



2024 NEW ZEALAND O'PEN SKIFF NATIONAL CHAMPIONSHIPS

17-21 April 2024

The Organising Authority is:
Manly Sailing Club,

SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 The Yachting New Zealand Safety Regulations Part 1 shall apply. In addition, all competitors shall wear water sports safety helmets whilst on the water.
- 1.3 The "Umpired Fleet Racing, Open Skiff Edition, **Version:** May 17, 2021" detailed in Addendum D, shall apply.
- 1.4 RRS Appendix T, *Arbitration*, will apply.
- 1.5 Coaching assistance from the official coach vessel(s) is permissible for competitors in the Development and Silver Fleets that are obviously struggling near the back of the fleet and any such communication shall not be considered outside help. This changes rule 41. See also SI 23.2.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the online official notice board located at www.manlysailingclub.org.nz.

3.2 The race office is located upstairs at Manly Sailing Club.

3.3 The initial briefing will be held in the marquee.

4 CODE OF CONDUCT

4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the flag pole in front of Manly Sailing Club.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

5.3 [DP] Flag D with one sound means 'Boats shall not leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed.'

6 SCHEDULE OF RACES

6.1

<i>Day/Date</i>	<i>Number of races</i>	<i>Target Time Gold fleet</i>	<i>Time of First Warning Signal</i>
Fri 19th April	4	25mins	10:55
Sat 20th April	3	25mins	10:55
Sun 21st April	3	25mins	10:55

6.2 One extra race per day may be sailed, provided that no fleet becomes more than one race ahead of schedule and the change is made according to SI 2.1.

6.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least **three** minutes before a warning signal is made.

7 FLEETS

7.1 This event has the provision for up to three fleets (Development, Silver and Gold) depending on entry numbers. Where the entry numbers are less than 40, Gold and Silver will start together. If more than 40 entries, **Gold and Silver** will start in their own Fleets. Regardless of entry numbers, Development fleet will be sailed as their own fleet.

7.2 Competitors shall nominate which fleet they want to sail in. See NoR addendum 1 for guidelines on fleet assignment. Only gold fleet is eligible for the National Championships.

7.3 Silver fleet sailors will be identified by bibs provided by the organising authority.

7.4 A Competitor cannot change fleets unless approved by the Race Committee.

8 CLASS FLAGS

8.1 The class and fleet flags are:

Class/fleet	Flag
Gold Fleet	Yellow with logo
Silver Fleet	Blue with logo
Development Fleet	Pink with logo

9 RACING AREA

9.1 SI Addendum A shows the location of the racing areas.

10 COURSES

10.1 The diagrams in SI Addendum B show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

10.2 If one of the following flags is displayed with or before the warning signal, in addition to sailing the course, sailors are to perform a freestyle manoeuvre on leg 1-2. The umpires may penalise failure to complete these manoeuvres as per UF 3.5(b). The manoeuvres shall be:

- Green flag – Stand-up all the way between the two tear drop buoys.
- Yellow flag - Perform a one-turn penalty between the two tear drop buoys.
- Red flag - capsized (mast head touches the water) between the two tear drop buoys.

11 MARKS

11.1 Mark descriptions are as follows:

Mark	Description	New mark description as provided in SI 13
1	Large orange cylinder	Red cylinder
2, 2s/2p	Yellow triangle	Red cylinder
3, 3s/3p	Yellow pillars	Red cylinder
4	Yellow triangle	Red cylinder
5	Yellow triangle	Red cylinder

Start – Starboard End	Staff with orange flag on signal vessel
Start – Port End	Tall white cone with Red Cap
Finish – Starboard End	Staff with blue flag on signal vessel (courses 1 & 2)
Finish – Port End	Orange tear drop (courses 1 & 2)
Finish – Starboard End	Orange tear drop (courses 3 & 4)
Finish – Port End	Staff with blue flag on signal vessel (courses 3 & 4)

11.2 In the event that a gate mark is missing and has not been replaced with an object displaying flag M, the remaining mark shall be rounded to port.

