



Race management guidelines for DF65/DF95 events

Introduction

These guidelines have been prepared as a reference for clubs who are holding DF65/DF95 events and wish to provide uniformity in holding the event as per the [ARYA Race Management Manual](#).

With many clubs holding ranking events for the first time, with volunteers possibly with little experience in running such events, the ADFRSA hope these guidelines will provide assistance to clubs, and this is in no way dictating how a club is to run an event. It is, however, beneficial to all clubs and competitors if we can organise events to run in a uniform and consistent manner.

The DF65 class especially, has unique points of difference to the other classes, with the much smaller yacht, smaller sail numbers and larger participation rate of newer sailors. Both the DF65 and DF95 classes are encouraged to be aware of the DF founders statement, referenced in the preamble of the [DF International Class Association Constitution](#).

These guidelines are intended to directly supplement the ARYA Race Management Manual, which in first instance should be read and understood, with the guidelines herein intended as further clarification of those guidelines specifically for DF events. If there happens to be a clash of statements between the ARYA Race Management Manual and these guidelines, then the ARYA Race Management Manual statements are to over-ride those statements in these guidelines.

We do not intend to re-write sections of the ARYA Race Management Manual that do not need any clarification for DF events, so many sections in the ARYA Race Management Manual will not be referenced here in order to keep this document as clear and succinct as possible. Some may be referenced and explanations given in order to help the newer organising committee understand some of the nuances of the Race Management Manual for DF racing.

This document is not final, and is intended to be updated as needed. Any requests for clarification or changes should be sent to the ADFRSA Committee via your state rep.

Kyle Stewart

ADFRSA Regatta Officer

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10. Courses/Course Board

10.2 The Race Committee will attempt to set the length of the course as follows:

- b) a course that will achieve a target time of between 10 and 15 minutes for the lead boat to complete, depending on the prevailing conditions. The seeding races may be slightly longer in duration.

The ADFRSA believe that a course would be best aimed at 10 minutes maximum, with the opportunity then being more races of shorter duration. The years of sailing the DF classes in Australia has seen that a longer course simply spreads the field out further without necessarily changing the positions within the fleet, resulting in the last five minutes, for example, representing more of a "soldiers' course" than that of a competitive sailing challenge through the fleet.

Although not explicitly stated in the Race Management Manual, course length from windward mark to gate should be assessed to cater for all competitors. A long single-lap course would not be seen as appropriate for those who compete with motion impairments, and allowances should be made to enable for all competitors to compete in a fair manner. Shorter three lap courses could be appropriate in certain scenarios, but in the vast majority of situations, two lap races of appropriate physical length seems standard.

10.3 Gates should be approximately 8 hull lengths wide and laid square to the mean sailing wind. Variations in width and angle may be appropriate to adjust for current or other prevailing conditions.

For a DF65 event, this equates to a gate of approximately 5m, given good sailing conditions. For a DF95 event, this would increase to approximately 8m.

10.4 The offset mark should be at least 5 hull lengths from the windward mark at right angles to the direction of the windward leg. Boats should leave the windward mark before entering the offset mark zone.

For a DF65 event, this equates to an offset mark approx 3.5m from the windward mark, and 5m for a DF95 event.

10.5 All mark rounding should be consistently port or starboard. Port-hand rounding is preferred at a windward mark.

This simplifies the course for the competitors, of which many may be new to this level of competition. There are more complexities and as such, confusion for skippers with a starboard rounding windward mark, so should be avoided if at all possible.

10.7 It is common to number the marks for easy identification. If the size of the number on the marks is of the same dimensions as the sail number for the class being sailed, it assists judging as to whether any mark has been set too far away if the number cannot be reliably read. It also means that a sail number will not be reliably read, leading to increased frustration by sailors wishing to protest, and increased rule flouting by sailors exploiting the poor visibility.

It is understood that many clubs do not have specific marks for DF65 or DF95 sailing only. If numbered, then the guideline above is not possible for both classes, given the DF95 numbers are 102mm high and DF65 are 80mm high. The ADFRSA strongly recommend that the marks are no further away than the distance a person with average eyesight could readily make out the sail numbers at the furthest mark from the control area. From the years of sailing in Australia, it has been seen that for the DF65 class, 40m is as far as an average sighted person could reasonably see the sail numbers. 50m would seem reasonable for the DF95 class. The best method for this is to have a sailor sail their yacht where you intend on laying the mark, and make sure you can readily see the sail number before deploying the mark.

Consideration may need to be taken if there is a wheelchair bound competitor – for example – in regard to their eyesight to the marks. It is good practice, if there are chair bound competitors, to have them seated at the front of the control area, with competitors walking around behind them to not impair the vision to their yacht

12. Setting the Starting Line

12.3 The Race Committee will use the following guide to determine the length of the starting line. A larger multiplier may be used in strong winds or heavy seas.

