

# 2015 RC Laser Australian National Championship

29-30 August 2015



Hosted by Dobroyd RC Laser Sailors  
at  
Dobroyd Aquatic Club on Rodd Point



**Dobroyd Aquatic Club**

**Est. 1939**



# 2015 RC Laser Australian National Championship - Programme

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## 2015 RC Laser Australian Nationals Committee

Paul Derwent	Class Captain, Dobroyd RC Lasers
Noel McPherson	Assistant Class Captain, Dobroyd RC Lasers
Cliff Bromley	Secretary, Dobroyd RC Lasers
Graham Brown	DAC Member
Hugh Buckle	DAC Member

## Race Management

PRO: Garry Bromley with volunteers and equipment provided by DAC Members, family and friends.

## Message from the DAC Commodore

Ahoy and welcome from all Dobroyd Aquatic Club members from Rodd Park Rodd Point.

We are lucky to be located on the quiet waters of Iron Cove. It has little fast moving water traffic that is common in other parts of the harbour, and this makes it a very safe and pleasant venue for skiffs, dinghies and windsurfers. Sailors can enjoy their sport with minimal interference and our elevated clubhouse on Rodd Point gives a good view of our racing courses.

DAC is a dinghy class sailing club whose members have been sailing on Iron Cove for the past 75 years. We have a number of different dinghy classes at DAC which have changed considerably over the past few decades, with the sailing spirit remaining strong within its members.

Our clubhouse is well positioned to be, what I would consider, the perfect location for radio control sailing events where RC racing happens Thursdays and every second Sunday. With the club being positioned on a point means that whatever wind blows there will always be excellent racing along with easy access and good field of vision for competitors and spectators.

The DAC RC Lasers were included as another DAC sailing class ten years ago and was the first RC Laser club in Australia. Over the years we have held many regattas with other RC sailing classes including Marblehead which is also an international class of RC yacht. The first NSW championships were run at DAC in 2006 and we hosted the first National Championships in 2009. DAC are proud of all our RC members and a particular standout is Graham Brown who has competed in every National event since and attained podium finishes in all events including three Golds, a silver and a bronze.

Thank you to the regatta organisers and to all the volunteers who provide a great spirit of dedication that has made it possible for us to run this event and for their hard work and dedication.

I am delighted to say there is a strong camaraderie within DAC because we have a true sense of friendship among our members. I look forward to seeing you on the water, have fun, stay safe and bring on the Nor'easter's.

Fair Winds to all skippers.  
Greg Shore  
Commodore, Dobroyd Aquatic Club  
Rodd Point, New South Wales.

## Previous Championships



**Graham Brown**  
2014 RC Laser  
National Champion

The 24 skippers enjoyed an outstanding event, hotly contested throughout the two days of intense competition for the RC Laser 2014 Championship. Graham was lying in 3<sup>rd</sup> position at the end of Day 1 and 2<sup>nd</sup> position at lunch on Day 2. His win was assured by taking out the top position in each of the final 4 races.

Second position was awarded to Jurgen Luther from Adelaide on a count-back from Paul Derwent who sails with Graham at Sydney's Dobroyd Aquatic Club.

Gold Coast sailor Peter Burford was a popular choice for the RC Laser Sportsmanship Award and rounded out a great regatta with 6<sup>th</sup> position on the leaderboard

Congratulations to all the competitors – the regatta was sailed in the best of spirits as is the custom with RC Laser events.

