



The MUSTO SKIFF Open Meeting Guidelines

Version: November 2020

1. PREAMBLE

The following are guidelines and suggestions for running a successful MUSTO Skiff Open Meeting. They are not intended to be prescriptive, just helpful. We welcome any suggestions for improvements; please let the IMSCA Secretary know. The standard format for our open meetings is a 2 day weekend, but the vast majority of this advice applies regardless of the length of event. We are forward thinking and welcome new ideas e.g. Sprint formats, a mixture of training and practice focused activities, 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 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 Class are lucky to have a lot of very experienced sailors and committee members who can provide regatta advice and support. If you would like assistance please contact the Class National event organiser, who can direct enquiries as appropriate. You will already have their details.

Alternatively, if you are thinking that you want to run a class event, please contact the National class representative, whose contact details can be found on the class website www.mustoskiff.com

2.2 MUSTO Class Fixtures Secretaries

In most countries there are separate fixtures secretaries. 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. If you do not have their details, contact the National class representative, whose contact details can be found on the class website www.mustoskiff.com

In the UK, for Scotland, Northern Circuit and Southern Circuit the current positions are held by:

- [Dave Poston](#) Southern Circuit Co-ordinator
- jonathan.g.shelley@pwc.com Northern & Scottish Circuit Co-ordinator

Latest contact details can be found on the class website:

<http://www.mustoskiff.com/contact/gbr-committee/>

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 World Sailing's Addendum Q (<https://www.sailing.org/tools/documents/AddendumQversion20190101-24621.pdf>). A standard set of SIs can be obtained from the class secretary by contacting secretary@mustoskiff.com

3.5 Class Flag

The Class 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, WS RRS. There is normally one discard (excluded score) in a series where more than two races are sailed, and two discards when more than 9 races are sailed.

3.7 Penalty

The class has opted to use the one turn penalty in place of two turns.

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/course. 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 to 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 sea state (particularly in tidal conditions), launching/ recovery situation and size of the rescue fleet. Anything above 25 knots sustained is sketchy. If you are unsure consult with the fleet, they are experienced and generally sensible

4. EVENT GUIDELINES

4.1 Launching/ Recovery

Launching and recovering MUSTO's 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, as well as making the difference between getting the fleet launched or not. 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, Tim Ollins, whose excellent pictures are a great for publicising our class, your club and the even. It will be beneficial to everyone if a space can be found for him in a suitable RIB. As competitors we accept that to have good photos we will have to suffer the occasional bit of bad wash from the RIB. Tim is very experienced with the Class; the RIB driver can liaise with Tim 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). A number of partners often attend and are happy to help/get involved. 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 comms@mustoskiff.com, preferably in spreadsheet format.

5. FEEDBACK

If you would like to comment on these guidelines or, please e-mail Secretary@mustoskiff.com.

ANNEX A to The MUSTO SKIFF- Open Meeting Guidelines

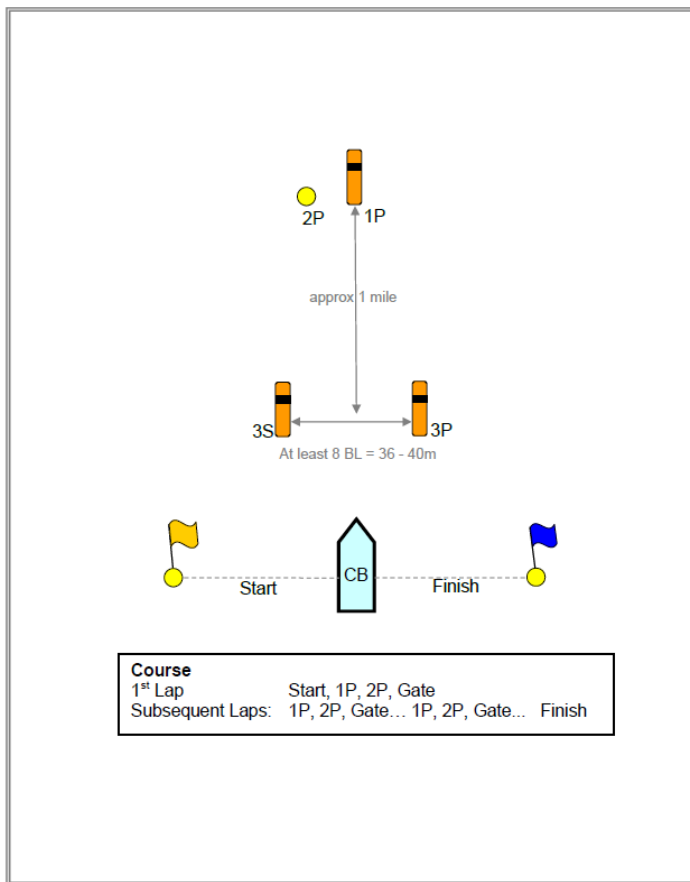


Diagram A1: Musto Skiff Standard Open Meeting Course Diagram

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