

# ❶ 2013 MIDWINTER Sailing Instructions

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## 1 General

- 1.1. The USA national authority is the American Model Yachting Association (AMYA).
- 1.2. The USA IOM National Class Association is the national class authority.
- 1.3. The San Diego Argonauts is the organizing authority.

## 2 Rules

- 2.1. The regatta will be governed by Racing Rules of Sailing (RRS) 2013 – 2016 as changed by RRS Appendix E, the IOM Class Championship Rules, the Notice of Race (NOR), the Sailing Instructions (SI), the International One Metre Class Rules, the Equipment Rules of Sailing (ERS), and RRS 70.5(a) and the AMYA regulations when they apply.
- 2.2. The Championship shall be raced and scored under the Heat Management System (HMS) and Infringement Report By Observer (IRBO) systems. Modifications to the promotion / relegation provisions of the HMS will be made if required.
- 2.3. All signals shall be made verbally or by other sounds. Times shall be taken from sound signals. Visual signal may be displayed as courtesy to ensure better communication between Race Committee and Competitors. The absence of a visual signal shall not be considered grounds for redress.
- 2.4. **Hailing Requirements** The individual digits of a boat's sail number may be hailed. However, a two or three digit sail number hailed as a single number is also acceptable. For example "fifteen" and/or "one five" shall be considered a valid hail. **This changes Rule E2.1(b)**
- 2.5. Rule 33 shall remain in effect. Remove 33(a1, a2), (b), (c). The signaling of all boats shall be audible. Following the signal, the Race Committee shall verbally provide the location and description of the changed mark, the side on which it is to be left, and shall make said changes on the course board as soon as practical. For Rule 33, offset marks shall not be considered as a separate leg. **This changes Rule E3.8(a) and Rule 33.**
- 2.6. **Add to Rule E4.3** taking a penalty:  
(d) A boat that breaks a rule of part 2 within the ZONE as defined in the current RRS Appendix E, her penalty shall be an additional One-Turn Penalty (**two tacks and two gybes in the same directions**).
- 2.7. **Launching and Relaunching Rule 45 is changed to:**
  - a) The launch and control area(s) may be determined by the Race Committee according to the conditions present at the venue at the time and duly marked and communicated to competitors. If there are no launch and control area(s) posted, the launch and control areas are unrestricted.
  - b) A boat scheduled to *race* in a heat may be launched, held on the bank, taken ashore or relaunched at any time during the heat. However, she shall not be released between the preparatory and starting signals or after the first boat finishes.
  - c) Boats shall be launched or recovered only from within a launching area, except as provided in the SI **2.7 (e)**.
  - d) While ashore or within a launching area, boats may be adjusted, drained of water or repaired; have their sails changed or reefed; have entangled objects removed; or have radio equipment repaired or changed.

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- e) A boat that has gone ashore or aground outside the launching area, or become disable, may be freed and/or relaunched with outside help from a rescue boat crew or any race officer;
- f) Competitors who are not racing or race officers may give outside help in the launching or relaunched of boat.
- g) Under no circumstances shall any competitor attempt to launch or recover boats when it is unsafe.

2.8. **Chartered or Loaned Boats** Rule G3 is made applicable.

2.9. **Appendix E8** Sail numbering shall be in accordance with E.8. Boats measured and/or Personal Sail Number given prior to Jan 1<sup>st</sup> 2013, who's sail numbering and/or PSN was compliant with RRS 2009 - 2012 will be grandfather by 2012 IOM Class rule A 13.1(d), C 8.3 and G 2.1 for this Event. **This changes E.8**

2.9.1. Competitors may not protest other competitors for IOM Class Rule infractions, ERS infractions or Appendix E8 infractions. Only the Race Committee may bring protests of this nature. Competitors should bring any concerns regarding these infractions to the attention of the Race Committee who will determine how to proceed.

2.10. The Sailing Instructions shall prevail in case of conflict with the Notice of Race. **This changes Rule 63.7.**

## 3 Notices to Competitors

3.1. Notices to competitors will be posted on the Official Notice Board. The Principal Race Officer (PRO) shall notify skippers of the location of the Official Notice Board, which shall be situated within the sailing area, and accessible while racing.

## 4 Scoring system

4.1. The regatta will be sailed as a fleet race format under the Heat Management System 2007 (HMS 2007)

4.2. The RRS A4 Low Point System, as modified by HMS2007 and these SI's will apply.

4.3. For single heat events RRS A4.2 as modified by these sailing instructions shall apply.

4.4. For events with more than one heat, the Heat Management System 2007 (HMS) shall apply.

4.5. There will be no maximum number of races. **This changes RRS J2.1(9)**. Time schedules posted within the NOR shall determine the completion of the regatta. Three (3) races must be completed to constitute a series.

