



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

February 18 & 19 2023

SAILING INSTRUCTIONS

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

**Open
SKIFF**



1. RULES

- 1.1.** The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2021-2024 (RRS) and the Australian International O'pen Skiff Association Rules of Measurement and Construction.
- 1.2.** The Green Fleet will sail under the ISAF Introductory Rules for Racing (refer to Appendix 2).
- 1.3.** Australian Sailing Special Regulations Part 2 Off the beach boats shall apply.
- 1.4.** Races will not be started:
 - 1.4.1.** in less than an average of 5 knots of wind.
 - 1.4.2.** in more than an average of:
 - 20 knots for Gold Fleet
 - 15 knots for Silver Fleet
 - 1.4.3.** Wind will be measured from a drifting race committee vessel over a period of 10 minutes.

2. NOTICES TO COMPETITORS

- 2.1.** Notices to competitors will be posted on the official notice board located in the upstairs clubhouse and on the Sailor app "2023 Victorian O'pen Skiff Championships". The Sailor App can be downloaded from the Android or iOS App store.
- 2.2.** Daily competitor briefings will be held in the upstairs clubhouse or on the upstairs deck.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1.** Any change to the sailing instructions will be posted before 0900 the day that it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1.** Signals made ashore will be displayed using the flagpole adjacent to the tower on the club's deck.
- 4.2.** When AP is lowered ashore, the warning signal will be made not less than 30 minutes later. This changes race signals AP.



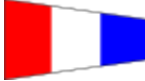
5. SCHEDULE

5.1. 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

- 5.2.** No more than four races will be sailed back-to-back in any one session without a shore break.
- 5.3.** A maximum of eight races will be sailed in any one day.
- 5.4.** To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 5.5.** On the last day of the regatta no warning signal will be made after 1500.
- 5.6.** Non-scoring adventure-type races may be sailed during the event when conditions are appropriate.

6. CLASS FLAGS

Class	Numeral	Flag
Gold Fleet	One	
Silver Fleet	Two	
Green Fleet	Three	

- 6.1. Any signal displayed below these flags applies to that fleet only.
- 6.2. A ribbon provided by AIOSA at registration must be attached to the top of the sail for Silver and Green fleets.

7. COURSES

- 7.1. Appendix 1 contains the course diagram and the courses to be sailed for Gold and Silver fleets, including the order in which marks are to be passed, and the side on which each mark is to be left.

8. MARKS

- 8.1. For the Gold Fleet marks 1P and 1S will be pink cylindrical inflatable buoys, 2S and 2P will be pink cylindrical inflatable buoys.
- 8.2. For the Silver Fleet mark Si will be a yellow conical inflatable buoy, 2S and 2P will be pink cylindrical inflatable buoys.
- 8.3. The Gold and Silver fleet start pin will be an orange pencil buoy.
- 8.4. The Gold and Silver finish pin will be a blue pencil buoy.
- 8.5. Barging mark will be a yellow flag stick mark.

9. THE START LINE

- 9.1. The starting line will be between a staff (flag pole) displaying an orange flag on the Race Committee Vessel at the starboard end and an orange pencil buoy at the port end.
- 9.2. A boat starting later than four minutes after her starting signal will be scored “Did Not Start” (DNS) without a hearing. This changes rule A4 and A5.
- 9.3. Start Sequence for the Gold and Silver Fleet amends Rule 26, as per below:

Signal	Flag and sound	Minutes
Warning	Division flag; 1 sound	3
Preparatory	P, U, I, Z or black flag; 1 sound	2
One minute	Preparatory flag removed; 1 long sound	1
Start	Class flag removed; 1 sound	0

- 9.4. Point score races will be started separately for each fleet.

10. THE FINISH

- 10.1. For Gold and Silver Fleet the finish line will be between a staff (flag pole) displaying a blue flag on the Race Committee Vessel and the blue finishing mark.
- 10.2. When code flag L is flown on the Race Committee Vessel, this indicates that another race will immediately follow.
- 10.3. Closure of the finish window will be indicated by lowering of the blue flag on the finish boat at 15 mins after the first boat sails the course and finishes, or if all boats have finished after the last boat has finished (whichever is sooner) accompanied by one sound signal.

11. TIME LIMITS AND TARGET TIMES

- 11.1. For Gold and Silver Fleet the target time for the first boat to complete the course will be 25 minutes. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).
- 11.2. Boats failing to finish within 15 minutes after the first boat of the Division sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5.

- 11.3.** At the Race Committee's discretion, boats failing to finish within 15 minutes of the first boat may be allocated a finishing position and be directed to return to the starting area or other location without crossing the finishing line. This changes RRS 28, 35, A4 and A5.

