

2020
Narrabeen Super Cup

NOTICE OF RACE

Organising Authority

Australian International O'pen Skiff Association
in conjunction with



Narrabeen Lakes Sailing Club

1 RULES

The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2017-2020 (RRS). Australian Sailing Special Regulations - Part 2 (for off the beach boats) shall apply. It is the responsibility of all competitors to ensure that life jackets comply with a standard equivalent to those listed in the regulations. It is recommended that competitors wear a safety helmet to the minimum standard of EN1385 or EN1077 whilst afloat.

1.1 **Gold Fleet**

The O'pen Skiff Umpired Fleet Racing rules, Appendix U, will apply. Refer to Attachment #4
These change the RRS Parts 3, 4 and 5 and definitions under rule 86.3. As per attachment #4.

1.2 **Silver Fleet**

The regatta will be governed by the World Sailing Introductory Rules for Racing. Refer to Attachment #3

1.3 **Green Fleet**

Refer to Attachment #2.

2 ELIGIBILITY AND ENTRY

- 2.1 The regatta is open to boats complying with the current O'pen Skiff class rules.
- 2.2 Boats may be available for charter. The charter fee is \$100 and can be booked online during entry.
- 2.3 The use of the North Sails manufactured, 3.2m Russell Coutts training sail, is allowed for Silver and Green Fleets.
- 2.4 All sailors shall be financial members of a yacht club that is affiliated with Australian Sailing or their MNA.
- 2.5 Each boat shall be covered for a minimum \$10 million of third-party liability insurance. NLSC requires all boats participating in aquatic events provide evidence of insurance cover both on shore and while racing.
- 2.6 Competitors and guardians shall abide by the Australian Sailing Member Protection Policy and Procedures.
- 2.7 Entry fee is \$40
- 2.8 Boats shall enter online a <https://www.registernow.com.au/secure/Register.aspx?E=38092> and pay the relevant entry fee.

3 PROPOSED SCHEDULE (NOTE: An updated version may be available at registration)

Date	Time	Event
Sat. Mar 21st	17:30	Registration & Charter Boat Allocation at Sailing Club
Sun. Mar 22nd	08:30	Registration & Charter Boat allocation at Sailing Club.
	09:30	Briefing
	12:00	BBQ Lunch at Sailing Club (provided by AOSA)
	15:00	Prize Giving

- 3.1 A number of non-scoring adventure type races will be sailed during the event when conditions are appropriate
- 3.2 No warning signal will be made after 1400hr

4 SAILING INSTRUCTIONS

Sailing Instructions (SIs) will be available at registration and posted online prior to the event. SIs will be posted on the Official Notice Board. Other documents governing the event may be published with the Sailing Instructions.

5 VENUE AND COURSE AREA

The regatta will be conducted at Narrabeen Lakes Sailing Club on the waters off Narrabeen Lakes Sailing Club shown in Attachment 1.

6 COURSES

- 6.1 For point-score races a mixture of windward/leeward, trapezoid or slalom as described in the sailing instructions.
- 6.2 Adventure Races will be varied and be defined in the Sailing Instructions
- 6.3 The target time for each point score race is 25 minutes.

7 SCORING

- 7.1 The Low Point Scoring system of RRS Appendix A will apply.
7.2 4 point score races are scheduled, plus a number of Adventure Races.

8 SUPPORT BOATS

- 8.1 All support boats shall register with the OA and may be required to display an identifying flag which will be provided at registration. Life jackets are to be worn by all personnel on registered support vessels.
8.2 Support boats shall be covered for a minimum \$10 million of third-party liability insurance. Proof of cover may be required at registration.
8.3 Support boats are requested to monitor the course VHF channel for safety information, provide assistance, if requested and follow any instructions given by the race officer.
8.4 Support boats shall remain at least 50m outside the course area unless providing safety assistance to a competitor.
8.5 Silver and Green fleet boats may receive coaching assistance from the official coach boat(s) and any such communication shall not be considered outside help. This changes rule 41.