YEAR	HOST STATE	CHAMPION (Gold Medal)	RUNNER UP (Silver Medal)	2 <sup>ND</sup> 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	Graham Brown	Jurgen Luther	Paul Derwent

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## Programme of Events

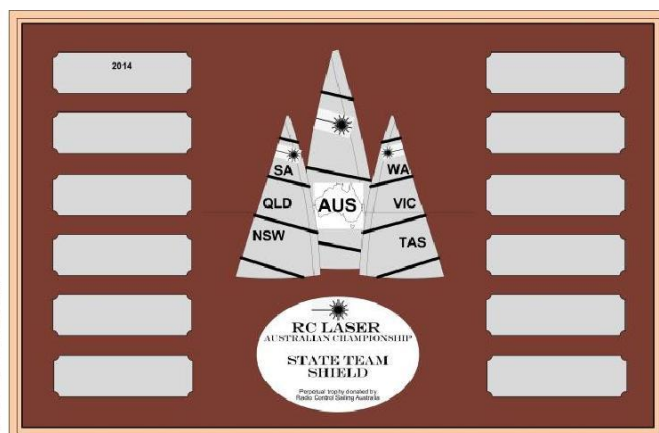
Thursday	12:00 – 16:00	Practice sail
Friday	11:00 – 16:00 15:00 – 16:00	Practice sail Early registration
Saturday	09:00 – 10:00 9:30 sharp 10:15 10:30 12:00 – 13:30 16:30 18:00 for 18:30	Registration Group photo – all competitors and volunteers Briefing Racing commences Lunch available upstairs – racing continues Racing ceases at discretion of PRO Championship dinner at Dobroyd Aquatic Club
Sunday	09:45 10:00 12:00 – 13:30 15:30 16:15	Briefing Racing commences Lunch available upstairs – racing continues Racing ceases Presentations

## Trophies

To be presented by Greg Shore, Commodore DAC & Garry Bromley event PRO at 4:30 pm on Sunday 30 August 2015.



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



Inaugural State Shield donated by Radio Sailing Australia P/L

## Acknowledgements

The organising committee would like to thank and acknowledge Dobroyd Aquatic Club for the use of their clubhouse for this event. The organising committee would also like to thank the RC Laser Fleet at Paradise Radio Yacht Club for allowing us to use last year's event programme as a template for this year's event programme.

## Heat Management and Scoring

Race heats will be managed by the Heat Management System 2014 (HMS).

- a) Where there are less than 21 competitors, the event may be sailed in a single fleet.
- b) For single fleet racing, RRS A4 will apply.
- c) For multi fleet racing, RRS A4 as amended by HMS and the Event Sailing Instruction shall apply. Unless otherwise specified, HMS Schedule B (4 boat promotion) will be used.

### How HMS Handles Multi-Heats

When more than 20 boats are entered, they are split into 2 heats of approximately equal size for Race 1, designated Heat 1A and Heat 1B (the 1 being the first race of the day). The split is arbitrary, but an effort is made to have a mixture of faster and slower boats in each of these heats.

The two heats of Race 1 are run and points are awarded according to the boat's place in the heat, so the first place in each heat earns 1 point each, the second 2 points etc. and any boat that doesn't start or finish gets points equal to the number of boats in the larger of the two heats plus 1. So if Heat 1A has 10 boats and Heat 1B, 11 boats, a DNF in either heat earns 12 points.

For the second race, the boats filling the first few places of Heat 1A and Heat 1B go straight into Heat 2A; HMS tells us how many based upon the total number of entries. The remainder contests Heat 2B and the first 4 places from it then join Heat 2A. Heat 2A is then run.

Boats in Heat 2A earn their points from their finishing position in Heat 2A. The 5<sup>th</sup> boat in Heat 2B scores one more point than the number of boats contesting Heat 2A [as though they came last in Heat 2A] and each subsequent finisher earns one point more. So if there were 14 boats in Heat 2A, 5<sup>th</sup> place in Heat 2B scores 15, 6<sup>th</sup> scores 16, and so on.

A boat failing to finish in Heat 2A earns one point more than the number of boats contesting Heat 2A. (If Heat 2A comprised 14 boats, the DNF earns 15 points, the same as the 5<sup>th</sup> place in Heat 2B). A boat failing to finish in Heat 2B earns one more point than in the sum of the boats in both Heat 2A and Heat 2B regardless of the number of finishers in Heat 2A.

