



## **Gauteng Model Boat Club Sailing Championship Regulations**

The Gauteng Model Boat Club organises an annual championship for radio-controlled sailing boats, which is held in terms of these regulations.

The objective of these regulations is to have competitive fairness where good results come from the skill of the skipper in sailing well and adjusting his/her boat to the sailing conditions, and not altering or modifying the boat to create an unfair advantage. Above all else, the aim is to have social, friendly competitive fun!

**Note: In these rules the word 'shall' means mandatory and the word 'may' means elective.**

**Note: If any modification is not allowed for in these regulations then it is not permitted.**

### **1. Eligibility**

- 1.1. The only boat eligible for points in this championship is the Kyosho Seawind in either ABS kit, or carbon fibre or Readysset form and all boats must remain standard and unmodified except for the modifications permitted below.
- 1.2. Only paid-up members of GMBC may sail in club championship regattas.

### **2. Modifications**

- 2.1. Only the standard Kyosho Seawind hull, mast, booms, keel fin, lead or steel bulb and rudder may be used. If any of the above parts become damaged, then they must be replaced with genuine Kyosho spare parts, otherwise temporary repairs to the above parts are permitted during a regatta providing that in the process of repair the performance characteristics of the boat are not enhanced and that the silhouette of the part is not changed.
- 2.2. The only sails which are permitted are the standard Kyosho sails or the sails manufactured by Tippecanoe in the US as a direct replacement.
- 2.3. Alterations to the hull shape shall not be permitted. Hull mould seams may be removed. The hull may be painted or polished.

- 2.4. Internal reinforcing of the hull is permitted around the keel box to overcome the weakness in this area.
- 2.5. Internal reinforcing of the hull is permitted under the mast step to overcome the weakness in this area
- 2.6. Keel fins may be flared into the hull and the bulb with a suitable filler.
- 2.7. The shape, position and angle of the keel shall not be changed.
- 2.8. The keel fin, bulb and rudder may be painted, smoothed or polished.
- 2.9. The keel fin attachment hole in the bottom of the bulb may be filled.
- 2.10. All mast and boom fittings, with the exception of fairleads, cleats and bowsies, must be fitted and shall be located at the positions defined in the kit instructions.
- 2.11. The vang may be modified or replaced with another design but it must retain the standard Kyosho ball and socket end fittings and location.
- 2.12. Radio receivers and batteries are free of restriction, but no more than two radio channels shall be used and they shall control the sails and rudder only.
- 2.13. A burgee may be attached to the mast and other devices for indicating wind direction may be fitted to the mast, shrouds or sails.
- 2.14. Deck ornaments such as plastic winches, steering wheels and tracks from the kit may be fitted or omitted.
- 2.15. The size, position and design of servo arm winch and rudder servo shall not be changed. No additional servos shall be fitted.
- 2.16. Because of leaks, the standard hatch cover may be modified or replaced with another design provided that the hatch opening in the deck shall not be enlarged or changed in shape.
- 2.17. Cleats may be replaced with bowsies to allow better control of adjustment to sheets and halyards and additional cleats and fairleads may be added.
- 2.18. Additional holes may be drilled through the main and jib boom plastic end pieces to allow the clew outhaul position to be changed.
- 2.19. Inhauls may be fitted to both main and jib clews to permit the clew to be pulled forward to modify the shape of the sail.
- 2.20. The jib boom to deck pivot may be replaced with a metal swivel.
- 2.21. The line used for standing and running rigging may be replaced with alternatives but steel wire may not be used.

- 2.22. The minimum weight of a boat in racing trim shall not be less than 2.95kg including batteries.
- 2.23. Correction weight shall be placed aft of the mast and not more than 50mm aft of the keel tube below the deck and no lower than the top surface of the servo mount.
- 2.24. The power on/off switch may be moved or removed.
- 2.25. Sail battens may be replaced by a similar material provided that the position, width and length remain the same as the original items and specifications.

### 3. Racing Rules

- 3.1. Although the accent is on sailors having fun and not ruthlessly applying racing rules, there are a few rules that need to be applied in order to minimise collisions:

#### 3.1.1. The Port and Starboard Rule

When you are beating to windward, normally after starting the race or rounding the leeward mark, you will frequently change tack from Port (where the wind is coming over the left-hand side of the boat) to Starboard (where the wind is coming over the right-hand side of the boat). A boat on Port tack must yield right of way to a boat on Starboard. An easy way to remember which is which is using this phrase: "The ship left port" - left is port. This rule also applies to boats running downwind. If your main boom is on the right side of the boat you are on Port and must yield right of way to a Starboard boat.