4.6. For events with more than one heat, fleet selection for the first race shall be carried out in accordance with HMS 2.2. Seeding shall be based on the AMYA IOM NCA Ranking System; non-ranked entrants shall be seeded in accordance with their most recent known performances.

4.7. Withdrawn Boats: Withdrawn boats shall obtain permission from the PRO before returning to race.

4.8. 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: One (1) discard

After 8 races have been completed: Two (2) discards

After 16 races have been completed: Three (3) discards

And so on for every Eight (8) races

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- 4.9. When boats are tied at the finishing line, RRS A7 will apply.
- 4.10. When a tie for finishing place between two or more boats is to be broken, other than at the finishing line, it shall be decided in favor of the boat with the most first places, and when the tie remains, the most second places and so on.
- 4.11. When the tie remains, it shall be decided in favor of the best score in the last race in which there was no tie and should the tie still remain, by the toss of a coin or the drawing of lots. **This changes RRS A8, which will not apply.**

## 5 Time Limits

- 5.1. HMS time limits shall *not* be in effect at any time throughout the regatta unless otherwise notified by the PRO. Notification shall take place along with the hail of the upcoming heat and race number. In the event of such a change, that change shall remain in effect until otherwise notified.
- 5.2. For any race or heat where a time limit is not in effect, the PRO may ask the competitors still on the water if they will accept a score based on their relative positions on the course.
- 5.3. If, for any reason, the number of boats racing declines sufficiently that the number of heats in a race could be reduced, the PRO shall notify the fleet and appropriate arrangements made to realign all competitors into a different divisions increasing sailing opportunity for all competitors.
- 5.4. For single heat races, a time limit may be announced prior to the race. This time limit shall also be posted on the Official Notice Board. In the event of such a change, that change shall remain in effect until otherwise notified.
- 5.5. **Rule 64.2 is changed by HMS 2007 2.2** so that redress can be given by assigning a place with appropriate points.

## 6 Changes in the Sailing Instructions

- 6.1. Any change of the Sailing Instructions shall be implemented only between heats or races. Two sound signals followed by verbal announcements shall be made to call attention to change.
- 6.2. The Race Committee may amend sailing instructions orally or in writing. Verbal changes to the Sailing Instructions shall be consistent with the RRS. Written changes to the Sailing Instructions will be posted as needed. The flag L will be displayed. **This changes Rule 90.2(c).**

## 7 Marks

- 7.1. All marks will be described at the skippers meeting.

## 8 Course

- 8.1. The initial course will be announced at the skippers meeting.
- 8.2. The course, as well as the starting and finishing lines, shall be selected and set in accordance with the PRO.
- 8.3. The course will be displayed on the course board; a single optional shortened course may also be displayed. 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. Rule J2.1 (4), J2.1 (5) and J2.1 (6) are deleted. **This changes E3.3 and E3.8(c)**

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- 8.4. Courses can be changed only between heats or races. Any change to the course shall be posted on the course board and shall be preceded by two sound signals and a verbal warning. **This changes Rule E3.8(c)**
- 8.5. During a heat, shortening of the course to the prearranged option shown on the course board shall be signalled by two sound signals followed by verbal confirmation on the leg before the leading boat starts the leg in which she will finish because of shortening.
- 8.6. If any yacht reaches the first windward mark on a single tack the PRO may, at their discretion, abandon the heat/race and reset the course for that heat/race.

## 9 Event Measurement Check

- 9.1. The Race Committee may at any time request a random check measurement to confirm that a boat complies with the Class Rules.
- 9.2. A boat found to be in violation of IOM Class Rules during an event shall be prohibited from further competition until brought into compliance.
- 9.3. A competitor is not entitled to a hold while their boat is brought into compliance with IOM Class Rules.
- 9.4. The PRO, as advised by the Measurement Officer, may direct a competitor to make minor changes to their boat without a protest hearing.
- 9.5. The PRO may protest a boat found to be out of compliance with IOM Class Rules. An Event Measurement Form may be used as an official document to prove that all boats have been checked and certified to compete in this specific event.
- 9.6. A boat found to be out of compliance with IOM Class Rules by a Protest Committee may be assessed a penalty. At the discretion of the Protest Committee, the penalty may range from a boat being prohibited from further competition until brought into compliance or disqualification from the event.  
All boat battery packs used in this specific event will be weighed and certified by the Measurement Officer.

