



Paradise Radio Yacht Club (Inc).

GUIDELINES FOR RO'S AT PRYC CLUB EVENTS





About This Document

1. This study guide does not replace the RRS 2021 to 2024 or other regatta documents. It is intended as a quick reference and covers the most used sections of these documents used in the conduct of PRYC Club events. There is a recognized, online RO course available free of charge which can be accessed via the Australian Radio Yachting Association (ARYA) website. It is recommended that any member who is interested in gaining more information or performing the RO duties at ranking or higher-level events complete this course.

2. The procedures recommended in this document are based on requirements set out in the following references:

- A. Racing Rules of Sailing 2021 - 2024 (RRS):
- B. PRYC Standard Notice of Race (SNoR)
- C. PRYC Standard Sailing Instruction (SSI) (Annex B):
- D. Class Rules:
- E. Equipment Rules of Sailing (EROS): and
- F. ARYA Race Management Manual 2016

3. References for additional reading can be found in brackets after the subject heading as follows:

9. Starting Procedures:

Reference: (RRS E.3.4, RRS Definitions)

4. A copy of the current PRYC Standard Sailing Instruction is attached as Appendix A. to this document.



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Paradise Radio Yacht Club (Inc).

GUIDELINES FOR RO

Introduction:

Reference: (RRS Basic Principle, 2, 44.1, A5, 63.1)

1.1 Radio Sailing (RC) is designed to be self-policing. The basic principle of RS competition is that competitors agree to be governed by a body of rules which they are expected to follow and enforce. The sport is built on this premise that if a competitor breaks a rule, he will promptly get clear of the fleet and do the required penalty, which may be to retire.

1.2 At club events the fleet captain acts as the Principal Race (PRO) but may delegated his responsibilities to a skipper who acts as the Race Officer (RO) for one or more races. With a few exceptions, the RO has limited powers to take action which will affect a boat's score and is not burdened with enforcing the rules when the competitors themselves fail to do so.

1.3 Many skippers believe that if they are not called by an official or protested by another competitor, they are not required to do a penalty for a breach of the rules. This, of course, is incorrect and goes against both the letter and intent of the rules.

2. Aim:

2.1 The aim of this paper is to provide a PRYC Race Officer (RO) with guidelines for the conduct of PRYC Club races to ensure a minimum standard of racing is maintained.

3. Changes to the Standard Sailing Instruction

Reference: (RRS86.1, PRYC SSI 3.3)

3.1 In the event of a conflict between the SSI and this document, the SSI takes precedence.

3.2 Permitted changes to the SSI may be given orally to all competitors prior to the warning signal of the next race or heat.



4. Role of the RO:

Reference: (RRS 63.1, A5, PRYC SSI)

4.1 The RO is the on-water-manager who is tasked to conduct the race in accordance with the RRS as amended by Appendix E and the PRYC SSI. The role of the RO cannot be compared to a football, or other sporting codes referee as he does not have the power to stop play and award an on-the-spot penalty. A good comparison when considering the role of a RO is to compare him with a police officer in the judicial system.

4.2 The RO is tasked by the PRO to run a race/s in accordance with the current rules and procedures. He has no authority to change RRS or introduce "Local Rules" or enforce what he thinks the rule should be. Like the police officer, his powers are restricted by the rules he is tasked to enforce. Unless the sailing instruction has increased the powers of the RO, his ability to take direct action to worsen a competitor's score is limited to cases where the boat did not start, finish correctly, or fails to sail the course. The PRYC SSI gives the RO additional powers to adjust a boat's score when:

- a. a boat is scored on the water para 2.5;
- b. there has a change of skipper's para 5.2;
- c. redress is given in accordance with para 5.5(b);
- d. the skipper is performing the duties of the RO para 5.6; or
- e. a skipper is rendering assistance to another competitor para 5.7.

4.3 If the RO observes a breach of the rules, he may take the matter to protest, (see para 20), but only our equivalent to the courts, the protest committee, may take action which worsens a boat's score. The RO may call contact between boats or mark contacts, but has no powers to direct an individual boat to undertake a penalty as this would be considered action which worsened the boat's score.

4.4 The primary role of the RO is to coordinate the race.

4.5 The RO duties may include:

- a. Supervise the preparation/cleaning of the sailing area;
- b. Ensuring all competitors register and complete the QR code;
- c. Setting of courses;
- d. Conduct initial briefing;
- e. Calling boats onto the water;
- f. Starting heat/races;



- g. Calling Individual and General Recalls;
- h. Supervise the rescue/recovery of disabled boats;
- i. Issuing Protest forms if required;
- j. Call timeout if required;
- k. Forming Protest Committees and informing the scorer of their decision;
- l. Calling contacts (with skippers);
- m. Advising finishers/ scorers of boats which did not start (DNS), did not finish (DNF), retired (RET), or retired after finishing (RAF);
- n. Calling finish, (If finisher is not available); and
- o. Enforce PRYC behavior policy.

- 4.6 An initial briefing shall be held prior to the first race of the day to announce:
- (a) Any changes to the sailing instruction;
 - (b) Any changes to the race schedule;
 - (c) A description of the course including the marks, start/finish line, and order and side each mark is to be rounded or passed.
 - (d) Details of shortened course (if required);
 - (f) Procedures after a general recall;
 - (g) The limits of the control area and launching/recovery area; and
 - (h) Any additional requirements.

5. Setting of Courses:

5.1 The RO is responsible for the setting of courses. He may allocate this task or seek advice from experienced skippers with local knowledge, but the final decision on the course to be sailed is his.

5.2 Setting a course for PRYC Club sailing often requires compromise. The location and size of the waterway coupled with local obstacles, wind patterns, and current all have to be considered. The following are some points to be considered when planning a course:

- a. A fair start line with approximately 5 degrees of port bias;
- b. A start line at least 1.3 to 1.5 boat lengths, depending on conditions, for the number of starters;
- c. Top mark at least 10 boat lengths from the bank.
- d. When possible, port rounding courses;
- e. Except for gates, all buoys are to be rounded on the same side.
- f. The start and finish lines are clearly visible from the control area;



- g. Start lines with sufficient water behind them for the number of starting boats to safely maneuver before the start;
- h. All marks set a safe distance from obstructions for boats to round at least five boats abreast;
- i. A long first windward leg;
- i. A course length of 10 to 15 minutes duration for the first boat to sail in the prevailing conditions.
- j. Marks not set at a distance beyond which sail numbers can be identified from the control area. It is better to set a smaller course and have more legs.
- k. Offset marks, if used, are located at least 5 hull lengths from the windward mark and sufficiently downwind so that any wind shift will not result in boats having to tack between marks;
- l. Buoys used for gates positioned approximately 8 hull lengths apart so either mark is a viable option for the average wind direction. If very large wind shifts are being experienced, a fairer course may be obtained by using one bottom mark;
- m. whenever possible, avoid setting courses that require the competitors to look directly into the sun, particularly in the afternoon; and
- n. The race finished on a beat to windward to assist scorers in reading sail numbers.