Subsequent races are run like Race 2 with the bottom 4 place getters from the previous Heat A joining 5th and lower place getters from the previous Heat B making up Heat nB. Heat nB is run and the top 4 places join the remainder from the previous Heat A to make up Heat nA.

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.

A full description of HMS can be download at [www.rmworlds2014.com/portals/1/hms\\_2013\\_16-03-2013.pdf](http://www.rmworlds2014.com/portals/1/hms_2013_16-03-2013.pdf).

## Sailing Location



### **Parking:**

There are a limited number of parking spots at the back of the clubhouse but you will have to be very early to get them. Use the Rodd Park public carpark or curbside on Henley Marine Drive, where permitted. You are advised not to park on the grass in Rodd Park as Park Rangers do visit occasionally and have been known to issue parking fines.

### **Control Area:**

Unless otherwise advised, the control area is the lower balcony on the pontoon side of the DAC Clubhouse. The pontoon and gangway to the pontoon are NOT part of the Control Area.

### **Setup area:**

Set up either side of the clubhouse or on the grass behind the clubhouse. Setup is not permitted in the Control Area.

### **No Smoking area:**

Since outboard fuel is stored in the clubhouse, it and its surroundings are a STRICTLY NON-SMOKING area.

### **Gear storage:**

The clubhouse will be locked overnight and has a back-to-base alarm system so you can leave gear in it overnight.

### **Dark Glasses:**

Dark glasses are a must as the course almost invariably has part of it in the sun.

### **Wet weather gear:**

If it rains hard, you will get wet. Make sure you have good waterproof clothing available.

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## Nationals Dinner

Saturday 29 August 2015 at 18:00 for 18:30 until 22:00.

We will be holding a dinner at Dobroyd Aquatic Club sailing club. The cost for a two course meal is \$35.00 per head. Drinks can be purchased at the bar at very reasonable prices. The committee of Dobroyd Aquatic Club have donated the upstairs of the club free of charge and it would be great to see as many competitors, partners & friends as possible to join us on the night.

## Accommodation Suggestions

### Home Stay

A few locals have offered to host a competitor for the event. If you are interested in finding out if there are any places left, please send Hugh Buckle an email at [hnmprb@optusnet.com.au](mailto:hnmprb@optusnet.com.au) or ring 02 9888 3634 between 9:00am and 9:00pm any day and he will pass on your name and contact details to those offering Home Stay. They will contact you. Arrangements will be between you and the host.

### Hotel, Motel, B&B

There are a number of hotels, motels and B&Bs on in the Ashfield/Haberfield area. You might like to try these. They are **not** recommendations; just examples found through Google. Indicative rates were correct at the time of preparation. Please check rates and facilities with the hotel.

Rodd Point is about 10km by road from Sydney CBD and you may prefer to be based closer to the city. A couple of web sites to try are [www.booking.com/Sydney-Hotels](http://www.booking.com/Sydney-Hotels) and [www.wotif.com/Sydney-Hotels.d178312.Travel-Guide-Hotels](http://www.wotif.com/Sydney-Hotels.d178312.Travel-Guide-Hotels).

