



Gauteng Model Boat Club
Sailing Championship Regulations for

SEAWIND

v1.10.1 April 2026

1. GENERAL – CLASS

The Gauteng Model Boat Club organises an annual Championship for SeaWind radio-controlled sailing yachts, 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.

1.1 Only paid-up members of GMBC may score points in club championship regattas.

2. YACHT

The hull, keel fin, bulb, rudder, mast and main boom shall be those provided by the kit manufacturer.

3. HULL

3.1 Alterations to the hull shape shall not be permitted. Hull mold seams may be removed. The hull may be painted or polished. Hull and deck painting is recommended as the ABS plastic yellows when exposed to UV and becomes brittle... take care when purchasing an unpainted boat.

3.2 A mast compression strut may be added (desirable for Carbon Edition boats) which extends Part C3 forward under the on-deck mast step and include a diagonal strut to transfer load from the front of extended Part C3 downwards to the top of Part C7 or the keel box. Such modifications shall lie in the vertical plane projected through the bow, mast step and keel fin.

3.3 Reinforcement of the interior of the hull is permitted and, especially in the case of the Readysset and Carbon editions, recommended. This include various means of reinforcing the keel box and under the shroud chain plates, the jib tack eye, and the rudder tube and bracket.

Examples would include fiberglass or carbon cloth and epoxy resin.

3.4 A sponge rubber/elastomer bow bumper may be fitted and is recommended to minimise damage to aging brittle hulls, size and shape is free.

4. DECK

4.1 The deck shall not be modified or replaced except that additional holes may be made to accommodate such fixtures as through-deck on/off switches or external receiver antennae.

4.2 The jib tack eye, jib sheet fairlead, shroud chain plates backstay eye and mast step shall be located in the positions defined by the kit instructions.

4.3 The chain plates, eyes, fairleads and mast step shall be those provided in the kits, and shall not be modified, for example to lower the jib boom.

4.4 Steering wheels, winches and track from the kit may be removed, and is recommended to eliminate snags, Cleats may be replaced with bowsies, and is recommended to avoid hook ups with other boats.

4.5 Hatch opening in the deck shall not be enlarged, or changed in shape, but may be raised not more than 12mm by attachment of materials to the rim to reduce water entry. Hatch cover and method of sealing may be modified or substituted to maintain watertight integrity only. Sticker patch hatch covers are allowed as long as the minimum weight rule is adhered to.

5. KEEL

5.1 Keel fin and its position shall not be altered or modified except to repair cracks, but may be painted, smoothed or polished.

5.2 The Keel fin may be glued in place, Keel fins may be flared into the hull and the bulb with a suitable filler.

6. BULB

6.1 Lead and steel bulbs may be smoothed, shined or painted. Dings, dents and imperfections may be filled. Drilling steel bulbs and filling with lead is not allowed.

6.2 Bulb shape and weight may not be altered. The kit-supplied bulb protective cover may be eliminated.

6.3 Bulbs shall be attached to the keel fin as defined by the kit instructions. Bulb attachment hole may be filled and faired. Spacers between bulb and fin are not allowed.

7. RUDDER

7.1 Rudder shape shall not be altered, but may be painted, smoothed or polished.

7.2 Rudder position shall not be altered.

7.3 Rudder control rods may be single or double and end fittings may be substituted or eliminated. End fittings from other suppliers may be used.

8. SPARS (Mast, Main boom and Jib boom)

8.1 Mast and Main boom lengths shall not be altered. An adjustable topping lift may be fitted to the jib. The Jib boom to be extended or replaced with a longer 8mm aluminium tube to accommodate a topping lift.

Additional holes may be drilled through the main and jib boom plastic end pieces to allow the clew outhaul position to be changed

8.2 All mast and main boom fittings, with the exception of cleats, bowsies and the vang rod must be used and shall be located at the positions defined in the kit instructions. Self tapping screws may be replaced with small rivets (2,4mm rivets are available from the Chinese shops)

8.3 The Vang rod may be replaced by an adjustable vang assembly utilizing either the kit-supplied end fittings or those from an alternate supplier.

8.4 The spreader retention screws may be replaced by a through bolt and nut.

8.5 Due to issues with weak mast joiners, alternate or modified joiners may be used. The supplied joiner may be reinforced with addition of a rod, etc., or it may be replaced with one made of any material as long as it is no longer than 80mm.

8.6 Additional holes may be drilled through the plastic mast crane to allow the head halyard position to be changed.

8.7 A burgee may be attached to the mast and other devices for indicating wind direction may be fitted to the mast, shrouds or sails.

9. STANDING RIGGING (Spreader, Shrouds, Jib stay and Jib pivot)

9.1 Standing rigging shall be wire, braided wire or non-metallic fiber line. Methods and fittings used to attach and adjust the rigging length shall be with a non-metallic fiber line and bowsie, Threaded connectors/bottle screws may not be used.