12 THE START

12.1 Races will be started by using RRS 26 with the warning signal made **three (3)** minutes before the starting signal.

<i>Minutes before starting signal</i>	<i>Visual Signal</i>	<i>Sound Signal</i>	<i>Means</i>
3	Class Flag	One	Warning Signal
2	Preparatory flag	One	Preparatory signal
1	Preparatory flag removed	One long	One minute
0	Class Flag removed	One	Starting signal

12.2 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.

12.3 **[DP][NP]** Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

12.4 A boat that does not start within 2 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

13.1 To change the next leg of the course, the race committee will lay a new mark (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.

14 THE FINISH

14.1 The finishing line is between a staff displaying a blue flag on the finishing mark at the starboard end and the course side of the port end finishing mark (courses 1 and 2) and between a staff displaying a blue flag on the finishing mark at the port end and the course side of the starboard end finishing mark (courses 3 and 4).

15 PENALTY SYSTEM

15.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

15.2 RRS Appendix P applies with the Two-Turns penalty replaced by the One-Turn Penalty.

15.3 RRS P2.3 does not apply and RRS P2.2 is changed so that it applies to any penalty after the first one.

15.4 If a boat is penalised under Appendix P2 after she has finished, she shall be given a scoring penalty of 10% without a hearing but her score will not be worse than the score for a DSQ.

16 TIME LIMITS [AND TARGET TIMES]

16.1 The Race Time Limit (see RRS 35) and Target Times are shown in the table below:

Class/Fleet	Target Time	Race Time Limit
O'Pen Skiff Gold	25 mins	40 mins
O'Pen Skiff Silver	20 mins	35 mins
O'Pen Skiff Development	15 mins	25 mins

16.2 The race committee may award a finishing score to a boat that is still racing by displaying to her from a committee vessel (which may be in motion) flag W with one sound signal. A boat so notified is no longer required to sail the course (changing rule 28), shall stop racing and shall return to the starting area, or return ashore if there is no more racing. A finishing score under this Sailing Instruction will be the score she would have received had she sailed the course and finished within any time limit, without gaining or losing any place. However, when two or more boats that are overlapped are notified, they will be scored as if they were tied.

16.3 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17 HEARING REQUESTS

17.1 For each fleet, the protest time limit is 60 minutes after the last boat in that fleet finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.

17.2 Hearing request forms are available from the race office.

17.3 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 a location specified in the notice, beginning at the time posted.

17.4 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.

18 SCORING

18.1 When fewer than five (5) races have been completed, a boat's series score will be the total of her race scores (but will not be a series for a national championships).

18.2 When from five to eight races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

18.3 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.

19 SAFETY REGULATIONS

19.1 [DP][NP] Check-out and check-in ashore will be as follows:

19.2 [DP][NP] Competitors shall individually check-out before racing by personally signing check out sheets located next to the boat ramp.

19.3 [DP][NP] Competitors shall individually check-in immediately on returning to shore after racing by personally signing check-in sheets located next to the boat ramp

19.4 [DP][NP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 Substitution of competitors is not allowed.

20.2 [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the race committee or protest committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

21 EQUIPMENT AND MEASUREMENT CHECKS

21.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

21.2 [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

22 OFFICIAL VESSELS

22.1 Official vessels will be identified as Manly Sailing Club RIBs.

23 [DP][NP] SUPPORT TEAMS

23.1 Except when requested to participate in rescue operations, team leaders, coaches, and other support persons shall stay outside areas where boats are racing and are restricted to a 5 knot speed

limit and 'no wake' provision, from the time of the preparatory signal for the first start of a sequence of starts until all boats have finished or the race committee signals a postponement or abandonment of all races. The areas the boats are racing in is defined as the area inside the course and within 100 metres of any mark, lay line, starting line, finishing line or any area where any boat that is racing, is sailing, or may sail.

23.2 Silver Fleet: Coaches and support vessels may follow the last boats in the fleet for the purpose of coaching and quick response. Vessels shall remain clear of Gold Fleet boats when sailing a shared course.

23.3 Attention is drawn to the relevant local council bylaws regarding the wearing of lifejackets and other restrictions.

