



RADIO SAILING INSTRUCTIONS

Revised 16/12/24

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1 FUNDAMENTALS

- 1.1 The racing will be governed by the current version of the '**Racing Rules Of Sailing**' as prescribed by the Australian Yachting Federation Inc. and as modified by Appendix E and as per these Sailing Instructions. These Sailing Instructions apply to the Koonawarra Bay Sailing Club (KoBSC) radio sailing division for the classes scheduled during the club calendar year as per the published schedule.
- 1.2 These SI's apply for the Heat Format (Clause 18) and Scoring System (Clause 19).
- 1.3 The KoBSC Risk Assessment document shall be complied with by all personnel attending the event. Note the requirement for a minimum of 4 personnel to be in attendance.
- 1.4 The safety regulations shall be strictly observed, particularly in relation to the wearing of correctly fitted personal buoyancy at all times by any person whilst in the recovery vessel.
- 1.5 The term **Principal Race Officer (PRO)** includes any competing, registered radio controlled yacht member if there is no allocated PRO for a particular event. Each registered RC yacht member shall perform the role of PRO on a rotational basis and shall not sail the heat for which they are PRO. Points shall be allocated to the acting PRO for that race by averaging the points of all other races that they competed in on that day. The PRO for each race shall be decided by ballot prior to the start of each day's racing.
- 1.6 If the wind is consistently above 20 knots for the hour prior to the Warning Signal ,or a combination of wind direction ,strength and seaway warrant, the race may be postponed or abandoned by the PRO, or any time thereafter at the PRO's discretion.
- 1.7 The PRO may abandon the race after the start as per RRS Rule 32.
- 1.8 Each competitor shall make their own decision as to sail or not. Attention is drawn to RRS Rule 4 and Rule 69.

- 1.9 **All competitors shall comply with the NSW Radio Yacht Association Inc. 'Code Of Behaviour' and shall be aware of their agreement on their annual membership renewal application regarding their agreement to understand and abide by the KoBSC Sailing Instructions.. See Clause 16 CONDUCT below.**

When an incident occurs where an equitable conclusion is not reached, and the parties involved continue to dispute, then any skipper in attendance is permitted to call "TIME OUT". It is then up to the PRO TO APPROVE "time out".

"TIME OUT" request, is any skipper's prerogative and shall be referred to the PRO FOR HIS APPROVAL. If the PRO approves, *Sailing shall be suspended immediately and all skippers are to bring their yachts ashore.* That heat shall be deemed abandoned.

The incident shall be managed in a rational manner through the mediation process where the rules are discussed in order to achieve an outcome that is correct, fair and honest. If the Mediation process is not accepted, the parties shall proceed to a protest hearing at the completion of the day's sailing.

Racing shall recommence after the mediation process for the incident has been undertaken, but no later than 15 minutes after the "TIME OUT" call has been approved by the PRO.

- 1.10 For all club events / races, all skippers must ensure that they are financial members of the Koonawarra Bay Sailing Club and **that their yacht complies with Class Regulations.**

2 HEADQUARTERS

The headquarters shall be the clubhouse of the Koonawarra Bay Sailing Club Inc.

3 START TIMES

Racing shall commence at 12 noon (but no earlier) on Tuesdays, Thursdays and Saturdays as per the sailing calendar.

4 COURSE

A plan of the course is included with these sailing instructions (see 24). Variations to the course due to changes in the sailing conditions shall be at the discretion of the PRO or a majority of the skippers present.

Competitors are to remain within the designated control area whilst racing, except when launching or retrieving boats.

5 MARKS

The marks shall be in accordance with '**The Racing Rules Of Sailing**'. Marks 1, 2 and 3 shall be yellow-coloured spherical buoys with contrasting stripes. The Start / Finish marks shall be white spherical buoys with a black band and shall be positioned between marks 1 and 2. For the leeward gate, there shall be 2a and 2a buoys.

6 OFFICIAL BOATS

All official boats may carry the Club Burgee for identification purposes.

