

HARKEN®

SAILING INSTRUCTIONS

Harken Musto Skiff Nationals

9th to 12th August 2018

Organising Authority: Castle Cove Sailing Club

in conjunction with the Musto Skiff Class Association

1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing 2017 - 2020 (RRS) and the appropriate class rules.
- 1.2 RYA National Prescriptions will apply.
- 1.3 Racing rule RRS40 will be changed as follows:
(a) RRS40: An adequate personal flotation device to a minimum of 50N must be worn at all times whilst afloat. Wet suits and dry suits do not constitute an adequate personal flotation device. International Code Flag Y will not be displayed.
- 1.4 If there is a conflict between the Notice of Race and the Sailing Instructions then the Sailing Instructions shall take precedence.

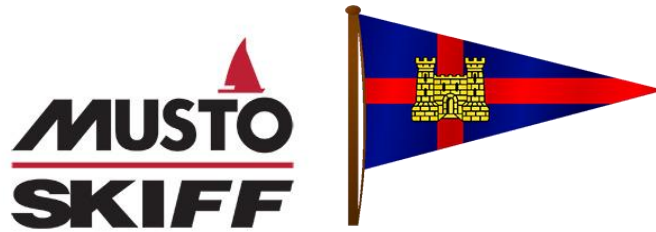
2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice boards which will be the Race Office window located in the Clubhouse and visible from the balcony.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the Sailing Instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect. The changes will be numbered sequentially and indicated by flying flag 'L' together with the appropriate numeral pennant.

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4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the Club flagpole next to the Clubhouse.
- 4.2 Boats shall not leave the slipway until Flag D is displayed ashore with one sound. The warning signal will be made not less than 30 minutes after flag D is displayed if racing is to be in Portland Harbour and not less than 60 minutes if racing is to be in Weymouth Bay. Boats are requested not to leave the beach until this signal is made.
- 4.3 When flag AP is displayed ashore one minute is replaced with not less than 30 minutes after it is lowered if racing is to be in Portland Harbour and not less than 60 minutes if racing is to be in Weymouth Bay.

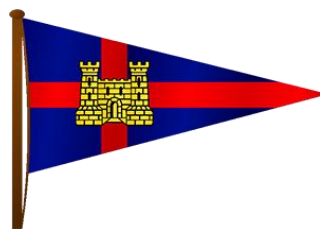
5 SCHEDULE OF RACES

- 5.1 Fleets: The championship fleet will be subdivided into Gold, Silver and Bronze fleets which will all race together. The MSCA Class Secretary will determine the composition of the Gold, Silver and Bronze fleets after the first day of racing based upon the competitor’s performance after the first day of racing and previous performance.
- 5.2 The competitors briefing will take place at 11:00 on Thursday 9th August 2018 at CCSC (balcony or in Clubhouse). Further briefings will be held as follows:

Friday 10th August: 09:30
 Saturday 11th August 09:30

- 5.3 Races:

Day	Date	Event	Time
Wednesday	8 th August	Registration	18:00 to 20:00
Thursday	9 th August	Registration	09:00 to 12:00
		Competitor and Social Briefing	11:00
		Warning Signal – 3 races scheduled	13:00
Friday	10 th August	Competitor Briefing	09:30
		Warning Signal - 3 races scheduled	11:30
Saturday	11 th August	Competitor Briefing	09:30
		Warning Signal – 3 races scheduled	11:30



Sunday	12 th August	Warning Signal - 3 races scheduled	10:30
		Prize Giving	As soon as possible after racing

- 5.4 Races will be sailed back to back.
- 5.5 One extra race per day may be sailed, provided that the regatta does not become more than one race ahead of schedule and the change is made according to SI 3.
- 5.6 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed at least two minutes before a warning signal is made.
- 5.7 On the last day of the regatta no warning signal will be made after 15.00.

6 CLASS FLAGS

- 6.1 The Class flag will be a white flag bearing the Musto Skiff logo.

7 RACING AREA

- 7.1 Racing will take place in Portland Harbour or Weymouth Bay.
- 7.2 Flag P, indicating racing will take place in Portland Harbour, or flag W indicating racing will take place in Weymouth Bay will be displayed ashore two hours before the first Warning Signal.

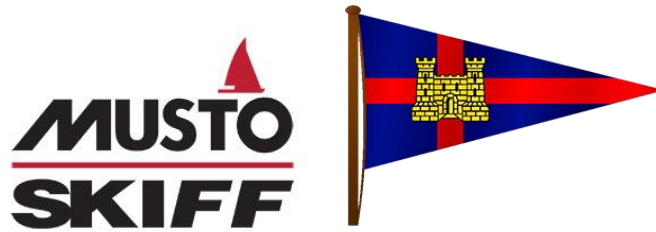
8 THE COURSES

- 8.1 The diagrams in Addendum A show the courses, including the order in which 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 will display the course to be sailed and the number of laps.
- 8.3 A spreader mark 1a will be used at the windward mark.

9 MARKS

- 9.1 Marks 1, 2A and 2B will be orange inflatable race marks.
- 9.2 Mark 1a will be a dan buoy with a red flag.

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9.3 The Start mark will be a dan bouy with two red flags.

9.4 The Finish mark will be a dan bouy with a blue flag.

10 THE START

10.1 The races will be started as follows:

5 minutes before starting signal, Class Flag = warning signal

4 minutes before the starting signal, P, I, U or Black flag = preparatory signal

1 minute before the start preparatory signal flag removed = 1 minute

Starting signal, Class flag removed = start.