Hotels, Motels and B&Bs close to Rodd Point	Phone	Indicative rates
Ashfield Manor 83 Liverpool Road, Ashfield <a href="http://www.ashfieldmanor.com.au/">http://www.ashfieldmanor.com.au/</a>	02 9798 0088	Double & Twin from \$110/night Single from \$95/night inc. breakfast
Garden Lodge Sydney 17 Parramatta Rd, Haberfield <a href="http://www.swissgarden.com/hotels/gl/gl_booking.php">http://www.swissgarden.com/hotels/gl/gl_booking.php</a>	02 9797 6111 02 9797 6424	Double/Twin Fri & Sat \$138/night Sun \$118
Pensione Italia 73 Renwick St, Leichhardt <a href="http://www.pensioneitalia.com.au/">http://www.pensioneitalia.com.au/</a>	02 9560 2249	Double \$120 Single \$70
Philip Lodge Motel 156 Parramatta Rd, Ashfield <a href="http://philiplodgemotel.com/">http://philiplodgemotel.com/</a>	02 9799 2918	Double \$140
Ashfield Motor Inn 63 Liverpool Rd, Ashfield <a href="http://www.ashfieldmotorinn.com.au/">http://www.ashfieldmotorinn.com.au/</a>	02 9798 0333	Twin share \$85-\$95
Marco Polo Motor Inn 42 Parramatta Rd, Summer Hill <a href="http://www.marcopolosydney.com.au/">http://www.marcopolosydney.com.au/</a>	02 9037 9888 1800 605 295	Double \$130



## Special Sailing Instructions

Your attention is drawn to the following:

1. LiPo (Lithium Polymer) batteries are not permitted in the boat.  
The current version of the RC LASER CLASS International Racing Rules dated June 7, 2011 state “*On Board Batteries – The boat shall be powered by either 4 ea alkaline AA cells, or 4 or 5 ea NiCad or Nickel Metal Hydride rechargeable AA cells.*”  
See <https://sites.google.com/site/rclaserinternational/class-rules>
2. Please note the change to ARYA Inc. Standard Sailing Instructions 3, Registration, and 4.1c, Touching a Mark, below.

## ARYA Inc. Standard Sailing Instructions

**Please note the change to instructions 3 and 4.1c.**

### 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 E3.1, E3.2, E3.3 and E5.
- 2.4 RRS E6.6 (f) Redress after Disabled, delete "and as a result retiring", insert ',this includes boats which are entangled or aground,' This changes RRS E6.6 (f).

### 3. Registration

- 3.1 Competitors shall present themselves to the race committee for registration at the time designated in the Programme of Events. Should they be unable to do so, then as soon as they are able and before taking part in any races.

### 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. **Unless otherwise advised, Rule 31, Touching a Mark, is to be observed.**
  - d. the warning signal for the starting sequence and the sound signal for a general recall,

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- e. the method of sourcing observers for each heat, the PRO will use the place getters from the previous heat unless they have damage.
  - 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., 4.1k., 4.1.l and 4.1.m. 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 by dropping a lap 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 they 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.
- 6.4 While ashore or within a launching area a 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. This changes E4.2.
- 6.5 A boat that has gone ashore or aground outside the Launching Area, or becomes entangled with another boat or a mark, may be freed and re-launched with help from a rescue boat. This changes E4.2(b)

## 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.

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- 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:
- 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.
- 10.4 Ties are to be broken in the accordance with the following:
- 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.
  - 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.

## Principles of Sportsmanship and 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 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:**

"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."
3. **Dealing with Dissent and Misconduct**

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.
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."  
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 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 Controlled sailing event.
5. **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.
  - 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.
6. **Respect for other competitors:**

Breaches of this principle include:

  - f. Bullying, intimidating or harassing others.
  - g. Verbal abuse, unnecessary shouting or foul language.
  - h. Ungracious acceptance of defeat.
  - i. Sailing to benefit another competitor to the detriment of own position, or
  - j. Deliberately making misleading hails.
7. **Respect for race officials:**

Breaches of this principle include:

  - a. Use of language which might convey incompetence, prejudice or insult, or
  - b. Dissent against a race official decision.
8. **Respect for property:**

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.
9. **RO or Skippers Action:**

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.

## APPENDIX E - RADIO SAILING RACING RULES

*Radio sailing races shall be sailed under The Racing Rules of Sailing as changed by this appendix.  
Extract from ISAF Racing Rules of Sailing 2013 - 2016*

### **E1 CHANGES TO THE DEFINITIONS, TERMINOLOGY AND THE RULES OF PARTS 1, 2 AND 7**

#### **E1.1 Definitions**

Add to the definition *Interested Party*: 'but not a competitor when acting as an observer'.