9.2 A metal swivel may be used for the jib pivot.

9.3 The kit provided spreaders are overly long and fragile, spreaders may be cut shorter.

10. RUNNING RIGGING (all lines attached to the head, tack and clew eyelets of sails, the jib and main sheet lines and the fairlead ring with its adjustable bridle)

10.1 The mainsheet fairlead ring may be substituted and shall be controlled by a 2 or 3 line bridle. Bridle adjustment bowsies may be eliminated. Bridle attachment to deck is free as long as position is close to original kit position.

10.2 Methods and fittings used to attach and adjust the length of running rigging are optional, For the clew outhaul for both for both the jib and main, a wire adaptor or a downhaul and/or inhaul line may be added.

10.3 The line used for running rigging may be substituted.

11. RADIO EQUIPMENT

11.1 The maximum number of channels employed shall be two, for rudder and sail control only.

11.2 The Sail servo shall be an arm type. Drum winch servos are not allowed. Servos of any manufacturer, torque or speed are allowed.

11.3 Servo tray and battery holder shape to be free to allow 3D printed replacements and fitment of modern batteries. Battery holder position shall be as defined in the kit instructions but may be placed on either the port or starboard side. Drain holes may be drilled in the battery box for drainage. The Servo tray servo apertures may be modified to accommodate various sized servos.

11.4 Battery type, and capacity are free. Battery pack shall be located in or on the battery holder. Battery changes during the course of any regatta, which bring the total weight below the class minimum, are prohibited.

11.5 Auxiliary radio equipment including, but not limited to, on/off switches and receivers (mounted in, on or under the deck), voltage regulators, servo fail-safe devices and through-deck antennae are optional.

12. SAILS

12.1 Sail size and shape shall be as provided in the kit. Replacement sails may be those supplied by any replacement manufacturer, or home made, as long as the sails are single panel, and measure according a drawing that will be provided.

12.2 Sail material shall be a ripstop dacron cloth, film is not allowed. The same weight material shall be used on both Main and Jib.

12.3 Corners of the sails may be reinforced not to exceed 3 inches from the corner of the sail.

12.4 Draft stripes and/or decorative colouration may be added. White sails may be coloured by the owner.

13. BATTENS

13.1 Batten length and number shall be as defined in the kit instructions. Alternative materials of uniform material thickness may be used.

14. SAIL NUMBERS AND CLASS INSIGNIA

14.1 The SeaWind Class insignia is optional, but if used, shall be an "S" (Font: Arial Rounded MT Bold) placed between the first and second batten from the top of the main sail. Recommended height is 76mm.

14.2 Sail numbers shall be simple Arabic numerals clearly legible and of the same solid colour.

14.3 Sail numbers will be allocated by the GMBC class secretary, with placement allowance for a third digit, (in the event of a number clash at an Inter Club event). The numbers displayed shall be the same on both main and jib sails, numbers on Jib being optional. Minimum height shall be 76mm, minimum stroke width 12mm and minimum space between digits 12mm.

14.4 Numbers shall be placed on both sides of main sail. Main sail numbers shall be located between the second and fourth battens from the top and no closer than 25mm from any sail edge. Optional Jib numbers shall be located below and forward of the bottom batten and no closer than 25mm from the luff edge.

14.5 Sail number and insignia shall be placed higher on the starboard side of the sail(s) than on the port side.

14.6 Sail insignia and numbers may be added using either self-stick materials or stenciled on with permanent marker. Self adhesive vinyl is advised so that numbers can be easily changed when boat ownership changes.

15. WEIGHT

15.1 Weight shall be not less than 2,95kg ready to sail. Correction weight placement is free. Boats will be weighed at regular intervals.

16. RACING RULES

16.1 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:

16.1.1 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.

16.1.2 Rounding a Mark

16.1.2.1 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. If two boats are on the same tack, then 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.

16.1.2.2 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.

16.1.2.3 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.

16.1.2.4 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.

16.1.2.5 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.

16.2 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.

16.3 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.

16.4 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.

17. CHAMPIONSHIP REGATTAS AND RACES

17.1 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.

17.2 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.

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

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

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

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

17.7 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.

18. HANDICAPS

18.1 Novice sailors shall be permitted at Emmarentia Dam to 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. A novice shall be deemed to be someone who hasn't achieved 3 podiums.

19. CALENDAR

19.1 The dates for the rounds of the SeaWind championship will be published on the GMBC web page at www.gmbc.co.za

Sail Dimensions				
	Mainsail	Jib		
HEIGHT	A-B	54mm	A-B	130mm
	A-C	350mm	A-C	250mm
	A-D	700mm	A-D	500mm
	A-E	1050mm	A-E	750mm
	A-F	1322(+/- 2)mm	A-F	997(+/- 2)mm
WIDTH	B-F	355,5(+/- 2)mm	B-F	308,4(+/- 2)mm
	C-L	310,8(+/- 2)mm	C-L	289(+/- 2)mm
	D-I	221,3(+/- 2)mm	D-I	221,5(+/- 2)mm
	E-F	119,8(+/- 2)mm	E-F	126(+/- 2)mm
	F-G	17mm	F-G	11mm
REFERENCE	A-K	358mm	A-K	333mm
	K-G	1312(+/-2)mm	K-G	916(+/-2)mm



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