5.3 A proven and easy method for judging a suitable distance for marks when setting a course, is to have numbers painted on each of the buoys the same size as that is on the sails. It is preferable to have numbers painted in at least two positions on the buoy so they can be seen when the buoy turns. When the RO is setting the course, he knows if he cannot read the number on the buoy from the closest point in the control area it is too far away and he can bring it closer until he can read the numbers. This also allows competitors observers and competitors to identify boats and contacts to be called

5.4 Vertical stripes on each of the buoys can also assist the RO and competitors to identify when the mark is turning.

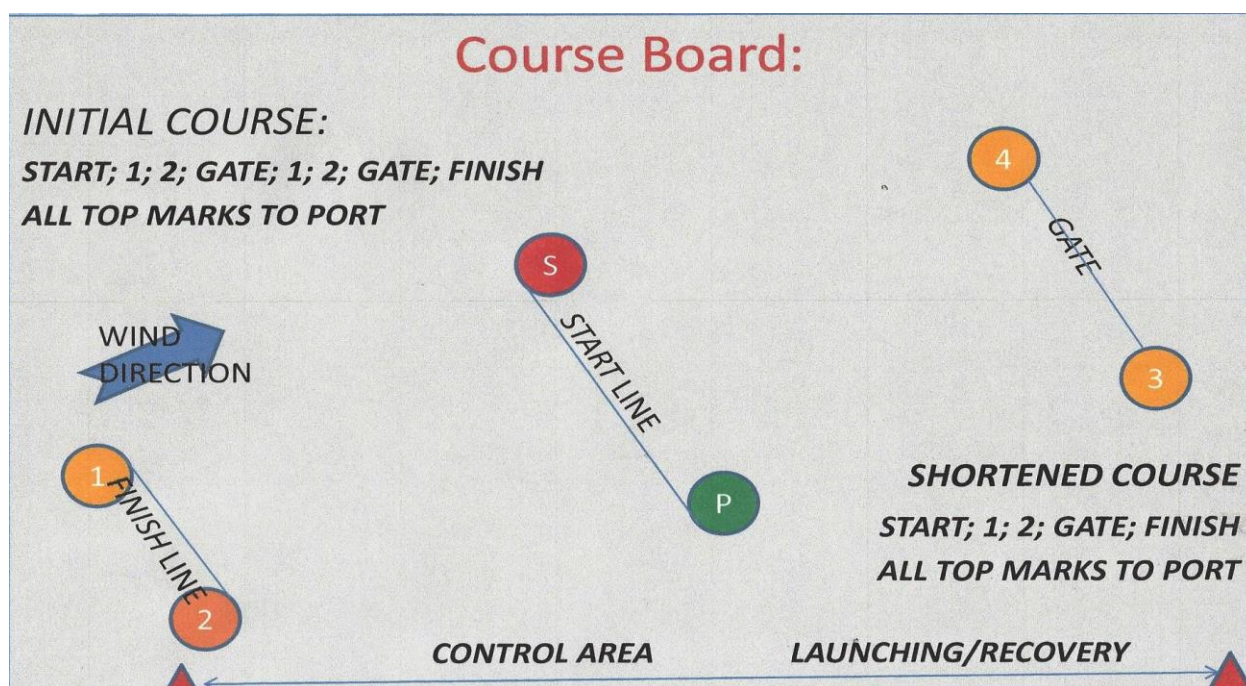
6. Course Board:

Reference: (RRS, E3.3)

6.1 RRS E3.3 makes a Course Board optional. If a course board is used for PRYC Club events it should be located next to, or within the control area in a position clearly visible to the competitors while racing. The course board should show:

- a. Initial Course;
- b. One Shortened Course;
- c. Description of the buoys (this is usually their number, or if no numbers, their colour);
- d. Direction and sequence buoys are to be passed;
- e. Control Area; and
- f. Launching and Recovery area.

6.2 Whenever possible, buoys should be located in the order of rounding. The buoys are drawn on the course board and the buoys are listed in the order they are to be passed. Eg:



(Figure 1)

7. RO Signals/ Hailing Requirements:

Reference: (E3.8(b), E2.1)

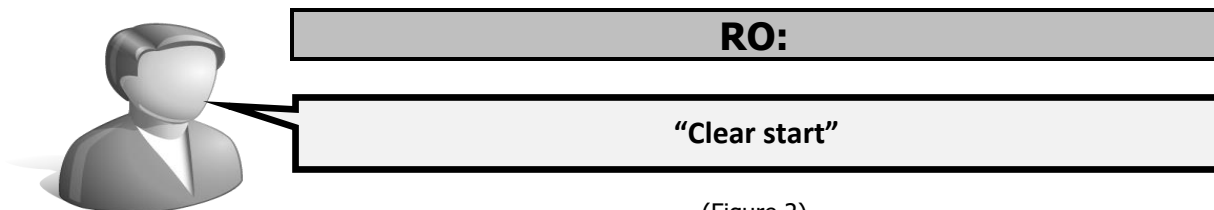
7.1 All RO signals shall be made orally or by other sounds. No visual signals are required. The requirement of two sound signals for some calls may be replaced by a verbal single for club racing.

7.2 The individual digits of a boat's sail number shall be hailed; for example, 'one five', not 'fifteen', however, a boat or competitor may not protest for an alleged breach of this rules.

8. Starting and Finishing:

Reference: (E3.4 RRS 26)

8.1 The start and finish lines shall be tangent to and on the course side of the starting/finishing buoys. The RO shall position himself so as to look directly down the course side of the lines in order to accurately determine if there is a clear start or if an Individual or General Recall is required. If all boats start correctly the RO should identify this by hailing 'clear start' or words to that *effect*.



(Figure 2)

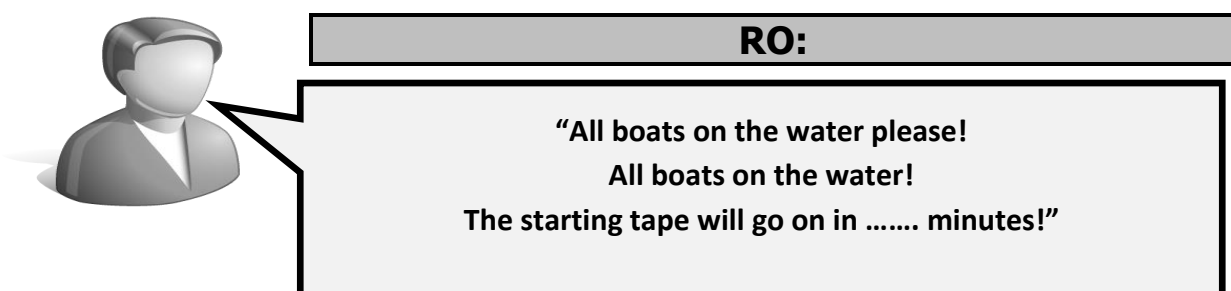
9. Starting Procedures:

Reference: (RRS E.3.4, RRS Definitions)

9.1 The requirements for starting races are set out in RRS E3.4. For club racing, a one-minute start tape may be substituted for the two-minute tape specified in the RRS. As a general rule for larger events, the RO should set a two-minute start tape. RRS Definition states boats are racing from her preparatory signal. Skippers are therefore subject to the RRS from this time, that is one minute before the start signal. A warning signal is to be given by the RO allowing sufficient time for all boats to get on the water and sail to the start line.

9.2 The first start shall be a normal start where boats over the start line may dip the line provided, but they do not interfere with other boats. RRS 30.1 (Round the end rule) shall apply to the start following a general recall. For subsequent general recalls rules 30.1, 30.3 or 30.4 may apply. This changes RRS E3.6.