23.4 All official and support vessels shall always have an engine safety cut out switch (kill cord) attached to the driver while the engine is running, unless prior written exemption has been provided by the Organising Authority.

23.5 When flag V (with a long sound signal) is displayed on a committee vessel all support vessels are requested to remain afloat and assist all sailors (see RRS 37).

24 BERTHING

24.1 [DP][NP] Boats shall be kept in their assigned areas while in the boat park.

24.2 Boats and support vessels shall be launched as indicated in Addendum C.

25 PRIZES

25.1 Prizes will be given as detailed in the NoR.

26 RISK STATEMENT

26.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

27 INSURANCE

27.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$1,000,000 per incident or the equivalent.

Addenda:

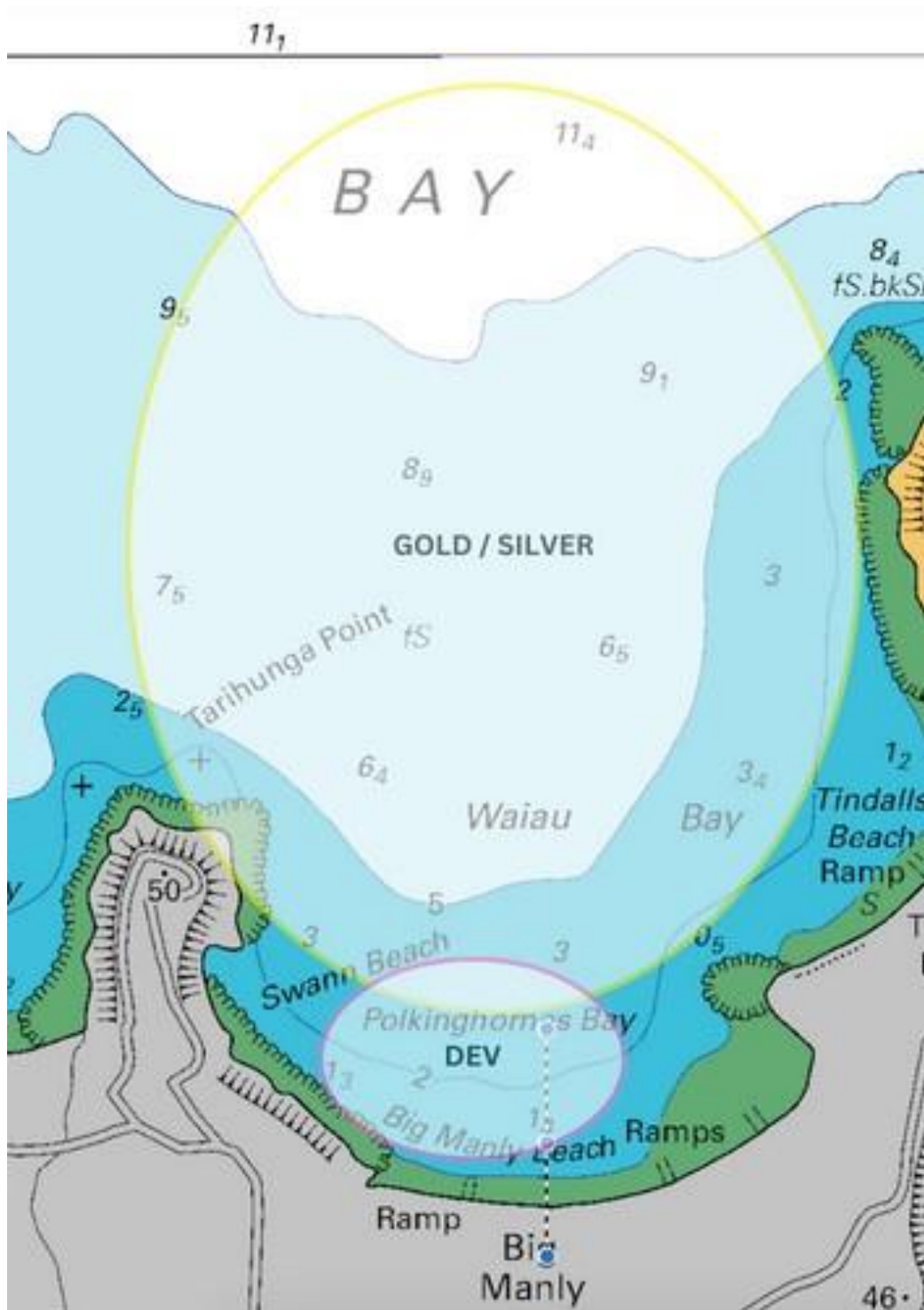
Addendum A Racing Areas

Addendum B Courses

Addendum C Launching

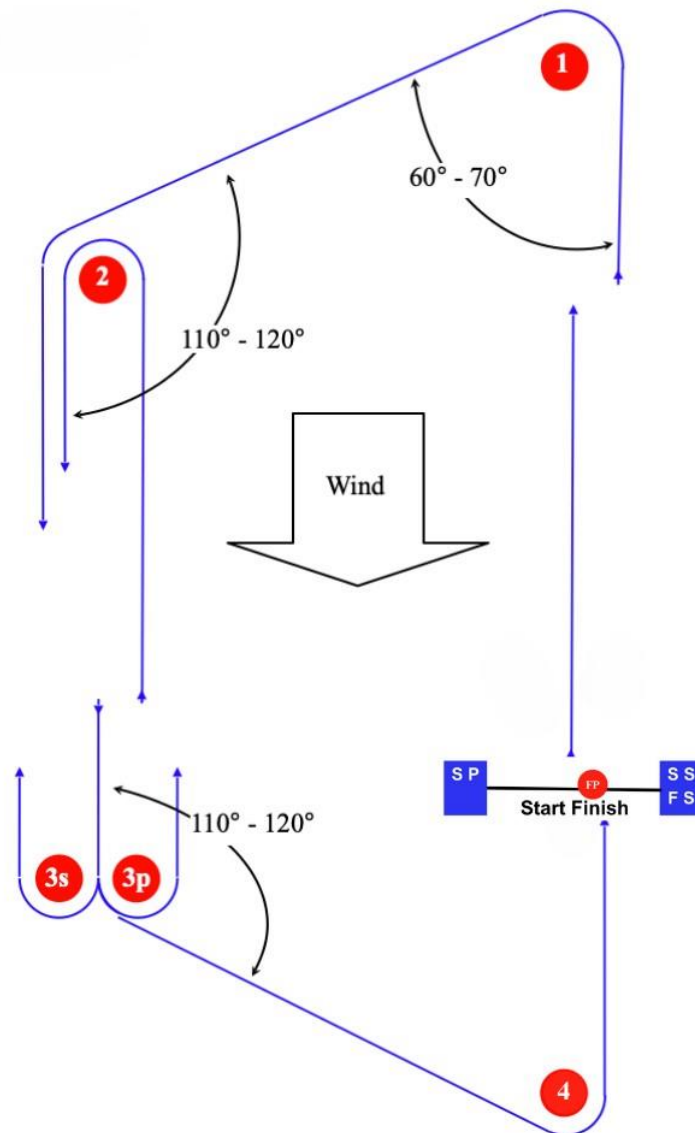
Addendum D Umpired Fleet Racing

Addendum A – Location of Fleet Race Areas



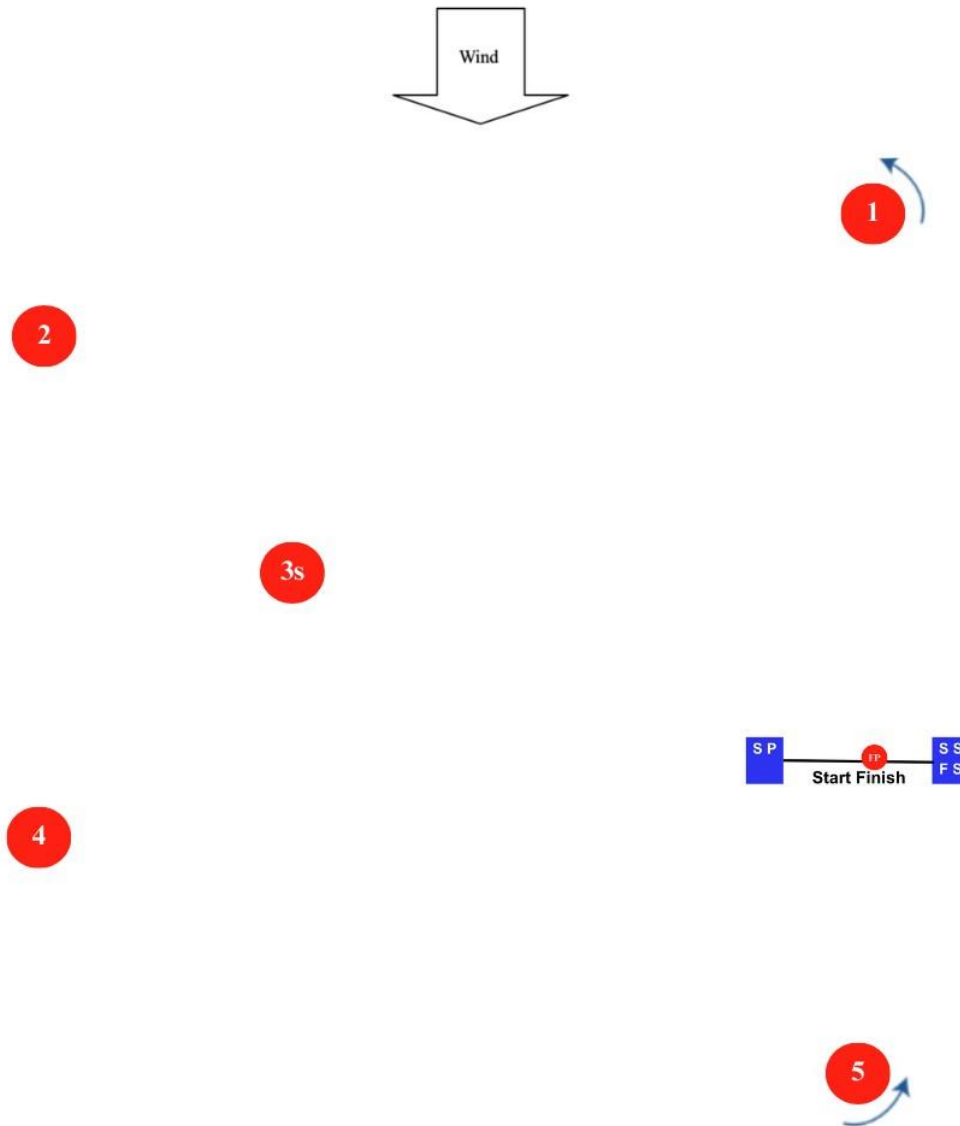
Addendum B

Course 1: Trapezoid



Gold: Start - 1 - 2 - 3S/3P - 2 - 3P - 4 - Finish
Silver: Start - 1 - 2 - 3P - 4 - Finish

