



BLAIRGOWRIE YACHT SQUADRON

## 2021 Victorian O'pen Skiff Championships



### SAILING INSTRUCTIONS

27<sup>th</sup> February– 28<sup>th</sup> February 2021



**Organising Authority:**  
Blairgowrie Yacht Squadron

**In conjunction with the:**  
Australian International O'pen Skiff Association

# 2021 VICTORIAN OPENSKEFF CHAMPIONSHIP

## SAILING INSTRUCTIONS

27<sup>th</sup> February-28<sup>th</sup> February 2021

The Organising Authority for this Regatta is the Blairgowrie Yacht Squadron in conjunction with the Australian International O'pen Skiff Association


### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2021-2024* (RSS) and 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 Attachment B).
- 1.3 Australian Sailing Special Regulations Part 2 Off the Beach boats shall apply.

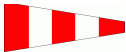
### 2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official O'Pen Skiff notice board which will be located on the ground level of the club in the Junior Lounge and to the Sailor App. The Sailor App can be downloaded from the Andriod or iOS App store.
- 2.2 Daily competitor briefings will be held in the BYS Junior Lounge situated on the ground floor of the clubhouse

### 3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 09:00 the day it will take effect, except that any change to the schedule of races will be posted by 19:00 on the day before it will take effect.
- 3.2 Any change made ashore will be identified by the display of Code Flag L  with 1 sound signal at least 30 minutes prior to any competitor briefing

### 4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed using the Eastern halyards on the club's flagpole located in front of the clubhouse.
- 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 26 <sup>th</sup> February	1500 - 1700	Registration & Charter boats available
Saturday 27 <sup>th</sup> Feb	0800 - 1000	Registration & Charter boats available
	0830	AIOSA & RO Day Planning meeting
	0900	Competitor Briefing
	1800	Welcome Night BBQ/Daily spot prizes
Sunday 28 <sup>th</sup> Feb	0800	AIOSA & RO Day Planning meeting
	0815	Coaching Clinic
	0845	Competitor Briefing
	ASAP	Presentation / Daily spot prizes

### 5.2 SCHEDULE OF RACES

Date	Time	Event
Saturday 27 <sup>th</sup> Feb	1100 (1 <sup>st</sup> Warning)	Race Session 1
	After sailors have had a comfort break ashore	Race Session 2
Sunday 28 <sup>th</sup> Feb	1030 (1 <sup>st</sup> Warning)	Race Session 3
	After sailors have had a comfort break ashore	Race Session 4

5.3 No more than 4 races will be sailed in any one session.




5.4 A maximum of 16 races will be sailed

5.5 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 three minutes before a warning signal is made.

5.6 On the last day of the regatta no warning signal will be made after 1400 hours

- 5.7 A number of non-scoring adventure type races may be sailed during the event when conditions are appropriate

## 6 CLASS FLAGS

6.1	Gold Fleet: Gold flag with Open Skiff logo	
6.2	Silver Fleet: Silver flag with Open Skiff logo	
6.3	Green Fleet: Green flag with Open Skiff logo	

- 6.4 Any signal displayed below these flags applies to that fleet only.
- 6.5 A ribbon provided by AIOSA at registration must be attached to the top of the sail for silver and green fleet

## 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 1, 2, 4S, 4P will be orange inflatable conical buoys
- 8.2 For the Silver Fleet Mark 1 will be a yellow inflatable conical buoy
- 8.3 The Gold/Silver start pin will be a black and white chequered inflatable cylindrical buoy  
The Gold/Silver finish pin will be a green inflatable cylindrical buoy.

## 9. THE START/FINISH 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 the course side of the port-end starting mark.
- 9.2 A Clearance Buoy may be located behind the stern of the Race Committee Vessel, and boats shall not pass between the Race Committee Vessel and the Clearance Buoy.
- 9.3 A boat starting later than four minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A4 and A5.
- 9.4 Start Sequence for the Gold/Silver fleet-amends Rule 26
- 9.5 Point score races will be started separately for each fleet

3 minutes to start "Warning Signal"	 or  or 	 with one sound signal
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2 minutes to start "Preparatory Signal"	  with one sound signal
1 minute to start	    with one sound signal
Start	 or  or  +   with one sound signal

9.6 Starting Penalties under rule 30, ie: Black and U flag may be made in conjunction with the 2 minute signal.

9.7 The Orange flag on the start boat will be raised with one sound three minutes before the first start sequence to alert boats.

## 10. THE FINISH

10.1 **Gold/Silver Fleet:** The finish line will be between a staff (flag pole) displaying a blue flag on the Race Committee Vessel at the starboard end and the course side of the finishing mark at the port end.

10.2 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 1 sound signal.