9.3 The starting signal shall be timed from the beginning of its sound signal.

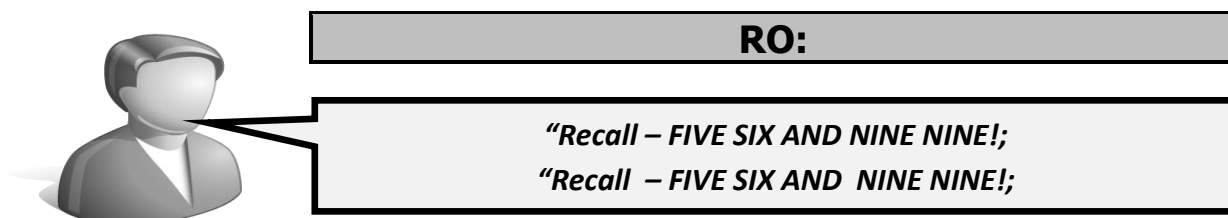


(Figure 3)

10. Individual Recall:

Reference: (RRS29.1, E.3.5, PRYC SSI 2.6)

10.1 For club events, the RO generally undertakes the responsibility to call Individual or General Recall. If any part of a boat/boats are on the course side of the start line at the starting signal and can be identified, the RO is to recall them by twice hailing their sail number.



(Figure 4)

10.2 There is no restriction on the number of boats that can be recalled, as long as the RO can identify all of the boats involved. When a boat is on the course side (OCS) of the start line at her starting signal, she initially retains all of her rights. However, when she turns back towards the start line, she must keep clear of all boats not doing so. A boat may be on the course side of the starting line prior to the starting signal provided the I, U, or Black flag are not enforced, and it returns fully to the pre-course side of the line before starting.

10.3 For a normal start, a boat may dip the line after an Individual Recall provided it:

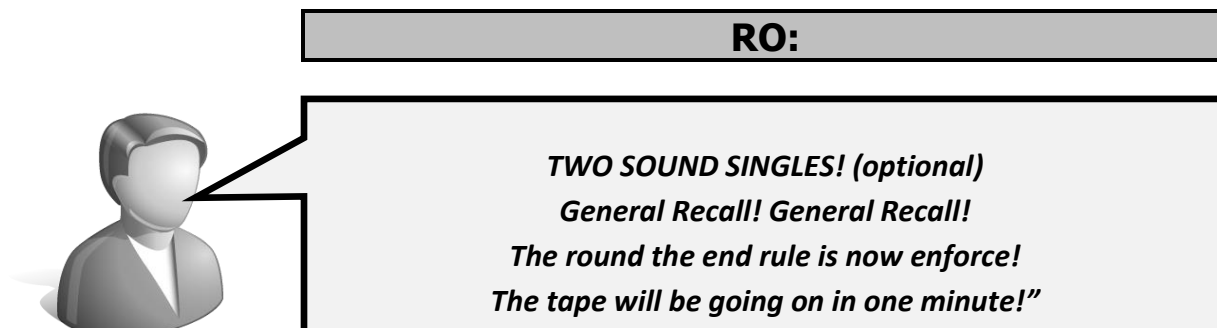
- a. Returns fully to the pre-course side of the line; and
- b. Does not interfere with other boats while returning to start.

11. General Recalls:

Reference: (RRS 29.2, 30.1, E3.6, PRYC SSI 2.7)

11.1 If the RO is unable to identify all boats that were on the course side of the start line at the starting signal, he is to initiate a general recall by twice hailing "General Recall".

11.2 After a general recall is hailed, RRS 30.1 (Flag I) is in force. This requires any boat that is over the start line or one of its extensions in the last minute before the next start signal to return to the pre-course side by crossing an extension before starting.



(Figure 5)

11.3 Boats that fail to do this are to be recorded as OCS. This means the boat was on the course side of the start line and failed to start and therefore fails to sail the course. Under the current RRS the RO may disqualify the boat without a protest hearing for not sailing the course.

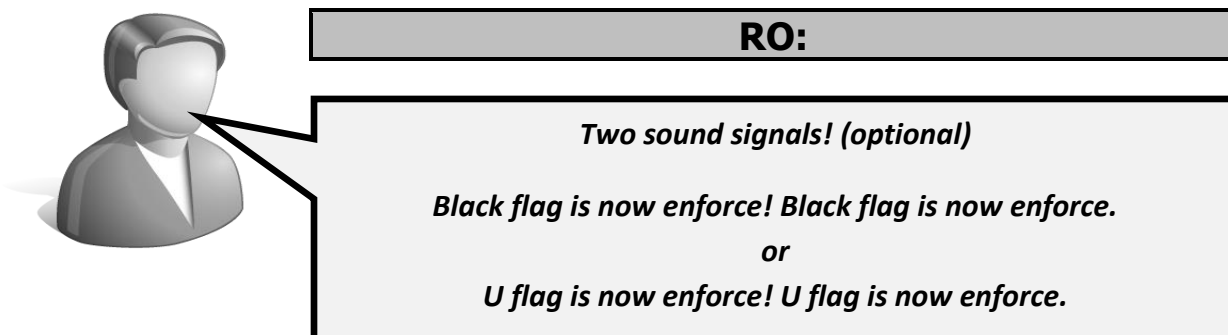
NOTE:
The responsibility for calling Individual or General Recall is that of the RO or his authorized representative. There is no provision within the rules for a competitor to call or override a RO call for Individual or General Recall.

12. U Flag and Black Flag:

Reference: (RRS 30.3, 30.4 E3.7)

12.1 **U Flag:** Should a fleet have several general recalls; the RO may choose to impose the U or Black Flag rule on the next start. Should this be done, any boat called for being in the triangle formed by the ends of the start line and the first mark, in the last minute before the start is to be disqualified without a hearing, recorded as UFD (Disqualified under rule 30.3. When the RO advises a boat that it has broken rule 30.3 (U flag), the boat shall immediately leave the course area, but may sail in the next race if the race is restarted or re-sailed. When a one-minute tape is being used for a U or B flag start, it is important for the RO to provide sufficient time for boats to clear the triangle. If the tape is put on too soon, those boats still in the triangle would be disqualified as the U and B flag requirements are enforced from the minute prior to the start.

12.2 **Black Flag:** If a boat breaks rule 30.4 (Black Flag) rule and is identified, she shall be disqualified without a hearing, not permitted to sail if the race is restarted or re-sailed. If a boat breaks this rule and is identified, she shall be disqualified without a hearing and recorded as BFD (black flag disqualification), even if the race is restarted or resailed, but not if it is *postponed* or *abandoned* before the starting signal. If the race is restarted or resailed, she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score.



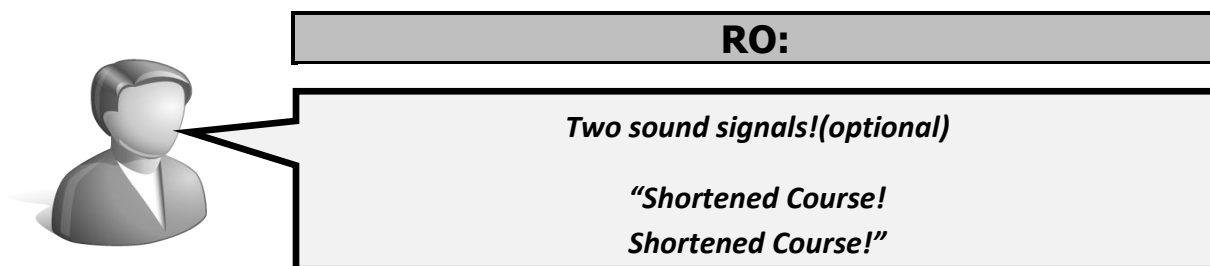
(Figure 6)

13. Shorting or Abandoning a Race After the Start:

Reference: (RRS 32, E3.8 (c) 35)

13.1 RRS E 3.8 (c) is amended for PRYC Club racing to allow the RO to shorten a course to a prearranged option displayed on the course board. It is preferable to shorten rather than abandon a race.

