



SAILING INSTRUCTIONS

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

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

1 RULES

- 1.1 The regatta will be governed by the rules as set out in NOR.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board (ONB) at the Sunderland Yacht Club which is located in the Foyer.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the SIs will be posted at least 60 minutes before flag D is displayed (SI 4.3) 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

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be flown from the flag staff in the dinghy compound.
- 4.2 When AP is displayed ashore, '1 minute' is replaced with not less than 30 minutes This adds to the meaning of AP in RRS Race Signals.
- 4.3 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 the last group of boats have been released to be launched. [DP], [NP]

5 SCHEDULE

Day	Date	Event	Time
Thursday	29th July	3 races scheduled	12.55 first warning signal
Friday	30th July	3 races scheduled	10.55 first warning signal
Saturday	31st July	3 races scheduled	10.55 first warning signal
Sunday	1st August	3 races scheduled	10.15 Last warning signal no later than 15.00
		Prize Giving	As soon as possible after racing

- 5.1 The Championship will consist of a maximum of 12 races.

- 5.2.1 One extra race per day may be sailed **No more than 4 races will be sailed on any day.**

5.3.1 Time limits will be as follows:

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

- 5.3.2 If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned, this changes rule 32.1. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).
- 5.3.3 If the lead boat finishes within the Time limit, the Time Limit will be extended by 20 minutes for all other boats. This adds to and amends RRS 35.
- 5.4 No warning signal will be made after 15.00 on Sunday 1st August 2021.
- 5.5 Races on any day will be sailed back-to-back.
- 5.6.1 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.
- 5.6.2 If the RC intend to sail a 4th race in a day, Flag E will be displayed on the CB prior to the lead boat finishing and during the finishing process of race 3.
- 5.7 All times are BST.
- 5.8 To alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with a series of 5 horn sounds at least four minutes before a warning signal is made.

6 CLASS FLAG

- 6.1 The class flag will be the Musto Skiff class insignia.

7 RACE AREA

- 7.1 The racing area will be in Whitburn Bay.

8 THE COURSES

- 8.1 The diagram in Annex 1 shows the courses including the order in which the marks are to be passed and the side on which each mark is to be left.
- 8.2 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
- 8.3 The gate (mark 2p/2s) may be replaced by a single mark (2) in which case it is to be left to port.

9 MARKS

- 9.1 Marks 1, 1A, 2s and 2p will be orange inflatable buoys.
- 9.2 The start marks for a line start will be:
- 9.2.1 The Committee Boat (CB) at the starboard end displaying an orange flag.
 - 9.2.2 An orange inflatable buoy or a boat at the port end displaying an orange flag.
- 9.3 The finishing marks will be:
- 9.3.1 The CB displaying a blue flag
 - 9.3.2 A dan buoy displaying a blue flag
- 9.4 The change windward mark as provided in SI 13 will be a yellow inflatable buoy.

10 LOCAL NAVIGATIONAL REQUIREMENTS AND INFORMATION

- 10.1 In Sunderland Harbour there is a small wreck (description and location will be explained at briefing) hazard only at low tide.
- There may be local anglers on the north pier end, so care must be taken when passing the pier end.
- 10.2 All competitors should be aware that Sunderland is a commercial working port, obstructing commercial shipping may lead to a penalty.

11 THE START

- 11.1 Races will be started by using rule 26.
- 11.2 The starting line will be between the start marks as defined in SI 9.2.
- 11.3 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.

12. STARTING PENALTIES

- 12.1 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.
- 12.2 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.
- 12.3 Boats whose sail number has been displayed as per SI 12.1 or 12.2 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

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 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.
- 13.2 When a change of course is signalled indicating a change of course to mark 1, a new spreader mark (1a) will be also laid, boats shall round both the new mark 1 and mark 1a before heading towards marks 2p/2s. 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
- 13.3 Minor mark movements of up to approximately 100m may be made without signalling a change of course. This changes rule 33.

14 THE FINISH

- 14.1 The Finishing Line will be between the finish marks defined in SI 9.3.
- 14.2 The course may be shortened by the RC at the Finishing Line. In this event the CB shall display flag S with two sound signals prior to the lead boat approaching marks 2p/2s; in addition, a RC boat will be positioned adjacent to marks 2p/2s displaying K flag. All boats shall then complete the lap they are sailing and after passing mark 2p left to port proceed to the Finishing Line where they will be deemed to have finished. This applies to ALL boats regardless of whether they are on the same lap as the leading boat. This changes and is additional to RRS 32.2. 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, Appendix A and is an addition to Race Signals.
- 14.3 After some boats have finished the RC may record other boats as deemed to have finished before they cross the finish line to save time whether or not they were expected to complete the course within the time limit. A RC boat displaying flag W will proceed from the finish line towards the previous mark, make a sound signal and verbally hail the boat that they have been recorded as deemed to have finished. The RC may record boats as deemed as finishing as per this instruction at more than one leg of the course and will, if necessary, continue the back sweep around the course until all boats are recorded. When a boat finishes in accordance with this instruction she shall be given a finishing place after all boats which had previously finished and in the sequential order in the direction from the finish line. If another race is scheduled boats that have been hailed as per this instruction are required to proceed immediately to the starting area. This changes RRS 28, 32.1, 32.2, 35 and Appendix A. This action will be at the absolute discretion of the RO and this decision shall be final and shall not be grounds for redress under RRS 62.1a.

