee is designated as an observer under rule E5.1(a). He is sitting with the other members of the race committee in front of the rope. In addition to his other duties, he also hails the sail numbers of boats that make contact with a mark or another boat. Does this comply with rule E5.2?

Answer 2

Yes. The observer is within the designated control area. As he is seated, he does not have a visual advantage over the competitors.

Question 3

Would the answers to Questions 1 or 2 be different if the race committee organized the control area in a way that gave one or several competitors, or the race committee or the umpires, a visual advantage over other competitors?

Answer 3

Yes.

Rule E5.3 is specific as regards umpires and observers. Any device, including raised platforms or such-like, reserved for observers or umpires and giving them a visual advantage would not comply with rule E5.3.

However, raised platforms freely available to both competitors, observers and umpires that enable a clear view of the racing area unobstructed by those standing in front of them do not give a visual advantage.

A competitor who believes that the race committee's organization of the control area gives such a visual advantage to another or other competitor(s), or to the race committee, that their boat's score has been made significantly worse, may request redress under rule 61.

A competitor who knowingly introduces into the control area and uses an aid or device that gives him a visual advantage over other competitors may break rule 2.

[Return to Index and
Cross-Reference](#)

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