7 STARTING & FINISHING LINES

Starting Line

The starting line shall be an imaginary line between the start / finish marks described in clause 5 and shall be crossed in the direction of mark 1.

Finishing Line

The finishing line shall be an imaginary line between the start / finish marks described in **clause 5** and shall be crossed in the direction from:

- Mark 2 A and 2B for windward / leeward courses.
- Mark 3 for triangular courses.

8 STARTING PROCEDURE

The starting procedure for a race shall be a Scratch Start format.

Breaks between races shall be timed from the last yacht to cross the finish line.

Races shall be started by the PRO using the start box, giving due consideration to the previous PRO, **HAVING ENOUGH TIME TO GET HIS BOAT READY TO START**

- The **Warning Signal** (i.e. "Boats On The Water" call) shall be made when the last yacht in a race crosses the Finish Line. A whistle sound shall commence the countdown sequence. This will be followed by music for **1 minute** leading up to the Preparatory Signal.
- The **Preparatory Signal** (i.e. "**1 Minute To Start**" call) shall commence the final countdown to the Start Signal. This part of the sequence shall consist of sound or oral signals called at 10 second intervals, with the final 10 seconds to the Start Signal called at 1 second intervals.
- The Start Signal shall be a single sound at the end of the preparatory sequence. Each signal shall be timed from the beginning of the sound.

Note: The start sequence is launched by setting the BOW selector on the Start Box to either 5 or Special, which provides a **5 minute** or **2 minute** break between races depending on which race is being started.

Launching and Relaunching

A yacht scheduled to sail in a race may be launched, held in the launching area, taken ashore or re-launched at any time during the race. However, to be classified as a starter in a race, the yacht must pass through the start line within **5 minutes** of the start signal for the heat, and the yacht must make a concerted attempt to sail the full course (barring any entanglement caused by another vessel's actions). Failure to start before the 5 minutes have lapsed will result in the yacht being scored as a DNC result for that race, Attention is drawn to RRS Rules 2 & 3.

Redress

Failure to start due to a claim of not hearing starting signals shall not be reason for claims for redress. It is the competitor's responsibility to listen for signals.

Note: Tuning is NOT permitted on the launching / retrieval ramp IN THE AREA WHERE OTHER SKIPPERS ARE TRYING TO LAUNCH OR RETREIVE THEIR BOATS.

9 RECALLS

- a) Rule 29.1 Individual Recall shall apply as modified by E3.5 (except there will be no need to go around the ends.
- b) Rule 29.2 General Recall shall apply as modified by E3.6 (i.e. RRS 30.1). Yachts must not recross the start line while returning to the start area.

10 TIME LIMIT

- a) The Time Limit for all races shall be **30 minutes** from the start of that race.
- b) At any time prior to the Time Limit the PRO may make **2 sound signals** and call time.
- c) Yachts still racing when Time Limits expires, are awarded points in accordance with their position on the water at that time. This changes RRS.35.

11 ALTERNATIVE PENALTIES

Rule 44 shall apply as modified by E4.3.

12 PROTESTS

12.1 Protest Mediation

A mediation hearing shall be conducted by the PRO for all protests lodged in accordance with Rule 61 which allege an infringement of a Rule of Parts 2 or 4.

Such mediation hearings shall be held subsequent to “protest” being called or Time Out being approved by the PRO, and prior to the protest hearing.

The time and place of the mediation hearing shall be decided by the mediator and such advice may be given verbally. This shall be before the start of the next heat.

One representative of each yacht involved in the protest shall attend the hearing and no witness shall be allowed.

The mediator shall decide the manner in which testimony is given.

After taking testimony at a mediation hearing, the mediator shall draw one of the following conclusions;

- a) The protest does not comply with Rule 61 and the protestor may withdraw the protest.
- b) The matter shall proceed to a Protest Hearing. This may be:
 - (i) because rules other than Parts 2 or 4 are or may be involved.
 - (ii) because evidence is too complex or divergent to reach a reasonable and timely conclusion.
 - (iii) due to the apparent severity of the alleged infringement.
 - (iv) for any other reason decided by the mediator.

