

RADIO CONTROLLED
Laser
Nationals
GOLD COAST 2014

2014 Australia RC Laser Championship

26/27 July 2014



EVENT PROGRAMME

Hosted by Paradise Radio Yacht Club Inc



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2014 Australia RC Laser Championship Committee

Bill Clancy (Chair), PRYC Sailing Secretary

Peter O’Grady, PRYC Laser Class Captain

Peter Burford, PRYC Member

Michael Rees, PRYC Member

Racing Committee

PRO: Bill Clancy with volunteers and equipment provided by PRYC and TTRYC

Official Scorers: David Black, Anne Walker

Previous Championships



Scott Mitchell

2013 RC Laser National Champion

In the final count after 15 hard fought races Scott Mitchell from Adelaide won well with Victoria’s Scott Fleming second. Scott Mitchell recorded 5 wins and held a top 3 spot in all but 3 races in his first major championship in a RC Laser. George Fish from Tasmania missed the silver by one point but was pleased to take the bronze after finishing strongly.

YEAR	HOST STATE	CHAMPION (Gold Medal)	RUNNER UP (Silver Medal)	2 ND RUNNER UP (Bronze Medal)
2009 (Inaugural)	NSW	Graham Brown	Paul Derwent	Pat O’Brien
2010	VIC	Scott Fleming	Graham Brown	Dave Pruden
2011	QLD	Scott Fleming	Nigel Price	Graham Brown
2012	WA	Graham Brown	Dave Pruden	Rod Moss
2013	SA	Scott Mitchell	Scott Fleming	George Fish
2014	QLD			

Message from the Commodore

Welcome to the Paradise radio Yacht Club and Emerald Lakes. The Club is pleased to host the Laser national titles and we hope that skippers and their supporters will enjoy their stay on the Gold Coast.

PRYC started as a one class IOM club a number of years ago. The Club now has a membership of about 60 with approximately 50 boats on the water each week racing six classes in five fleets. We are well represented in international, national, state and regional events with two members competing in the IOM European championship in Italy later this year.

Emerald Lakes is recognised as one of the best radio control sailing locations in Australia and we are fortunate to have the support of Nifsan and Emerald Lakes Management for Club activities. As we race in a public area and depend on the goodwill of Emerald Lakes residents and management, the Club asks skippers to recognise this and conduct themselves appropriately.

With the cooperation of the weather (beautiful one day, perfect the next, sometimes leads to light variable winds in winter), we can look forward to a great regatta. My thanks go to the organising committee Bill Clancy, Peter O'Grady, Peter Burford, and Michael Rees.

Best of luck to all skippers.

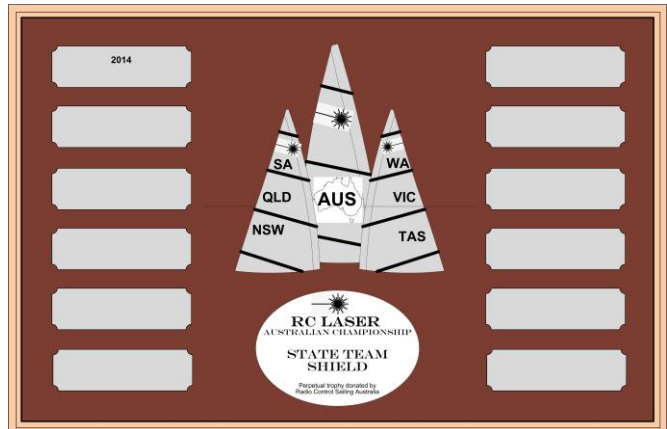
Doug Wells
Commodore, PRYC
Emerald Lakes, Queensland

Trophies

To be presented by Councillor Bob La Castra at 4 pm on Sunday 27 July 2014.



Champion Trophy, Second and Third Places, & Sportsman's Trophy donated by SailPrizes Sailing Trophies



Inaugural State Shield donated by Radio Sailing Australia P/L

The organising committee would like to thank Nifsan Developments Pty Ltd for permission to sail from Emerald Lakes and for providing a secure overnight store for competitors' boats.



The Gloria Jeans Café at Emerald Lakes has provided each competitor with a free coffee voucher. The committee thanks them for their generosity.

