



NOTICE OF RACE

Noble Marine Musto Skiff Nationals 2021
Thursday 29th July – Sunday 1st August

Organising Authority:
Sunderland Yacht Club
in conjunction with the
UK Musto Skiff Class Association (UKMSCA)

1 RULES

- 1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2021–2024. Competitors should also note that Sunderland Yacht Club has implemented the RYA Racing Charter and competitors 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'.
- 1.2 Any amendment to this Notice of Race will be posted on the club official Notice Board and also on the website at www.sunderlandyachtclub.co.uk/ and www.mustoskiff.com
- 1.3 The RYA prescriptions will apply.
- 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 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]
 - In 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 G1.3 and others are changed as stipulated in the Class Rules.
 - 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.
 - The Sailing Instructions may also change other RRS.
- 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 presented for equipment inspection during registration.
- 1.6 Each crew shall ensure that their *support person/s* 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 RRS Appendix T, Arbitration, will apply as amended in the SIs. For UK competitors this Appendix is only available on the 'World sailing' website.
- 1.9 The notation '[DP]' denotes that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.
- 1.10 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).
- 1.11 **Competitors 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 ADVERTISING

- 2.1 Advertising is permitted in accordance with the class rules and World Sailing Regulation 20. If/when provided by the OA, boats and competitors shall carry, display or wear the following as instructed:
- 2.2.1 Event and Class sponsor advertising (remember to leave space as shown in Section H of the Class Rules);
- 2.2.2 Coloured bibs for Event and/or category leaders [NP];
- 2.2.3 Cameras and sound equipment [NP]; and
- 2.2.4 Tracking and timing system equipment [NP]:
- a) Allocated Competitors shall collect any tracking module from their assigned tracking desk before racing each day.
- b) On return to shore competitors shall within the protest time limit return the tracking module to the same place that they received it.

3 ELIGIBILITY AND ENTRY

- 3.1 The Regatta is open to all boats of the MUSTO Skiff Class. Remember your obligation to comply with the Class Rules.
- 3.2 To be eligible to compete the Crew must be an existing member of the IMSCA.
- 3.3 A maximum of 60 boats may be accepted to enter (having regard to current Guidelines); entries will be accepted on a first entered and paid basis, the UKMSCA decision is final. A waiting list of later entries may be maintained, and the number of competitors may be increased/decreased depending on Government guidelines.
- 3.4 Eligible boats shall enter by completing the on-line entry form and making payment via <https://www.sunderlandyachtclub.co.uk/event/must-skiff-nationals>
- 3.5 A Parent/Guardian Consent and Supervision Form must be completed and signed by the Parent or Guardian of any competitor under the age of 18 on the last day of the event and emailed to secretary@sunderlandyachtclub.co.uk prior to registration.
- 3.6 Competitors shall register and complete all required measurement formalities before racing.
- 3.7 By entering and also by registering for the Event, each competitor certifies that they are in good health and do not have any symptoms of Covid19 or any other transmittable disease. Each competitor undertakes that in the Event that they do display any symptoms of Covid19, they will immediately leave the venue and will not return until they have obtained a negative test for Covid19 from a certified testing facility, and otherwise complied with Government Guidelines. That competitor shall also immediately notify the OA by email with details of the symptom and then when available, the test results to secretary@sunderlandyachtclub.co.uk
- 3.8 Competitors will, prior to the event, be assigned a tally number. There will be a Tally Board in the compound that will for each boat have a trolley tally and a helm tally. On arrival, take the trolley tally and attach it to your trolley. Do not take the helm tally at this stage. On race days, the tally board may be placed at the top of the slipway. Prior to launching each competitor

shall take their tally and return it to the board after racing.

4 ANTI-DOPING

- 4.1 Please note that you may be tested under World Sailing regulation 21.16 Anti-Doping Code by the Royal Yachting Federation or its representatives.

5 FEES

- 5.1 The entry fee is £135. If the regatta has to be cancelled, then the UKMSCA may retain a portion of the Fee, including to pay residual costs.
- 5.2 Meal tickets at SYC (Thurs/Fri and Sat) and off-the-water snacks will be included in the entry fee.
- 5.3 Entry fees should be paid using the method referred to in NOR 3.4.

