New Zealand Radio Yachting Association (Inc)

2026 DF65 National Championship

Organising Authority: New Plymouth Radio Control Yacht Club

Sat Oct 31 and Sun Nov 01 2026

Rotomanu Lake, New Plymouth

This is a DFRacingNZ Ranking Event

Sailing Instructions

These sailing Instructions are to be read in conjunction with the event Notice of Race. Unless explicitly changed by these Sailing Instructions all sections of the NOR shall apply.

1 Notices to Competitors

1.1 Notices to competitors will be posted on the official notice board located near race headquarters at the venue specified in the Notice of Race.

2 Changes to Sailing Instructions

2.1 Where Sailing Instructions are changed in accordance with RRS E1.3(d), two sound signals followed by a verbal announcement by the Race Officer shall call attention to the change.

3 Schedule of Races

3.1 Dates and times of racing shall be in accordance with the Notice of Race.

3.2 To alert boats that a race or sequence of races will begin soon, an announcement and one sound at least five minutes before a warning signal will be made.

3.3 The warning signal for the next race/heat shall occur as soon as practical following the previous race/heat.

3.4 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.

4 Observers and Umpires

4.1 In accordance with RRS E5.1, all competitors shall serve as observers as required by the Race Committee.

4.2 A competitor unable to serve as an observer for a heat shall nominate, with their agreement, a substitute observer, who shall also be a competitor.

4.3 An observer appointed for a heat who fails to act diligently as an observer, may be protested by the Race Committee under RRS E7 [DP].

4.4 This is an umpired event and will be run under World Sailing DR21 02 - Test Rule For Umpired Radio Sailing, with each observer working with an Umpire. The full text of DR21 02 is included as Appendix A to these Sailing Instructions.

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5 Penalty System and Protests

5.1 A protest, request for redress, or request for reopening shall be delivered to the Race Committee no later than 10 minutes after the last boat in the heat finishes, but prior to the warning signal for the next heat or race, whichever comes first. This changes RRS E6.5.

5.2 Protest arbitration in accordance with RRS Appendix T will be used. T1(b) is changed to read:

A Post-Race Penalty is 30% of the score for Did Not Finish rounded to the nearest whole number (0.5 rounded upward) which shall be added to the infringing boat(s) finishing position. The points of other boats shall not be adjusted.

5.3 A Protest Committee, comprising three competent persons, will be appointed to hear any protests arising from the event and may include competitors not involved in the incident.

5.4 RRS 60.3 and 61.2 may be replaced by a verbal notification and hearing if all parties affected by the incident agree.

5.5 Protests and requests for redress shall be held at a time and place determined by the race committee.

5.6 No fee shall apply to lodging a protest or request for redress. No measurement fee shall apply to a protest involving class rules. This changes RRS 65.2.

5.7 [DP] in these Sailing Instructions indicates where the Protest Committee may impose a Discretionary Penalty for infringement of the rule.

6 Courses

6.1 Where possible, the course will include a first leg and a finish leg to windward.

6.2 The Race Committee will attempt to set a course which will take approximately 10 to 15 minutes for the first boat to complete.

6.3 Course descriptions shall be posted on the course board. Course descriptions shall include identification of starting marks, finishing marks and all other marks of the course and state the order and side on which each is to be left.

6.4 Courses shall only be changed between heats or races. Any change to the course will be posted on the course board prior to the next heat or race. A sound signal and a verbal warning will be made to signal the change.

7 Launching and Control Areas

7.1 Boats not racing may not enter the Launch Area until authorised by the Race Committee [DP].

7.2 A boat 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 it shall not be released for the first time after the first boat in that heat has finished.

7.3 While ashore or within a launching area boats 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.

8 Rescue Boat

8.1 Only authorised boat crew, under the direction of the RO, are to operate the rescue boat [DP].

9 The Start

9.1 Races will be started in accordance with RRS E3.4 utilising a 2 minute countdown sequence:

(a) The warning signal will be the commencement of the 2 minute countdown sequence.

