



O'PEN SKIFF & ILCA DOLPHIN CHASER REGATTA

SPONSORED BY VAIKOBI



HOSTED BY

MANNERING PARK AMATEUR SAILING
CLUB

NOVEMBER 11th & 12th 2023

Sailing Instructions

1. INTRODUCTION:

The Lake Macquarie O'pen SKIFF & LASER Dolphin Chaser Regatta will be run differently to regular regattas, so for those used to racing, be prepared for some surprises, and for those new to racing, enjoy the experience and most of all, remember our moto "**Sailing for fun**"!!

The following is a summary of what we expect to cover with regard to on water sailing activities during the course of the regatta.

Those more experienced open Skiff sailors will be allocated into a Gold or Silver fleet. Depending on the fleet numbers the Laser 4.7 and Radial fleets will sail as separate fleets as outlined in Clause 1.1 below. If the race committee believe there are insufficient numbers to justify two fleets then all that fleet will compete as a Gold Fleet.

For those sailors who are just beginning their sailing journey or do not wish to race we will have a Green fleet. The Green fleet sailors will have off the beach sailing and games while the Gold, Silver and Laser fleets are racing. They will then combine with the Open SKIFF Gold and Silver and LASER fleets in the Adventure and Novelty events as outlined in Clauses 1.2 and 1.3 below.

- 1.1 **Point Score Racing:** This section of the regatta will be just like any other, apart from a few changes that will be outlined in these sailing instructions.

- 1.2 **Split fleets:** Sailors may choose which fleet they enter either green, silver or gold based on their skill level. All entries will be reviewed by the race committee and fleet entry may be discussed with the parent by the race committee if required to ensure fair racing.
- 1.3 Once a sailor has been allocated into a division **they cannot change without approval of the race committee.** Silver fleet sailors will fly a coloured ribbon from the top of their mast (to be provided by the organising authority).
- 1.4 **Adventure Race:** This race will, depending on the makeup of the fleets, combine a Gold Fleet sailor from either the Open Skiff or Laser fleets with a Green Fleet sailor. If there are insufficient Green Fleet sailors then the Gold Fleet sailors will pair up with a slower Silver Fleet sailor. If necessary this will be done by a draw from a hat.
- 1.5 **Novelty Events:** These events include novelty races that may involve capsized starts, le mans starts and down wind slalom courses. More info will be provided on the day. **THESE RACES DO NOT GO TOWARDS THE OVERALL POINT SCORE,** but there will be spot prizes awarded courtesy of our sponsors. These races will also be made up of the Gold, Silver and Green Fleets sailing two up.

2. RULES ADVISORY BOATS

- 2.1 The organising authority will appoint a number of Rules Advisory Boats for this regatta; the principal role of these boats will be to provide general advice to competitors during and following the days sailing which may include a debriefing session.
- 2.2 The Rules Advisory Boats may provide on-water coaching to any boat at any time before or after racing, however during racing it is expected that only competitors in the Silver fleet receive coaching or assistance from the Rules Advisory Boats. Gold fleet sailors may receive some form of guidance at the discretion of the Principal Race Officer.
- 2.3 Rules Advisory Boats will be required to fly an O'pen SKIFF Class flag.

3. RULES

- 3.1 The Open Skiff Gold Fleet and the Laser fleet will be governed by the Racing Rules of Sailing 2021-2024 and the O'pen SKIFF Class Rules as appropriate.
- 3.2 The Open Skiff Silver Fleet will be governed as defined in ISAF Introductory Rules for Racing (Attachment 1).
- 3.3 If a capsized, freestyle move or a penalty turn is required then the boat must ensure they are clear of all other boats. Failure to do so may result in a penalty.
- 3.4 Sailors may only be disqualified from a race or event for Gross Misconduct which will be at the discretion of the Rules Advisory Boat
- 3.5 All judging will be conducted on water by the Rules Advisory Boat. Rule 10 of ISAF's Introductory Rules for Racing does not apply.



sailing for fun



4. PENALTIES

- 4.1 Penalties at the Lake Macquarie O'pen SKIFF & LASER Dolphin Chaser Regatta will be judged on the water by the Rules Advisory Boats
- 4.2 The Rules Advisory Boat shall carry a red penalty flag. Any boat identified committing a breach of the rules will be identified by sail number, shown the red flag and advised to do a penalty 360 turn including one gybe and one tack in any order. Failure to do a penalty turn at the first available opportunity will result in an additional 360 penalty.

5. SCHEDULE

- 5.1 In conjunction with the SCHEDULE outlined in the Notice of Race. The top priority for the weekend is to complete a number of Point Score races. The number of races will be decided by the Race Committee according to the actual and forecast wind and water conditions. See below additional comments under "The Courses". The freestyle and Adventures Races will only take place should the Race Committee decide there is sufficient time to do so.