In the definition *Zone* the distance is changed to four hull lengths.

Add new definition:

**Disabled** A boat is *disabled* while she is unable to continue in the heat.

#### **E1.2 Terminology**

The Terminology paragraph of the Introduction is changed so that:

- (a) 'Boat' means a sailboat controlled by radio signals and having no crew. However, in the rules of Part 1 and Part 5, rule E6 and the definitions *Party* and *Protest*, 'boat' includes the competitor controlling her.
- (b) 'Competitor' means the person that controls a boat using radio signals.
- (c) In the racing rules, but not in its appendices, replace the noun 'race' with 'heat'. In Appendix E a race consists of one or more heats and is completed when the last heat in the race is completed.

#### **E1.3 Rules of Parts 1, 2 and 7**

- (a) Rule 1.2 is deleted.
- (b) In rule 20, hails and replies shall be made by the competitor controlling the boat.
- (c) Rule 23 is changed to: 'If possible, a boat shall avoid a boat that is *disabled*.'
- (d) Rule 90.2(c) is changed to:  
Changes to the sailing instructions may be communicated orally to all affected competitors before the warning signal of the relevant race or heat. When appropriate, changes shall be confirmed in writing.

### **E2 ADDITIONAL RULES WHEN RACING**

Rule E2 applies only while boats are racing.

#### **E2.1 Hailing Requirements**

- (a) A hail shall be made so that the competitors to whom the hail is directed might reasonably be expected to hear it.
- (b) The individual digits of a boat's sail number shall be hailed; for example 'one five', not 'fifteen'.

#### **E2.2 Giving Advice**

A competitor shall not give tactical or strategic advice to a competitor controlling a boat that is racing.

#### **E2.3 Boat Out of Radio Control**

A competitor who loses radio control of his boat shall promptly hail and repeat '(The boat's sail number) out of control' and the boat shall retire.

#### **E2.4 Transmitter Aerials**

If a transmitter aerial is longer than 200mm when extended, the extremity shall be adequately protected.

#### **E2.5 Radio Interference**

Transmission of radio signals that cause interference with the control of other boats is prohibited. A competitor that has broken this rule shall not race again until permitted to do so by the race committee.

### **E3 CONDUCT OF A RACE**

#### **E3.1 Control Area**

The sailing instructions may specify a control area; if not specified, it shall be unrestricted. Competitors shall be in this area when controlling boats that are racing, except briefly to handle and then release or relaunch the boat.

#### **E3.2 Launching Area**

The sailing instructions may specify a launching area and its use; if not specified it shall be unrestricted.

#### **E3.3 Course Board**

The sailing instructions may require the course to be displayed on a board and, if so, the board shall be located in or adjacent to the control area.

#### **E3.4 Starting and Finishing**

- (a) Rule 26 is changed to:  
Heats shall be started using warning, preparatory and starting signals at one-minute intervals. During the minute before the starting signal, additional sound or oral signals shall be made at ten-second intervals, and during the final ten seconds at one second intervals. Each signal shall be timed from the beginning of its sound.

