



SAILING INSTRUCTIONS (SIs)

Noble Marine Musto Skiff Nationals 2020
Thursday 3rd – Sunday 6th September

Organising Authority:
Brixham Yacht Club
in conjunction with the
GBR Musto Skiff Class Association

1 RULES

- 1.1 To be eligible to compete the Crew must be an existing member of the IMSCA.
- 1.2 The championship regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) and the International MUSTO Skiff Class Rules in force at the time of the Regatta.
- 1.3 Crews should also note that Brixham Yacht Club has implemented the RYA Racing Charter and Crews shall be required to comply with the charter which can be found in the yellow pages at the front of the RYA rule book after 'Definitions'.
- 1.4 The RRS will be changed as follows:
 - RRS 33 is changed so that when a change of course is signalled and mark 1 is changed, one or both of marks 2p or 2s may be moved to adjust the geometric axis of the course.
 - RRS 35 is changed so that after the first boat has finished, boats may be finished based on their observed position on the course.
 - RRS 40 and the preamble to Part 4 changed - Crews shall wear personal flotation devices at all times while afloat, except briefly while changing or adjusting clothing or equipment. Flag Y will not be displayed. [DP]
 - RRS 40 changed so that crew shall wear their PFD complying with CR C.4.1 at all times while afloat, except that the PFD need not be worn briefly while changing or adjusting clothing or personal equipment, or taking a comfort break. Flag Y will not be displayed. [DP]
 - RRS 42.2, G1.3 and others are changed as stipulated in the Class Rules
 - RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty (see below).
 - RRS 44.2 insert after the first sentence: "However, if Mark 1a is a mark of the course, a boat may delay taking a penalty for an incident (i) in the zone around Mark 1 or (ii) on the leg between Mark 1 and Mark 1a, until she has passed Mark 1a"
 - RRS 62.1 changed so that failure to achieve target time is not grounds for redress
 - RRS 63.7 is changed so that in the event of a conflict between the Notice of Race and Sailing Instructions, the Sailing Instructions shall prevail.
 - RRS 63.7 is changed so that in the event of a conflict between the Notice of Race or Sailing Instructions and the Class Rules, the Class Rules shall prevail.
 - RRS Appendix T, Arbitration, will apply as amended in the SIs.
 - RRS G1.3 and others are changed as stipulated in the Class Rules.

- 1.5 The Class Rules, including C.2, C.3, C.6.1.6 [Equipment Limitation] shall apply with effect from the time that the boat is available for equipment inspection immediately after registration.
- 1.6 Each crew shall ensure that their *support persons* comply with the SI and RRS. [DP]
- 1.7 For infringements of rules other than in Parts 1 and 2 of the RRS, the protest committee may give a penalty less than disqualification.
- 1.8 The notation '[DP]' denotes a rule for which the penalty is at the discretion of the Jury, and may be less than disqualification.
- 1.9 The notation [NP] denotes that a breach of this rule will not be grounds for a protest by a boat. This may change RRS60.1(a).
- 1.10 The notation [SP] denotes a rule for which a standard penalty may be applied by the Race Committee without a hearing.
- 1.11 Please note that you may be tested under World Sailing regulation 21.16 Anti-Doping Code by the Royal Yachting Federation or its representatives.
- 1.12 **Crews shall comply with The Health Protection (Coronavirus, Restrictions) (No. 2) (England) Regulations 2020 or any replacement or government guidance current at the date of taking part in a race**

2 NOTICES TO CREWS & CHANGES TO SAILING INSTRUCTIONS

- 2.1 Notices to Crews and any amendment to these SIs will be posted on the Musto Nats 2020 WhatsApp group and may also be posted on the website <https://mustoskiff2020.sport.blog/2020/07/17/2020-uk-nationals/>
- 2.2 Any change to the SIs will be posted at least 60 minutes before flag D is displayed (SI 3.3) on the day it will take effect, except that any change to the Schedule of Races will be posted by 20.00 hrs. on the day before it will take effect. The changes will be numbered sequentially and indicated by displaying flag L together with the appropriate numeral pennant.