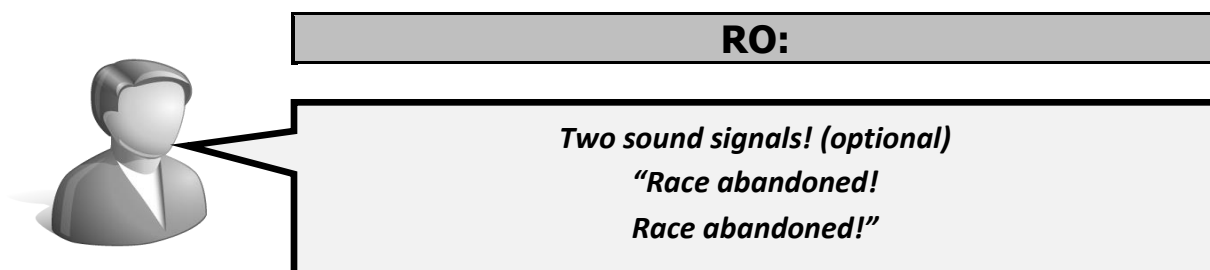
13.2. When the course is to be shortened the RO is to twice hail shortened course. The course is to be reduced to the pre-arranged shortened course displayed on the Course Board.



(Figure 7)

13.3. The course is to be shortened prior to the leading boat starting the leg on which she will finish after the course is shortened. A course cannot be shortened after one boat has sailed the original course and finished within the time limit.

13.4. A heat/race should only be abandoned as a last resort. Reasons for this may include a major wind shift on the first leg which severely disadvantages a portion of the fleet. A rule of thumb used by some clubs is to abandon a race if the leading boats lay the windward mark without the need to tack. This is a judgment call by the RO. There is no requirement under the RRS to abandon a race because the first boats were not required to tack. If a race is abandoned, there will always be some boats disadvantaged. Any decision to abandon a race should be based solely on whether it was a fair start and a sufficient number of boats have been disadvantaged. The RO should not abandon a heat/race without first considering how his actions may affect the majority of the fleet. In many cases, it is fairer to let the results remain as they are. To abandon a heat/race the RO is to twice hail the race abandoned.



(Figure 8)

14. Finishing:

Reference: (RRS Definitions, RRS 28.1)

14.1. The term finish is listed in the RRS definitions and under RRS 86.1 its meaning cannot be changed by a SI. A boat finishes when any part of her hull crosses a line tangent to and on the course side of the finishing marks in the direction of the course from the last mark. The whole boat does not have to cross the finish line for the boat to be recorded as finished but it is still racing and subject to the RRS until it clears the finish line.

14.2. The Finishing Judge (if there is one) or the RO should position himself so he is looking directly along the finish line. In cases where the RO is also racing, it is not uncommon to have the first boat to finish to record and the second boat to finish to call

the finish. As the boats finish their sail numbers are recorded each time, they cross the line. If a boat it does so more than once its correct place can be determined after the heat/race has been completed. Boats that have finished are to stay well clear of the finish line so as not to interfere with boats still racing.

14.3. A boat that has been observed not to have sailed the course, but finishes in accordance with the definition, must be recorded as finishing and assigned a position. The RO may later disqualify the boat without a protest hearing as it has not correctly sailed the course.

15. Time Limit:

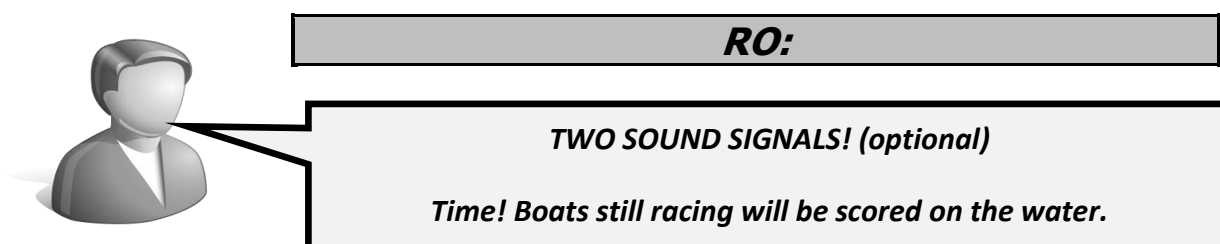
Reference: (RRS 35, PRYC SSI 2.3)

15.1. The Time Limit is the time the first boat has to sail the course and finish. At PRYC Club events the Time Limit is 20 min.

16. Time Out Limit:

Reference: (RRS 35, PRYC SSI 2.4)

16.1 The Time Out Limit is the available time after the first boat finishes for the remaining boats to complete the course. The PRYC SSI Time Out Limit for club events is 10 min. At the expiry of the Time Out limit, the RO may call time, and the boats still racing are given a score in accordance with their current position on the water at that time.



(Figure 9)

17. Races With Observers:

Reference: (RRS E1.1, E2.1, E5)



17.1 The RO may appoint Observers to assist him in the calling of contacts. The observers are to be located within the control area while performing their duties and must not use any aid or device, such as binoculars, which would give them a visual advantage over the competitors. Their role is to assist the RO in the calling of contacts and to note the facts of other incidents. They are not empowered to:

- a. Determine guilt;
- b. Specify rules broken; or
- c. Allocate penalties.

17.2 The observers shall:

- a. Remain within the control area while boats are racing;
- b. Call all contacts between boats;
- c. Call mark contacts;
- d. Observe if a penalty is done for the contact; and
- e. Report unresolved incidents to the RO at the end of the heat/race.

17.3 Observers must not call other breaches nor are they empowered to determine which boat is required to do a penalty. If a skipper questions which boat was in the wrong the observer is to respond by repeating the initial hail.

18. Calling of Contacts:

Reference: (RRS E2.1(b), E5)

18.1 RO/Observers who see a boat or mark contact shall twice hail the sail number of the boats involved. The individual digits of a boat's sail number should be hailed: for example, 'one five' not fifteen. An observer should only hail when he is positive that contact has been made. If there is any doubt, or if the observer is unable to identify all boats involved in an incident, he should not hail, instead he should leave it up to the skippers to resolve the situation.

