



## Release notes for Appendix E - Identification on Sails - for 2017

Notes to introduce the revised Appendix E rules concerning identification on sails and indicate the significant changes and their rationale.

*Notes in this colour are comment*

*Fundamental to the revised rules for identification on sails are the following:*

- *The minimum height of mainsails (largest sails in the case of the Ten Rater) in the 2016 class rules ensures there will be sufficient space on those sails to take numbers of the prescribed sizes.*
- *The numbers are the most important sail identification and the rules are written so that numbers can be easily placed to be compliant.*
- *Numbers shall be omitted from small headsails if they are too small to accept the specified new minimum size on the grounds that below that size they are of no value for identification.*
- *National letters are not essential to boat identification and so are the first marks that shall be spaced more closely, reduced in size, or omitted.*

### Effective Date

1 January 2017.

### Applicability

The sail identification rules of Appendix E apply to boats in classes of radio controlled boats administered by World Sailing or IRSA, including the IOM unless their class rules specify otherwise.

The sail identification on boats at world and continental championships shall comply with the 2017-2020 Appendix E. At other events sails may have sail identification that was applicable at the time of their initial certification.

*It is normal to 'grandfather' existing sails but this concession does not apply for the most major events. If the organising authority wishes to avoid some possible snags with sails that carry marks that are compliant with earlier App E but incompatible with the 2017 Appendix E they should make a requirement in the Notice of Race and Sailing Instructions for the event that sail identification on boats shall comply with the 2017-2020 Appendix E.*

### Choice of national letters used at international events

When a competitor enters an international event directly they may choose from the following national letters:

1. Those of their nationality.
2. Those of their place of residence.
3. Those of their affiliation.

When a competitor enters an international event through their club or national organisation they shall use the national letters of that body.

*The choice offered to the competitor who enters an international event directly is a new one. Previously they would have had to use the national letters of their country of residence.*

### **Sail numbers used at an event**

The major change is that all numbers shall be two digit numbers.

*The RRS 2013-2016 concession to permit single digit numbers (by omitting the preceding '0') acted to encourage owners to seek to use such numbers thus increasing the likelihood of a conflict of sail numbers. Additionally single digit numbers called in a sequence of two digit sail numbers was considered to reduce clarity and increase the risk of error in situations such as recording finishing positions and hailing individual recalls.*

There is a small but important change to which requires the race committee to change the sail number of boats to avoid conflict. Previously this was not mandatory.

*It seems reasonable that the race committee shall act to avoid conflict.*

*No attempt is made to address the problem of numbers that may be mis-read backwards, for example '08' may be mis-read as '80'. However, it is commonplace for competitors to use personal numbers rather than the last two digits of the boat number. In these cases a solution to the problem can be provided at source by the authority issuing the personal numbers choosing not to issue 01, 08, 10, 18, 80, 81, and competitors are best advised not to use those personal numbers.*

### **Size of sail identification and spacing on a line**

No change.

### **Positioning of sail identification**

Requirements remain the same with the following exceptions:

1. Shall be approximately horizontal.
2. Shortest distance between numbers and letters on opposite sides of the sail is reduced from 60 to 40 mm.
3. There shall be sufficient space ahead of the number for a prefix '1'.

- *The first requirement above is to ensure numbers and letters are placed approximately horizontally rather than vertically or diagonally.*
- *The second requirement above is to ease the problem on small sails.*
- *The third requirement above replaces the previous requirement for an un-specified number i.e. not just for a '1'; and reverts to the original requirement for a space for a prefix of '1' only. The concept of a prefix of the digits other than '1' is flawed because although there may be enough space on the largest mainsail there will invariably not be enough space on the smallest mainsail.*
- *Where there are three or more boats with the same two digit sail number the race committee may remove conflict by specifying a prefix '1' for one boat and changing to another two digit number for the other boat. For example, where there are three boats with number '47' one will change to '147' and another to '41'.*

### **Where there is insufficient space for national letters of the specified size**

Where there is insufficient space for national letters of the specified size the following changes are prescribed in a required order:

1. The vertical gap between numbers and letters shall be reduced to the 20-30 mm range.
2. The vertical gap between national letters shall be reduced to the 20-30 mm range.
3. The size of national letters shall be reduced to the 40-45 mm range.
4. If none of the above permit successful placement of the national letters then they shall be omitted.

- *In order that the reduced spaces can meet the rule requirement it is necessary to specify an acceptable range.*
- *The reduced size of letter is deliberately chosen as that specified for the RG65 class so that 'off the shelf' letters are readily available.*
- *If there is insufficient space the letters shall be omitted – this is a new requirement.*

#### **Where there is insufficient space for numbers of the specified size**

Where there is insufficient space for numbers of the specified size the following changes are prescribed in a required order:

1. The numbers shall extend further down the sail.
2. The vertical gap between numbers shall be reduced to the 20-30 mm range.
3. The size of numbers shall be reduced to the 80-90 mm range.
4. If none of the above permit successful placement of the numbers then they shall be omitted except on the largest sail.
5. If none of the above permit successful placement of the numbers on the largest sail they shall be reduced in size.

- *In order that the reduced spaces can meet the rule requirement it is necessary to specify an acceptable range.*
- *The reduced size of number is deliberately chosen as that specified for the RG65 class so that 'off the shelf' numbers are readily available.*
- *It is felt that numbers smaller than the 80-90 mm range will not be sufficiently legible and so, on very small headsails, they may be omitted.*