

# The MUSTO SKIFF Open Meeting Guidelines 2009



## **1. PREAMBLE**

The following are a set of guidelines and suggestions for running a successful Musto Skiff Open Meeting. They are not intended to be prescriptive, just helpful, and if you feel they could be improved then we are open to suggestions. The standard format for our open meetings is a 2 day weekend, and the advice is based upon that, but the vast majority of it is applicable regardless of the length of event. Importantly the class does not want to make every open meeting the same, we are forward thinking and welcome new ideas e.g. Sprint formats, GPS tracking, and enjoy local specialities such as 'Round the Rock' or 'Passage' races. If you have any innovative ideas the class will be happy to work with you.

## **2. POINTS OF CONTACT**

The Musto Performance Skiff Class Association has a few key people who can provide assistance and support to the running of your event...

### **2.1 Class Representative**

The Musto Skiffs are lucky to have a class representative whose role it is to provide 'regatta support'. This post is currently filled by Paul Manning and while he cannot attend every regatta, he is at the vast majority and is willing and able to give guidance before, during and after the event. Contact details can be found on the class website [www.mustoskiff.com](http://www.mustoskiff.com)

### **2.2 Musto Class Fixtures Secretaries**

There are separate fixtures secretaries for Scotland, Northern Circuit and Southern Circuit. Their primary role is to liaise between clubs and the class to put together the fixtures programme, but will also be happy to provide advice. At the time of writing the positions are held by...

- [Dan Vincent](#) Southern Circuit Co-ordinator
- [John Evans](#) Northern Circuit Co-ordinator
- [Gavin Homer](#) Scottish Circuit Co-ordinator
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Latest contact details can be found on the class website... <http://www.mustoskiff.com/class-association-gbr.htm>

## **3. RACE MANAGEMENT GUIDELINES**

### **3.1 Start Times**

For a two-day meeting, the aim should be to start the first race between 1200 and 1300 with a briefing about 1 hour beforehand. On the second day an earlier start time of around 1030 is recommended to allow time at the end for packing-up, prize-giving and travelling. Clearly the times and formats of racing at some venues will be dictated by local conditions (tide, sea breeze etc).

### **3.2 Number of Races**

It is recommended that the aim is for a 7 or 8 race series comprising 4 races back-to-back on day one and 3 or 4 races back-to-back on the Sunday.

### **3.3 Length of Races**

The races should be approx 40 minutes for the leaders.

### **3.4 Sailing Instructions**

It is recommended that sailing Instructions follow the suggested format in Annex L of [the ISAF RRS 2009-2012](#). A standard set of SIs can be downloaded from [www.mustoskiff.com](http://www.mustoskiff.com)

### **3.5 Class Flag**

The MPS class flag rep will provide a class flag, but if absent 'O' makes a good substitute.

### **3.6 Scoring System**

It is normal to use the 'Low Point' scoring system, ISAF RRS 2009-2012 Appendix A. There is normally one discard (excluded score) in a series where more than two races are sailed.

### **3.7 Mark-Room**

The class has opted to use the standard 3 boatlength *zone* for the purposes of Rule 18, [ISAF RRS 2009-2012](#).

### **3.8 Courses**

The default course is windward-leeward. Normal practice is to incorporate a spreader mark at the top and if possible a leeward gate at the bottom, as shown in the Annex. If sharing the Open Meeting with another class we recognise that compromises have to be made and we are happy to give views or advice on alternative courses, start sequences etc.

### **3.9 Starts**

**3.9.1 Black Flags.** A great deal of time can be lost in numerous general recalls. ), if there is difficulty in getting a clean start clubs are strongly advised to introduce a One Minute "Black Flag" rule early (perhaps after the first start). If it is anticipated that the starting problems are likely to be repeated for the second or third race then the 'Black Flag' rule should be introduced for the first start.

**3.9.2 The Perfect Start.** In light/ shifty conditions it may be better to start promptly and adjust subsequent windward legs by moving the top mark rather than search for the elusive 'perfect' start

### **3.10 Racing Conditions**

**3.10.1 Lower Wind Limit.** Anything under 5 knots is sketchy. The best indicator of dodgy conditions is when the sailors are forced to stand next to the mast as they sail upwind. If no-one is able to get near the trapeze then it is suggested we wait for better conditions (preferably ashore).

**3.10.2 Upper Wind Limit.** The boats are quite robust, but demanding, so the upper wind limit is most likely to be dictated by the launching/ recovery situation and size of the rescue fleet. Anything above 25 knots sustained is sketchy. You could always send out a guinea pig to test the conditions.

## **4. EVENT GUIDELINES**

### **4.1 Launching/ Recovery**

Launching and recovering Mustos is tricky at the best of times and particularly so in strong onshore winds or wavy conditions. 1 or 2 people on the beach who are suitably clothed and willing to get in the water to recover trolleys and hold boats is tremendously helpful and can speed up the beach operation dramatically. The fleet are good at helping each other and once the first boats are safely on the trolleys there are normally plenty of helping hands.