9 BERTHING

- 11.1 All trailers may be stored in the areas designated by the Host Club. Any trailers left within the boat park may be moved / relocated at the discretion of the Organising Authority/Host Club.

10 MEDIA RIGHTS

In participating in this event, a competitor or their guardian automatically grants to the organising authority and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the said event in which the competitor participates and in all material related to the said event without compensation.

11 PRIZES

Gold Fleet

Overall: 1st, 2nd, 3rd

U13 (as at 1st day or regatta): 1st, 2nd, 3rd

U17 (as at 1st day or regatta): 1st, 2nd, 3rd

Silver Fleet

Overall: 1st, 2nd, 3rd, 4th, 5th

Green Fleet - Prizes may be awarded for 'encouragement' and 'taking part' as well as placing for positions.

Other prizes may be awarded by the Organising Authority.

12 DISCLAIMER OF LIABILITY

Competitors participate in the event entirely at their own risk (refer RRS 4 - Decision to Race). The organizing authority will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after the event.

The boat's decision to enter will be considered to be testament that:-

- the boat complies with the event entry eligibility requirements within this Notice of Race;
- the skipper fully understands the meaning and intent of the RRS PART 1 – FUNDAMENTAL RULES;
- the skipper has the necessary knowledge and skills to safely participate in and complete the event
- the participants indemnify the organizing authority, its agents and volunteers from any responsibility for any matter relating to the boat's participation in the event.

This consideration is made in relation to the application of the Civil Liability Act 2003 to dangerous recreational activities.

13 FURTHER INFORMATION

For further information, please contact:

The Australian O'pen Skiff Association Inc.