12. PROTESTS AND REQUESTS FOR REDRESS

- 12.1.** No protest or request for redress will be accepted unless the protesting boat notifies (and receives an acknowledgement from) the Race Committee vessel on the water, immediately after finishing (immediately infers, prior to consulting coach or support boat). The protesting boat shall declare her intention to protest or seek redress and identify the boat(s) being protested or the redress being sought. Once the Blue Flag indicating the end of the Finish window is lowered no more protest notifications will be acknowledged. The only exemption from this clause is for boats that retire from the race. This changes rule 63.1.
- 12.2.** Protest forms are available at the race office. Protests and requests for redress shall be delivered there within the appropriate time limit.
- 12.3.** For each division, the protest time limit is 60 minutes after the last boat in the division has finished the last race of the day or the race committee signals no more racing today, whichever is later.
- 12.4.** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located upstairs in the race tower.
- 12.5.** Notices of protests by the race committee or protest committee will be posted to inform boats under rule 61.1(b).
- 12.6.** On the last scheduled day of racing a request for reopening a hearing shall be delivered:
- 12.6.1.** within the protest time limit if the requesting party was informed of the decision on the previous day;
 - 12.6.2.** no later than 30 minutes after the requesting party was informed of the decision on that day;

This changes rule 66.

- 12.7.** On the last scheduled day of racing a request for redress from a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

13. ARBITRATION

- 13.1.** The Racing Rules of Sailing 2021-2024, Appendix T shall apply with the Post Race Penalty (T1b) being amended as follows: A Post Race Penalty is 20% of the difference between a boat's finishing place and the score for a DNF rounded up to the nearest whole number. The scores for other boats shall not be changed. The penalty shall not cause a boat to be scored worse than DNF.

14. SCORING

- 14.1.** A minimum of three races are required to be completed to constitute a series.
- 14.2.** When fewer than five races have been completed, a boat's series score will be the total of all race scores.
- 14.3.** When five races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 14.4.** When eight or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 14.5.** The under-13 division prizes will be awarded based on the ranking of competitors in the overall results of the Open fleet.

15. SAFETY REGULATIONS (SIGN-ON AND SIGN-OFF)

- 15.1.** All boats must "sign-on" before leaving the shore and "sign-off" as soon as practicable after returning to the shore at the completion of the session's racing.
- 15.2.** The sign-on period will close at the scheduled warning signal time of the first race for that session on that day.
- 15.3.** The sign-off period will close 60 minutes after the last boat has completed the last race of the session.
- 15.4.** Sign-on/off will be via the "Sailing Club" app on an iPad located downstairs under the Club deck.
- 15.5.** Failure to Sign-on/off in accordance with SI.15.2 may result in that boat being scored a penalty of 50% of her finishing place in the first race of the day without a hearing. This changes Rule 63.1, A4 and A5.
- 15.6.** A boat that retires from a race shall notify the race committee as soon as possible and sign off as soon as returning to shore.

16. REPLACEMENT OF CREW OR EQUIPMENT

- 16.1.** Competitors shall use only one sail.

- 16.2.** Substitution of competitors will not be allowed without prior written approval of the race committee.
- 16.3.** Substitution of damaged or lost equipment will not be allowed unless authorised by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

17. EQUIPMENT AND MEASUREMENT CHECKS

- 17.1.** A boat or equipment may be inspected at any time for compliance with the Open Skiff Association Rules of Measurement and Construction and sailing instructions.

18. EVENT ADVERTISING

- 18.1.** Boats shall display event advertising supplied by the organising authority.

19. OFFICIAL BOATS

- 19.1.** Official boats may be marked with an MMYC Burgee.

20. SUPPORT BOATS

- 20.1.** Gold and Silver Fleet. Team managers, coaches and other support personnel shall register with the host Club at the time of Registration specified in the Schedule. Support boats shall carry a VHF radio and comply with all local safety rules in accordance with Victorian Marine Regulations, and the instructions of the Race Committee. Approved Support Boats shall keep at least 100m clear of the course area during racing, except when asked to assist by an official from the Race Committee. Failure to comply may result in the disqualification of all competitors associated with the infringement.
- 20.2.** When the Race Committee Vessel displays code flag V with repetitive sounds, all official and support boats must remain on water and shall monitor the race committee radio channel for search and rescue instructions as directed by the Race Officer. Failure to comply may result in the disqualification of all competitors associated with the infringement.
- 20.3.** All support boats must carry a VHF radio tuned to Channel 72.

21. RUBBISH DISPOSAL

- 21.1.** Rubbish may be placed aboard support or official boats.

22. RADIO COMMUNICATION

- 22.1.** Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

23. PRIZES

- 23.1.** Prizes will be awarded as per the Notice of Race.