## 10 Start

- 10.1. Races will be started in accordance with RRS E3.4 with the warning signal made two (2) minutes before the starting signal. The starting line will be as described on the course board.
- 10.2. The heat composition shall be posted on the Heat Board near the control area. Competitors shall be advised verbally by hail of the upcoming heat and race number. It is the competitor's responsibility to start in their assigned heat. Failure to comply with this Sailing Instruction will not be grounds for redress.
- 10.3. There shall be no "Holds" requested by competitors, except by competitors being promoted and racing in the next heat, relegated competitors when there are only two heats and boats damaged in an incident for which they were granted redress and requiring damage repair (30 minutes limit). The PRO, solely at their discretion, may postpone the start as provided in Rule 27.3, and the signal shall be 2 sounds.

## 11 Withdrawn Boats

- 11.1. Withdrawn boats in a multi-heat event are covered by HMS 1.3.
- 11.2. A boat withdrawn from a single heat event will be recorded as DNC and may return to *racing* at any *start*. Any competitor, who intends to withdraw from *racing*, either permanently or temporarily, is asked as a matter of courtesy to inform the race committee at the earliest opportunity.

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## 12 Protests

- 12.1. Protest forms will be made available.
- 12.2. Parties to a protest will be called orally by hailing that the protest hearing is opening.
- 12.3. It is the responsibility of the parties to come to the hearing without delay accompanied by any witness. No other notice of the hearing will be given. **This changes Rule 63.2.**
- 12.4. A protest jury may be compiled from present competitors. If such a jury is used, it shall consist of at least 3 members.
- 12.5. Protests will be accepted in accordance with RRS E6 except that RRS E6.5 (Time Limit) is amended by the inclusion of the following:
  - 12.5.1. A boat intending to protest shall inform the race committee no later than **1 minute** after the last boat finishes and prior to the preparatory signal for the next race, whichever is the lesser. **This changes E6.5.**
- 12.6. **Hearing of Protests:** Protests and requests for redress will 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.
- 12.7. **Sportsmanship and Fair Play:** See **Addendum #2** for responsibilities and guidelines on protests in this area of the rules.

## 13 Objection to action by the race committee

- 13.1. If a competitor believes that the race committee has not complied with rule 90.1 (either by breaching these Sailing Instructions or by acting in a manner that may affect the outcome of the event) and redress under rule 62.1(a) is not an option, the competitor shall bring the matter to the attention of the race committee at the earliest opportunity during the event.
- 13.2. If the matter persists, the competitor shall submit a written complaint to the race committee on the day during which the matter arose, but before the end of racing day.
- 13.3. If the race committee fails to address the complaint to the satisfaction of the competitor before the end of the event then the competitor shall refer the matter to the AMYA Regional Officer.
- 13.4. If the competitor fails to record the complaint in writing as above, this will indicate an end to the matter and no further action will be taken by the AMYA Regional Officer or AMYA Council.

## 14 Transmitters

- 14.1. Unless the Race Committee prohibits their use, competitors not racing may use their transmitters at any time for the purpose of tuning or practice sailing. The practice area shall be posted on the Official Notice Board.
- 14.2. Transmitters shall comply with current Federal Communications Commission (FCC) regulations for radio controlled surface craft.

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## 15 Race Observers

- 15.1. The Race Committee may appoint Race Observers, who may be competitors. The IRBO system, as specified below, will be used. Any competitor asked to be an observer shall do so; only in the event of required repairs to their boat will the competitor be excused for that heat.
- 15.2. While on duty, an Observer is a member of the Race Committee.
- 15.3. **Infringement Report by Observer System:**
  - 15.3.1. If a control area has been designated the race observers must remain inside that control area.
  - 15.3.2. Race observers shall note all incidents involving contact between boats or between boats and a mark. They shall also listen for hails of protest and note the sail number(s) of the boat(s) so hailing.
  - 15.3.3. Race observers shall report all unresolved incidents to the race committee at the end of the heat.
  - 15.3.4. If an observer sees an incident he/she shall immediately hail the sail number(s) of the boat(s) involved stating that the boats(s) have just been seen either:
    - a) In contact with a mark or
    - b) In contact with another boat(s).
  - 15.3.5. Any competitor hailed in an incident called by the observer shall be obliged to immediately take a penalty turn appropriate for that specific incident or attend a subsequent protest committee hearing. Race Observer will act as independent witness.
  - 15.3.6. General Guidance for Observers is see Addendum #1.