## 11. TIME LIMITS AND TARGET TIMES

11.1 **Gold/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 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 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 Commodore's lounge
- 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  
(a) within the protest time limit if the requesting party was informed of the decision on the previous day;  
(b) 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 2018-2020, 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 four races have been completed, a boat's series score will be the total of all her race scores.
- 14.3** When four or more races have been completed, a boat's series score will be the total of all her race scores excluding her worst score.
- 14.4** When seven or more races have been completed, a boat's series score will be the total of all her race scores excluding her two worst scores.
- 14.5** When ten or more races have been completed, a boat's series score will be the total of all her race scores excluding her three worst scores.
- 14.6** 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**

- 15.1** Sign On and Sign Off: 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 sessions racing.  
The Sign on period will close at the scheduled warning signal time of the first race for that session on that day.  
The sign off period will close 60 minutes after the last boat has completed the last race of the session.
- 15.2** Sign On/Off will be via the Sailor App.
- 15.3** Failure to Sign On/Sign Off in accordance with SI.18.1 may result in that boat being scored a penalty of 50% of their finishing place in the first race of the day without a hearing. This changes Rule 63.1, A4 and A5.
- 15.4** 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** All 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 authorized 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 organizing authority.

## **19 OFFICIAL BOATS**

- 19.1** Official boats will be marked with a BYS Burgee.

## **20 SUPPORT BOATS [DP]**

- 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 W 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.

**21 TRASH DISPOSAL**

**21.1** Trash 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** 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> overall  
1<sup>st</sup> Victorian overall  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> under 13  
1<sup>st</sup> Victorian under 13  
1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> silver fleet

**24 DISCLAIMER OF LIABILITY**

**24.1** Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing 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.

**26 BOAT STORAGE**

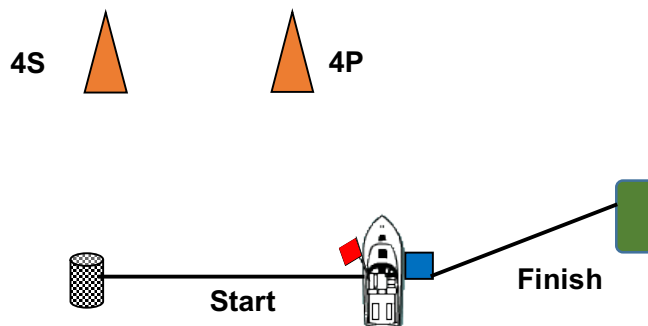
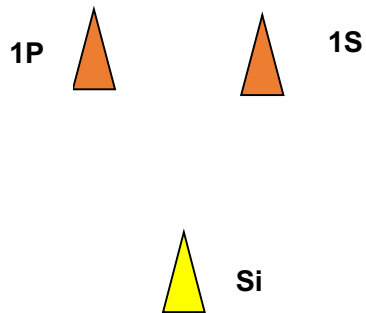
**26.1** There is storage for road trailers for the duration of the regatta, subject to space being available.

**26.2** Boats are permitted to be left on the grass in the confines of the club for the regatta.

**26.3** Storage is at the owner's risk.



## ATTACHMENT A-COURSE



**Gold Fleet: Start, 1P/1S, 4S/4P, 1P/1S, 4S/4P, Finish**

**Silver Fleet: Start, Si, 4S/4P, Si, 4S/4P, Finish**

**Marks 1P & 1S are orange inflatable buoys**

**Marks 4S & 4P are orange inflatable buoys**

**Mark Si is a yellow inflatable buoy**

**Start Pin is a black/white checked inflatable buoy**

**Finish Pin is a green inflatable buoy**

## ATTACHMENT B



# 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.

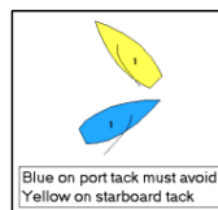
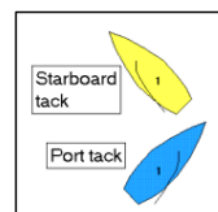
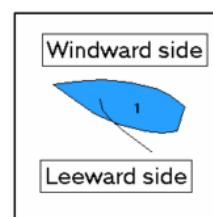
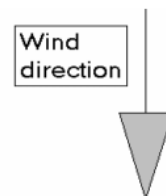
*Advisor*: A person appointed by the race organizers to assist competitors in understanding the rules and, when appropriate, to penalize a boat.

### Basic Rules

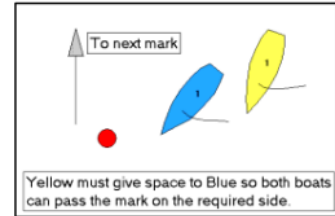
1. You must comply with the principles of good sportsmanship.
2. You must try not to collide with another boat.

### 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](http://www.sailing.org/contactisaf). The rules will be updated as required and the latest version published on the ISAF website [www.sailing.org](http://www.sailing.org).