15. RETIREMENT

- 15.1 A boat that retires from a race shall notify a RC boat as soon as possible. [DP], [NP]

16. PENALTY SYSTEM

- 16.1 The two turn penalty is replaced by a one turn penalty. See NOR 12.1
- 16.2 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.

17. TARGET TIMES AND TIME LIMITS

17.1 See SI 5.3.

18 PROTESTS AND REQUESTS FOR REDRESS

- 18.1 Protest forms are available at the Regatta Office.
- 18.2 Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 18.3 The protest time limit is 30 minutes after the last boat has come ashore from sailing the last race of the day.
- 18.4 Time of last boat coming ashore will be displayed on ONB
- 18.5 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 Regatta Office beginning at the time posted.
- 18.6 Notices of protests by the RC or protest committee (PC) will be posted to inform boats under RRS 61.1(b).
- 18.7 Breaches of instructions 4.3, 15, 20, 21, 24 and 27 will not be grounds for a protest by a boat [NP]. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the PC so decides. The scoring abbreviation of a discretionary penalty will be DPI, this changes RRS 63.1, 64.1 & A5
- 18.8 On the last scheduled day of racing a request for reopening a hearing 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.
- 18.9 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.
- 18.10 Notices of Protests and redress hearings posted on the ONB shall be considered sufficient notice to all parties and witnesses. It is the responsibility of Parties to consult the ONB at or before notice expiry time before leaving the venue for the day. This changes RRS 63.2.

19 SCORING

- 19.1 See NOR 10

20 SAFETY REGULATIONS

- 20.1.1 Adequate personal flotation shall be worn at all times when afloat except briefly while changing or adjusting clothing or personal equipment by all competitors. Neither a wetsuit nor dry-suit constitutes adequate personal flotation. This amends and adds to the preamble to Part 4 of the RRS and RRS 27.1 and 40. [DP], [NP]
- 20.1.2 It is recommended that the 'Personal Flotation Device' (PFD) is worn outside all other clothing with the exception of rash vests to prevent snagging as this can assist rescue crews in the event of a competitor requiring assistance to be retrieved from the water. This amends and adds to the preamble to Part 4 of the RRS, and RRS 27.1 and 40. [NP]
- 20.2 MANDATORY TALLY SYSTEM** There will be a mandatory Tally System in place.
- 20.2.1 A Tally Number will be allocated at registration and is allocated to the boat. This number will also be attached to the boats launching trolley. [DP], [NP]
- 20.2.2 Competitors shall collect and wear their tally wrist bands before going afloat.
- 20.2.3 The Beachmaster will be in charge of the Tally Board adjacent to the slipway. Competitors shall follow instructions issued by the Beachmaster or his assistants, in the event of conflict instructions issued by the beachmaster shall prevail. [DP], [NP]
- 20.2.4 Tally bands shall be returned to their correct hook on the Tally Board as soon as competitors return to the slipway. The penalty for failure to tally-out and/or tally back 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]
- 20.3 Any injuries to competitors should be reported to a Race Committee or Patrol boat or the Beach Master as soon as possible. Any injury must be logged in the SYC accident book. [DP], [NP]
- 20.4 It is strongly advised that long hair on all crew shall be tied up or restrained to eliminate the risk of entanglement. [NP]

21 RETURNING TO THE SHORE AND PROCEDURE APPROACHING THE HARBOUR AND SLIPWAY

- 21.1 RC Boats may control access back to launching area. Any instructions must be followed by all competitors.

22. EQUIPMENT AND MEASUREMENT CHECKS

- 22.1 See NOR 7.

23. EVENT ADVERTISING

- 23.1 See NOR 2.

24. OUTSIDE HELP

- 24.1 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]

25 OFFICIAL BOATS

26 SUPPORT BOATS

- 26.1 See NOR 20.

27. TRASH DISPOSAL

- 27.1 Trash may be placed aboard support or official boats. Breaches of RRS 47 [DP].

28. RADIO COMMUNICATIONS

- 28.1 See NOR 14.

29. RISK STATEMENT

- 29.1 Boats are reminded of their responsibilities issued in the Risk Statement in NOR 15.

INSPECTIONS

The fact the race committee conducts inspections of a boat does not reduce the responsibilities of each competitor in the Notice of Race.