2014 Australia RC Laser Championship Entrants

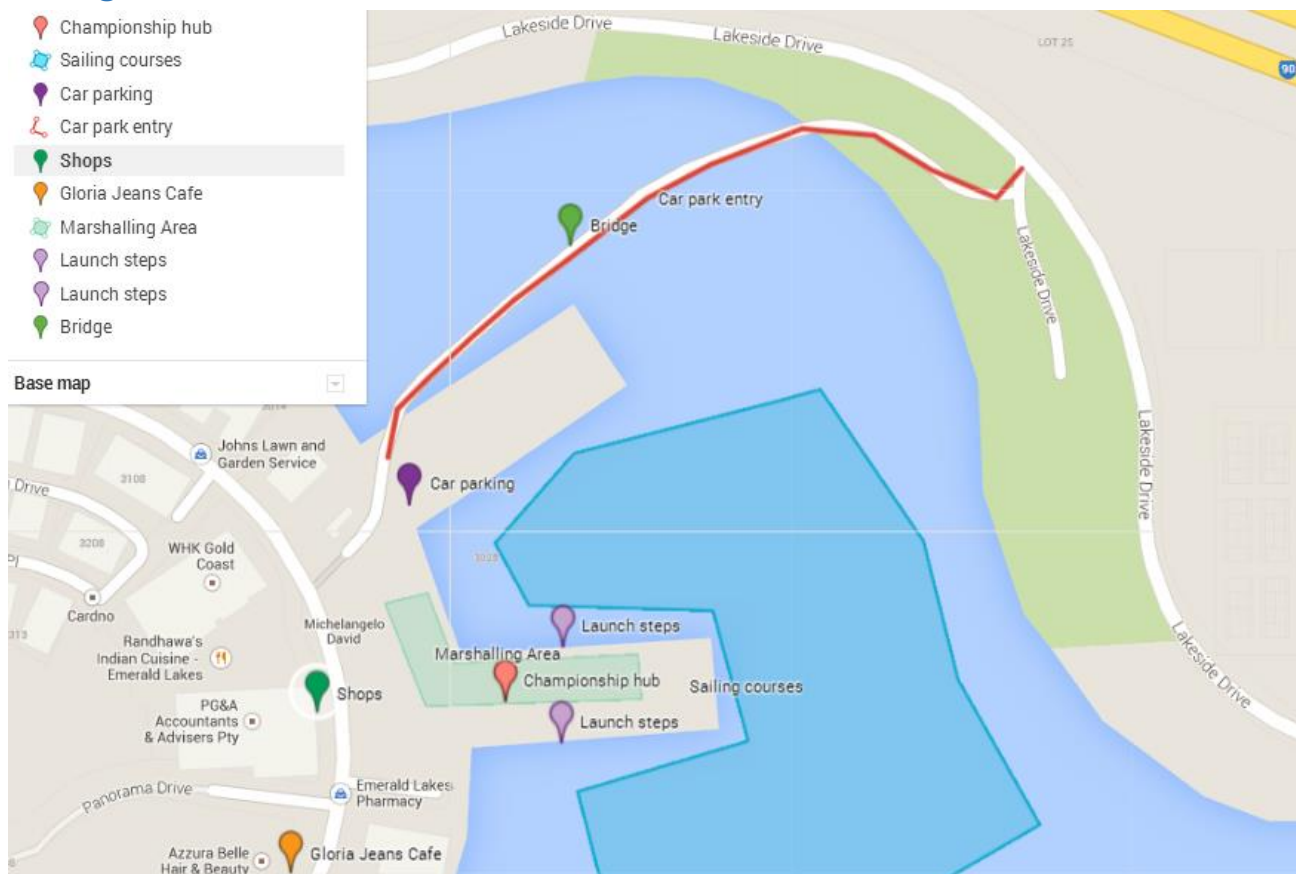
1	C	Bromiley	1	DAC, NSW
2	P	Derwent	21	DAC, NSW
3	T	Rowe	29	PLRMYC, VIC
4	D	Pruden	39	WANDERERS, WA
5	R	Popham	42	WANDERERS, WA
6	G	Gillespie	49	PLRMYC, VIC
7	L	Brodie	59	SCRYC, QLD
8	D	Page	60	PRYC, QLD
9	N	Price	71	SCRYC, QLD
10	R	Nasmith	73	PRYC, QLD
11	G	Brown	87	DAC, NSW
12	D	Bedford	120	WANDERERS, WA
13	J	Luther	127	ARCYRC, SA
14	P	Newman	140	DAC, NSW
15	P	O'Grady	145	PRYC, QLD
16	P	Burford	147	PRYC, QLD
17	S	Jemison	150	PRYC, QLD
18	J	Fulton	153	PRYC, QLD
19	R	Tickner	155	DAC, NSW
20	B	Hill	164	PRYC, QLD
21	R	Grigson	170	PRYC, QLD
22	M	Rees	172	PRYC, QLD
23	I	Lane	181	PLRMYC, VIC
24	E	Joselin	183	PRYC, QLD
25	L	Ward	185	PRYC, QLD

