



2023 IOM Canterbury Championship
30 September to 1 October
NEW ZEALAND RADIO YACHTING ASSOCIATION (Inc.)
Lake Pegasus, Pegasus Town, Canterbury

SAILING INSTRUCTIONS

Subject to NZ Government Covid-19 restrictions, if any

1 RULES

- 1.1** The regatta will be governed by *The Racing Rules of Sailing 2021-2024* as amended by Appendix E, and the current IRSA Rules for Umpired Racing.
- 1.2** The following documents will apply: The Notice of Race (NoR), these Sailing Instructions (SI), International Class Administration Rules, the Equipment Rules of Sailing (ERS) and the respective International Class Rules.

The current NZRYA approved Heat Management System (HMS) will apply in the event that multiple fleets are utilized.

Protest Arbitration as described in Appendix A to these instructions will be utilised.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located near the race headquarters at the venue as described in the Notice of Race Clause 9.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1** Changes to the sailing instructions, either as permitted in the rule itself or in accordance with RRS 86.1, may be made at any time between heats, prior to the warning signal. Any changes will be posted on the official notice board. Two sound signals followed by a verbal announcement shall be made by the Race Officer (RO) to call attention to the change.

- 3.2** In the event that a rule in the Notice of Race conflicts with a rule in the Sailing Instructions, the Sailing Instructions will take precedence.

4 ANNOUNCING RACES

- 4.1** To alert yachts that a sequence of races will begin soon, an announcement and one sound at least five minutes before a warning signal will be made.

- 4.1** Racing will be held during the scheduled times with a maximum of 40 races for the series. There shall be no limit to the number of races/heats sailed on each day.

5 THE COURSES

5.1 A course description of the marks, including starting and finishing marks stating the order and side on which each is to be left, will be displayed on the Course Board, together with a single, alternative, shortened course option.

5.3 **Courses can only be changed between heats or races.** Any change to the course will be posted on the Course Board and before the next heat or race, a sound signal and a verbal warning will be made to signal the change.

6 LAUNCHING AND CONTROL AREA / OUTSIDE HELP

6.1 Areas will be designated for the launch and retrieval of yachts, and a Control Area will be designated for only those competitors who are racing. In each of the Briefings, the Race Committee will describe the Control Area and the system for launch and recovery from one heat to the next.

6.2 A yacht scheduled to race in a heat may be launched, held on the bank, taken ashore, and re-launched at any time during the heat however they shall not be released for the first time after the first yacht in that heat has finished.

6.3 While ashore or within a launching area, yachts may be adjusted, drained of water, or repaired, have their sails/rigs changed or adjusted, have entangled objects removed, or have equipment repaired or changed.

6.4 A yacht that has gone ashore or aground outside the Launch and Retrieval Area, or becomes entangled with another yacht or a mark, may be freed and re-launched with help **only** from the designated operator of the rescue boat without advantage.

7 RESCUE BOAT

Only an authorized boat crew, under the direction of the RO, are to operate the rescue boat.

8 THE START AND FINISH

8.1 Heats will be started in accordance with RRS E3.4 a) with the warning signal made two (2) minutes before the starting signal.

8.2 Following the first general recall Rule 30.1 will apply to the restart and will be announced to competitors before the signal for the restart.

8.3 **A boat that has finished shall keep clear of the finish line.** If it crosses the finish line again, it will be given the lower of its placings recorded by the Race Committee.

9 RACING TIMES

9.1 Racing is to start as soon as possible after the scheduled start times.

9.2 An announcement and a sound signal will be made as soon as practical after the previous heat, to indicate the next heat, at least two minutes before the two-minute starting sequence.

9.3 Except where an announcement is made during the initial briefing, or in exceptional circumstances and where all competitors agree, racing will continue until the times specified in the Notice of Race.

10 TIME LIMIT and TIME-OUT LIMIT

- 10.1** The time limit for all heats will be 20 minutes from the start.
- 10.2** The Time Out Limit for racing after the first yacht finishes shall be 5 minutes. An exception is made for Race 1 in multi-heat racing: There is no Time-Out Limit as stated in Rule 2.2 of HMS 2016 Ver 1.
- 10.3** At the expiry of the Time Out Limit:
- a) If 4 or fewer yachts are still racing, they shall be recorded according to SI 10.4.
 - b) If more than 4 yachts are still racing the Time Out Limit shall be extended until only 4 yachts remain racing, at which time the RO shall give two sound signals and call time. Yachts still racing shall be recorded according to SI 10.4.
- 10.4** Yachts failing to finish within the Time Out Limit shall be recorded as DNF, RET, OCS, DNS or DNC in that order, as appropriate. DNF yachts still racing at the end of the Time Out Limit will be recorded and scored in accordance with their place on the water.