6. SIGN ON and OFF

- 6.1 Skippers are responsible for nominating their intention to race their boat by completing the Sign On form prior to the start of each day and to sign off at the completion of their racing for the day.
- 6.2 A boat that has not completed the Sign On form will be considered a non-competitor.
- 6.3 Skippers are required to Sign Off within 30 minutes of finishing if no further racing is being conducted. Failure to do so may be considered "Gross Misconduct" by a Rules Advisor and may receive a penalty of up to 10 points and in some cases be scored a DSQ for one or all races at the discretion of Principle Race Officer.
- 6.4 If a competitor forgets to sign on before leaving the shore it is suggested they notify a Rules Advisory Boat or the Race Committee boat as soon as possible.

7. RETIREMENT

- 7.1 All competitors retiring must notify a rules Advisory Boat or the Race Committee as soon as it is safe for them to do so, this may be when they are on shore or while the competitor is making their way back to shore.
- 7.2 Competitors who do retire are still required to Sign Off as required by Clause 6.3.

8. SAFETY

- 8.1 Competitors participate in the regatta entirely at their own risk. See rule RRS 3, Decision to Race. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.
- 8.2 It is recommended that races should not be started and may also be stopped and sailors directed to shore if safety is compromised.
- 8.3 Safety decisions may include but are not restricted to:

- if the wind speed has exceeded or is predicted to exceed 20 knots.
 - Size of waves
 - Health of sailors (tired, cold etc.)
 - Difficult access to or from race course
 - Experience of sailors
- 8.4 Silver fleet may have racing postponed or abandoned earlier than Gold fleet.
- 8.5 All decisions regarding postponement or abandonment shall be made by any one of the following:
- the Principal Race Officer.
 - Primary Safety Officer
 - Nominated host club representative
- 9. THE START**
- 9.1 Races will be started using RRS Rule 26, with the start 3 minutes after the warning signal.
- 9.2 The start of one division will be the warning signal for the next divisions start
- 9.3 The starting line will be between a staff displaying an orange flag on the committee vessel, and a flag mark at the port end of the line.
- 9.4 Depending on the number of Lasers in the 4.7 and Radial fleets the Laser starts may be combined.
- 10. DIVISIONS**
- 10.1 The Open SKIFF Gold Fleets Warning Signal will be the Open SKIFF Gold flag while the Open SKIFF Silver fleet Warning signal will be Open SKIFF Silver flag
- 10.2 The Laser 4.7 Fleet Warning Signal will be Laser 4.7 flag while the LASER Radial Fleet Warning signal will be the Laser Radial flag and the Laser Standard Warning Signal will be the white Laser Standard flag. Depending on fleet numbers the Laser starts may be combined with each combined fleets Warning Signal flag flown together.
- 11. MARKS**
- 11.1 Marks 1, 3, & 4 will be orange inflatable marks.
- 11.2 Mark 1A, will be a green inflatable marks.
- 11.3 Marks 2A & 2B will be pink circular marks
- 11.4 The start mark and finish mark for both course configurations will be flag marks.
- 12. THE COURSES**
- 12.1 The courses for the Point Score Races are as shown on Attachment 2.
- 12.2 Each course shown on Attachment 2 is allocated a number. The course number for the race to be sailed will be displayed on the Committee Vessel

Remember: **HAVE FUN, SAIL FAIRLY, AND RESPECT YOUR FELLOW COMPETITOR!**



Attachment 1



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.

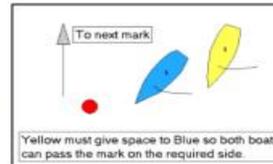
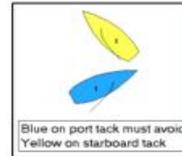
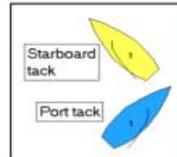
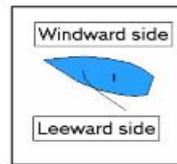
Advisor: A person appointed by the race organizers to assist competitors in understanding the rules and, when appropriate, to penalize a boat.

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.

COURSES (ALL MARKS TAKEN TO PORT EXCEPT 2A WHICH WILL BE TO STARBOARD)

WINDWARD/LEEWARD COURSE
Course 1: Start, 1A, 2A or 2B, 1A, 2B Finish
Course 2: Start, 1A, 2A or 2B, 1A, 2A or 2B, 1A, 2B Finish
TRAPEZOIDAL
Course 3: Start, 1, 3, 4, Finish
Course 4: Start, 1, 3, 4, 3, 4, Finish
Course 5: Start, 1, 3, 4, 3, 4, 3, 4, Finish