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- (b) The starting and finishing lines shall be between the course sides of the starting and finishing marks.
- E3.5 Individual Recall**  
Rule 29.1 is changed to:  
When at a boat's starting signal any part of the boat is on the course side of the starting line, or when she must comply with rule 30.1, the race committee shall promptly hail 'Recall (sail numbers)' and repeat the hail as appropriate.
- E3.6 General Recall**  
Rule 29.2 is changed to:  
When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may hail and repeat as appropriate 'General recall' and make two loud sounds. The preparatory signal for a new start will normally be made shortly thereafter.
- E3.7 Black Flag Rule**  
When the race committee informs a boat that she has broken rule 30.3, the boat shall immediately leave the course area.
- E3.8 Other Changes to the Rules of Part 3**  
(a) Rules 30.2 and 33 are deleted.  
(b) All race committee signals shall be made orally or by other sounds. No visual signals are required unless specified in the sailing instructions.  
(c) Courses shall not be shortened.  
(d) Rule 32.1(b) is changed to: 'because of foul weather or thunderstorms,'.
- E4 RULES OF PART 4**
- E4.1 Deleted Rules in Part 4**  
Rules 40, 43, 44.3, 45, 47, 48, 49, 50, 52 and 54 are deleted.
- E4.2 Outside Help**  
Rule 41 is changed to:  
A boat or the competitor controlling her shall not receive help from any outside source, except  
(a) when the competitor is ill, injured or in danger;  
(b) when her hull, rig or appendages are entangled with another boat, help from the other competitor;  
(c) help in the form of information freely available to all competitors.
- E4.3 Taking a Penalty**  
Rule 44.1 is changed to:  
A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, or rule 31, in an incident while racing. However,  
(a) when she may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;  
(b) if the boat gained a significant advantage in the heat or race by her breach despite taking a penalty, her penalty shall be an additional One-Turn Penalty;  
(c) if the boat caused serious damage, or as a result of breaking a rule of Part 2 she caused another boat to become *disabled* and retire, her penalty shall be to retire.
- E4.4 Person in Charge**  
Rule 46 is changed to: 'The member or organization that entered the boat shall designate the competitor. See rule 75.'
- E5 RACING WITH OBSERVERS AND UMPIRES**
- E5.1 Observers**  
(a) The race committee may appoint observers, who may be competitors.  
(b) Observers shall hail the sail numbers of boats that make contact with a *mark* or another boat and shall repeat the hail as appropriate.  
(c) At the end of a heat, observers shall report to the race committee all unresolved incidents, and any failure to sail the course as required by rule 28.
- E5.2 Umpired Races**  
The International Radio Sailing Association Addendum Q shall apply to umpired races. Races to be umpired may be identified in the sailing instructions or orally before the warning signal. Note: The addendum is available at the website: [radiosailing.org](http://radiosailing.org).
- E5.3 Rules for Observers and Umpires**  
Observers and umpires shall be located in the control area. They shall not use any aid or device that gives them a visual advantage over competitors.
- E6 PROTESTS AND REQUESTS FOR REDRESS**
- E6.1 Right to Protest**

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Rule 60.1 is changed to:

A boat may

- (a) protest another boat, but not for an alleged breach of a rule of Part 2, 3 or 4 unless she was scheduled to sail in that heat; or
- (b) request redress.

However, a boat or competitor may not protest for an alleged breach of rules E2 or E3.7.

## **E6.2 Protest for a Rule Broken by a Competitor**

When a race committee or protest committee learns that a competitor may have broken a rule, it may protest the boat controlled by that competitor.

## **E6.3 Informing the Protestee**

Rule 61.1(a) is changed to:

A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest concerns an incident in the racing area that she was involved in or saw, she shall hail twice '(Her own sail number) protest (the sail number of the other boat)'

## **E6.4 Informing the Race Committee**

A boat intending to protest or request redress about an incident in the racing area or control area shall inform the race officer as soon as reasonably possible after finishing or retiring.

## **E6.5 Time Limits**

A protest, request for redress or request for reopening shall be delivered to the race officer no later than ten minutes after the last boat in the heat finishes or after the relevant incident, whichever is later.

## **E6.6 Redress**

Add to rule 62.1:

- (e) external radio interference acknowledged by the race committee, or
- (f) becoming *disabled* and as a result retiring because of the action of a boat that was breaking a rule of Part 2 or of a vessel not *racing* that was required to keep clear.

## **E6.7 Right to Be Present**

In rule 63.3(a) 'the representatives of boats shall have been on board' is changed to 'the representative of each boat shall be the competitor controlling her'.