- c) No rule was broken and the protestor may withdraw the protest.
- d) A rule was broken by one or more of the yachts involved and the infringing yacht(s) may accept scoring points equal to a finishing place mid-way between the yacht's actual finishing place and a disqualification. If so accepted, the protestor shall withdraw the protest. Half points shall be disregarded and the points of other yachts shall not be adjusted.

A mediation hearing shall not be reopened.

Conclusions of a mediator shall not be subject to appeal or be grounds for redress.

Should the protest proceed to a protest hearing, the mediator may be a member of the protest committee. Any evidence given by a mediator during a protest hearing shall be given only in the presence of the parties to the hearing.

12.2 Protest Deliberation Meeting

All protests shall be made in accordance with Part S Section A of the '**Racing Rules Of Sailing**'. The protest shall be submitted on the Official Protest Form supplied by KoBSC.

- a) Protests shall be accepted in accordance with RRS E6.
- b) The protest committee shall consist of 3 competent persons, which may include competitors. If a party to a hearing objects to any individual competitor being on the protest committee, because they believe them to be an interested party, they may object under Rule 63.4.
- c) In single fleet racing, a yacht intending to protest shall inform the Race Committee in accordance with E6.4 but no more than **2 minutes** after the last yacht in the race concerned has finished. Protest hearings shall be held at a convenient time during racing and racing shall not be held up for the protest hearing.
- d) In fleet racing, the protest must be lodged with the Race Committee no later than **2 minutes** after the last yacht finishes and prior to the Preparatory Signal for the next race, whichever is the latter.
- e) Protests and requests for redress shall be held at a time and place determined by the Race Committee, except where Fleet Heat Management System applies, when protests and requests for redress will be heard in accordance with HMS 1.4.

13 LIABILITY

All those taking part in races do so at their own risk and responsibility.

14 WITHDRAWALS

After withdrawing from a heat, failure to inform the PRO of a competitor's intention to rejoin the fleet will qualify a boat as a non-starter (DNC).

15 BASIC PRINCIPLE & SAFETY REGULATIONS

The attention of all competitors is drawn to the '**Racing Rules of Sailing**' Basic Principle and Part 1 Fundamental Rules.

16 CONDUCT

The Australian Radio Yachting Association (Inc.) recognizes that major events offer considerable publicity opportunities to the Association and the sport generally. **Competitor behaviour can impact unfavourably on the sport and all competitors are advised that their actions shall be under scrutiny.**

Any behaviour that is in breach of Principles Of Sportsmanship and Fair Play, or which may bring the sport into disrepute may result in:

- a) A protest hearing under RRS 2, or in accordance with RRS 69.1 for extreme breaches.
- b) The PRO offering a competitor a 'two turn on the spot' penalty to avoid a protest hearing. However, the PRO is not obliged to make this offer, nor is a competitor obliged to accept it, in which case a protest hearing shall proceed.

17 ALTERATIONS

If alterations to these instructions are found necessary, such alterations shall be displayed and publicized at the race briefing. These changes will be posted on the Notice Board within the clubhouse at least one hour prior to the start.

18 HEAT FORMAT

Tuning races held prior to the start of all scheduled racing shall be completed before 12pm.

Scored races shall be conducted for:

IOM Third Tuesday of each month from September to April
inclusive. A Class Third Thursday of each month from September to April
inclusive.

Daily racing schedule

All breaks between heats shall be timed from the last yacht to finish within the Time Limit.