6 SCHEDULE

Day	Date	Event	Time
Thursday	29th July	Competitor Briefing	(possibly by video –details to follow if so)
		Warning Signal – 3 races scheduled	12.55
Friday	30 th July	3 races scheduled	10.55
Saturday	31 st July	3 races scheduled	10.55
Sunday	1st August	3 races scheduled	10.15 (Last warning signal no later than 15.00pm)
		Prize Giving	As soon as possible after racing

- 6.1 The Championship will consist of a maximum of 12 races.
- 6.2 One extra race per day may be sailed **No more than 4 races will be sailed on any day.**
- 6.3 Time limits (for first boat) will be as follows:

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

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. If no boat finishes the course (as set/shortened) within the Time Limit, the Race Committee shall have a discretion whether to abandon that race, so long as it is generally fair and the first boat finishes within an additional 6 minutes; if either of these criteria is not met, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

- 6.4 No warning signal will be made after 15:00 on Sunday 1st August 2021.
- 6.5 Races on any day may be sailed back to back.
- 66 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, 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.

7 EQUIPMENT INSPECTION

- 7.1 The OA, Measurer, and representatives of the IMSCA may weigh, measure or inspect any boat and/or equipment and sails before, during or after any race at their discretion.
- 7.2 Chartered or loaned boats shall display the sail number corresponding with the number of the hull or, if the helmsman is using a sail from his own boat, that sail number. This changes RRS

8 SAILING INSTRUCTIONS (SIs) & NOTICES

- 8.1 The sailing instructions will be available on www.sunderlandyachtclub.co.uk and www.mustoskiff.com before the event.
- 8.2 While every effort will be made to ensure that the Sunderland Yacht Club and Musto Skiff websites have current and accurate information, this cannot be guaranteed. A UKMSCA WhatsApp group will be established for the Event and all notifications and amendments will be posted on that WhatsApp group, including a copy and all amendments (if any) to the SIs, protest notifications, and results. It is also hoped that a daily announcement will be made on this group

9 VENUE, RACE AREA AND COURSES

- 9.1 The venue will be Sunderland Yacht Club. Location and details can be found at www.sunderlandyachtclub.co.uk
- 9.2 The racing area will in Whitburn Bay
- 9.3 The diagram in Annex 1 shows the course options, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.4 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 numeral 2, 3 or 4 to indicate the number of laps to be sailed, corresponding to LA2, LA3 or LA4 as shown on Annex 1.
- 9.5 The gate may be replaced by a single mark in which case it is to be left to port.

10 SCORING

- 10.1 Three (3) races are required to be completed to constitute a Championship series
- 10.2 The Low Point System of RRS Appendix A will apply. Each boat's score will be as follows:
 - 10.2.1 For fewer than four races sailed, a boat's series score will be the total of her race scores.
 - 10.2.2 When four to eight races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
 - 10.2.3 When nine or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.

11 PROTEST COMMITTEE

- 11.1 The Organising Authority will appoint a Protest Committee.
- 11.2 Competitors are encouraged to use the Arbitration system if they are involved in a protestable incident.

12 PENALTY SYSTEM & DAMAGE

- 12.1 The Two-Turns Penalty is replaced by a One-Turn Penalty.
- 12.2 Any issue of liability or claim for damages arising from an incident while a boat is bound by RRS shall be subject to the jurisdiction of the courts and not considered by a protest committee. A decision of a protest committee shall not be determinate of fault for damage purposes.
- 12.3 A boat that takes a penalty or retires does not thereby admit liability for damages or that she has broken a RRS.

13 PRIZES

- 13.1 The overall winning boat will be awarded the first-place trophy and the title "National Champion". Additional prizes may be awarded depending on fleet size and categories (e.g. age groups etc).

14. RADIO COMMUNICATION/ RECORDING EQUIPMENT [DP]

- 14.1 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.
- 14.2 Boats are allowed to carry video recording equipment attached to any part of the boat, provided this equipment is not remotely controlled.

15 RISK STATEMENT

- 15.1 Competitors participate in the regatta entirely at their own risk and they are solely responsible for their own safety. We draw your attention to RRS 3 which states “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.
- 15.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor 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 competitors briefing held for the event.
- 15.3 The fact that race officials may conduct inspections of a boat does not reduce any crew’s responsibilities.
- 15.4 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. It is for competitors 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 competitors 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.
- 15.5 The provision of patrol boats, race officials, support, and equipment inspection does not relieve owners and competitors of their responsibilities.

16 INSURANCE

- 16.1 Each participating crew/boat warrants that he/she shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 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.

17 RIGHTS AND COPYRIGHT

- 17.1 By entering and participating in this event, each competitor and his/her supporters grant to

the OA, the National and International Class Associations, Ovington Boats and the 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, and reproductions and edits of them and/or their boat/s made during the championship from time to time on and off the water, and of all of his/her data, information and material related to the championship, including their name, without compensation.