3 SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be flown from the flag staff in the dinghy compound adjacent to the BYC Oxen Cove slipway.
- 3.2 When AP is displayed ashore, '1 minute' is replaced with not less than 30 minutes. This changes Race Signal AP in the RRS.
- 3.3 Boats are not permitted to launch until Flag D is displayed with one sound signal. The warning signal will not be displayed sooner than 30 minutes after flag D is displayed. [DP], [NP]

4 SCHEDULE

Day	Date	Event	Estimated Time
Thursday	3 rd September	Warning Signal – 3 races scheduled	11.55 (First warning signal)
Friday	4 th September	3 races scheduled	11.55 (First warning signal)
Saturday	5 th September	3 races scheduled	11.55 (First warning signal)
Sunday	6 th September	3 races scheduled	11.15 (First warning signal) (Last warning signal no later than 14.30pm)_
		Prize Giving	As soon as possible after racing

- 4.1 Crew Briefing: There will be a briefing for Crews published on YouTube and the link will be provided on the Musto Nats 2020 WhatsApp group.
- 4.2 NOTE: The Race Committee may decide to sail a 4th race any day/s. If so, Flag E will be displayed on the Committee Start Boat prior to the lead boat finishing and during the finishing process of race 3.
- 4.3 The Championship will consist of a maximum of 12 races.

- 4.4 **No more than 4 races will be sailed on any day.**
- 4.5 No warning signal will be made after 15:00 on Sunday 6th September 2020.
- 4.6 Races on any day will be sailed back to back.
- 4.7 The intention is to complete the full program of scheduled races and therefore the above schedule may be modified at the discretion of the Race Committee (RC), except that the time of the warning signal for the first race on the first day will not be brought forward. Races may be sailed either in advance or arrears. This means that scheduled races may be bought forward or put back.
- 4.8 All Times are BST.
- 5 CLASS FLAG**
The class flag will be the Musto Skiff class insignia.
- 6 RACE AREA**
The racing area will be in Torbay, Admiralty Chart 26 and will usually be located within the area indicated in Appendix 1
- 7 THE COURSES**
- 7.1 The diagram in Annex 1 shows the courses including the, the order in which the marks are to be passed and the side on which each mark is to be left.
- 7.2 No later than the warning signal the Race Committee signal boat:
(a) may display the approximate compass bearing of the first leg; and
(b) will display the number of laps to be sailed as shown on Appendix 1
- 7.3 The gate (mark 2p/2s) may be replaced by a single mark (2) in which case it is to be left to port.
- 8 MARKS**
- 8.1 Mark 1 will be 1.5m Yellow Dumpy inflatable buoy, Marks 1A, 2s and 2p will be 1m yellow spherical buoys.
- 8.2 The start marks forming the start line will be:
8.2.1 A Race committee vessel (CB) at the starboard end displaying an orange flag; and
8.2.2 A dan buoy or a boat at the port end displaying an orange flag (DBO)
- 8.3 The finishing marks forming the finishing line will be:
8.3.1 the CB displaying a blue flag; and
8.3.2 a dan buoy displaying a blue flag (DBB).
- 8.4 The change windward mark as provided in SI 12 will be an Orange 1.5m high dumpy mark. The change spreader Mark (Mark 1A), if any, will be a 1m red spherical buoy.
- 9 AREAS WHICH ARE OBSTRUCTIONS & LOCAL NAVIGATIONAL REQUIREMENTS**
- 9.1 The entirety of mussel beds bearing 280° at a range of 0.7nm from the outer end of Brixham breakwater and approximately 0.25nm from the shore, including the beds marker buoy and including the entire sea area between the mussel beds and the shore are an obstruction. A diagram of the mussel beds will be displayed on the ONB.
- 9.2 All Crews should be aware that Brixham is a commercial working port and regard should be given to commercial craft including ferries and fishing vessels. It is strongly advised to avoid the main channel in the harbour and the port and starboard navigational marks near the outer end of Brixham Breakwater [NP]
- 10 THE START**
- 10.1 Races will be started by using rule 26.
- 10.2 The starting line will be between the staff displaying an orange flag of the CB at the starboard end of the line, and the staff displaying an orange flag of the DBO.

