



*Paradise Radio Yacht Club (Inc).*

Lakeside Drive, Emerald Lakes

## **STANDARD SAILING INSTRUCTION October 2024**

**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 authority is the ARYA 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 members notified.
- b. For PRYC club championship events to be valid the minimum number of entries shall be **four (4)** 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 the written approval of the Fleet Captain or authorized PRYC Measurer.
- c. At any time during a club event, a RO may require a boat to 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.
- e. The PRYC Committee may make or permit reasonable arrangements to assist disabled competitors to compete on as equal terms as possible. A boat or the competitor controlling her that receives any such assistance, including help from a *support person*, does not break rule 41.  
Competitors with a disability who require assistance or special arrangements to participate in the event should, prior to entry, contact the PRYC Fleet Captain for the class of boat he intends to sail, to confirm that these can be

made. The onus is on the competitor to establish whether the available facilities are suitable and, if necessary, make arrangements for a support person.

#### 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
Saturday	11.00 AM to 3 PM	Dragon Force 65
Saturday	10.00 AM to 3 PM	RC Laser
Saturday	10.00 AM to 3 PM	10R (Ten Rater)
Saturday	12.30 AM to 4 PM	IOM (International One Metre)
Sunday	11.30 AM to 3PM	Dragon Flight 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(b).

**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 boats 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; and
- e. For multi-fleet racing, the currently ARYA approved HMS.

### **2.2 Pathway safety:**

To comply with our right-of-use obligations, Fleet Captains/skippers are to ensure the following procedures apply for operation south of the boat ramp:

- a. All erected infrastructure and equipment are to be kept a minimum of 3 meters behind (east of) the path.
- b. All able-bodied skippers are to remain in the designated control area behind the path. The only exception is for the launch and recovery of yachts or when inclement weather causes water to pond adjacent to the path.
- c. All disabled skippers and support personal assistants may locate on the grass verge in front of the path provided they remain seated. and
- d. Bicycle warning signs are displayed and members are advised of their obligation to sound warnings when bicycles are on the path.

### **2.3 Conflict**

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

### **2.4 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.



## **2.5 Time-Out Limits**

The time-out limit after the first boat finishes shall be 5 min.

## **2.6 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.

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

## **2.8 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;
- f. Path safety requirements of para 2.2. and
- g. 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 Instructions 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 Requests 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 lodged 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 fleet may choose to score manually by use of the HMS program, or A fleet apt.
  - a. When scoring manually, 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 its final position is 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 his rostered duties of RO for a club or club championship race will receive points equal to their average points for the day. A skipper who was competing in the day's event and takes over the duties of RO after his boat breaks down etc. shall be recorded as DNC and shall be scored in accordance with para 5.1. a for each race in which he does not compete.



## **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 Scores 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, does not sail the course, has been disqualified under 30.3 (U flag) or 30.4 (Black Flag), has been scored on the water in accordance with Para 2.5, 5.6 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 the abuse or bullying of other competitors or the use of unsavory language. Dealing with misconduct is the least pleasurable part of our sport but must not be ignored. There is considerable evidence that bad behavior has a detrimental effect on our sport. The promotion of fair play and sportsmanship is the responsibility of all, not just the race officials. Any incident of misconduct must be dealt with promptly, fairly, and following established rules and practices.
- 6.2 The RO may offer a competitor a two-turn, 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 After a 720-degree penalty has been awarded or a protest hearing for bad behavior has been held, the Fleet Captain or his representative is to closely monitor the situation. In the event, the bad behavior continues, a Fleet Captain may direct the offending skipper to remove his boat from the water and not to sail in the next race or in exceptional cases of bad behavior, to take no further part in the day's sailing. This amends RRS 36 and 64.2.
- 6.4 The incident shall be referred in writing by the Fleet Captain or his representative to the PRYC committee for review and recorded in the PRYC Complaints Reporting Register. Should an individual member be reported for bad behavior three times in any 12-month period, the PRYC committee may take action in accordance with the PRYC Behavior Management Policy. Actions may include but are not limited to reprimanding a skipper/s, disqualifying them from the days sailing, disqualifying





them from sailing with the PRYC for a period of time, taking other action the committee deems appropriate and in the most severe cases, commencing procedures under the PRYC constitution to have the offending membership canceled.

## **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 July 2022

## 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 the 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 July 2022

- 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 July 2022

## 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-sportsman like behaviour or misconduct by a skipper and therefore breach of RRS 2 at any Radio-Controlled sailing event.



Appendix B to:  
PRYC SSI:  
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**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 July 2022

**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..