



**Australian International O'pen Skiff Association
Victorian State Championship 2023**

February 18 & 19 2023

NOTICE OF RACE

Organising authority Mount Martha Yacht Club
In conjunction with the Australian International O'pen Skiff Association



1 RULES

- 1.1** The regatta will be governed by:
 - a** The rules as defined in the Racing Rules of Sailing 2021-2024 (RRS)
 - b** Australian Sailing Special Regulations - Part 2 (for off the beach boats).
- 1.2** It is the responsibility of all competitors to ensure that life jackets comply with a standard equivalent to those listed in the regulations.
- 1.3** It is recommended that competitors wear a safety helmet to the minimum standard of EN1385 or EN1077 whilst afloat.
- 1.4** For Gold Fleet the O'pen Skiff Umpired Fleet Racing rules, Appendix UF, will apply. Refer to Appendix 5. These change the RRS Parts 3, 4 and 5 and definitions under rule 86.3.
- 1.5** For Silver Fleet the regatta will be governed by the World Sailing Introductory Rules for Racing. Refer to Appendix 4.
- 1.6** For Green Fleet refer to Appendix 3.

2 ADVERTISING

- 2.1** Boats may be required to display advertising chosen and supplied by the organising authority.
- 2.2** The organising authority reserves the right to refuse advertising by a boat or competitor when it is in conflict with an event sponsor or government regulations.

3 ELIGIBILITY AND ENTRY

- 3.1** The regatta is open to boats complying with the current O'pen Skiff class rules.
- 3.2** Boats may be available for charter. The charter fee is \$190 and can be booked online during entry.
- 3.3** The use of the North Sails manufactured, 3.2m Russell Coutts training sail, is allowed for Silver and Green Fleets.
- 3.4** All sailors shall be financial members of a yacht club that is affiliated with Australian Sailing or their MNA.
- 3.5** Each non-charter boat shall be covered for a minimum \$10 million of third-party liability insurance. BYS requires all boats participating in aquatic events provide evidence of insurance cover both on shore and while racing.

- 3.6** Competitors and guardians shall abide by the Australian Sailing Member Protection Policy and Procedures.
- 3.7** Entry into Silver and Green Fleet shall be approved by the Australian O'pen Skiff Class Association.
- 3.8** Entry up to and including 20 January 2023 is \$110, includes event T-shirt. Entry after the 20 January 2023 is \$110 excludes event T-shirt.
- 3.9** Boats shall enter online and pay the relevant entry fee at:
<https://www.registernow.com.au/secure/Register.aspx?E=48820>

4 SCHEDULE

4.1 Schedule of events

Date	Time	Event
Friday 17 February	1600-1800	Registration and charter boats available
Saturday 18 February	0800-0930	Registration and charter boats available
	0830	Breakfast at the Club (Bacon and egg roll)
	0930	Competitor briefing
	1100	Racing/On-water activities
	1800	Welcome night BBQ/Daily spot prizes
Sunday 19 February	0830	Breakfast at the Club (Bacon and egg roll)
	0900	Competitor briefing
	1030	Racing/On-water activities
	ASAP	Daily spot prizes
	ASAP	Presentation

- 4.2** No more than four scoring races will be sailed back to back without a shore break.
- 4.3** The maximum number of scoring races to be sailed is 10.
- 4.4** A number of non-scoring adventure-type races may be sailed during the event when conditions are appropriate.
- 4.5** No warning signal will be made after 1500 on Sunday 19 February 2023.

5 MEASUREMENT

- 5.1** A boat or equipment may be inspected at any time for compliance with the rules as defined in the RRS.

6 SAILING INSTRUCTIONS

- 6.1** Sailing Instructions (SIs) will be available at registration and posted online prior to the event on the registration page (see 3.9) and on the Sailor app “2023 Victorian O’pen Skiff Championships” regatta page. SIs will be posted on the Official Notice Board. Other documents governing the event may be published with the Sailing Instructions.

7 VENUE AND COURSE AREA

- 7.1** The regatta will be conducted at Mount Martha Yacht Club as shown in Appendix 1. The Open fleet will race in the waters to the north of the club. The Green fleet will race in close to the Club and if the weather conditions dictates they will move in the area marked by * in Appendix 1.