### **4.2 Photography**

We are very fortunate as a class to have a class photographer, Tania Samus, whose excellent pictures are a great for publicising our class, your club and the event... [www.photoblink.co.uk](http://www.photoblink.co.uk). If it is possible to find a space for her in a RIB that would be brilliant. As competitors we accept that to have good photos we will have to suffer the occasional bit of bad wash from the RIB. The RIB diver can liaise with Tania or the class rep for advice on boat positioning for great photo opportunities.

### **4.3 Socials**

The Musto fleet are predominantly male (although we would welcome a more feminine element), this tends to mean that 'discos' don't work too well. Basically we are happy to be pointed in the direction of the nearest curry house or pub, but will also join in with quizzes, beach games, go-karting etc.

### **4.4 After Race and Prize Giving**

Galley service open when sailors return ashore is always welcome! It is good to aim for prize-giving within 1 hour of last boat returning to shore.

### **4.5 Results**

Please e-mail full results to [Rick Perkins](#), preferably in spreadsheet format.

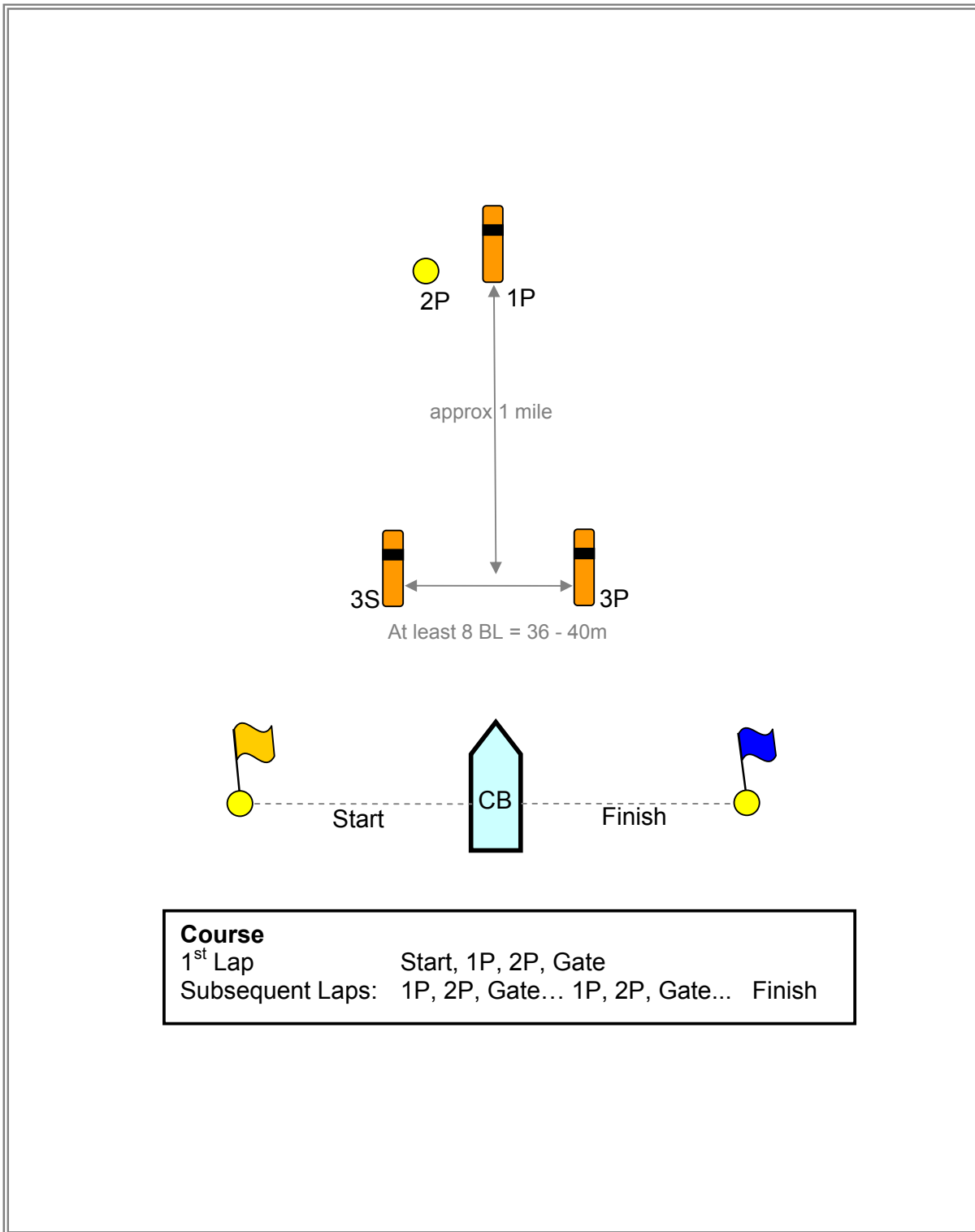
## **5. FEEDBACK**

If you would like to comment on these guidelines or, please e-mail me at the link below.

[Dan Vincent](#)

Musto Fixtures Secretary (South)

**ANNEX to The MUSTO SKIFF- Open Meeting Guidelines - 2009**



**Diagram 1:** *Musto Skiff Standard Open Meeting Course Diagram*