- Races 1 shall start at 12pm (but not before) for Tuesday, Thursday and Saturday races. A "Boats On The Water" call shall be made **5 minutes** prior to the start of Heat 1.
- There shall be a **5 minute** break after race 1 for repairs and adjustments.
- Races 2, 3 and 4 shall be completed with a **2 minute** break between each race
- There shall be a **5 minute** break after race 4 for repairs and adjustments.
- RACES 5, 6 and 7 shall be completed with a **2 minute** break between each race
- There shall be a **5 minute** break after race 7 for repairs and adjustments.
- Races 8, 9 and 10 shall be completed with a **2 minute** break between each race.
- There shall be a **5 minute** break after race 10 for repairs and adjustments.
- Races 11, and 12 shall be completed with a **2 minute** break between each race.
- The last race sailed shall not start after 3pm for Tuesday and Thursday point score events.

Note: The **5 minute** break may be extended to **10 minutes** to allow course and / or rig changes if the majority of competitors agree. If this occurs, the "Boats On The Water" call

shall be started with the appropriately timed interval.

If a scheduled race of a Club Pointscore series is not held or is abandoned on the scheduled date due to:

- a) Inclement weather (wind greater than 20 knots in the hour prior to the first heat of a race,
- b) It is deemed to be unsafe to safely launch and retrieve the recovery vessel.
- c) Conditions exist under which the KoBSC Risk Assessment criteria are not met.
- d) Less than 4 competitors are in attendance.

the race shall be rescheduled to the next scheduled day of the next week for the class concerned. Each competitor in the series shall be advised of the new date by email within 48 hours of the original abandonment. If this rescheduled race is also abandoned for whatever reason, then the abandonment shall stand.

19 SCORING SYSTEM

The low point system as defined in Appendix A, modified to 1 for first place, shall be used and shall be calculated by using an appropriate scoring system, (eg Sailwave) with drops as per HMS22 spreadsheet (0,0,0,1,1,1,1,2,2,2,2 drops after the number of races completed per heat

For each heat, there shall be 12 races scheduled with the best 10 races to be counted. If less than 10 races are completed, then the number of races to be dropped shall be as per HMS. 2022. A minimum of 4 heats shall be completed to constitute a race.

20 BOAT CHANGE

A competitor shall sail the nominated entered yacht for all races of a heat, with the proviso that a change of boat may be allowed if the competitor:

- a) Explains the reasons for the proposed change of yacht prior to the start of the first race of the heat.
- b) Has the agreement of two thirds of the competitors present by vote.
- c) Is making a permanent change. In this scenario, the points previously scored shall be carried over to the new entered yacht.
- d) Changing back to the originally entered yacht in the same competition race shall be deemed a new entry to the series.
- e) A competitor may opt to enter more than one yacht in a series, but each yacht shall be scored separately over the series. (i.e. there shall be no accumulation of points from more than one yacht over the duration of the series).

Examples of valid reasons for a permanent change of boat.

- a) A new yacht purchased and old yacht retired.
- b) The entered yacht damaged beyond repair and another yacht owned by the competitor is substituted.

Examples of non-valid reasons for a change of boat.

- a) Conditions do not suit the entered yacht, but another yacht owned by the competitor is more suited to the prevailing conditions.
- b) A change of skipper for an entered yacht.
- c) A yacht is not sailable due to damage or breakdown before the start of the first heat on a scheduled race day.

21 ENVIRONMENT

Competitors or observers shall not knowingly dispose of any item onto the foreshore of Lake Illawarra (e.g. rubbish, sewage, debris, cigarette butts). The penalty for such an infringement will be at the discretion of the Race Committee.