(b) The preparatory signal will be the 1 minute call in the countdown sequence.

9.2 Following the first general recall of a heat, RRS 30.1 may apply to the restart. For subsequent general recalls of that heat, RRS 30.1, 30.3 or 30.4 may apply.

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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 shall be 5 minutes after the first boat finishes.

10.3 Boats failing to finish within the Time Out Limit shall be recorded and scored in accordance with their place on the water.

11 Scoring

11.1 The RRS Appendix A Low Point System will apply for single fleet events. For multi-fleet events, RRS Appendix A Low Point System as modified by SHRS shall apply.

11.2 For single fleet events, when the total score is calculated for each boat, her worst scores will be excluded as follows:

- After 4 races have been completed, 1 discard;
- After 8 races have been completed, 2 discards;
- After 16 races have been completed, 3 discards and so on for every further 8 races completed.

11.3 For multi-fleet events, a boat's score in each of the Qualifying and Final Series shall be calculated in accordance with SHRS 5.4. Her event score and ranking shall be calculated in accordance with SHRS 5.5.

11.4 When a tie needs to be broken to establish the order of finishing places:

- For single fleet racing, Race Ties shall be resolved in accordance with RRS A7. Series Ties shall be resolved in accordance with RRS A8.
- For multi-fleet racing, Race Ties shall be resolved in accordance with RRS A7. Series Ties shall be resolved in accordance SHRS 5.7.

12 Withdrawn Boats

12.1 A boat withdrawn from a heat or race may return to racing at any start, with the permission of the race committee.

12.2 Any competitor who intends to withdraw from racing, either permanently or temporarily, is to inform the race committee at the earliest opportunity.

13 Replacement of Equipment

13.1 Substitution of damaged or lost equipment will not be allowed unless authorised by the race committee and in accordance with the Class Rules. Requests for substitution shall be made to the committee at the first reasonable opportunity.

14 Smoking and Vaping

14.1 Smoking or vaping is prohibited within the control area, the launching area, or any enclosed spaces [DP].

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Appendix A:

DR21 02 - Test Rule For Umpired Radio Sailing (March 2025)

This Appendix includes the full text of rule DR21 02. The rule has been authorised by World Sailing in accordance with regulation 20.3.(d)(ii). Version 2025-01.

The published version of DR21 02 can be found on the World Sailing website.

URS.1 Changes To Racing Rules Of Sailing (RRS)

1.1 Changes to RRS involving hails, observers and umpires:

(a) In RRS E5.1(b), change 'Observers' to 'Observers and umpires'.

(b) In RRS E5.1(c), change 'observers' to 'observers and umpires', and 'race committee' to 'protest committee'.

URS.2 Umpires and Observers

2.1 Each umpire shall work in partnership with an observer appointed by the race committee under RRS E5.1(a). Observers and umpires shall hail contacts as required by RRS E5.1(b).

2.2 An umpire's decision may be based on information provided by an observer. Note: See also Radio Sailing Call O1.

URS.3 Taking A Penalty

3.1 When a boat may have broken one or more rules of Part 2, or RRS 31 or 42, she may take a penalty in accordance with RRS E4.3 as follows:

(a) by promptly taking a penalty; or

(b) by clearly indicating that she will take a penalty and then taking that penalty at the first reasonable opportunity; or

(c) by retiring.

3.2 A boat penalized by an umpire shall promptly take a Two-Turns Penalty, unless the umpire signals a different penalty permitted by URS 5.2.

3.3 When a boat clearly indicates that she will take a penalty under RRS E4.3, she shall take that penalty.

URS.4 Protests By Boats; Hails Of Contact; Umpire Decision

4.1 A protest under RRS E6, for a breach of a rule of Part 2 (except RRS 14) or RRS 31 or 42 may be decided by an umpire without a hearing.