## Addendum #1: General Guidance for Observers:

1. While on duty, an Observer is a member of the Race Committee.
2. An Observer shall hail and only hail:
  - a. Boat to boat contacts
  - b. Boat to mark contacts
3. A good Observer will note:
  - a. Protest hails (For example: How many? What exactly was said? How long after the contact?)
  - b. The situation prior to a contact or protest hail
  - c. The situation at the time of the contact or protest hail
  - d. The responses to a protest hail
  - e. Penalty turns and whether the turn was incomplete
  - f. If any boat failed to sail the correct course
4. A good Observer will anticipate incidents, continuously track the boats under observation, and always know their current situation:
  - a. Determine which sector of the fleet he and the other observers are to observe.
  - b. Are they on starboard or port?

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- c. Are they overlapped, or is one boat clear ahead or clear astern?
  - d. If overlapped, which boat is windward and which leeward?
  - e. Was the overlap obtained from clear astern and within two boat lengths?
  - f. Have they entered the zone?
  - g. Are they tacking?
  - h. Have they passed head to wind?
  - i. Have they assumed a close-hauled course?
5. An observer will not always be certain of what he/she sees. For example, it can be difficult to know if an overlap was established in time, or whether a boat had passed head to wind. However, the observer's evidence, and the quality of that evidence, will be taken into account in the hearing and will contribute to the quality of the event.
- a. A good observer applies the principle of the "last known certain situation".
    - i. An observer must go back in time to the point when the facts were certain, and report that.
    - ii. The issue here is **NOT** one of deciding whether or not a boat has infringed a rule, either probably or beyond reasonable doubt, but of deciding whether a statement can be made with certainty.
  - b. An Observer may:
    - i. Give help to a competitor in the form of information freely available to all boats. This reflects a recent change to the RRS and SIs and it seems that clarifying the course given on the board in response to a question from a competitor would be within the scope of this permission.
    - ii. Advising any competitor, whether he has asked or not, that he has not sailed the course correctly is **NOT** within the scope of this permission.
    - iii. Be aware that your opinion may be incorrect and of the consequences of that error.
    - iv.

## **Addendum #2: Sportsmanship and Fair Play:**

Sailing is a self-policing sport, the enforcement of rules 2 and 69 is the responsibility of all those involved: competitors and race officials. 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 sportsmanship and fair play is the responsibility of all those involved in our sport.

**The Basic Principle:** Sportsmanship and 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."

**Rule Two - 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.



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1. **Dealing with Dissent and Misconduct: Fair Sailing** refers to recognized principles of sportsmanship and fair play. Any breach of these principles below shall be considered unsportsmanlike behavior or misconduct by a skipper and therefore a breach of RRS 2.

- a) **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.
  - e. Gamesmanship, defined as behavior of questionable fairness but not strictly illegal.
- b) **Competitors:** Breaches of this principle include:
  - a. Prolonged verbal debate regarding an incident
  - b. Bullying, intimidating, or harassing others.
  - c. Verbal abuse, unnecessary shouting, or foul language.
  - d. Ungracious acceptance of defeat.
  - e. Sailing to benefit another competitor to the detriment of ones own position.
  - f. Deliberately making misleading hails.
- c) **Race Officers:** Breaches of this principle include:
  - a. Use of language, which might convey incompetence, prejudice or insult.
  - b. Dissent against a race official decision.
  - c. Verbal abuse, unnecessary shouting, or foul language.
- d) **Property:** Breaches of this principle include:
  - a. Reckless sailing that is likely to result in damage or injury.
  - b. Abuse of boats or equipment that is supplied by an Organizing Authority or belonging to a Competitor.
  - c. Careless damage to property.

2. **Conduct:** Poor competitor behavior can reflect negatively on our sport, **and all competitors are advised that their actions will be under scrutiny by race officials.** If race officials witness any behavior during the event, which they deem to be a breach of good manners or sportsmanship, or which may bring the sport into disrepute, the PRO assisted by race officials will protest the party or parties in accordance with RRS 2 or 69.1.

- a. The PRO, all race officials, and observers are directed to record any incidents which will be dealt with by the Protest Committee. Penalties available to the Protest Committee include exclusion from the race in question or subsequent races, exclusion from the regatta, or other action within the Committee's jurisdiction.
- b. All racing rules regarding Sportsmanship are applicable. The PRO and the race management team will have the authority to monitor the conduct of the competitors during the regatta.



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The **PRO** has the authority to penalize without a hearing a competitor that has broken **RRS Rule 2**, provided that the **PRO** was witness to the incident, the **PRO** may issue any of the following:

- a.) Verbal warning.
- b.) Five (5) point penalty.
- c.) Scoring the competitor as DNE for a heat or race.
- d.) Disqualify the competitor from the regatta.

**This changes RRS 63.1.**

End of Sailing Instructions



**USA IOM NCA**

**2013-2016 RACING RULES of SAILING**