18.2 The following is an example of calling a boat contact:



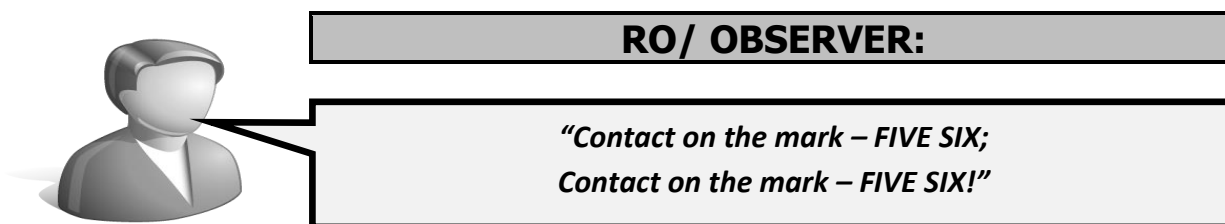
RO/ OBSERVER:

"Contact – FIVE SIX, NINE NINE!;

"Contact – FIVE SIX, NINE NINE!;

(Figure 10)

18.3 The following is an example of calling a contact on a mark:



(Figure 11)

19. Protest; Redress;

Reference: (RRS Part 5, Appendix M, E6, PRYC SSI 4)

19.1 Protests or Request for Redress are to be conducted in accordance with RRS Part 5. Recommendations for Protests Committee are contained in RRS Appendix M. RRS E6.5 allows competitors 10 minutes from the end of the heat to inform the RO that they intend to protest or request redress. During fleet racing, the time limit to register a protest has been amended to "as soon as reasonably possible after finishing or retiring and prior to the preparatory signal for the next race." Every effort should be made to solve all disputes on the water as protests take time especially when fleet racing. If the matter cannot be resolved by the competitors the RO may choose to nominate an Arbitrator if applicable or form a protest committee to hear the matter.

19.2. When the RO is advised that a boat intends to protest or request redress, he is to:

- a. Determine if an arbitrator or Protest Committee is required;
- b. Issue a Protest Form;
- c. Write the time the last boat finishes and the time the RO was informed of the protest/redress on the top of the form;
- d. Determine if the protest/redress has to be heard immediately or advise those concerned of the time and place of the hearing;
- e. Select arbitrator/Protest Committee; and
- f. Advise scores of the outcome of the hearing.



19.3 If Arbitration is to be used in conjunction with protest committees at PRYC Club events, it is conducted in accordance with Appendix A to the PRYC SSI a copy of which is attached to this document.

20. Protest By The RO:

Reference: (RRS 60.2, E6.2)

20.1 As a general rule, a RO should not get involved with inter-boat issues, these should be left to the skippers to resolve. The RO should limit his protests to incidents he observed where:

- a. the offending boat gains an unfair advantage on a significant number of competitors;
- b. there is a gross infringement of the rules or;
- c. a contact called by the RO/Observers has not been resolved.

20.2 Since the operative word in RRS 60.2 is 'may' the RO is normally under no obligation to protest a boat when the competitors themselves fail to do so, even when he knows the facts which would justify a protest. A Request for Redress for the failure of the RO to enforce a rule should therefore fail, as there has been no improper act or omission by him.

20.3 When observing an incident, the RO should consider the following:

- a. Was a valid protest made at the time of the incident?
- b. Did the boat get well clear of the fleet before commencing its penalty turn?
- c. Was the penalty taken as soon as possible?
- d. Did the offending boat gain a significant advantage because of the breach?
and
- e. Was any boat damaged in the incident?

20.4 When a RO protests a boat/s he should prefix his hail with "RO" so it will not be mistaken by a skipper as a protest from another competitor.



RO:

"RO Protests two five and five six!"

RO Protests two five and five six!"

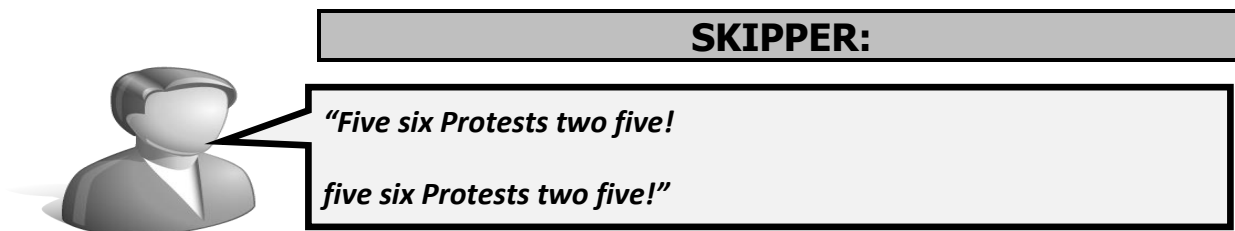


(Figure 12)

21. Protest By One Competitor Against Another:

Reference: (RRS 60.1, E6, PRYC SSI 4 & 6.2)

21.1 A skipper, involved in an incident where another boat has broken a rule, or when he is not involved but sees a boat breaking a rule, and not take a penalty, is entitled to protest by twice hailing his boat number and the other boat number.



(Figure 13)

21.2 A protest alleging a breach of Parts 2, 3, or 4 may only be made by a competitor within the control or launching area and by a boat scheduled to race in the heat/race in which the incident occurred. If a boat makes contact with another boat and does not think it has broken a rule it is not compelled to "Protest". Even if it does "Protest" there is no requirement within the rules which compels him to go through with it. The RRS places the burden on the boat that has broken the rule to do the required penalty. A third boat, which is not involved in the incident but wishes to protest, must hail a valid protest at the time of the incident.

21.3 Skippers involved in an incident may argue between themselves for an extended period of time with the aim that it will all become "too hard" to resolve and result in neither of them doing a penalty. This behavior is against both the intent and spirit of the RRS in general and RRS 2 in particular. The RO should make every effort, which may include awarding a 720-behavior penalty permitted by the PRYC SSI 6.2or protesting both boats, to stop this practice.

22. Taking A Penalty:

Reference: (RRS E4.3, RRS 44.1, 44.2, RRS 2)

22.1 A boat may take a penalty by getting clear of the fleet and performing a one turn penalty. The turn shall include one tack and one jibe in the same direction. The turn



must be completed "as soon as possible." This implies there is a time restriction for completing a penalty. It requires a skipper to take some form of positive and immediate action to get clear of the fleet.

22.2 If a boat makes contact with another and in the same incident makes contact with a mark it is only required to do one penalty.

22.3 RRS 44 does not prohibit doing a penalty while carrying out another maneuver such as rounding a mark. A boat that is required to do a penalty after they had finished can take the penalty on either side of the mark provided, they return completely to the course side of the line before finishing. The penalty can be performed while re-rounding the mark but must be completed before crossing the line.

22.4 When a boat takes a penalty at or near the finish line, she shall sail completely to the course side of the line before finishing

22.5 Completing a penalty turn does not mean the incident cannot be the subject to a protest hearing. In some cases, a turn does not exonerate the incident and a boat or RO may protest because the boat taking the penalty:

- a. Did not get clear or keep clear of other boats before taking the turn;
- b. Did not attempt to do the penalty as soon as possible after the incident;
- c. Did not complete the penalty turn;
- d. Caused serious damage (this may be considered to include damage that prevents a boat from continuing in a heat/race or adversely affects its performance.)
- e. Gained a significant advantage; or
- f. Breaches RRS 2.

22.6 A competitor who hails he is out of control shall be deemed to have retired from the heat/race and shall be considered an obstruction.

23. Disqualification Without a Hearing:

Reference: (RRS 63.1, A5, PRYC SSI 4)

23.1 Unless a SI has extended the powers of a RO, his ability to take action which will worsen a boat's score is limited to situations where a boat does not start/finish correctly or does not sail the course. The PRYC SSI lists the following additional circumstances when the RO may determine boats score without a protest hearing for club Racing:

- a. Scoring on the water (2.5).
- b. Change of skippers (5.2).



- c. RO score (5.6). or
- d. Rendering assistance (5.7).