Race heats will be conducted using Heat Management System 2013 a summary of which appears below. Detailed explanations can be found on the ARYA web site.

Programme

Friday	14:00 – 16:00	Practice Races
	14:00 – 16:00	Registration
Saturday	09:00 – 10:00	Registration
	10:15	Briefing
	10:30	Racing to commence
	12:00 – 13:00	Lunch break (approx.)
	13:00	Racing to commence
	16:30	No race to start thereafter
	18:30 for 19:00	Championship dinner at Palmer Colonial Golf Club
Sunday	09:45	Briefing
	10:00	Racing to commence
	12:00 – 13:00	Lunch break (approx.)
	13:00	Racing to commence
	15:30	No race to start thereafter
	16:00	Presentations by Councillor Bob La Castra

Sailing Location



Live map available at go.mrees.com/2014lasers

Championship Dinner

Saturday 26 July 2014 18:30 for 19:00 until 22:30

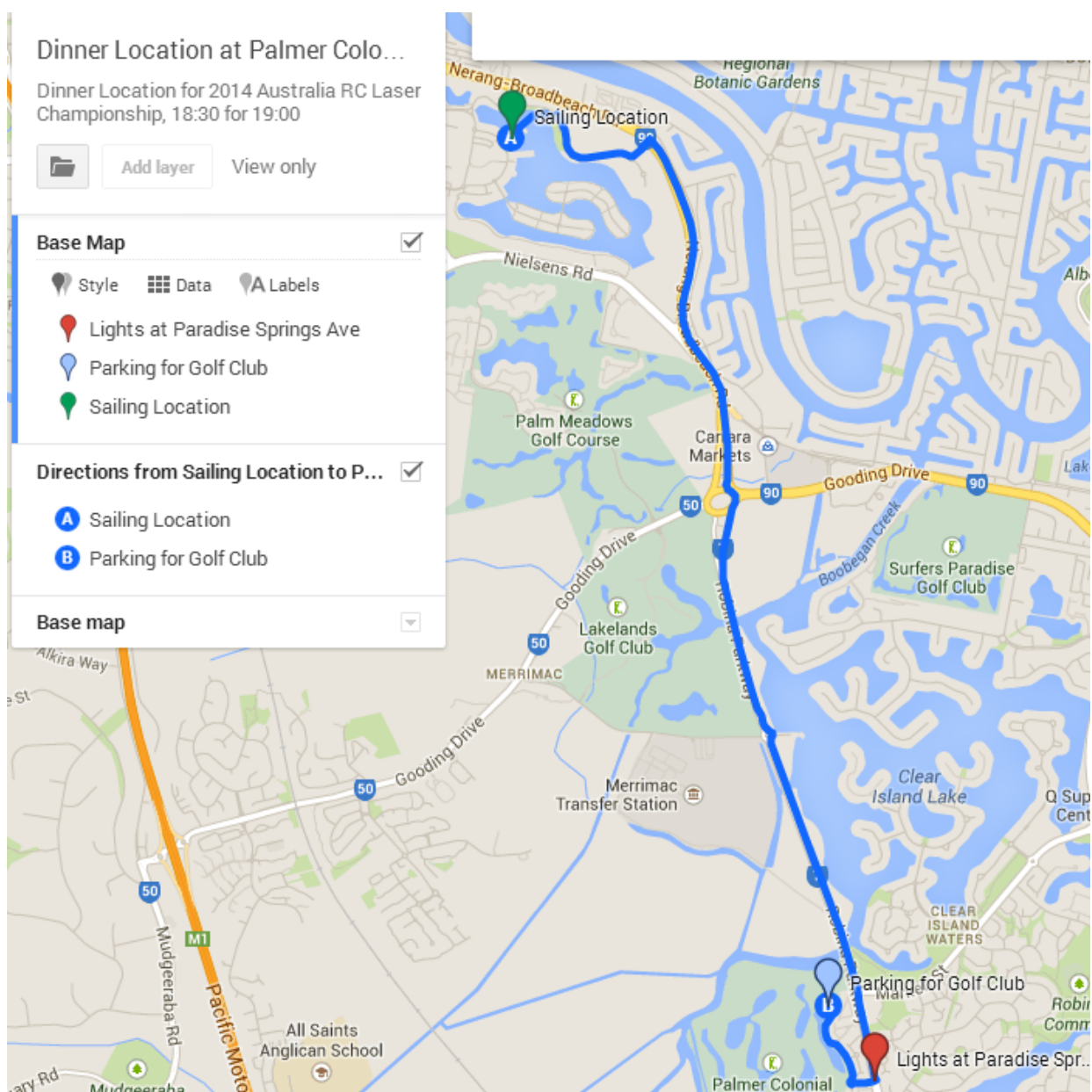
Private room at the Palmer Colonial Golf club, 57 Paradise Springs Ave, Robina