- 10.3 [DP] A buoy may be attached to the anchor line and/or near the stern of each CB, and/or DBO. Boats shall not pass between this buoy and the CB at any time. This buoy is part of the Race Committee vessel.
- 10.4 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS 63.1, A4 and A5.

11. STARTING PENALTIES

- 11.1 The sail numbers of boats penalized under rules 30.3 and 30.4 may be displayed on a board on a patrol boat stationed at the windward mark on the first leg.
- 11.2 For races started under rule 30.4, in the event of a general recall the sail numbers of the identified BFD boats will be displayed on the stern of the CB and pin end starting boat for a minimum of 3 minutes after a long sound signal.
- 11.3 Boats whose sail number has been displayed as per SI 11.1 or 11.2 shall not continue racing. Boats that continue racing despite being aware of their penalty will be scored DNE. This changes rules 63.1, A4 and A5

12. CHANGE OF THE NEXT LEG OF THE COURSE

- 12.1 To change the next leg of the course, the RC will lay a new mark(s) or move the finishing line and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 12.2 When a change of course is signalled indicating a change of course to mark 1, a new spreader mark (1a) may also be laid, boats shall round both the new mark 1 and mark 1a before heading towards marks 2p/2s. If mark 1A is not replaced, it will not be a mark of the course.
- 12.3 One or both of marks 2p or 2s may be moved without signal at mark 1a to adjust the gate to maintain the geometric axis of the course. This changes RRS 33
- 12.4 Minor mark movements of up to approximately 100m may be made without signalling a change of course. This changes rule 33.

13 THE FINISH

- 13.1 The Finishing Line will be between the staff displaying an blue flag of the CB at the port end of the line, and the staff displaying an blue flag of the DBB.

14 SHORTEN COURSE

The course may be shortened by the RC at any mark. If the race is shortened at the marks 2p/2s then boats shall pass round mark 2p and proceed to the Finishing Line where they will finish and their finishing position recorded. This changes and is additional to RRS 32.2. This applies to ALL boats regardless of whether they are on the same lap as the leading boat. Boats not on the same lap as the leading boat will be scored in the order they cross the finish line behind all boats on the same lap as the first boat to finish. This changes RRS 28, 32.2, 35, and Appendix A and is an addition to Race Signals.

15 TIME LIMITS AND TARGET TIME

- 15.1 Time limits for the first boat are as follows:

<u>Race Time limit</u>	<u>Mark 1 time limit</u>	<u>Target time</u>
60 minutes	20 minutes	45 minutes

- 15.2 If no boat has passed Mark 1 within the Mark 1 time limit, or finishes the race within the Race Time Limit the race will be abandoned, except that if no boat finishes within the Time Limit, the Race Committee shall have a discretion whether or not to abandon that race; it shall be abandoned unless the race is fair and the first boat finishes within an additional 6 minutes. This changes RRS 32.1. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).
- 15.3 Boats failing to finish within 20 minutes after the first boat sails and finishes the course set by the Race Committee (shortened or not), but which are still deemed to be racing by the Race Committee, may be

scored DNF or, at the discretion of the Race Committee (to be exercised where reasonably possible), may be scored and allocated a place based on their observed position on the course as determined by the Race Committee. When directed by a Race committee or delegated vessel, or where flag W is displayed, such boats will return to the starting area or other location [DP/NP]. Neither the allocation of a finish place nor the failure to allocate a finish place will be grounds for redress or protest (including under RRS 62.1a); the Race Committee's decision is final. This changes RRS 28.1, 28.2, 32.1, 32.2, 35, 62, A4 and A5.

16. RETIREMENT

A boat that retires from a race shall notify a CB, a Race Committee member, or Patrol boat or the beach master as soon as possible. [DP], [NP]

17. PENALTY SYSTEM

17.1 A boat wishing to take an Exoneration Penalty under Appendix T before Arbitration or a protest hearing shall complete an Exoneration Penalty Form in the race office.