23.2. In all other cases, action which may worsen a boats score can only be taken by a Protest Committee. The general principle which should be followed by the RO is:

**NO PENALTY TO BE IMPOSED
WITHOUT A PROTEST HEARING**

(Figure 14)

24. Request For Redress:

Reference: (RRS 60, 62, 64.2, E6.6, PRYC SSI 4,)

24.1 A Request for Redress may be made by a boat under RRS 60.1(b) or by the Race Committee /RO on a boat's behalf under 60.2(b). The request is to be submitted on the standard protest form with the Request for Redress box ticked. At club racing, fleets may waive the need for a written protest form. The request must be received in the time frame for a protest and shall be based on a claim that a boat score in a heat/race or series has been made significantly worse, through no fault of her own, by one or more of the actions listed in RRS 62.1 as amended by E6.6.

24.2 Decisions on redress are to be made in accordance with RRS 64.2. In fleet racing under HMS, additional restrictions on giving redress are covered.

24.3 There is no provision within the rules for a boat to protest the race committee/ RO for breaking a rule. A Boat may seek redress under RRS 62.1(a) but is required to show, that through no fault of her own, her score in a heat/race or series has been made significantly worse by an act or omission of the Race Committee/RO. An RO who does not make a mistake does not exist. The fact that there is an improper action or omission by the RO must not automatically lead to redress unless it is clear it was that alone that caused the loss of score. If it is shown that there was only a causal link, the appropriate redress may be to restore the boat's finishing place. In fleet racing under HMS, a boat may receive redress but the finishing place of a boat may only be adjusted if the incident occurred when the boat was on the last leg of the course. This may result in a boat receiving redress in the form of average points or some other form of compensation but still be required to sail in a lower fleet for the next race.

25 Scoring:

Reference: (RRS 90.3, Appendix A, PRYC SSI 5)



25.1 Scoring is to be conducted in accordance with RRS Appendix A as amended by the PRYC SSI and HMS. This function is critical and has the potential to cause the most problems when running any club event. It is difficult for one person to call the finish and write down the places, particularly when several boats are crossing the line together. If a finisher is not available, the RO should call the finish. It is never advisable to attempt to record the results directly on the score sheet or computer as there is no record to refer to, should mistakes occur. The operation of the computer is beyond the scope of this guide

26. Disabled Competitors:

Reference: (RRS E3.9)

26.1 The RO may make or permit reasonable arrangements to assist disabled competitors to compete on as equal terms as possible at PRYC Club events. The PRYC encourages competitors of all abilities to participate in club sailing. It is not always possible to make a race totally fair for all without reducing the standard of the event.

26.2 To assist disabled competitors to compete on as equal terms as possible may include:

- a. Providing assistance to get boats rigged,
- b. Assistance to get boats in and out of the water,
- c. Preferential seating position (if required). or
- d. Other reasonable assistance to compete.

26.3 On as equal terms as possible, does not imply that a disabled skipper is exempt from sailing within the rules, will receive preferential treatment at a protest hearing, or be provide an unacceptable advantage over other skippers.

26.4 John Ball, an experienced International Judge, has interpreted RRS E3.9 to mean:

Competitors with a disability who require any form of help or special requirements should, prior to entry, get in touch with the club contact to confirm that suitable arrangements can be made. The onus is on the competitor to establish whether the available facilities are suitable and, if necessary, provide a suitable support person.

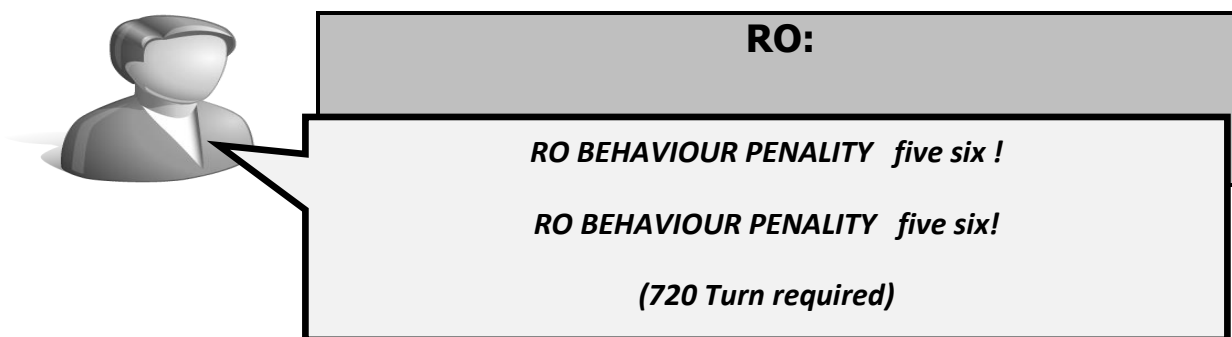
27. Behaviour:

Reference: (RRS 2, 69, PRYC SSI 6)

27.1 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 alike. Allowing unacceptable behavior 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.

27.2 All PRYC Club racing is to be conducted under the RRS Basic Principles. All competitors are to abide by the Principles of Sportsmanship and Fair Play detailed in Appendix B to the PRYC SSI. The PRYC supports competitive racing but does not condone abuse, bullying, or harassment of other competitors or the use of unsavoury language.

27.3 The RO may reprimand an offending member or may offer a competitor or competitors a two-turn, on the spot behaviour penalty to avoid a protest hearing, however, the RO is not obliged to make this offer nor is a competitor obliged to accept it, in which case the RO is to protest the boat and a protest hearing shall proceed.



(Figure 15)

27.4. A behaviour penalty does not imply that a boat was at fault in a particular incident, only that his behaviour in resolving the situation was unacceptable. This penalty does not prevent a skipper from protesting another boat under the relevant rule of the RRS.

27.5 The RO may deem the offending skipper's actions a breach of sportsmanship or misconduct and apply the relevant rules. These may include initiating a rule 2 protest or, depending on the severity of the offence, form a protest committee to determine if a rule 69 hearing is appropriate.



27.6 Following the imposition of any on-the-water penalty, the RO is to critically observe a competitor's continuing behaviour. Any escalation of misconduct, poor sportsmanship or dissent will be penalised again as a separate incident. Any re-occurrences are to be reported to the Fleet Captain. Any serious offence may be reported by the fleet captain to the PRYC Committee for possible further action.

28. Conclusion

28.1 The PRYC aims to provide competitive and enjoyable racing conducted to the standards expected by its members. The RO plays a vital role in achieving this aim and their contribution to the efficient running of club events plays a leading role in insuring a great day's sailing. The PRYC takes this opportunity to thank those members who volunteer and assist in the conduct of our events by forming the duties RO.

ANNEXES:

Annex: A. PRYC Standard Sailing Instruction.

Annex: B Dragon Force 65 RO (Race officer) Duties Checklist.



Paradise Radio Yacht Club (Inc).

Lakeside Drive, Emerald Lakes (UBD Map Gold Coast 38 H13)

**STANDARD SAILING INSTRUCTION
JUNE 2021
Including:
PRYC Protest Arbitration
PRYC PRINCIPLES OF SPORTSMANSHIP AND
FAIR PLAY**





Paradise Radio Yacht Club (Inc.)