12.4 The minimum Starting Line length = number of boats x boat length x 1.5

13. Finishing Line/Finishing Procedures

13.6 At National events, one line Finish Official will use a hand-held recording device to record the order of finish.

17. Race Committee Protests

17.2 The Race Committee may protest a boat in the following circumstances if the boat:

- a) committed a breach of a sailing instruction that may not be protested by another boat;
- b) committed an apparent breach of good sportsmanship (Rule 2);
- c) failed to take a penalty after knowingly touching a mark, but not exonerating herself by protesting another boat for an infringement at that mark.
- d) failed to sail the course (Rule 28)
- e) did not complete a penalty turn
- f) did not attempt to sail clear in order to commence a penalty turn as soon as possible after an incident
- g) caused serious damage to another boat
- h) gained a significant advantage as a result of infringing another boat

i) was named in an observer's report of an unresolved incident.

18. Results

18.1 Progressive results should always be available on the official notice board. It is unsatisfactory if competitors are not kept up to date of their current position and are not able to check that their finishing positions have been correctly recorded. Worse is the possibility that local competitors may obtain knowledge of their positions through familiarity with the Race Committee or scoring personnel when such knowledge is not freely available to other competitors. The result sheet will be the official source of information and, in terms of the rules, is all that is required.

19. STANDARDS FOR ARYA RANKING EVENTS

This section in the ARYA Race Management Manual has a very useful matrix that can be used to help prepare volunteer requirements, administration needs, paperwork, race equipment and infrastructure. It is heavily recommended to read and understand these requirements.

20. REGATTA ADMINISTRATION AND PLANNING

This section also provides with very useful information to help with the management of the event in regards to volunteers, infrastructure, on-water equipment, on-land equipment, consumables, publications, entry/registration/measurement, catering/social etc

21. REGATTA CHECK MEASUREMENT

The Race Management Manual has yet to be updated for DF events. The ADFRSA recommends the below for regatta checks.

| All DF Classes | Regional | State | National | Action for non-Compliance |
|---|----------|-------|----------|--|
| Verify hull registration number on hull. | ☑☑☑☑ | ☑☑☑☑ | ☑☑☑☑ | HRN to be applied to hull with permanent marker. |
| Check battery weights | ☑☑☑☑ | ☑☑☑☑ | ☑☑☑☑ | Swap to a compliant battery or add weight to the battery to bring it to compliance. |
| Check sail numbers are correct min height /width size and location. **Sails with an ARYA Measurement sticker applied to them can be deemed to comply** | ☑☑☑☑ | ☑☑☑☑ | ☑☑☑☑ | “Zero point penalty” warning given to competitor if sail numbers do not comply – on the condition they are no harder to see than a fully compliant sail number. Sail number to be corrected to a minimum of that as applied for a “Zero point penalty” |
| Check sail numbers are in contrasting colour to the sail | ☑☑☑☑ | ☑☑☑☑ | ☑☑☑☑ | Correction required to race |
| Check rigging complies with Joysway Manual for assembly. | | ☑ | ☑ | Re-rig correctly |
| Check that hulls comply – No fairing of keel box, unapproved repairs | | ☑ | ☑ | If deemed as not performance enhancing, they may compete with a “Zero point penalty” |
| Check fins comply – finish as close to factory finish as possibly | | ☑ | ☑ | If deemed as not performance enhancing, they may compete with a “Zero point penalty” |

22. JOB DESCRIPTIONS

This section in the Race Management Manual sets tasks for the following roles

- *Race Officer*
- *Start/Finish Line Officials*

These descriptions provide a clear and succinct structure of the responsibilities of the roles. Being aware of this will make each task much less daunting, quite possibly leading to more volunteers willing to help out.

24. GUIDELINES FOR OBSERVERS

These guidelines a clear and succinct structure of the responsibilities of the role. Being aware of this will make each task much less daunting, quite possibly leading to more volunteers willing to help out.

26. PRINCIPLES OF SPORTSMANSHIP & FAIR PLAY

Rightly or wrongly, Radio Sailing has copped a bad rap n general for less than desirable behaviour at times. This guideline sets out the expected behaviours of all competitors (and volunteers/officials). A wise man recently said "If you manage the people (competitors), then the racing will manage itself".

Before many events, competitors are sent communication packs in various forms. ADFRSA recommend that clause 26 be quoted within the communications pack, so all competitors are aware of the expected behaviours. At the briefing before the first race, it is also advised to approach this topic again, and for the race committee to be cognisant of any behaviours warranting attention, so it can be acted upon before it builds up. This then actively promotes the sport of Radio Sailing in a positive light with many events in highly pedestrian areas, but adds to the enjoyment of the event for all competitors, with any potential of bullying and carry on being corrected early, which also sets the tone for the rest of the event. Again – Manage the people and the race manages itself.

State and National Championship Measurement Criteria



We are keen to ensure that boats are class legal so that a precedent is set for the Class.

The checklist below shows the type of thing we will be looking at on boats. Basically, if the class rules use the word "shall", we take that to mean mandatory, and if the rules use the word "may", we take that to be optional. This is in keeping with World Sailing's directives.