18 DATA PROTECTION

- 18.1 In order to manage the events and Class, information provided by competitors 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.

19 DRONES

- 19.1 UKMSCA may arrange for one or more drones to film all or part of the racing. You consent to drones flying within 10 meters of you and other competitors. Drones are inherently potentially dangerous, and competitors recognize this risk and should avoid any contact with them and in particular should not try to touch them.
- 19.2 Use of drones by anyone in the vicinity of the course without and in accordance with approval of the OA is prohibited.

20 SUPPORT BOATS & SUPPORT PERSONS [DP]

- 20.1 Support and coach boats for individual boats or teams are not permitted. The UKMSCA and/or OA may arrange one or more boats to carry spare parts, emergency items and drinks for use by all crew.

21 BERTHING AND TRAILER STORAGE [DP]

- 21.1 A Dinghy park will be established in the grounds of Sunderland Yacht Club. Boats shall stay within the assigned dinghy park area and road trailers may be required to be removed. Only one space is available per boat.
- 21.2 Double stacking or large trailers may be required to be moved off site. Details of trailer storage will be issued before July 28th.

22 FURTHER INFORMATION

- 22.1 Club Contacts: Sunderland Yacht Club, Old North Pier, Roker, Sunderland. SR6 0PN.
Tel: 0191 567 5133 Email: secretary@sunderlandyachtclub.co.uk
- 22.2 Class Contact: Ben Schooling email benschooling@hotmail.com
- 23.3 Website www.Sunderlandyachtclub.co.uk and www.mustoskiff.com

ADDITIONAL INFORMATION

EVENT INFORMATION

1. The Regatta Office is intended to be in the foyer of the Club house and will be open from 0900 until the expiry of the protest time limit each day from Thursday 29th July – Sunday 1st August. Registration is not required.
2. Notices to Competitors will be posted on the Official Notice Board which is located in the window area of the Regatta Office.

SUNDERLAND HARBOUR

All competitors should be aware that Sunderland is a commercial working port and regard should be given to commercial craft. (further information see Sailing Instructions)

MEMBERSHIP AND LIABILITY

All competitors will be deemed to be temporary members of Sunderland Yacht Club (SYC) during the event and as such shall abide by all the Club's rules and bye-laws. Members of the Class, their guests and visitors are entirely welcome to use the club premises and any other facilities of the club but do so entirely at their own risk.

PARKING AND CAMPER VANS AT SYC

Sunderland Yacht Club regrets that the members car parking is not available for competitors car parking. Daily car parking is available in the Council sea front Pay and Display car park adjacent to the SYC dinghy compound.

Camping, including mobile homes/camper vans is not available on the SYC premises.

DOGS AT SYC

Dogs must be kept on a short lead in the compound. Owners are required to clean up after their dogs. Dogs are permitted within the clubhouse, except in the food preparation/serving area, on a short lead and under the strictest control by the owner. If dogs are not under control, being noisy or disruptive, the owner will be asked, along with their dog(s) to leave the premises.