8 COURSES

- 8.1** A mixture of windward/leeward, trapezoid or slalom as described in the sailing instructions.
- 8.2** The target time for each race is 20-25 minutes.

9 SCORING

- 9.1** The Low Point Scoring system of RRS Appendix A will apply.
- 9.2** Three races shall be completed to constitute a series.
- 9.3** A boat may drop her worst score after five completed races, her worst two scores after eight completed races.

10 SUPPORT BOATS

- 10.1** All support boats shall register with Mount Martha Yacht Club 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.
- 10.2** Support boats shall be covered for a minimum \$10 million of third-party liability insurance. Proof of cover may be required at registration.

- 10.3** 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.
- 10.4** Support boats shall remain at least 100m outside the course area unless providing safety assistance to a competitor.
- 10.5** 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.

11 BERTHING

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

12 RADIO COMMUNICATIONS

- 12.1** Except in an emergency, a boat shall neither make nor receive radio transmissions, text messages or cellular phone calls while afloat except in an emergency or when using equipment provided by the race committee.

13 MEDIA RIGHTS

- 13.1** 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 them 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.

14 PRIZES

- 14.1** Gold Fleet
 - a** Overall: 1st (winner of VIC Champs), 2nd, 3rd
 - b** U16 Perpetual Trophy
 - c** U13 Perpetual Trophy
- 14.2** Silver Fleet
 - a** Overall: 1st, 2nd, 3rd

14.3 Green Fleet

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

14.4 Other prizes may be awarded by the Organising Authority.

15 DISCLAIMER OF LIABILITY

15.1 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.

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

- a** the boat complies with the event entry eligibility requirements within this Notice of Race;
- b** the skipper fully understands the meaning and intent of the RRS PART 1 – FUNDAMENTAL RULES;
- c** the skipper has the necessary knowledge and skills to safely participate in and complete the event;
- d** the participants indemnify the organising 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.

16 CONTACT INFORMATION

16.1 Australian International O'pen Skiff Association - Phone 02 9949 1322, email: info@openbic.org.au

APPENDIX 1 - REGATTA VENUE AND RACING AREA



APPENDIX 2 - BOAT DROP-OFF AND TRAILER PARKING

Pull into the Mount Martha Yacht Club carpark from the Esplanade and proceed in an anti-clockwise direction around the island. You will be greeted with volunteers to help you unload your boat. After unloading, exit the carpark turning right onto the Esplanade and then left onto Watson Rd. You can park anywhere along Watson Road with your trailer on if you are taking your trailer home for the night.

Trailer storage is available overnight on site. If there is inadequate space, you will be directed to a MMYC member's front yard nearby in Watsons Road.

APPENDIX 3 - 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.

APPENDIX 4 - INTRODUCTORY RULES FOR RACING

See attached two pages.

APPENDIX 5 - O'PEN SKIFF UMPIRED FLEET RACING RULES

See attached four pages headed "Appendix UF"



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.

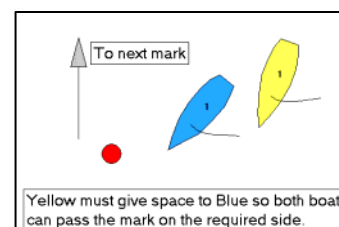
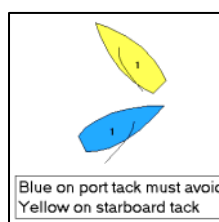
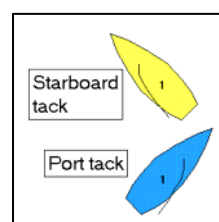
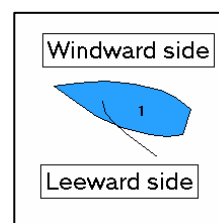
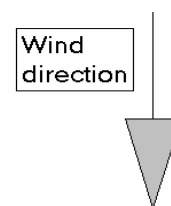
Advisor: A person appointed by the race organizers to assist competitors in understanding the rules and, when appropriate, to penalize a boat.

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.
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.