STANDARD SAILING INSTRUCTION

1. General

1.1 Authority

For PRYC club events the organizing and conducting authority is Paradise Radio Yacht Club Inc. (PRYC)

1.2 Race Management

- a. Race days are to be conducted in accordance with the club's calendar, The Race Committee may reschedule a championship day if it clashes with a major event being supported by club members. Any such change must be made at least one week in advance and club member notified.
- b. For PRYC club championship events to be valid the minimum number of entries shall be six (6) and at least five (5) races must be completed. An entry is valid if the skipper has registered, paid the appropriate entry fee, and started in at least one race.

1.3 Eligibility

- a. Competitors must be financial members of an ARYA affiliated club or an international equivalent.
- b. Unregistered boats may sail a maximum of three club events without written approval of the Fleet Captain or authorized PRYC Measurer.
- c. At any time during a club event, a RO may require a boat be checked weighed if applicable to the class. This can only be performed if a suitable location is available.
- d. A RO may direct a skipper to adjust any protrusions from his boat which may cause damage in the event of a collision.

1.4 Race Schedule

The following is the currently approved PRYC Race Schedule. Any fleet intending to race outside these times must have prior approval of the PRYC Committee:



| Race Day | Time | Boat Class |
|-----------------|---------------------|-------------------------------|
| Tuesday | 11.00 AM to 3 PM | Dragon Force 65 |
| Wednesday | 10.00 AM to 3 PM | RC Laser |
| Wednesday | 11.00 AM to 3 PM | 10 R (Ten Rater) |
| Thursday | 11.00 AM to 3 PM | IOM (International One Metre) |
| Friday | 11.30 AM to 3.30 PM | Dragon Flite 95 |

1.5 Allowing Time

The RO may call a lunch break or grant time out, at his discretion, if he believes it is prudent, affects safety, or affects a sufficient number of boats.

1.6 Sufficient time is to be allowed throughout the event to enable skippers to re-tune the boats. All breaks are to commence from the time the last boat exits the water.

1.8 A right of way boat damaged in an incident on the water and requiring time to undertake repairs is to be compensated in accordance with 5.5(c).

1.9 In multi fleet races, time to change rigs is only to be granted to boats that sailed in the last heat or when conditions change substantially without notice.

1.10 In single fleet racing, The RO must consider safety and possible damage to boat's when considering a request for time to change rigs.

1.11 Launching and Recovery of Boats

All boats are to be launched and recovered from the nominated area. Boats disabled outside these areas are to be recovered by means of the rescue boat or pushed off the shore line by means of a boat hook. Under no circumstances are boats to be recovered by climbing down the rocks when racing at the Emerald Lakes venue.

2. Racing Rules

2.1 Applicable Rules



Racing will be governed by the rules defined in the Racing Rules of Sailing. The following will apply:

- a. Racing Rules of Sailing (RRS) 2021- 2024 as amended by Appendix E.
- b. Class rules;
- c. The Equipment Rules of Sailing;
- d. This Sailing Instruction;
- e. For multi fleet racing, the currently ARYA approved HMS; and
- f. The PRYC Covid Safety Plan.

2.2 Conflict

The PRYC Standard Sailing Instruction (SSI) shall prevail in the event of conflict and the Applicable Rules.

2.3 Time Limits

With the exception of races designated as passage races in the club calendar, a time limit of 20 min shall apply to all club races.

2.4 Time - Out Limits

The time out limit after the first boat finishes shall be 10 min.

2.5 Scoring on the Water

At any time prior to the end of the Time Out Limit, the RO may call time. Boats still racing shall be scored in accordance with their place on the water at that time.

- 2.6** For club events, a one minute starting tape may be used instead of the two-minute tape stipulated in RRS E3.4(a).

2.7 Recalls

Recalls and general recalls may only be made by the RO. RRS 30.1 (Round the end rule) shall apply to the start following a general recall. For subsequent general recalls rules 30.1, 30.3 or 30.4 may apply. This changes RRS E3.6.

3. Briefings



3.1 Initial PRO Briefing

An initial briefing shall be held prior to the first race of the day to announce:

- a. Any changes to the sailing instruction;
- b. Any changes to the race schedule;
- c. A description of the course including the marks, starting/finish line, and order and side each mark is to be rounded or passed.
- d. Details of shortened course;
- e. The limits of the control area and launching/recovery area; and
- f. Any additional requirements.

3.2 Additional Briefings

Additional briefings shall be held as necessary.

3.3 Changes to the Sailing Instruction

Permitted changes to the Sailing Instruction can only be made by the RO. Changes can only be made between races. A briefing is to be held to advise all competitors of the changes prior to the start of the next race.

4. Protest/ Mediation/Request for Redress

- 4.1 Protests and Request for Redress shall be accepted in accordance with RRS 60 as amended by E6. If Arbitration is to be used it shall be conducted in accordance with Appendix A to this instruction.
- 4.2 A protest committee will consist of three competent persons, which may include competitors. If a *party* to a hearing object 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.
- 4.3 In single fleet racing, a boat intending to protest shall inform the RO in accordance with E6.5.
- 4.4 In multi fleet racing, the protest must be logged with the RO 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.



4.5 Protests and requests for redress shall be held at a time and place determined by the RO except where HMS applies, when protests and requests for redress will be heard in accordance with HMS.

4.6 Decisions of the protest committee are final as provided in RRS 70.5(a).

5. Scoring

5.1 Scoring System

- a. The RRS A4 Low Point system, as modified by HMS for multi-heat events and by this SSI shall apply. For single heat events rule A4 is replaced by: A boat recorded as DNF, RET, OCS, DNS, DNC, BFD, DSQ, DNE or DGM shall score one more point than the number of boats scheduled to sail would have scored if all boats competing that day had *finished* correctly.
- b. A skipper that does not start/finish or retires after finishing must notify the RO or scorer as soon as possible. Boats that are finished are to keep clear of the finish line until the race has been completed. A boat's finishing place is to be recorded each time it crosses the finishing line and their final position determined when the race has been completed. This may result in a boat receiving higher points.

5.2 Change of Skippers

In club championship events, the RO/scorer must be notified of any change to the registered skipper before participating in a race. Any boat sailed by an alternative skipper is to be scored maximum points for that race.

5.3 Excluded Scorers (Discards)

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; and
- c. After 16 races have been completed, 3 discards and so on for every further 8 races completed.

5.4 Breaking Series Ties

When a series or day's score tie is to be broken it is to be decided in favor of the boat with the greatest number of first places, and when the tie remains, the greatest number



of second places and so on until the tie is broken. If a tie still remains, it shall be decided in favor of the boat with the best score in the last race.

5.5 Redress

- a. A protest committee may award points if a request for redress is successful or if points are awarded in accordance with para 5.1 (b), 5.5 (c), 5.6, 5.7, 5.8. Redress awarded at Arbitration is to be in accordance with Appendix A to this SSI. In fleet races, the finishing place of a boat may only be adjusted if the boat was on the last leg of the course when the incident occurred however points may be awarded in accordance with RRS 64.3 as amended by E6.6 and A9.
- b. E6.9 is amended to: "A damaged boat granted redress under E6.9 shall receive points equal to their average points for that race and any subsequent race missed due to the incident, started within the next 30 minutes.

5.6 RO Score

A skipper performing the duties of RO for club race will receive points equal to their average points for the day.

5.7 Rendering Assistance

A skipper who is disadvantaged because he was rendering assistance to another competitor (e.g. operating the rescue boat) may request redress from the RO. If redress is given, he is to receive points equal to his average day's score for that race.