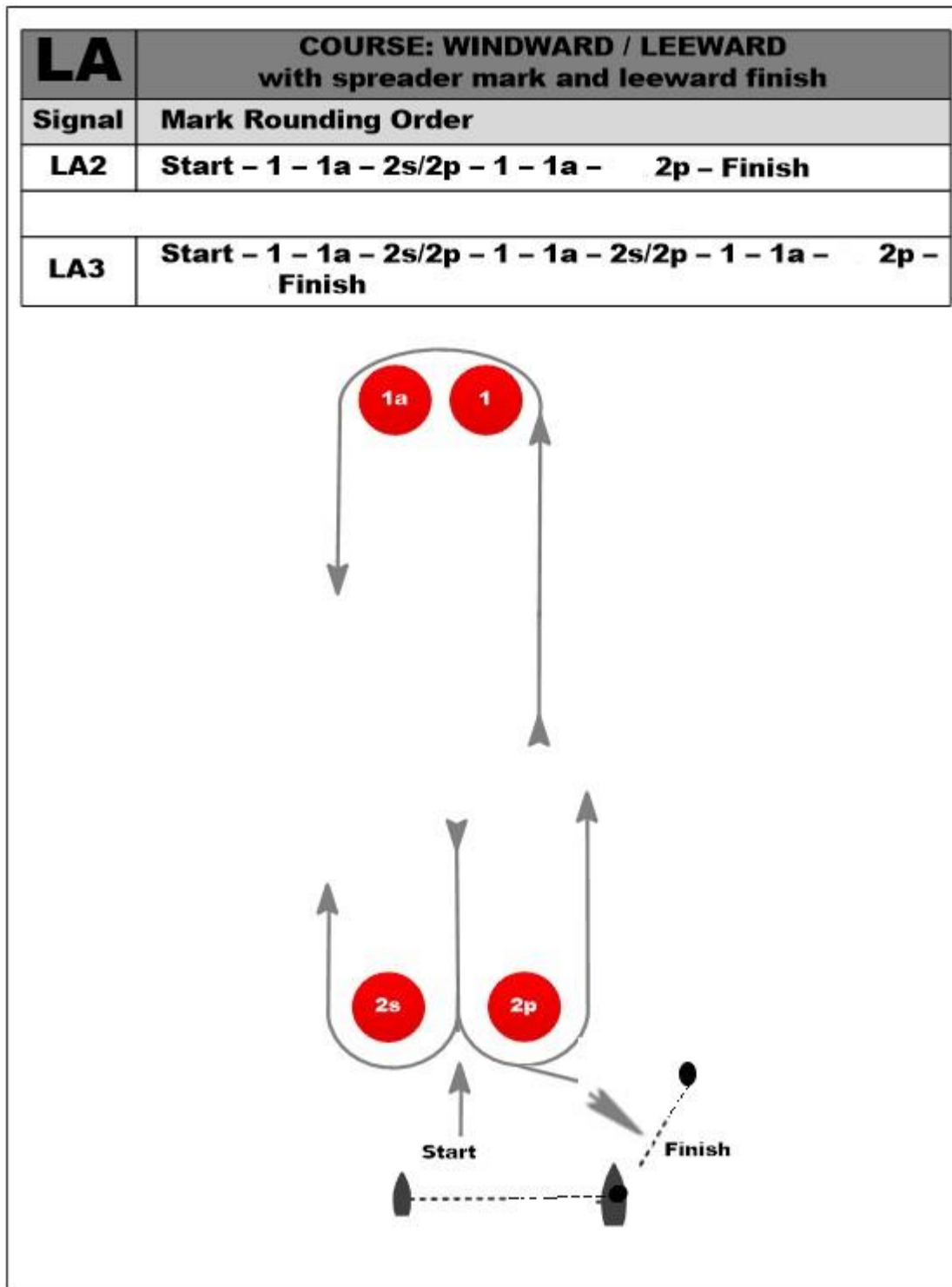
ACTIVITIES

There are plenty of external activities to entertain both adults and children in the area with plenty of attractions in the Sunderland area.

ACCOMMODATION

There is plenty of accommodation in and around Sunderland including camping ranging from tent, caravan and motor home pitches, static caravans, bed and breakfast, small hotels and holiday lets. The link below is not the only source of accommodation but it may be useful.

<http://www.sunderlandyachtclub.co.uk/ashore/local-accommodation>



RYA Racing Charter

Principles and practices

- The sport welcomes all participants; it relies largely on self-compliance and self-policing. Those that deliberately take unfair advantage of this or behave in an inappropriate manner, either on or off the water, can expect action to be taken against them.
- Competitors agree to compete in compliance with the rules and behave in accordance with accepted standards of sailboat racing. When involved in a genuine dispute, all parties to the dispute and those deciding the matter will use the established procedures for achieving resolution.
- Foul or abusive language, intimidation, aggressive behaviour, or lack of respect for others and their property will not be tolerated.
- Organizers, officials, and other providers of sailboat racing agree to provide the fairest racing possible. This includes encouraging feed-back and facilitating the resolution of genuine disputes (including protests) in a timely and proper manner.
- Support persons agree to encourage their competitors to behave in compliance with the above principles and practices.

This Charter applies equally to those who organize, manage, coach, advise, judge, provide services and compete (including those who support competitors) in sailboat racing. The RYA encourages the adoption and implementation of this Charter and provides guidance and support to individuals and organizations to assist implementation. This guidance and support is consistent with the practices of World Sailing. For further information, visit www.rya.org.uk/racingrules

APPLICATION OF RYA RACING CHARTER

Through the Racing Charter, the RYA seeks to promote fair and enjoyable racing for all.

What competitors should expect:

- Racing that, as far as possible, is fair, enjoyable and safe.
- Shore facilities, administration and race management to acceptable standards and appropriate to the event.
- A way to complain or make a suggestion, and a response to complaints and suggestions.
- Prompt resolution of any disputes.

What is expected of competitors, their coaches, managers, and supporters

- Courtesy and respect to other competitors, officials and other users of the water, both afloat and ashore.
- Compliance with the rules, and the taking of a penalty when required by the rules.
- Use of the provided services to resolve any disputes.