The Championship Dinner is where you can mix with fellow competitors and make new friends. The early start will enable everyone to have a good night's sleep.

The menu will consist of a Main Course of [alternate serve] Chicken Breast filled with Camembert and sun dried tomato, garlic mash & honey seeded mustard dressing or Rib eye Steak with Dauphinoise potato, garlic cream sauce accompanied by seasonal steamed vegetables. A vegetarian option must be pre-ordered.

Dessert will be warm Apple Strudel with custard and double cream or Sticky Date pudding with butterscotch sauce.

Coffee & Tea will also be supplied. Other beverages will be available at a cash bar.



Live map available at go.mrees.com/lasersdinner

ARYA Standard Sailing Instructions

2014 Australia RC Laser Championship

1. General:

- 1.1 For Australian Radio Yachting Associated (Incorporated) (ARYA) National Championship and all ratified Ranking Events, the organising authority is the ARYA. Except where amendments to the Standard Sailing Instruction (SSI) have been previously agreed to by the ARYA Event Officer, who will be appointed specifically for the event, or where amendments to the sailing instructions are permitted by SSI 4.1, the race committee shall not change these SSIs or any other rule of the RRS unless permitted under RRS 86.
- 1.2 For other events, the organising authority is the host club.

2. Rules:

- 2.1 The event will be governed by the 'rules' as defined in the ISAF Racing Rules of Sailing for 2013-2016 (RRS) as amended by Appendix E – Radio Sailing Racing Rules, the Notice of Race (NoR) issued for the event, these Sailing Instructions (SI), the International Class Administration Rules, the Equipment Rules of Sailing (ERS) and the respective International Class Rules. For events sailed in more than one heat, the current Heat Management System (HMS), as adopted by the ARYA, shall apply.
- 2.2 The Sailing Instructions shall prevail in case of conflict with the Notice of Race.
- 2.3 Defining launching and control areas, displaying a course board and appointing observers shall be mandatory for all ranking events, not optional as stated in E 3.1, E3.2, E3.3 and E5.
- 2.4 Rule 31 is deleted. New rule 31 to read "While racing, a boat shall not touch a starting mark while starting or a finishing mark while finishing.

3. Registration

- 3.1 All skippers must register with the Race Committee at the venue prior to 10:00 on Saturday 26 July 2014.

4. Initial Briefing and Changes to the Sailing Instructions

- 4.1 The initial briefing will be held before the start of *racing* and as near as possible to the time set out in the NoR, and must be attended by all skippers unless exempted by the race officer, to announce:
 - a. the sound signal which will precede all subsequent briefings, announcements and changes to these sailing instructions,
 - b. any changes to the *racing* times set out in the NoR,
 - c. a description of the course, the *marks*, the *start* and *finish* lines, the order and sides of the *marks* to be passed,
 - d. the warning signal for the starting sequence and the sound signal for a general recall,
 - e. the method of sourcing observers for each heat,
 - f. location of launching, recovery and control areas, including instructions to take account of local conditions,
 - g. location of the official notice board, and course board with information clearly visible to competitors during the *racing*,
 - h. *protest* procedure,
 - i. measurement procedures,
 - j. instructions about the use of rescue boat,
 - k. whether the event will be sailed in one fleet or in heats and whether Schedule 'B' or Schedule 'C' in the approved HMS is to be used.