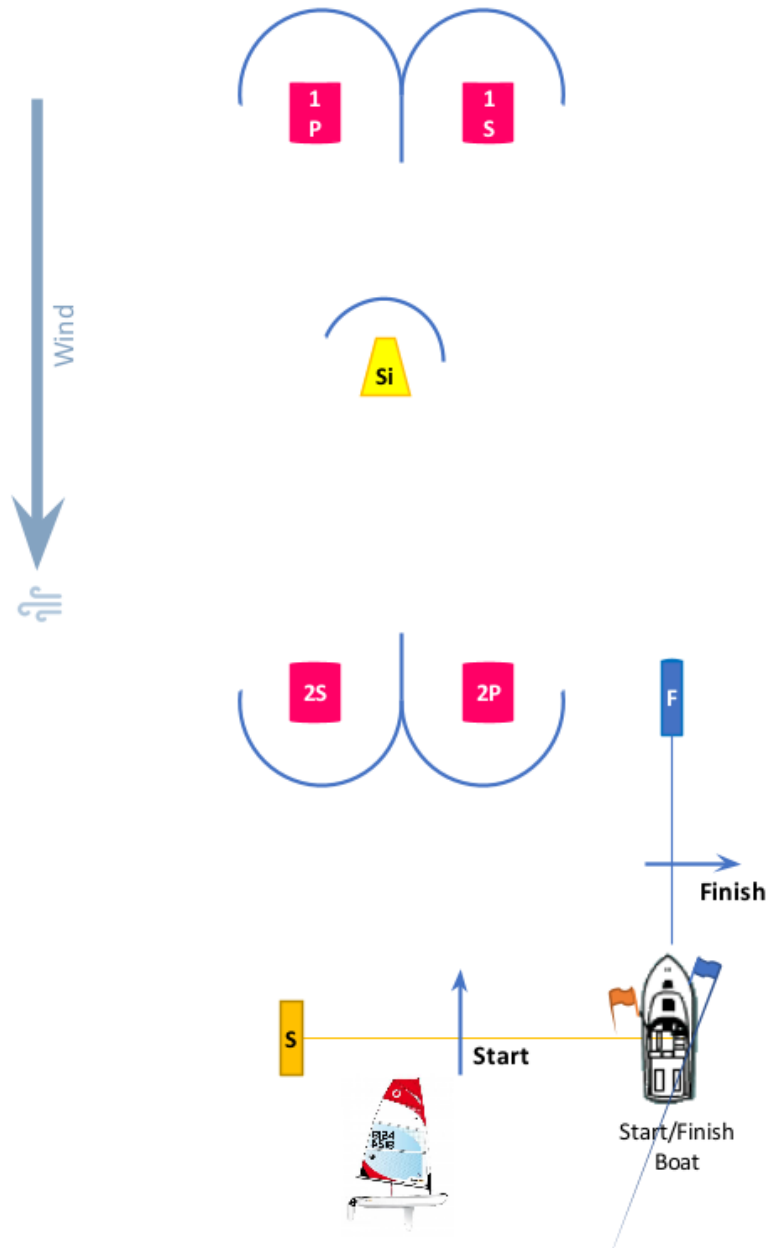
24. DISCLAIMER OF LIABILITY

- 24.1.** Competitors participate in the regatta entirely at their own risk. See rule 3, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

25. INSURANCE

- 25.1.** Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10,000,000.00 per incident or the equivalent.

APPENDIX 1 - COURSE



Gold Fleet: Start, 1P/1S, 2S/2P, 1P/1S, 2S/2P, Finish

Silver Fleet: Start, Si, 2S/2P, Si, 2S/2P, Finish

Marks 1P and 1S are pink cylindrical inflatable buoys

Marks 2S and 2P are pink cylindrical inflatable buoys

Mark Si is a yellow conical inflatable buoy

Start Pin is an orange pencil buoy, **Finish Pin** is a blue pencil buoy

APPENDIX 2 - INTRODUCTORY RULES FOR RACING

See attached two pages.



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

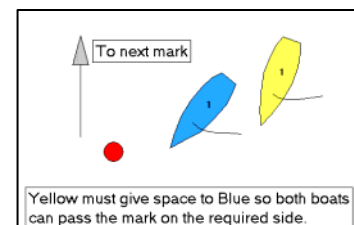
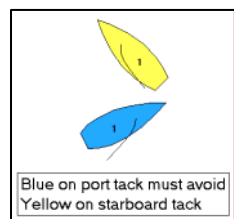
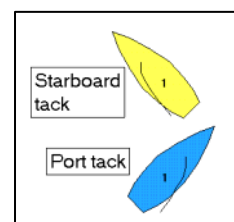
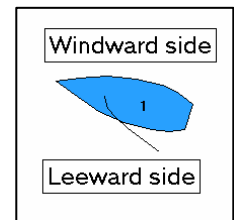
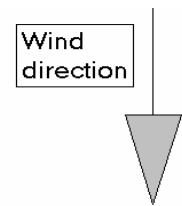
1. You must comply with the principles of good sportsmanship.
2. You must try not to collide with another boat.

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.