4.2 A hail of contact by an observer or umpire under RRS E5.1(b) may be resolved by an umpire without a hearing.

4.3 After a hail of protest or contact, if no boat takes a penalty the umpire shall decide whether to penalize any boat and shall hail a decision in compliance with URS 6.

URS.5 Penalties Initiated By Umpire

5.1 An umpire may penalize a boat in accordance with URS 5.2, without a protest by another boat, when the boat:

(a) breaks RRS 42

(b) despite taking a penalty under URS 3.1 or 3.2, has gained an advantage in the heat and has not promptly taken additional penalty turns under RRS E4.3(b).

(c) fails to take a penalty when required by an umpire

(d) breaks URS rule 3.3

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(e) fails to retire when this is the appropriate penalty under RRS E4.3(c)

(f) deliberately breaks a rule

(g) commits a breach of sportsmanship.

5.2 The umpire may:

(a) impose one or more One-Turn Penalties to be taken in accordance with RRS 44.2, each signalled in accordance with URS 6.1(b); or

(b) disqualify her by hailing “(boat sail number) disqualified” with brief reasons for the disqualification; or

(c) report the incident to the protest committee for further action.

If a boat is penalised under URS 5.1(b) the umpire shall hail additional penalty turns sufficient to nullify the advantage.

If a boat is penalised under URS 5.1(c) or (d) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

5.3 A boat disqualified by an umpire shall immediately leave the racing area.

5.4 If an umpire decides that a boat may have broken a rule other than those listed in URS 4.1, or may be entitled to redress, the umpire shall so inform the protest committee who may protest under RRS 60.1, or request redress under RRS 61.1(c). The umpire shall notify this intention to the competitor and to the race committee at the first reasonable opportunity, but not before the end of a heat in which the umpire is officiating.

URS.6 Signals By Umpire

6.1 An umpire may hail a decision as follows.

(a) 'No penalty'.

(b) 'Penalty (boat(s) sail number(s))'. If an umpire is unable to identify a boat’s sail number, the boat will be identified by a clear description and, as soon as possible, by sail number.

6.2 An umpire who is unable to make a decision may indicate that there is no decision and as a consequence the incident is unresolved.

6.3 Brief reasons for a hail may be given quoting the other boat(s) involved.

When multiple incidents are being considered simultaneously, the umpires may clearly indicate which incident they are referring to.

URS.7 Unresolved Incident

7.1 Following a protest under URS 4.1 a boat is entitled to a hearing only if:

(a) it is alleged that RRS 14 was broken and damage resulted from contact; or

(b) no umpire hails a decision.

7.2 If no umpire hails a decision following a hail of contact, the observer or umpire who made the hail shall report the unresolved incident to the protest committee, who may initiate a hearing by protesting all boats involved in the incident.

7.3 Unless otherwise specified in the sailing instructions, protests and requests for redress need not be in writing. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

URS.8 Requests For Redress, Appeals, Other Proceedings

8.1 A decision, action or non-action of an umpire or an observer shall not be grounds for redress or subject to an appeal under RRS 70.

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Appendix B:

Principles of Sportsmanship and Fair Play

1 Introduction

Sailing is a self-policing sport, but the enforcement of RRS 2 and RRS 69 is the responsibility of all those involved - competitors and race officials. Allowing unacceptable behaviour to go unchecked is the same as condoning 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 Fair Sailing

RRS2 states: 'A boat and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A boat may be penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be a disqualification that is not excludable.'

3 Dealing with Dissent and Misconduct

RRS 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.

4 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.

5 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 RRS 2. Any breach of these principles should be considered unsportsmanlike behaviour or misconduct by a skipper and therefore breach of RRS 2 at any Radio Sailing event.

6 Respect for the rules

Breaches of this principle include:

(a) Knowingly breaking a rule and not taking a penalty.

(b) Deliberately breaking a rule.

(c) Intentionally breaking a rule to gain an unfair advantage.

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