18. EXONERATION PENALTY

18.1. RRS 44.3 and T1 (b) -post race penalty- is changed to: If a boat that may have broken a rule of Part 2 of the RRS or RRS 31, after finishing the race concerned and before the start of any related protest hearing, notifies the race committee that she accepts an Exoneration Penalty –the scoring penalty shall be 30% of the difference between the score that would have been received without the penalty and the score for Did Not Finish, rounded to the nearest whole number (0.5 rounded upward), and the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area. However, RRS 44.1(b) applies.

18.2. When an Exoneration Penalty is accepted:

- (a) Neither the boat nor a protest committee may then revoke or remove the penalty provided RRS44.1(b) does not apply.
- (b) The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

19 PROTESTS AND REQUESTS FOR REDRESS

19.1 Protest forms are available at the Regatta Office.

19.2 Completed, protest forms, requests for redress or re-opening shall be photographed by the protestor/applicant, then emailed to sailevents@brixhamyachtclub.com and also shared with the Class event WhatsApp group within the time limit.

19.3 The protest time limit is 60 minutes after the last boat has come ashore from sailing the last race of the day.

19.4 Notices will be posted on the Musto Nats 2020 WhatsApp group no later than 30 minutes after the protest time limit to inform Crews of hearings in which they are parties or named as witnesses. Arbitration hearings will be held in the main compound. Full hearings will be held in the Holman Room, or as otherwise indicated in the Notice, beginning at the time posted.

19.5 Notices of protests by the RC or technical committee or jury will be posted on the Musto Nats 2020 WhatsApp group to inform boats under RRS 61.1(b).

19.6 Breaches of instructions of sailing instructions marked [NP] and RRS 55 will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the jury so decides. The scoring abbreviation of a discretionary penalty will be DPI, this changes RRS 63.1, 64.1 & A5

19.7 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered either

- (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 RRS 66.

- 19.8 On the last scheduled day of racing a request for redress based on a PC decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 19.9 Notices of Protests and redress hearings posted on the on the Musto Nats 2020 WhatsApp group shall be considered sufficient notice to all parties and witnesses. It is the responsibility of Parties to consult the on the Musto Nats 2020 WhatsApp group at or before notice expiry time before leaving the venue for the day. This changes RRS 63.2.

20 ARBITRATION

- 20.1. RRS T2 is changed so that:
- (a) if a protest is lodged, prior to the hearing a boat may request Arbitration, or the protest committee or race committee may offer it.
 - (b) If the parties and a member of the protest or race committee agree that Arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call an Arbitration Hearing. When it is the arbitrator's opinion that a boat that is a party to the arbitration hearing has broken a rule for which the Post Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing RRS 63.1.
- 20.2. When there is no agreement to use Arbitration or when, after Arbitration, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing at which the arbitrator may be a member of the protest committee.

21 SCORING & PRIZES

- 21.1 See NOR 10 and 13
- 21.2 If a crew accepts a perpetual trophy and takes it away, they thereby agree to:
- (a) hold it on trust for the UKMSCA;
 - (b) insure it for the duration of their retention;
 - (c) maintain it in good repair;
 - (d) have it engraved in keeping with past recipients engraving, and
 - (e) arrange for its safe delivery in a clean state to a UKMSCA committee member at the next event at which the trophy will be presented.

22 SAFETY REGULATIONS

It is preferred that the 'Personal Floatation Device' (PFD) is worn outside all other clothing as this can assist rescue crews in the event of a Crew requiring assistance to be retrieved from the water.