22 AFFILIATION STATUS

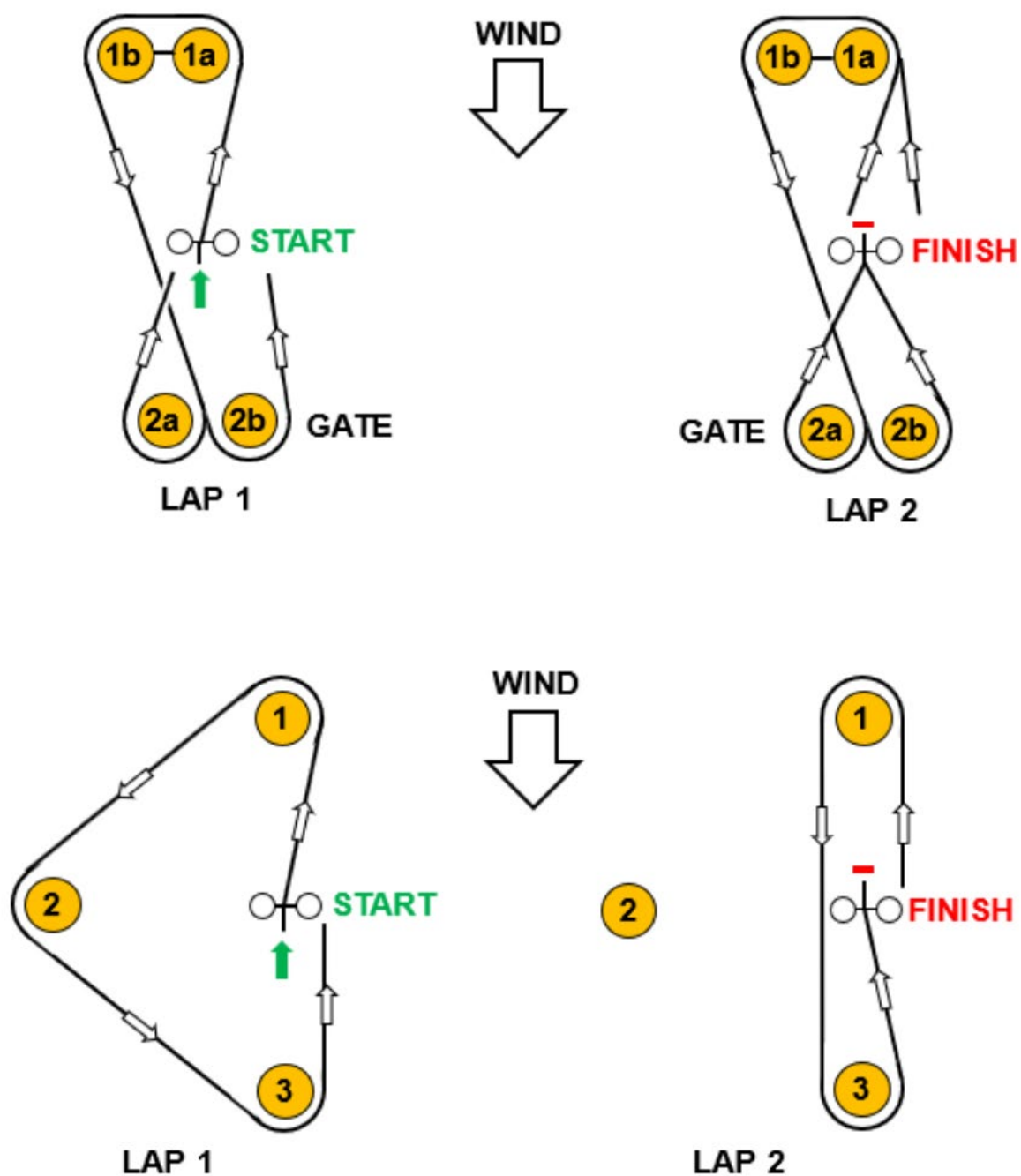
Attention is drawn to Rule 46. If it is proven that an individual competitor member entered in the series is in breach of Rule 46, the competitor will be subjected to a verbal warning.

23 SMOKING

Smoking and vaping are prohibited within the club grounds and premises.

24 COURSE LAYOUT

Note: Boys 1a and 1b are to be treated as a single mark.



REVISIONS TO THESE SAILING INSTRUCTIONS

Revision date

2014	29 October	Approved by KoBSC Committee
2015	17 April	Approved by KoBSC Committee
2016	26 October	Approved by KoBSC Committee
2017	11 March	Approved by KoBSC Committee
2017	16 August	Approved by KoBSC Committee
2024	5 October	Revised by Commodore after feedback from members.
2024	16 December	Revised by Commodore. Approved by KoBSC Committee.