#### 3.1.2. Rounding a Mark

- 3.1.2.1. At each mark of the course, there is a 'zone', an imaginary circle whose radius is four boat lengths from the mark i.e. four metres. The first boat to arrive in the Zone clear ahead has right of way over any boat not yet in the zone on the same tack.
- 3.1.2.2. If two boats arrive at the zone on the same tack and Boat A has an inside overlap on Boat B, then Boat A can call for room (Water! or Water at the mark! or Room at the mark!) and Boat B is obliged to keep clear and make sufficient room for Boat A to pass the mark. If Boat B is clear ahead when arriving at the zone then Boat A cannot call for room even if she later gets an overlap because the overlap did not exist when the zone was entered by Boat B.
- 3.1.2.3. If two boats approach the mark on different tacks, then the port boat shall yield right of way to the starboard boat irrespective of their positions in the zone.
- 3.1.2.4. The two marks which form the start line are not marks of the course under this rule and no boat can call for room at either end of the start line.
- 3.1.2.5. If you miss a mark, or round it from the wrong side, then you have to go back and round the mark again in the correct direction. If an imaginary string is

laid out behind your boat as it sails along, then when the string is pulled tight it must follow the correct course around each mark.

### **3.2. Starting**

If any boat is over the line when the start signal is given, then that boat shall return around the outside of either of the two start marks and re-enter the start line from the back. Any such boat is not yet racing and shall keep clear of all racing boats.

### **3.3. Tacking Boat Keeps Clear**

When a boat is tacking it must keep clear of other boats. A boat may not tack 'under the bow' of an approaching boat in such a way as to force the other boat to alter course to avoid it.

### **3.4. Windward Boat Keeps Clear**

If two boats are on the same tack, then the boat which is to windward (upwind) must give way to the leeward boat (downwind boat) if the leeward boat has an overlap. An overlap is where the bow of one boat is inside a line drawn at right angles across the transom of the other. If there is no overlap, then the windward boat is clear ahead and has right of way over the boat astern.

### **3.5. Penalties**

If there is contact between two boats, it is because at least one of them has broken a rule. The offending boat must then do a 360-degree, one-turn penalty (turn your boat around through one tack and one gybe) and the penalty has then been served. You must do your one-turn penalty within the leg of the course in which the offence occurred, i.e. before you reach the next mark and as soon as possible after the infringement. The boat doing the penalty shall keep clear of other racing boats.

## **4. Championship Regattas and Races**

4.1. The organisers will attempt to hold at least nine races in each round of the championship. At least four races must be sailed in any regatta in order to qualify as a round.

4.2. There will be one round of the championship held each month on the third Sunday. There will be no round in December. A scheduled round can be cancelled or moved by the GMBC committee. If a round is not held one month it can be carried forward into the next month which would then have two rounds.

4.3. The low-point scoring system will be used i.e. 1 point for a win, 2 for a second, etc.

4.4. If four races are sailed, all races shall count.

4.5. If five or more races are sailed, a competitor's worst result will be discarded.

4.6. If nine or more races are sailed, a competitor's worst two results will be discarded.

4.7. If there is a tie in a regatta or a series between two or more boats, then each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). If a tie still

remains between two or more boats, they shall be ranked in order of their scores in the last race.

4.8. In order to qualify as a finisher, a competitor must finish within two minutes of the first boat to cross the finish line.

4.9. A boat which starts the race but fails to finish in the allotted time shall score the same as the final official finisher plus one point.

4.10. Any member of the GMBC committee may at any time (except while a boat is racing) scrutinise any boat for compliance with these regulations and may disqualify any boat found to be non-compliant from further participation in that round.

## 5. Handicaps

5.1. Novice sailors shall be permitted to cross the start line and start the race after the 30-second signal in the countdown sequence for each race in the championship series. For the purpose of this rule, a novice will be defined as any sailor who has scored two or fewer top-three positions in any GMBC championship races.

5.2. At Emmarentia Dam, novices may start at the forward start line at the same time as the rest of the fleet starts at the back start line at the end of the countdown sequence.

## 6. Calendar

3.1. The dates for the rounds of the 2019 championship are:

|                 |                                     |
|-----------------|-------------------------------------|
| Sun, 20 Jan '19 | GMBC Sailing Competition - Round 1  |
| Sun, 17 Feb '19 | GMBC Sailing Competition - Round 2  |
| Sun, 17 Mar '19 | GMBC Sailing Competition - Round 3  |
| Sun, 28 Apr '19 | GMBC Sailing Competition - Round 4  |
| Sun, 19 May '19 | GMBC Sailing Competition - Round 5  |
| Sun, 16 Jun '19 | GMBC Sailing Competition - Round 6  |
| Sun, 21 Jul '19 | GMBC Sailing Competition - Round 7  |
| Sun, 18 Aug '19 | GMBC Sailing Competition - Round 8  |
| Sun, 15 Sep '19 | GMBC Sailing Competition - Round 9  |
| Sun, 20 Oct '19 | GMBC Sailing Competition - Round 10 |
| Sun, 17 Nov '19 | GMBC Sailing Competition - Round 11 |

v1.6 – Ratified by GMBC members on 17 August 2017.

v1.7 Jan 2018 - 2018 dates added.

v1.8.2 Jan 2019 - 2019 dates added. Overlap at finish line rule removed.

v1.8.3 Jan 2019 – Paragraph numbering corrected.

v1.8.4 Jan 2019 – Rule 4.7 changed to be in line with World Sailing – Scoring Appendix A