23 MANDATORY TALLY SYSTEM There will be a mandatory Tally System in place.

- 23.1 An Entry Number will be allocated on entry, that will also be the Tally Number. The trolley tally shall be collected on arrival from the tally board in the main compound and attached to the boats launching trolley. [DP], [NP]
- 23.2 Crew shall collect and wear their tally wrist bands with the designated number before going afloat. [DP], [NP]
- 23.3 Crew shall follow instructions issued by the Beachmaster or his assistants. In the event of conflict instructions issued by the beachmaster shall prevail. [DP], [NP]
- 23.4 Tally bands shall be returned to their correct hook on the Tally Board as soon as Crews return to the slipway. The penalty for failure to tally-out and/or tally in may result in a discretionary penalty (DP), subsequent failures may result in disqualification. This adds to exceptions within RRS 63.1, 64.1 and A5. [NP]
- 23.5 Any injuries to Crews shall be reported to a Race Committee or Patrol boat or the beach master as soon as possible. Any injury must be logged in the BYC accident book. [DP], [NP]

24. EQUIPMENT AND MEASUREMENT CHECKS

See NOR 7.

25. EVENT ADVERTISING

See NOR 2.

26. OUTSIDE HELP

Any boat that receives outside help, whether permitted by RRS 41 or not, shall report the facts to the RC within the time period for protests. [DP], [NP]

27. OFFICIAL BOATS

27.1 A written description of Official boats will be posted on the Musto Nats 2020 WhatsApp group by 12.00 Wednesday 2nd September

27.2 All official boats will display a numbered flag for identification.

28. SUPPORT BOATS

See NOR 20.

29. TRASH DISPOSAL

Trash may be placed aboard support or official boats. Breaches of RRS 55 [DP].

30. RADIO COMMUNICATIONS

30.1 Except in an emergency involving immediate peril to the crew or serious damage to a boat, a boat that is racing shall not make or receive any voice (from Supporters Boats (SPBs)), data or radio communication that is not available to all boats. This restriction also applies to mobile telephones.

30.2 Boats are allowed to carry video recording equipment attached to any part of the boat, provided this equipment is not remotely controlled.

31. RISK STATEMENT

31.1 If a crew participates in the regatta they thereby accept and agree that they do so entirely at their own risk and they are solely responsible for their own safety and that of their equipment (save for gross negligence or fraud by the Race Committee). We draw your attention to RRS 4 which states "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

31.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each Crew agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk while taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) It is the Crews responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any Crews briefing held for the event.
- h) their boat is adequately insured, with a minimum cover of GBP£2,000,000 against third party claims.

- 31.3 The fact that race officials and technical and jury members may conduct inspections of a boat does not reduce any crew's responsibilities.
- 31.4 If a crew participates in the regatta they thereby accept and agree that the OA and UKMSCA (and their agents and servants), Jury, Race Officials (and their assistants, agents and servants) are not liable for any direct or indirect loss, damage, costs, or personal injury (except death) sustained in conjunction with or prior to, during, or after the regatta, unless directly caused by gross negligence or fraud. It is for Crews to decide whether their boat, equipment, crew and clothing are fit and suitable to sail in the conditions that they might find. By launching or going to sea Crews confirm they and their boat, clothing and equipment are fit for purpose and for the conditions, and that they have the requisite skills to sail and compete. The organisers encompass everyone helping to run the event and include the OA, Race Committee, race officer, safety officer, patrol boat personnel and beach masters. This release extends to everyone helping to run the event including patrol boat personnel and beach masters.
- 31.5 The provision of patrol boats, race officials, support, and equipment inspection does not relieve owners and Crews of their responsibilities.

32 INSURANCE

Each participating Crew/boat warrants that he/she shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per incident or the equivalent. Each Crew will bring a copy of the Insurance Certificate, so that it is available to be produced on request. It is the Crew's sole responsibility to ensure that the insurance is current, valid and adequate.