Ph. 02 9949 1322 or Email: info@openskiff.org.au

14 LIST OF ATTACHMENTS

Attachment 1 - Club location and sailing area

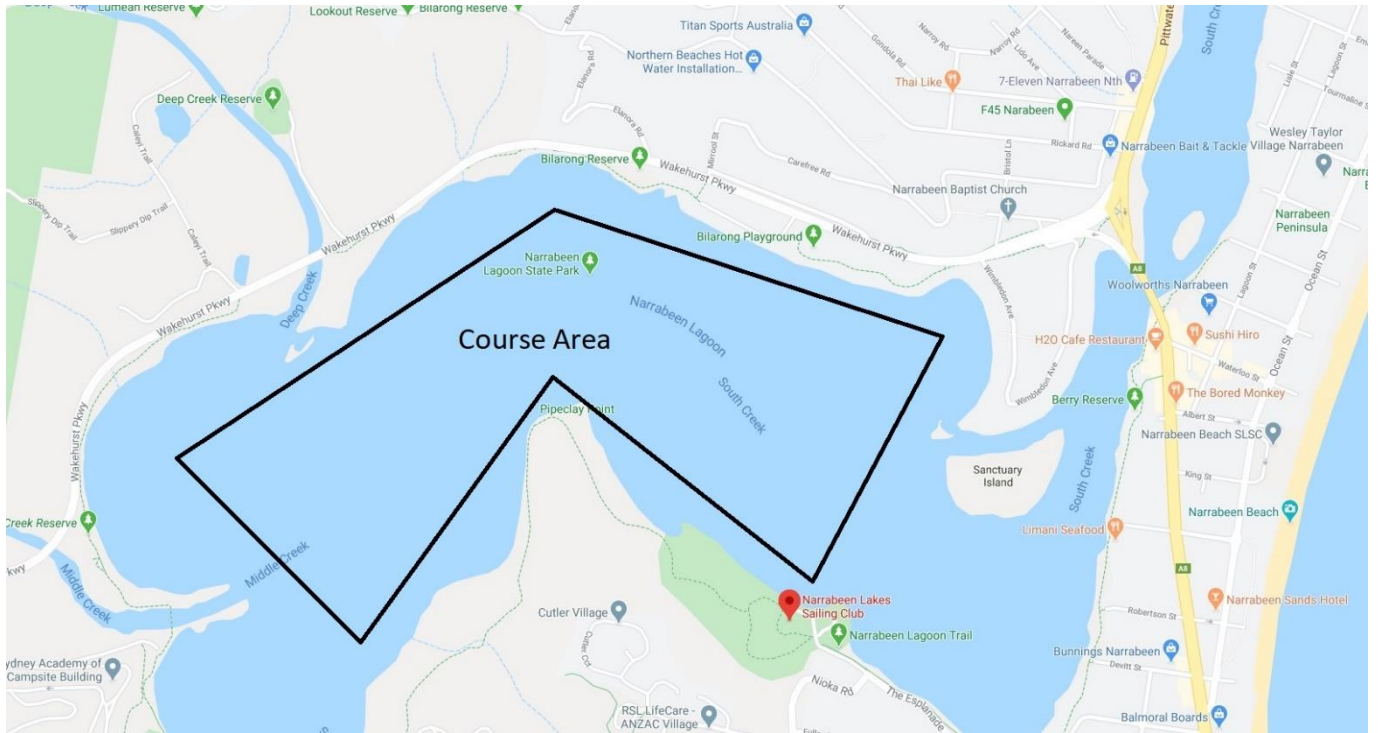
Attachment 2 - Green fleet Guidelines

Attachment 3 - Introductory Rules for Racing

Attachment 4 - Appendix U – Umpired Fleet Racing

Attachment 1:

Regatta Venue and Racing area



Attachment 2:

Green Fleet Guidelines

1. In the Green Fleet emphasis is on fun. The objective of this regatta is to offer younger and less experienced sailors the opportunity to sail and participate at the O'pen Skiff events without feeling the need or burden to sail in the more competitive and arduous Gold and Silver Fleets.
2. Sailing will be a mixture of adventure sailing, racing, freestyle and any other form of sailing that the organisers deem fit.
3. Sailors will benefit from a high level of coaching throughout the event.
4. Sailors entering the Green Fleet should be of a level of sailing similar and/or equal to Tackers 2.
5. Green Fleet racing is intended to be run dependent on weather forecasts and prevailing winds. Should the conditions be such that racing is an option this will be conducted on a separate course.
6. All Green Fleet participants shall comply with the 2017 International O'pen Skiff Class Rules.
7. The Green Fleet will consist of a variety of activities, led by appropriately qualified activity leaders/rules advisors (in an approximate ratio of 1:10 on the water). These activities may include both shore and on-water based skills, coaching and on-water games.
8. Prizes may be awarded for 'encouragement' and 'taking part' as well as placing for positions. Prizes will be awarded at the discretion of the Organising Authority.
9. Parents, guardians and friends are encouraged to come and spectate but please refrain from coaching/communicating with sailors and allow the qualified coaches to deal with any issues/circumstances that arise.



Introductory Rules for Racing

Version 1.01 - February 2008

Some Explanations

Windward and Leeward: The *leeward* side of your boat is the side where your mainsail lies. The *windward* side is the other side.

Port and Starboard tack: You are on *port* or *starboard tack* according to your *windward* side.

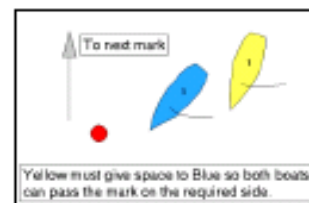
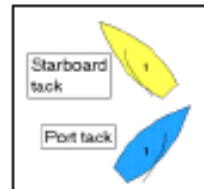
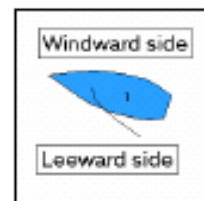
Advisor: A person appointed by the race organizers to assist competitors in understanding the rules and, when appropriate, to penalize a boat.