- l. Administration and breaks, and
 - m. safety.
- 4.2 Permitted changes to the sailing instructions as outlined in 4.1c, 4.1e, 4.1f, 4.1g, 4.1h, 4.1i, 4.1j, 4.1.k, 4.1.l and 4.1m may be made at any time between heats, prior to the warning signal. Two sound signals followed by a verbal announcement shall be made by the Race Officer (RO) to call attention to the change.
- 4.3 Any changes to the SSI are to be posted on the Course Board or Official Notice Board as appropriate.
- 5. Courses**
- 5.1 Course descriptions are to be displayed on the course board, together with a single, alternative shortened course option. This changes E3.3 and E3.8(c).
- 5.2 A description of the marks, including starting and finishing marks stating the order and side on which each is to be left shall be posted on the course board.
- 5.3 Courses can be changed only between heats or races. Any change to the course will be posted on the course board and before the next heat a sound signal and a verbal warning will be made to signal the change.
- 5.4 During a heat/race, the RO may shorten the course to the prearranged option shown on the course board. Shortening of the course will be signaled by two sound signals followed by the hail "shortened course" by the RO on the leg before the leading boat starts the leg in which she will finish because of shortening. This changes Rule E3.8(c)
- 6. Launching and Control Area/ Outside Help**
- 6.1 Details of the launch/retrieval and control areas shall be clearly marked on the course board. This changes E3.3
- 6.2 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.
- 6.3 Boats shall be launched and retrieved from within the designated launching area. This changes E3.2.
- 7. Rescue Boat**
- 7.1 Only an authorized boat crew, under the direction of the RO, are to operate the rescue boat.
- 8. Starting Procedure**
- 8.1 Races will be started in accordance with RRS E3.4 with the warning signal made two (2) minutes before the starting signal.
- 8.2 Following a general recall, RRS 30.1 shall apply to the restart. This changes E3.6.
- 9. Racing Times, Time Limit and Time-out Limit**
- 9.1 Racing times shall be as advised in the Notice of Race. *Racing* is to start as soon as possible after the scheduled *start* times. In fleet racing warning signal will indicate the *starting* sequence for the next heat as soon as practicable after a heat has been concluded.
- 9.2 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 NoR.

- 9.3 Except as provided in HMS, Paragraph 2.2, the time limit for all heats will be 30 minutes from the start.
- 9.4 The Time Out Limit for racing, after the first boat finishes satisfying RRS 28.1, shall be 10 minutes.
- 9.5 At any time prior to end of the Time Out Limit the RO may make two sound signals and call time. Boats still racing shall be recorded as DNF and awarded points in accordance with their position on the water at that time. This changes RRS 35.

10. Scoring

- 10.1 The RRS A4 Low Point system, as modified by HMS for multi-heat events and by SSI shall apply.
- 10.2 For single heat events rule A4.2 is replaced by: A boats recorded as DNF, RET, OCS, DNS, DNC, BFD, DSQ, DNE or DGM shall score one more point than the number of boat in the series would have scored if all boats competing in the series had *finished* correctly.
- 10.3 Excluded scores (discards). When the total score is calculated for each boat, her worst scores will be excluded as follows:
- a. After 4 races have been completed, 1 discard
 - b. After 8 races have been completed, 2 discards
 - c. After 16 races have been completed, 3 discards and so on for every further 8 races completed.
- 10.4 Ties are to be broken in the accordance with the following:
- a. When a tie needs to be broken to establish the order of *finishing* places between two or more boats in promotion positions at the *finishing* line, or recorded equally at the end of a heat or at the end of the event, it shall be decided in favour of the boat with the most first places, and when the tie remains, the most second places and so on. When the tie still remains it shall be decided in favour of the boat with the best score in the last race in which there was no tie and, should the tie still remain, by the tossing of a coin or the drawing of lots. This changes rule A8, which will not apply.
 - b. When boats are tied at the *finishing* line, including ties which may remain after 10.4.a has established boats to be promoted, rule A7 will apply to determine their score.