33 RIGHTS & COPYRIGHT

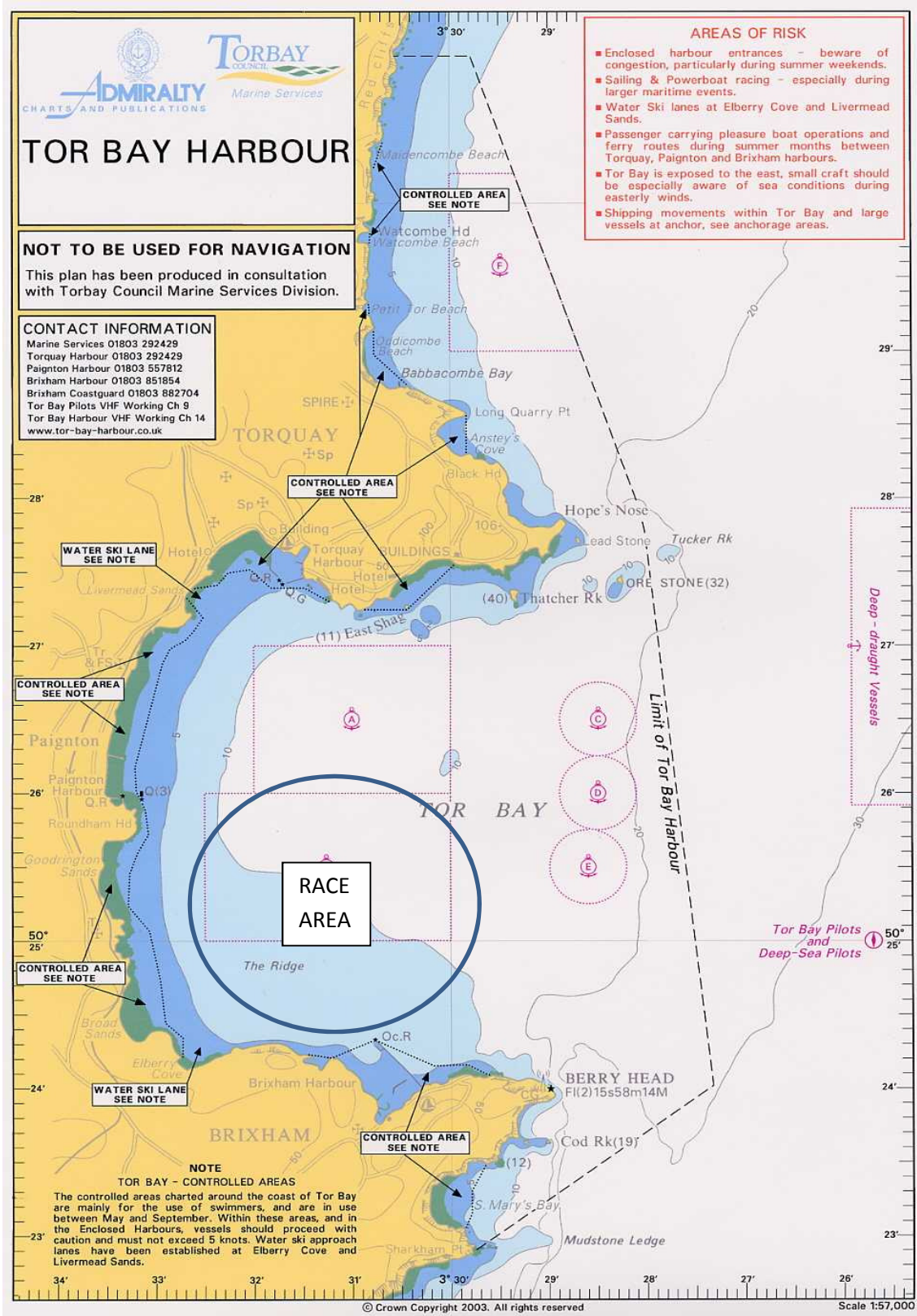
By entering and participating in the event, each crew and his/her supporters grant to the Organizing Authority, the National and International Class Associations, and the event and class sponsors the absolute right, authority and permission in perpetuity to make, use, distribute, broadcast, publish and show in any media at their discretion any images, motion pictures, still pictures and live, taped or filmed television, audio and video recordings, (including drone coverage), and reproductions and edits, of them and/or their boat/s made from the time of their arrival at the venue, until their final departure, from time to time on and off the water, and of all of his/her material related to the event (and to identify their name), without compensation.

