New Zealand Radio Yachting Association (Inc)

Murray Rountree Wellington IOM Championship

Organising Authority: Wellington Radio Yacht Club

Sat Nov 14 and Sun Nov 15 2026

Evans Bay Yacht and Motorboat Club, Evans Bay Parade, Wellington

This is an NZLIOMNCA 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 Competitors as Observers

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].

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

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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 will be heard in accordance with HMS 1.7.

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 Except as provided in HMS 2.2, the Time Out Limit for racing shall be 5 minutes after the first boat finishes.

10.3 At the expiry of the Time Out Limit:

- If 4 or fewer boats are still racing they shall be recorded according to SI 10.4.
- If more than 4 boats are still racing the Time Out Limit shall be extended until only 4 boats remain racing, at which time the RO shall give two sound signals and call time. Boats still racing shall be recorded according to SI 10.4.

10.4 Boats failing to finish within the Time Out Limit shall be recorded as DNF, RET, OCS, DNS or DNC in that order, as appropriate. DNF boats still racing at the end of the Time Out Limit will 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 HMS 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, the total score is calculated for each boat in accordance with HMS 1.6.

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, Ties shall be resolved in accordance with HMS 1.5.

12 Withdrawn Boats

12.1 A boat withdrawn from a single heat event may return to racing at any start, with the permission of the race committee.

12.2 Withdrawn boats in a multi-heat event are covered by HMS 1.3.

12.3 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:

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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