Responsibilities of Race Organizers

- (a) To run fair, enjoyable and safe races.
 - (b) To inform all the competitors about the sequence of starting signals, the starting and finishing lines, the course to be sailed and the marks to be rounded.
 - (c) To score each boat points equal to her finishing position, after adjusting for handicaps when appropriate.
 - (d) To appoint an *advisor* on the rules and procedures for racing.
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Introduction and Use

These rules are designed to stand on their own so that sailors who are starting to race can compete using only these few rules and without the need to learn the many details of the ISAF Racing Rules of Sailing (RRS). They are appropriate for small boats in sheltered waters; they are not intended for boats over 6 metres (20 feet) long when an experienced person should be alongside and able to instruct the novice helm. These rules are compatible with the principles and fundamental rules in the RRS. However, they are neither a guide to nor an abbreviated form of the RRS.

The rules are intentionally minimalist and they omit as many complications of the RRS as possible. They are written for sailors who are starting to race and with no more than 2 years of racing experience. After this period these sailors should be encouraged to sail races under the Racing Rules of Sailing.

Boats racing under these rules should race on their own course and should not share the course area or marks with boats racing under the RRS.

Unlike normal racing, there is an obligation on the race organisers to verbally brief all competitors about the marks, the course and all relevant race management matters.

The role of rules advisor is a vital part of teaching the rules. Ideally the rules advisor should be afloat and should watch the racing but, as a minimum, the advisor must be available for discussion immediately the sailors return ashore. The rules advisor may be the same person as the race officer.

The standard penalty for breaking a rule is necessarily small at this learning stage and the difficulties of penalty turns are avoided. As it is only the advisor that imposes a penalty, possible pressure on a less confident competitor while racing is avoided. Note this two place penalty applies to all errors (including starting and course errors) although there is provision for increasing the penalty to avoid any advantage being gained from the error.

Feedback

These rules are 'experimental'. Please let ISAF have your comments, criticisms and suggestions at www.sailing.org/contactisaf. The rules will be updated as required and the latest version published on the ISAF website www.sailing.org.

APPENDIX UF

UMPIRED FLEET RACING

Open Skiff Edition

Version: May 17, 2021

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.’

UF1.3 Rule 14 is replaced with:

14 AVOIDING CONTACT

14.1 If reasonably possible a boat shall

- (a) avoid contact with another boat,
- (b) not cause contact between boats, and
- (c) not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

UF1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for *room* to tack, repeatedly and clearly pointing to windward; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 Rule 70 is deleted.

UF1.6 Test rules

- (a) The definition *Mark-Room* is changed to:

Mark-Room Room for a boat to sail her proper course to round or pass the mark on the required side.

However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.

UF2 CHANGES TO OTHER RULES

UF2.1

Rule 28.2 is replaced with

28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next mark or crossed the finishing line to *finish*.

UF2.2 Spare

UF2.3 Spare

Rules P1, to P4 shall not apply.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 In this appendix, 'a penalty' will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

UF3.2 The first sentence of rule 44.1 is replaced with: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31'

UF3.3 On Water Protests by Boats and Penalties

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously raise a hand at the first reasonable opportunity for each..

The protest flag is not required for Open Skiff Class events.

- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat:
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,
 - (6) fails to comply with rule UF2.1 (rule 28.2,an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or

disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,

- (b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF3.5 Umpire Signals

An umpire will 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 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

- UF4.1** After boats have finished, the race committee will inform competitors about the results on the official noticeboard.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

- UF5.1** No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 SPARE

UF5.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall inform the race committee immediately after finish

- UF5.4** The time limit defined in rule UF5.3 also applies to protests under rule UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

- UF5.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.

- UF5.6** The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- UF5.7** The first three sentences of rule 64.2 are replaced with: ‘When the protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.’
- UF5.8** Other than action by a Protest Committee under rule 69.2:
- (a) SPARE
 - (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate.
 - (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
 - (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
 - (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat’s score.
- UF5.9** The race committee will not protest a boat.
- UF5.10** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.
- UF5.11** The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.
- UF5.12** Rule 66.2 is changed to ‘A party to the hearing under this appendix may not ask for a reopening.’