

Kurnell CUP February 2024 Kurnell Catamaran Club Inc

-- Sailing Instructions --

1. INTRODUCTION:

O'pen Skiff regattas run a little differently to regular sailing regattas. For those used to racing, be prepared for some surprises, and for those new to racing, enjoy the experience and most of all, remember that, first and foremost, O'pen Skiff sailing is about FUN!! Following is a summary of what we expect to accomplish with regard to "on water" sailing activities during the course of the regatta.

- 1.1 **Point Score Racing:** This section of the regatta will be just like any other apart from a few changes that will be outlined in these Sailing Instructions.
 - 1.1.1 **Split fleets:** All sailors (with their parents) decide whether they want to sail in the **Gold fleet, Silver fleet or Green fleet**. The Gold fleet includes experienced sailors that have raced before or can sail to a windward mark confidently. The Silver fleet includes sailors new to racing; they will have a similar, but shortened course with coaching assistance for boats at the rear of the fleet. Green fleet will do "off the beach" starts around a very easy short course, close to the beach. Plus, beach fun activities.
 - 1.1.2 Once a decision has been made to sail in either the Gold or Silver fleets **this cannot be altered**, without approval from the Principal Race Officer (PRO).
 - 1.1.3 Silver fleet sailors shall fly a blue ribbon from the top of their mast (provided by the organising authority).
- 1.2 **Adventure & Novelty Races:** These events may include an adventure race and other various novelty races that may involve capsized starts, le mans starts and downwind slalom courses. More information is provided on the day.
- 1.3 ADVENTURE RACES DO NOT COUNT TOWARDS THE OVERALL POINT SCORE, but spot prizes are awarded. Adventure races usually include the Gold, Silver and Green Fleets sailing 2 up together.

2. RULES ADVISORY BOATS

- 2.1 The Organising Authority shall appoint a number of Rules Advisory boats; the principal role of these boats is to provide general advice to competitors during and following the days sailing. This may include a debriefing session.
- 2.2 These boats may also provide on-water coaching to any boat at the rear of the Silver fleet, at any time before, during or after racing.
- 2.3 Rules Advisory boats also make "on the water" decisions and issue penalties. All RRS decisions are decided on the water. **Protests are not accepted.**

3. RULES

The Regatta is governed by rules as defined in *The Introductory Rules for Racing V1.01*, (Appendix 1), **as modified below:**

- 3.1 Have fun, sail fairly, and respect your fellow competitors.
- 3.2 O'Pen Skiff class rule C1.1(a) is amended to read pumping rocking and ooching are permitted, except on windward leg.
- 3.3 The hull of a boat touching a mark incurs a 360° penalty turn. Any other part of the boat or person may touch the mark without penalty.
- 3.4 Competitors must remain on or near their boat at all times.
- 3.5 When penalties are required, you must make sure you are clear of all other competitors during these manoeuvres. Failure to do so may result in a penalty.
- 3.6 Sailors may only be disqualified from a race (or event) as a result of **Gross Misconduct**, which is determined at the discretion of a Rules Advisory boat or the PRO (See Instruction 4.4 for further detail).
- 3.7 All judging will be conducted "on-the-water" by Rules Advisory Boats.
- 3.8 **Rule 10 of ISAF's Introductory Rules for Racing V1.01 does not apply** (See Instruction 4 for further detail).

4. PENALTY SYSTEM

4.1 **PROTESTS ARE NOT ACCEPTED.** RRS infringements and penalties (if any) shall be decided on the water by a Rules Advisory boat.

4.2 **The decision of any Rules Advisory boat is final.**

4.3 Rules Advisory boats carry a red Penalty Flag. Any boat observed committing a rules infringement will be identified by sail number, shown the Penalty Flag, and be required to execute a 360° penalty turn (one tack and one gybe in a continuous direction). Failure to complete this penalty turn at the first reasonable and safe opportunity will result in another penalty turn (total 720°).

4.4 **Gross Misconduct** may include, but is not limited to:

- Repeated infringement of rules,
- Disrespect of the "Black Flag", if flown during the starting sequence,
- Disrespect of the decision(s) of a Rules Advisory boat, or
- Sailing that is considered "dangerous" by a Rules Advisory boat.

Gross Misconduct may result in exclusion from the race and/or regatta.

4.5 Sailors are encouraged to approach Rules Advisory boats at any time outside the running of an actual race, if they are unclear about the rules or require clarification.

4.6 ***In the true spirit of fair competition sailors are expected to govern their own sailing. That is, if you know you have broken one of these simple rules, then you should make a penalty turn, whether or not your infringement was seen by the Rules Advisory boats.***

5. SCHEDULE

The priority for the weekend is to complete a number of "Point Score" races. The number of races sailed is determined by time and actual/forecast wind/weather constraints. Races will only take place should Race Officials decide it is safe to do so and there is sufficient time.

6. SIGN ON and OFF

6.1 Skippers are responsible for nominating their intention to race on the Race Nomination form prior to the start of each Race Session.

6.2 A boat that has not been nominated is considered a non-competitor for that race session and score DNC.

6.3 Crew members shall be listed on the nomination form.

6.4 Where multiple races are held "back-to-back", "Sign On" is required once only, prior to leaving the shore before that race session.

6.5 Skippers are required to "Sign Off" within 30 minutes of finishing the final race of the race session.

7. RETIREMENT

Competitors that do not finish or retire shall, on returning to shore, notify a Race Officer as soon as possible.

8. SAFETY

8.1 Races shall not be started, or continued, if the PRO determines that the wind speed has exceeded 22 knots and/or safety of competitors is compromised. In this respect, sailors "on the water" may be directed to shore at any time. This decision rests solely with the PRO.

8.2 **It's required that all competitors wear an Australian Standards Approved Type 1, 2 or 3 Personal Flotation Device. Failure to do so may be considered "Gross Misconduct" by a Rules Advisory boat or the PRO.**

9. COURSES

9.1 A diagram of the course(s) is displayed at the briefing.

9.2 Course length(s) are managed to result in the leading boat finishing in approximately 20 mins.

10. START SEQUENCE

10.1 The start sequence is as described in IRRS 2017-2020:

Signal	Flag and Sound	Minutes before Start Signal
Warning	Class Flag, 1 sound	3
Preparatory	P or Black Flag , 1 sound (I and Z flags not used)	2
One Minute	P or Black Flag Removed, 1 long sound	1
Start	Class Flag Removed, 1 sound	0

10.2 Rule 29.1 with regards to “Individual Recalls” is modified as follows:

- In addition to the "X" Flag displayed on the starting boat, the Rules Advisory boat(s) may inform a competitor that they were OCS and direct they make a penalty as below.
- The Rules Advisory Boat(s) are to, at their discretion, penalise according to the length of the early start: either 360° or 720° or “re-start” around either end. The objective of this rule is that no competitor sails the entire course only to find out on return to shore that they were OCS and therefore disqualified from the race.

11. SCORING

11.1 The Low Point System of Appendix A shall apply.

11.2 1 result may be discarded for every 4 races completed.

11.3 2 races are required to be completed to constitute a valid series

Remember: **HAVE FUN, SAIL FAIRLY AND RESPECT YOUR FELLOW COMPETITOR!**

We recommend that all those sailors new to sailing events study the website <http://www.newtosailing.com/> for more information.