34 DATA PROTECTION

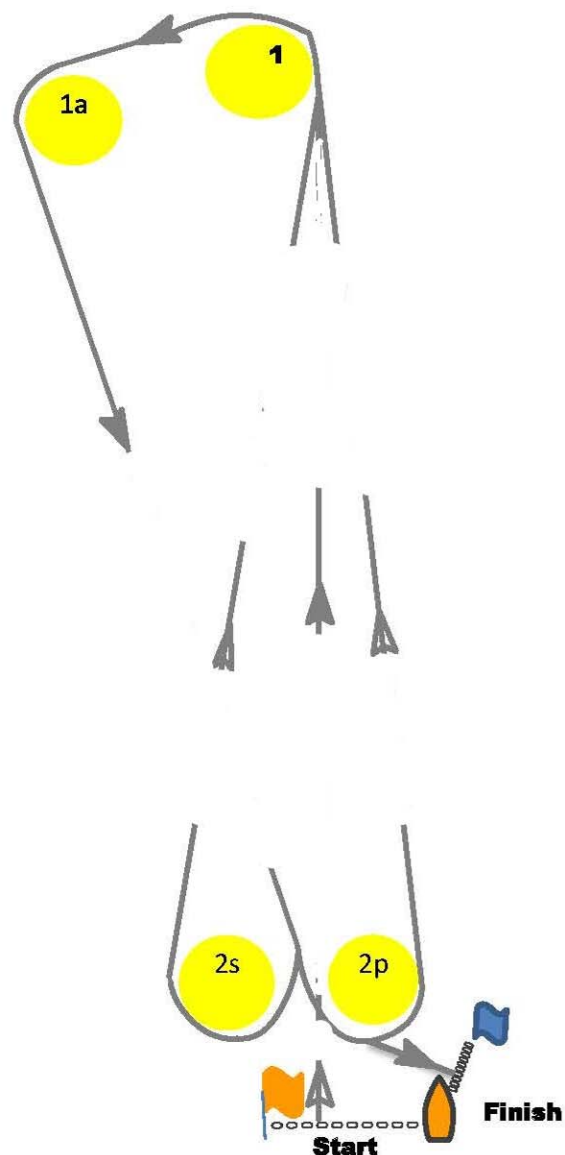
In order to manage the events and Class, information provided by Crews will be held on an event database and on a database held by the IMSCA and will be compliant, managed and used in accordance with the IMSCA Privacy Policy (found on the website at www.Mustoskiff.com). The management of personal data, information and images (as in NOR 20) will comply with the new General Data Protection Regulation Legislation that came into effect in May 2018. Data will also be held and used by the Organising Authority for the purposes of running the event.

35 DRONES

- 35.1 GBR Musto Skiff Class may arrange for one or more drones to film all or part of the film all or part of the event as well as racing. This may be on land and/or over water. A drone may fly within 10 meters of Crews, which each Crew consents to by registering for the event. Drones are inherently potentially dangerous, and Crews recognize this risk and should avoid any contact with them and in particular should not try to touch them.
- 35.2 Use of drones by anyone in the vicinity of the course without and in accordance with approval of the OA is prohibited.



COURSE	COURSE : WINDWARD / LEEWARD with GATE
Signal	Mark Rounding Order
2 Laps	Start – 1, 1a, 2s/2p, 1, 1a, 2p, Finish
3 Laps	Start – 1, 1a, 2s/2p, 1, 1a, 2s/2p, 1, 1a, 2p, Finish
4 Laps	Start – 1, 1a, 2s/2p, 1, 1a, 2s/2p, 1, 1a, 2s/2p, 1, 1a, 2p, Finish



Note Marks 2s/2p are not a mark of the course on the first leg and *may* not be laid at the start. Mark 2s is not a mark of the course on the final lap *may* be removed on the final lap

On the final lap, or if 'Shortened Course' is signaled upon leaving Mark 2p to port, proceed to finish line. This changes rule 32.2