11 PROTESTS and REQUESTS FOR REDRESS

- 11.1** Arbitration will be used in accordance with Appendix A to these Instructions. Should the Arbitration hearing proceed to a protest hearing, protests will be accepted in accordance with RRS E6.
- 11.2** The protest committee will consist of three competent persons, which may include competitors. If a party to a hearing objects to any individual competitor being a member of the protest committee because they believe that person to be an interested party, they may object under rule 63.4.
- 11.3** A yacht intending to protest shall inform the race committee as soon as reasonably possible after finishing or retiring, and in fleet racing, prior to the preparatory signal for the next heat or race. This changes E6.4
- 11.4** Protests and requests for redress shall be held at a time and place determined by the race committee.
- 11.5** Decisions of the protest committee will be final as provided in rule 70.5(a).

12 SCORING

- 12.1** The RRS Appendix A Low Point system will apply for single fleet events. For multi-heat events, RRS Appendix A as modified by the current NZRYA HMS Rules, and these Sailing Instructions shall apply.
- a. The Race Committee will decide the maximum heat size based on the weather conditions, course area, and start line length. The decision will be announced in the skippers briefing before the first race.
 - b. Yachts will be assigned to the heats of Race 1 using their current IOM Ranking position, or otherwise by random selection as for HMS Rule 2.1.
 - c. Heat allocations for each race will be posted on the Heats Board using magnetic labels showing each skipper's name and sail number.
 - d. It is the responsibility of each competitor to be available for his/her heat.
- 12.2** There shall be:
- a. There shall be a minimum of ten (10) competitors start in each of minimum number of races for the event to be ratified as a Championship event.
 - b. There shall be a minimum six (6) races for event to be ratified as a Championship event result.

- 12.3** Excluded scores (discards). When the total score is calculated for each yacht, her worst scores will be excluded as follows:
- a. After 4 races are completed, 1 discard
 - b. After 8 races are completed, 2 discards
 - c. After 16 races are completed, 3 discards and so on for every further 8 races completed.

- 12.4** When a tie needs to be broken to establish the order of finishing places, between two or more yachts positions at the finishing line, or recorded equally at the end of a heat or at the end of the event:
- a. For single fleet racing: Appendix A7 and A8 will apply.
 - b. For multi-heat racing: HMS Rule 1.5a shall apply.

13 WITHDRAWN YACHTS

- 13.1** HMS: Rule 1.3 for yachts to be withdrawn shall apply in a multi-heat event
- 13.2** A yacht withdrawn from a single heat event will be recorded as DNC and may return to racing at any start, **with the permission of the race committee.**
- 13.3** Any competitor who intends to withdraw from racing, either permanently or temporarily, is to inform the race committee at the earliest opportunity.

14 REPLACEMENT OF EQUIPMENT

Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

15 EQUIPMENT AND MEASUREMENT CHECKS

A yacht or equipment may be inspected at any time for compliance with the class rules and sailing instructions. The official measurer may instruct a skipper to proceed with his/her yacht immediately to a designated area for inspection.

16 PRIZES

Prizes will be given as described in the Notice of Race Clause 14.

17 CONDUCT

- 17.1** The New Zealand Radio Yachting Association and Pegasus Radio Sailing Club recognise that major events offer considerable publicity opportunities to the Association, the club, and the sport generally.

Lake Pegasus and its foreshore are accessed and well used by the residents of Pegasus Town and wider Canterbury public. This public interest will be embraced by Pegasus Radio Sailing Club during the regatta. Spectators will be encouraged to watch the racing from a spectator area, and a club official will answer spectator questions. It is in the interests of competitors to act appropriately for our sport during the regatta, to enjoy each other's company and to inspire the spectators.

All competitors are advised that their actions will be under scrutiny and in the event of 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 protest hearing under RRS 2. or in accordance with RRS 69.

- 17.2** The RO may offer a competitor a two-turns-on-the-spot penalty to avoid a protest hearing as in SI 17.1 however the RO is not obliged to make this offer nor is a competitor obliged to accept it in which case a protest hearing may proceed.

18 SMOKING

Smoking is prohibited within the control area or any enclosed spaces.