DF 65 and DF 95 Measurement and Registration

| DF 65 | DF 95 |
|--|-------|
| <p>1. The standard battery pack may be replaced with a rechargeable battery pack that weighs at least 45 g. More than one battery may be used in an event but all batteries must be within 5 g of each other. Weigh and mark all batteries proposed to be used in the event.</p> | |
| <p>2. Inspect all sails for compliance with (a) to (d) below and measure all aftermarket sails against the template. The original sails supplied with the boat are automatically acceptable as they are "as supplied by the Builder" as defined in the rules.</p> | |

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| a) All sails shall be constructed of a single panel of a single ply material with no seams and no shape induced by force and/or heat. Both sails in a rig must be of the same ply thickness. Sails may not be mixed between rigs. | |
| b) Mainsails shall have battens (A+, A and B rig = 4, C = 3) as described in the Class Rules. Jibs may have 2 battens as described in the Class Rules. | b) Mainsails shall have 4 battens as described in the Class Rules. Jibs shall have no battens. |
| c) Telltales may be used on both sails. The number and positioning is not restricted but telltales must not fall outside the sail outline shape. | |
| d) Sail numbering of 2 or 3 digits shall conform to the RG65 International Class Rule. Numbers shall be coloured solid and of significant contrast to the sailcloth. Height 80-90 mm, Spacing 15 mm minimum. On both sides of the sail, starboard side uppermost, at least 30 mm between rows. | d) Sail numbering of 2 or 3 digits shall conform to the Class Rule requirements. Numbers shall be coloured solid and of significant contrast to the sailcloth. Height 100 mm minimum, Spacing 16 mm min (2 digits) 11 mm min (3 digits). On both sides of the sail, starboard side uppermost, at least 50 mm between rows. 2-digit numbers shall leave space for a prefix numeral. |
| 3. The Hull Registration Number (5 digits) shall be permanently displayed on the outside of the hull in a font size of at least 10 mm for DF 65s and 20 mm for DF 95s. | |
| 4. Check for "as supplied by the Builder" compliance as follows: | |
| a) The Sail Winch, including the drum, shall be as supplied by The Builder (Black) and cannot be modified, except via end-point adjustment of the transmitter. | a) The Sail Winch, including the drum, shall be as supplied by The Builder (Blue) and cannot be modified, except via end-point adjustment of the transmitter. |
| b) The supplied rudder servo may be replaced by any suitable servo that fits in the standard tray cut-out without modification. | |
| c) Transmitters and receivers are free. | |
| d) The hull may be painted but not modified to decrease friction. Stickers may be applied to the hull. | |
| e) The deck hatch may be sealed using the provided clear plastic Deck Hatch Cover and Deck Patches or by using substituted materials whose only purpose is to seal the hatch. | e) The supplied clear plastic Deck Hatch Cover shall be used to seal the hatch. The supplied Deck Patches may be used or substituted with materials whose only purpose is to seal the hatch. |
| f) Deck eyes may be waterproofed and turned but may not be removed. | f) Deck eyes may be waterproofed but may not be removed. |
| g) The fin box may be sealed to prevent water leakage into the boat. | |

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| h) The keel, bulb and rudder may be painted but not modified to reduce friction and/or weight. | |
| i) The keel bulb hole may be taped over but not have weight added. | |
| j) All spars and rig fittings and their dimensions are restricted to those as supplied by The Builder. | |
| k) The jib boom shall be attached to the boat by a line (jib swivel) tied around the boom as described in the Rigging Instructions and then through Deck Eye 2 to Deck Eye (Hook) 4. | k) The jib boom shall be attached to the boat by a line (jib swivel) tied around the boom as shown in the Rigging Instructions and incorporating a bowsie for adjustment and then through Deck Eye 1 (Rigs A and B) or Deck Eye 2 (Rigs C and D) to the Jib Deck Hook. |
| l) The mainsail shall be attached to the mast and boom according to the Builder's Rigging Instructions, but cord may replace the supplied luff rings and clew hook. | |
| m) The jib sheet shall be rigged on the jib boom according to the Builder's Rigging Instructions and taken through Deck Eye 5 to the winch line clip. It may go through Deck Eyes 6, 7 and 8 on the way. | m) The jib sheet shall be rigged on the jib boom according to the Builder's Rigging Instructions and taken through Deck Eye 3 (Rigs A and B) or Deck Eye 4 (Rigs C and D) to the winch line clip. |
| n) The main sheet shall be rigged on the main boom according to the Builder's Rigging Instructions and taken through the Mainsheet Bridle Ring to the winch line clip. | |
| o) The Winch Line Elastic shall be tied to Deck Eye 2. | o) The Winch Line Elastic shall be tied to Deck Eye 1. |
| p) Masts and booms shall be made only of the supplied material and be of the supplied length or as specified in the Class Rules. | |
| <p>Examples of Non-Compliance Found at previous regattas:</p> <ul style="list-style-type: none"> • Extra bowsies • Keel box holes covered with extra tape • Sail numbers in wrong places • Keel not painted (stripped back to the bare metal) • Extra electrical components inside the boat • Power switch removed (battery plugged directly into the receiver) • Underweight batteries (must have a weight attached (10c coin) to bring up to the minimum 45g). Some try to weigh with an extension cable attached to avoid this. • Advertising errors. | |