5.8 Score's Determined by the RO

RRS A.5 is replaced by:

The RO/Scorer can adjust a boat's score without a hearing if it does not start or finish correctly, has been scored on the water in accordance with Para 2.5 or receives redress under para 5.7. Only a protest committee/arbitrator may take any other action which worsens a boat's score.

6. Behavior

- 6.1 All PRYC club racing is to be conducted under the basic principles of sportsmanship and fair play. The PRYC supports competitive racing but does not condone abuse or bullying of other competitors or the use of unsavory language.
- 6.2 The RO may offer a competitor a two turns on the spot penalty to avoid a protest hearing 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.



6.3 Any continuance of the offending behavior shall be referred in writing by the Fleet Captain or his representative to the PRYC committee for review. The committee may take action in accordance with the PRYC Behavior Management Policy. Actions may include but are not limited to reprimand a skipper/s, disqualify them from the days sailing, disqualifying them from sailing with the PRYC for a period of time or take other action the committee deems appropriate.

7. Acceptance of the Rules

7.1 By participating in a club event, each competitor agrees to be governed by this SSI, the current RRS and participate in accordance with the Principles of Sportsmanship and Fair Play.

7.2 The competitor also stipulates that the boat has a valid certificate, if required for the class, and meets the requirements of its class rules.

8. Liability

8.1 In accordance with the RRS 4, the decision to race or continue racing is the responsibility of the skipper. All those entering and taking part in club events do so at their own risk and responsibility. The PRYC, QRYA or ARYA disclaim:

any and every responsibility for loss or damage or inconvenience that might occur to persons or goods, both ashore or on the water as a consequence of entering or participating in club events.

- Appendix:**
- A. PRYC Protest Arbitration.
 - B. PRYC Principles of Sportsmanship and Fair Play.



Appendix A to:
PRYC SSI:
Dated May 2020

PRYC ARBITRATION

- A1. Rule 44.1 is changed to permit a boat that has broken a rule of Part 2, Part 4 or Rule 31 to take a penalty after racing but prior to any protest hearing. Her penalty shall be a scoring penalty equal to 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. For fleet racing and the application of HMS 3.3(b), the boat accepting this penalty will be given a finishing place in the heat equivalent to RET. Rule 63.1 is changed such that an arbitrator may allow a protest to be withdrawn.
- A2. An arbitration hearing will be conducted for protests lodged in accordance with Rule 61 which allege an infringement of a rule of Part 2, Part 4, Rule 31 or Rule 62 Redress. 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.
- A3. 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 boat will attend the arbitration hearing and no witnesses will be allowed. The arbitrator will decide the manner in which testimony is given.
- A4. 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. 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.
 - c. No rule was broken and the protestor should withdraw the protest.
 - d. A rule was broken by one or more of the boats involved, the infringing boat(s) may accept a scoring penalty as detailed above and if so accepted, the protestor should withdraw the protest.



Appendix A to:
PRYC SSI:
Dated May 2020

- e. Award Redress. Redress can only be awarded at arbitration if another boat has admitted fault and completed the required penalty. In other cases, redress can only be given by a protest committee
- A5. An arbitration hearing shall not be re-opened. No conclusion of an arbitrator shall be subject to appeal.
- A6. 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.
- A7. Failure to attend an arbitration hearing may, at the discretion of the arbitrator or protest committee, result in an additional points penalty being added to the boat's score for that race.
- A8. 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 to:
PRYC SSI.
Dated May 2020

Principles of Sportsmanship and Fair Play

Introduction:

B1. 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.

Rule Two - Fair Sailing:

B2. 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

B3. 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

B4. 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 a boat breaks a rule and is not exonerated, she will promptly take an appropriate penalty or action, which may be to retire.

B5. The following principles (which are examples and not a definitive list) are published by the RYA and AS. They are generally accepted as examples of the "recognised principles" referred to in rule two. Any breach of these principles should be considered un-sportsmanlike behaviour or misconduct by a skipper and therefore breach of RRS 2 at any Radio-Controlled sailing event.



Appendix B to:
PRYC SSI:
Dated May 2020

Respect for the rules:

B6. 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. and
- e. Gamesmanship, defined as behaviour of questionable fairness but not, strictly illegal.

Respect for other competitors:

B7. 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. and
- e. Deliberately making misleading hails.

Respect for race officials:

B8. Breaches of this principle include:

- a. Use of language which might convey incompetence, prejudice or insult. and
- b. Dissent against a race official decision.

Respect for property:

B9. 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.



Appendix B to:
PRYC SSI:
Dated May 2020

**Dealing with Dissent and Misconduct:
RO or Skippers Action:**

- B10. For unacceptable behavior, a skipper may protest the offending boat under rule 2. The race officer may deem the offending skipper's action a breach of Sportsmanship and Fair Play. These may include on-the-water or behavior ashore. For a breach on the water, the RO may offer a competitor a two- turns on the spot penalty to avoid a protest hearing in accordance with SSI 6.2; 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.
- B11. The RO may initiate a rule 2 protest or refer the matter to a protest committee to determine if a rule 69 hearing is appropriate. Following the imposition of any on-the-water penalty, the RO will critically observe a competitor's continuing behavior. Any escalation of misconduct, poor sportsmanship or dissent is to be penalized again as a separate incident. Any breaches of this code shall be referred by the RO to the PRYC committee for review in accordance with SSI Para 6..



ANNEX B

Dragon Force 65 RO (Race officer) Duties Check List:

- When you sign the attendance sheet, add your sail # on the score sheet for a turn as RO.
 - HANDICAP RACING: Check handicap board was updated after the previous race, when appropriate.
 - HANDICAP RACING: Advise skippers to check their starting handicaps, as appropriate.
 - Set CONTROL AREA & DEFINE COURSE as required.
 - Call for "Boats on the water" or "back to start area" as required.
 - Advise skipper who is to be acting RO for the next race.
 - Place start device & results clipboard in line with start / finish line.
 - Start AUDIO count down (when all yachts on water in proximity to start line).
 - Note & record number of boats that start the race & START TIME.
 - View start **along** the line. (Refer to diagram below)
 - Announce "*clear start*" or issue start call back ("*#... recall*") for particular boat or "*general recall*" for whole fleet, as required.
 - Stop tape when count down completed or ask operator to turn it off.
 - Announce boat (*#... contact #*) and buoy contacts ("*#... contact with mark*") during race.
 - Check penalties are done but leave skippers to resolve who should do the penalty.
 - View finish **along** line & record finishing order plus DNS (= Did not Start), DNF (= Did not finish) & RO sail #. (First place getter to be reminded to call the finishing order.) Record every time a boat crosses the finish line. If racing, delegate results recording to first place getter & calling results to 2nd place skipper. RECORD TIME 1st boat finishes.
 - Direct finished boats away from finish line, as required.
 - RECORD TIME last boat finishes.
 - Count number of boats as a check of the record.
 - HANDICAP RACING: Update handicap board according to instruction on handicap white board.
 - Announce who is next race RO and hand over the score sheet. Next RO to **promptly** remove his boat to prepare the next race (RO order as per order in sign on sheet).
- NB 1. For the race missed while on duty as RO, the skipper is scored the average of their aggregate score for the day. This is automatically calculated in the HMS scoring spreadsheet.
- NB 2. **PRO** - Principal Race Officer – for club racing, duty list involves overseeing management of the whole day of racing. Fleet Captain normally acts as PRO.

POSITION OF START & FINISH LINE WITH LARGE BUOYS