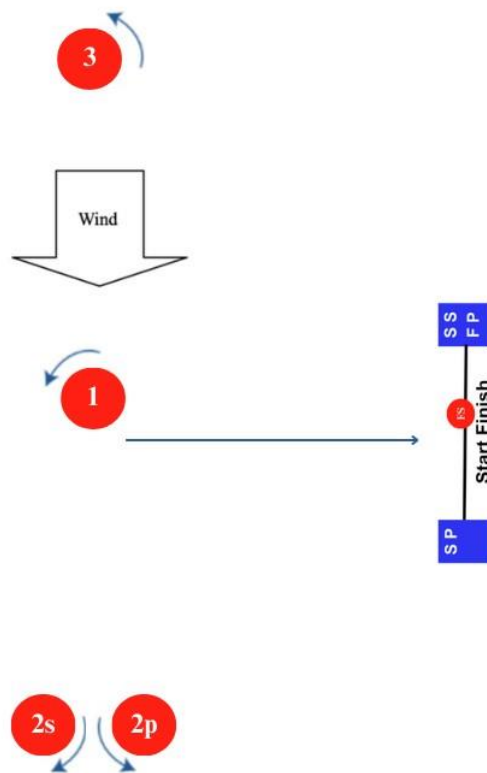
Course 2: Slalom



Gold: Start 1 - 5 - 1 - 2 - 3S - 4 - 5 – Finish

Silver: Start -1 - 2 - 3S - 4 - 5 - Finish

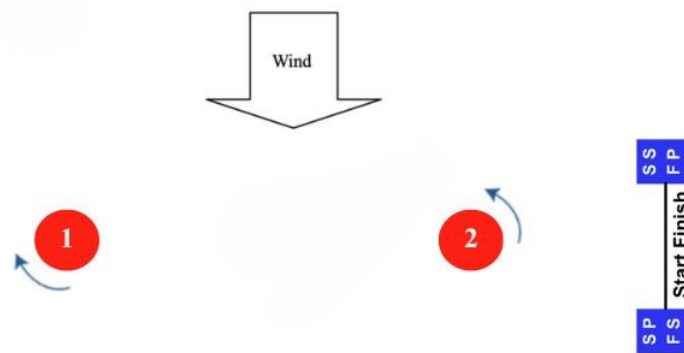
Course 3 (breezy conditions (e.g. 15-25 knots))



Gold: Start - 1(port) - 2s/2p - 3(port) - 2s/2p - 3(port) - 1(port) - Finish

Silver: Start - 1(port) - 2s/2p - 3(port) - 1(port) - Finish

Course 4 (Development only):



Start – 1 (starboard) – 2 (port) – 1 (starboard) – Finish
(These marks will be orange tear drop buoys)

Addendum C - Launching



Addendum D

APPENDIX UF

UMPIRED FLEET RACING

Open Skiff Edition

Version: May 17, 2021

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: 'A boat taking a penalty or maneuvering to take a penalty is not sailing a *proper course*.'

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.'

UF1.3 Rule 14 is replaced with:

AVOIDING CONTACT

14.1 If reasonably possible a boat shall

- (a) avoid contact with another boat,
- (b) not cause contact between boats, and
- (c) not cause contact between a boat and an object that should be avoided.

However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*.

UF1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for *room* to tack, repeatedly and clearly pointing to windward; and
- (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 Rule 70 is deleted.

UF1.6 Test rules

(a) The definition *Mark-Room* is changed to:

Mark-Room Room for a boat to sail her proper course to round or pass the mark on the required side.

However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.

UF2 CHANGES TO OTHER RULES

UF2.1

Rule 28.2 is replaced with

28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next mark or crossed the finishing line to *finish*.

UF2.2 Spare

UF2.3 Spare

Rules P1 to P4 shall not apply.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 In this appendix, 'a penalty' will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

UF3.2 The first sentence of rule 44.1 is replaced with: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31'

UF3.3 On Water Protests by Boats and Penalties

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously raise a hand at the first reasonable opportunity for each..

The protest flag is not required for Open Skiff Class events.

- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat:
- (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,
 - (6) fails to comply with rule UF2.1 (rule 28.2,
- an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,

- (b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 After boats have finished, the race committee will inform competitors about the results on the official noticeboard.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 SPARE

UF5.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall inform the race committee immediately after finish

UF5.4 The time limit defined in rule UF5.3 also applies to protests under rule UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.

UF5.6 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.

UF5.7 The first three sentences of rule 64.2 are replaced with: 'When the protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'

UF5.8 Other than action by a Protest Committee under rule 69.2:

- (a) SPARE
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
- (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.

UF5.9 The race committee will not protest a boat.

UF5.10 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.

UF5.11 The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.

UF5.12 Rule 66.2 is changed to 'A party to the hearing under this appendix may not ask for a reopening.'

***APPENDIX UF UMPIRED FLEET RACING Open Skiff
Edition***

Version: May 17, 2021