Basic Rules

1. You must comply with the principles of good sportsmanship.
2. You must try not to collide with another boat.

Rules When Boats Meet

3. When you and the other boat are on opposite *tacks*, if you are on *port tack* you must avoid the boat on *starboard tack*.
4. When you and the other boat are on the same *tack*, you must avoid the other boat
 - (a) if she is in front of you, or
 - (b) if she is on your *leeward* side.
5. After starting, when you and the other boat approach a mark or an object that both boats need to avoid, and the other boat is between you and the mark or other object, you must give her sufficient space to pass it safely on the same side. However, when the boats are on opposite *tacks* at a windward mark, this rule does not apply.
6. When the other boat is required to avoid you, if you change course, you must give the other boat an adequate opportunity to avoid you.



Other Rules

7. At the starting signal you must be behind the starting line.
8. After the starting signal, you must sail the course described by the race organizers.
9. You must not touch a mark of the course that is a committee vessel.
10. If you think you or another boat has broken a rule or if you are unclear about the rules at any time during the race, you must describe the incident to the *advisor* after the race. The *advisor* may then add two points to the score of any boat that has broken a rule. If the offence is serious, the *advisor* may add extra points to the boat's score.

Attachment 4:

APPENDIX U

O'PEN Skiff UMPIRED FLEET RACING RULES

*The aim of this process is to have all boat-vs-boat **protests** decided at the time of the incident.*

Competitors need to accept that an umpire may not be in a position to adjudicate every incident.

This Appendix changes racing rules in Part 3, 4, 5, A5 and the definition of Finish.

O'pen Skiff class rule C1.1(a) is amended:

Replace "12 knots" with "8 knots"

Definition Finish is replaced with

"A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after completing any penalties or, under rule 28.1, after correcting an error made at the finishing line."

Rule 31 is amended to read

"31 TOUCHING A MARK

While *racing*, a **boat's hull** shall not touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*."

Protests

A boat may protest another boat for a rule of part 2, by hailing "PROTEST", raising a hand in the air and identifying the other boat(s) involved at the first reasonable opportunity for each.

The protested boats are not entitled to a hearing unless there was damage or injury.

Protests for all other rules or requests for redress shall be advised to the Race Committee or umpires within 2 minutes of finishing. The Protest Committee may take evidence in any way it decides and may make any determination it believes is equitable which may be to award no penalty.

Penalties and Umpire Decisions

A boat may promptly acknowledge breaking a rule by taking a One-Turn Penalty or retiring.

Penalties signalled by an umpires shall be a Two-Turn Penalty.

If no boat takes a penalty, an umpire shall signal a decision as follows.

- (a) a green and white flag with one long sound means 'No penalty.'
- (b) a red flag with one long sound means 'The identified boat is penalised.'
- (c) a black flag with one long sound means 'The identified boat is disqualified.'

An umpire may exonerate a boat without a hearing or penalise a boat without a protest by another boat, or report the incident to the protest committee, or both, when the boat:

- (a) breaks a rule of Part 2 and there is physical contact, damage or injury;
- (b) breaks rule 31;
- (c) indicates that she will take a penalty turn, and then fails to do so;
- (d) breaks a rule and gains an advantage;
- (e) fails to take a penalty signalled by an umpire, or
- (f) commits a breach of sportsmanship.

If the umpires decide that a boat may have broken a *rule* other than Part 2 they shall inform the protest committee for its action under rule 60.3.

REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

A boat is not entitled to claim redress under rule 62.1(a). The umpires may request the protest committee to consider redress if they believe an improper action or omission may have occurred.

There shall be no request for redress or an appeal from a decision made under the rules of this appendix. In rule 66 the third sentence is changed to 'A *party* to the hearing may not ask for a reopening.'

No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as provided above.

Competitors are encouraged to ask the Umpires after racing about a decision made on the water to assist with learning outcomes. This can be done between races or on shore. Attempt to identify the umpire that made the decision to speak with about the incident.