11. Withdrawn/Retired Boats

- 11.1 Withdrawn boats in a multi-heat event are covered by HMS 1.3.
- 11.2 After obtaining permission from the Race Committee a boat retired from a single heat event may return to *racing* at any *start*.
- 11.3 Any competitor who intends to withdraw from *racing*, either permanently or temporarily, is to inform the race committee at the earliest opportunity.

12. Protests/ Request for Redress

- 12.1 Protests will be accepted in accordance with RRS E6.
- 12.2 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 he believes him to be an *interested party*, he may object under rule 63.4.

- 12.3 In single fleet racing, a boat intending to protest shall inform the race committee in accordance with E6.5.
- 12.4 In fleet racing, the protest must be logged with the race committee no later than 10 minutes after the last boat in that heat has finished and prior to the preparatory signal of the next heat whichever is the lesser. This changes E6.5.
- 12.4 Protests and requests for redress shall be held at a time and place determined by the race committee except where HMS applies, when protests and requests for redress will be heard in accordance with HMS 1.4.
- 13. Conduct**
- 13.1 The Australian Radio Yachting Association (Incorporated) recognises 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 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 for extreme breaches, in accordance with RRS 69.1 or:
- 13.2 The RO may offer a competitor a two turns on the spot penalty to avoid a protest hearing as in 13.1 however the RO is not obliged to make this offer nor is a competitor obliged to accept it in which case a protest hearing shall proceed.
- 14. Smoking**
- 14.1 Smoking is prohibited within the control area or any enclosed spaces.

ARYA SSI Issue (MAY 2013)

Heat Management System Brief Summary

Generally when there are more than 20 boats entered they are split into 2 fleets designated Fleet A and Fleet B. The split is arbitrary but an effort is made to have a mixture of faster and slower boats in the initial heats.

After racing, the boats filling the last 4 places in fleet A are relegated to Fleet B and the first 4 boats in Fleet B are promoted into Fleet A. Points are awarded on the finishing position so that in these initial races there are 2 boats each receiving one point for a win, 2 for second, 3 for third and so on.

After these initial races, boats in Fleet A earn their points from their finishing position, the last four are demoted and the first four place getters of Fleet B are promoted. The boat in Fleet B finishing fifth scores 13 points [as though they came last in Fleet A] and each subsequent finisher one point more.

It is possible for a boat to sail a number of consecutive races by being in the top four followed by finishing in the bottom four, then in the top four again and so on.

Fortunately we have a very experienced scorer in David Black who understands all the intricacies of the HMS system so that the eventual placings will be correct.

Principles of Sportsmanship and Fair Play

Introduction:

1. 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 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.

Rule Two - Fair Sailing:

2. **"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. A disqualification under this rule shall not be excluded from the boat's series score."**

Dealing with Dissent and Misconduct:

3. Rule 2, Fair Sailing, refers to recognized 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.

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."

4. 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.

Respect for the rules:

5. 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.
- d. Collusion with another competitor to ignore rule breaches which may aggrieve or disadvantage other competitors, or
- e. Gamesmanship, defined as behaviour of questionable fairness but not, strictly illegal.

Respect for other competitors:

6. Breaches of this principle include:
 - a. Bullying, intimidating or harassing others.
 - b. Verbal abuse, unnecessary shouting or foul language.
 - c. Ungracious acceptance of defeat.
 - d. Sailing to benefit another competitor to the detriment of own position, or
 - e. Deliberately making misleading hails.

Respect for race officials:

7. Breaches of this principle include:
 - a. Use of language which might convey incompetence, prejudice or insult, or
 - b. Dissent against a race official decision.

Respect for property:

8. Breaches of this principle include:
 - a. Reckless sailing likely to result in damage or injury.
 - b. Abuse of boats or equipment supplied by an Organizing Authority or belonging to a competitor, and
 - c. Careless damage to property.

RO or Skippers Action:

9. For clearly unacceptable behaviour, any skipper may protest the offending boat under rule 2 and the matter taken to protest. The procedures for protesting under rule 2 are the same as for any other valid protest.

10. The race officer may deem the offending skipper's actions a breach of sportsmanship and apply the relevant rules. These may include an on-the-water penalty, in accordance with the Sailing Instruction, initiating a rule 2 protest or a rule 69 hearing depending on the severity of the offence. Following the imposition of any on-the-water penalty, the race officer will critically observe a competitor's continuing behaviour. Any escalation of misconduct, poor sportsmanship or dissent will be penalised again as a separate incident.