19 RISK STATEMENT

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in any of the events covered by this notice of race, each competitor agrees and acknowledges that:

- a. They will “Check, Clean and Dry” their yacht and any equipment that may have pest organisms on it – before sailing in this event.
- b. They will meet the requirements of any current Government restrictions each day.
- c. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their boat to such inherent risk whilst taking part in the event.
- d. They are responsible for the safety of themselves, their yacht, and their other property whether afloat or ashore.
- e. The provision of a race management team, rescue boat, and other officials and volunteers by the organiser does not relieve them of their own responsibilities.
- f. The provision of a rescue boat is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

A competitor may only enter the event by accepting these conditions as they appear on the entry form for this event..

Appendix A: ARBITRATION

1. Rule 44.1 is changed to permit a boat that has broken a rule of Part 2 or Rule 31 to take a penalty after racing but prior to any protest hearing.

The penalty shall be a **scoring** penalty equal to the score for a finishing place mid-way between the boat's actual finishing place and the score for a disqualification. Half points shall be disregarded, and the points of other boats shall not be adjusted.

Rule 63.1 is changed such that an arbitrator may allow a protest to be withdrawn.

2. An arbitration hearing will be conducted for protests lodged in accordance with Rule 61 which allege an infringement of a rule of Part 2 or Rule 31. Such hearings will be held subsequent to the protest being lodged and prior to a protest hearing. For the purposes of the arbitration hearing, Rule 61.2 is amended so that a written protest form is not required.
3. The time and place of the arbitration hearing will be decided by the arbitrator and such advice may be given verbally. One representative of each yacht will attend the arbitration hearing and no witnesses will be allowed. The arbitrator will decide the way testimony is given.
4. After taking testimony, the arbitrator will make one of the following conclusions:
 - a. The protest does not comply with rule 61 (as amended) and the protestor should withdraw the protest.
 - b. No rule was broken, and the protestor should withdraw the protest.
 - c. A rule was broken by one or more of the yachts involved, the infringing yacht(s) may accept a scoring penalty as detailed in 1. above and if so accepted, the protestor should withdraw the protest.
 - d. The matter shall proceed to a protest hearing. This may be because rules not suited to arbitration may be involved or because evidence is too complex or divergent or because injury, serious damage or a significant advantage may have occurred or because of the apparent severity of the alleged infringement or for any other reason decided by the arbitrator.

The protestor shall have ten minutes from the conclusion of the arbitration hearing in which to complete and lodge a formal protest form.
5. An arbitration hearing shall not be re-opened. No conclusion of an arbitrator shall be subject to appeal or be grounds for redress.
6. The decision of the arbitrator is non-binding, and either skipper may elect to progress to a full protest hearing. Protesting skippers shall have ten minutes from the conclusion of the arbitration hearing to complete and lodge a formal protest form.
7. Failure to attend an arbitration hearing may, at the discretion of the arbitrator or the protest committee, result in an additional points penalty being added to the yacht's score for that race.
8. Should the protest proceed to a protest hearing then the arbitrator may be a member of the Protest Committee. Any evidence given by an arbitrator during a protest hearing shall be given only in the presence of the parties to the hearing.

Appendix B: PRINCIPLES OF SPORTSMANSHIP & FAIR PLAY

1. Introduction:

Sailing is a self-policing sport, but the enforcement of rules 2 and 69 is the responsibility of all those involved - competitors and race officials. Allowing unacceptable behaviour to go unchecked is the same as condone it and does not protect those sailors who have chosen to compete within the rules. The promotion of fair play and sportsmanship is the responsibility of all those involved in our sport.

2. Rule Two - Fair Sailing:

"A yacht and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A yacht may be penalized under this rule only if it is clearly established that these principles have been violated. A disqualification under this rule shall not be excluded from the yacht's series score."

3. Dealing with Dissent and Misconduct:

Rule 2, Fair Sailing, refers to recognised principles of sportsmanship and fair play. With one exception, 'The Basic Principle', the rules deliberately do not define these principles. It is necessary to take each situation in context.

3.1 Basic Principle

Sportsmanship and the Rules: "Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire."

3.2 (a) General Principles

The following principles (which are examples and not a definitive list) are published by the RYA and AY. They are generally accepted as examples of the "recognised principles" referred to in Rule two. Any breach of these principles should be considered unsportsmanlike behaviour or misconduct by a skipper and therefore breach of RRS 2 at any Radio Controlled sailing event..

3.2 (b) Respect for the rules:

Breaches of this principle include:

1. Knowingly breaking a rule and not taking a penalty.
2. Deliberately breaking a rule.
3. Intentionally breaking a rule to gain an unfair advantage. Collusion with another competitor to ignore rule breaches which may infringe or disadvantage other competitors.