## **E6.8 Taking Evidence and Finding Facts**

Add to rule 63.6:

When the protest concerns an alleged breach of a rule of Part 2, 3 or 4, any witness shall have been in the control area at the time of the incident. If the witness is a competitor who was not acting as an observer, he shall also have been scheduled to race in the relevant heat.

## **E6.9 Decisions on Redress**

Add to rule 64.2:

If a boat is given redress because she was damaged, her redress shall include reasonable time, but not more than 30 minutes, to make repairs before her next heat.

## **E7 PENALTIES**

When a protest committee decides that a boat that is a party to a protest hearing has broken a rule other than a rule of Part 2, 3 or 4, it shall either

- (a) disqualify her or add any number of points (including zero and fractions of points) to her score. The penalty shall be applied, if possible, to the heat or race in which the *rule* was broken; otherwise it shall be applied to the next heat or race for that boat. When points are added, the scores of other boats shall not be changed; or
- (b) require her to take one or more One-Turn Penalties that shall be taken as soon as possible after the starting signal of her next heat that is started and not subsequently recalled or *abandoned*.

However, if the boat has broken a rule in Appendix G or rule E8, the protest committee shall act in accordance with rule G4.

## **E8 CHANGES TO APPENDIX G, IDENTIFICATION ON SAILS**

(a) The first paragraph of rule G1.1 is changed to:

Every boat of a class administered or recognised by the International Radio Sailing Association shall display a sail number on both sides of each sail. Class insignia and national letters shall be displayed on mainsails as stated in rules G1.1(a), G1.1(b), E8(d) and E8(e).

(b) Rule G1.1(c) is changed to:

- (1) A sail number, which shall be the last two digits of the boat registration number or the competitor's or owner's personal number, allotted by the relevant issuing authority.
- (2) When possible, there shall be space in front of a sail number for a numeric prefix.

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- (3) When the sail number is in the range '00' to '09', the initial '0' shall be omitted and the remaining digit positioned to allow space for both a prefix and a suffix.
- (4) '0' shall not be used as a prefix.
- (5) When there is a conflict between sail numbers or a sail number might be misread, the race committee may require that the sail numbers on one or more boats be changed to a numeric alternative.
- (6) Any changed sail number shall become the sail number for the event.
- (c) The sentence after rule G1.1(c) is deleted.
- (d) Rule G1.2(b) is changed to:  
The height of characters and distance between them on the same and opposite sides of the sail shall be as follows:

	<i>Minimum</i>	<i>Maximum</i>
Class insignia:		
Except where positioned back to back, shortest distance between insignia on opposite sides of sail	20 mm	
Sail numbers:		
Height of characters	100 mm	110 mm
Shortest distance between adjoining characters on same side of sail	20 mm	30 mm
Shortest distance between sail numbers on opposite sides of sail and between sail numbers and other identification	60 mm	
National letters:		
Height of characters	60 mm	70 mm
Shortest distance between adjoining characters on same side of sail	13 mm	23 mm
Shortest distance between national letters on opposite sides of sail	40 mm	

- (e) Rule G1.3 is changed to:
- 1) Class insignia may be positioned back to back on opposite sides of the sail where the design coincides. Otherwise class insignia, sail numbers and national letters shall be positioned at different heights, with those on the starboard side being uppermost.
  - 2) On a mainsail, sail numbers shall be positioned above the national letters and below the class insignia.
  - 3) Sail numbers shall be positioned on a mainsail above the line perpendicular to the luff through the quarter leech point.
- (f) Where the size of a sail makes it impossible to comply with rule E8(b), the minimum dimensions in rule E8(d) or the positioning requirements in rule E8(e)(3), exceptions are permitted in the following order of priority:
- 1) omission of national letters;
  - 2) position of the mainsail sail numbers lower than the line perpendicular to the luff through the quarter leech point;
  - 3) reduction of the shortest distance between sail numbers on opposite sides of the sail provided the shortest distance is not less than 20 mm;
  - 4) reduction of the height of sail numbers.