10.2 The starting line will be between a staff displaying an orange flag on the Committee boat at the starboard end and a dan bouy displaying two red flags at the port end.

10.3 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4.

11 CHANGE OF THE NEXT LEG OF THE COURSE

11.1 To change the next leg of the course, the Race Committee will move the original mark (or finishing line) to a new position.

(a) If the direction of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and a green triangle for a change to starboard or a red rectangle for a change to port.

(b) If the length of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and a '-' if the length will be decreased or a '+' if it will be increased.

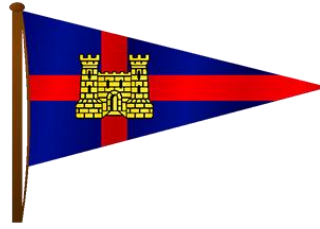
(c) Subsequent legs may be changed without further signalling to maintain the course shape.

12 SHORTENING COURSE

12.1 Courses may be shortened:

(a) either when the leading boat approaches Mark 1 in accordance with RRS 32.2 or

(b) when the leading boat approaches the leeward gate (marks 2A and 2B), the Committee Boat shall display flag S with two sounds. Boats shall pass between marks 2A and 2B (the gate) and proceed directly to the finish line as defined in SI 13.



13 THE FINISH

- 13.1 The finishing line will be between a staff displaying a blue flag on the committee boat and a dan bouy with a blue flag to the front of the committee boat.

14 PENALTY SYSTEM

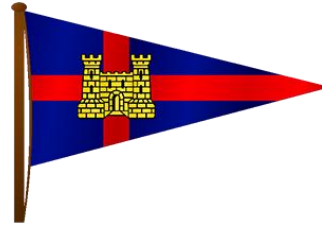
- 14.1 A boat that has taken a penalty or retired under rule 31 or rule 44.1 shall complete an acknowledgement form at the race office within the protest time limit.
- 14.2 RRS44.1 and RRSP2.1 are changed so that the two turns penalty is replaced by a one turn penalty.

15 TIME LIMITS AND TARGET TIMES

- 15.1 Time limits and target times are as follows:
Target time: 45 minutes
Mark 1 limit: 30 minutes
Time limit: 75 minutes
- 15.2 Boats failing to finish within 30 minutes after the first boat sails the course and has finished within the time limit will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms are available from the Race Office located in the Clubhouse. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 16.2 The protest time limit is 90 minutes after the last boat has finished the last race of the day or the Race Committee signals 'no more racing today', whichever is later.
- 16.3 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 in the protest room, located in the Clubhouse, beginning at the time posted.
- 16.4 Notices of protests by the Race Committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.5 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.



17 SCORING

- 17.1 The scoring is as per rule RRS 90.3, Low Points System.
- 17.2 Twelve races are scheduled of which three races are required to be completed to constitute a series.
- 17.3 When fewer than four races have been completed, a boat's series score will be the total of her race scores.
- 17.4 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.
- 17.5 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.

18 SAFETY REGULATIONS

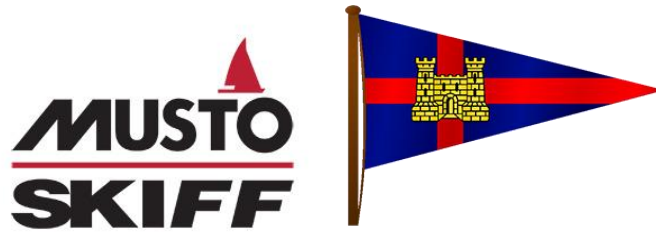
- 18.1 Check-Out and Check-In: A tally board will be sited at CCSC beachmaster's station. Competitors shall tally out and in each day. The helm shall tally out before racing and tally in immediately on returning to shore after racing. The time limit for tallying in is within 90 minutes of the last boat finishing the last race of the day.
- 18.2 Boats whose crew fail to tally out and/or tally in (and have not complied with the above) will be subject to disqualification without a hearing from all races held that day. This adds to the exceptions within RRS63.1. The Race Officer has the discretion to commute this punishment to a fine payable to the RNLI.
- 18.3 A boat that retires from a race shall notify the Race Committee as soon as possible.
- 18.4 All boat trolleys must have rope to tie down boats at the racks whilst ashore.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 Substitution of competitors will not be allowed without prior written approval of the race committee.
- 19.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

20 EQUIPMENT AND MEASUREMENT CHECKS

- 20.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.
- 20.2 All boats shall be sailed under their registered class number. Only sails that have been inspected for the event shall be used.



20.3 Subject to the written permission of the Race Committee a boat chartered or loaned for the event may declare at the time of entry or registration a sail number to be displayed on all sails used in the regatta which maybe different from the number of the boat as stated on the measurement certificate provided that this declared number shall not be the sail number of any other boat competing in the regatta.

20.4 Each boat, with her sails and equipment, shall be available for equipment inspection before racing. On the water, a boat can be instructed by a Race Committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

21 SUPPORT BOATS

21.1 Support boats for individual boats or teams will not be permitted. The Class may arrange a boat to carry spare parts and emergency items

22 LITTER DISPOSAL

22.1 Litter may be placed aboard support or official boats.

23 RADIO COMMUNICATION

23.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communications that are not available to all boats. This restriction also applies to mobile telephones.

24 PRIZES

24.1 The following prizes will be awarded, with the addition of any extra prizes decided by the class association:

1st to 10th Overall

1st to 3rd Silver Fleet

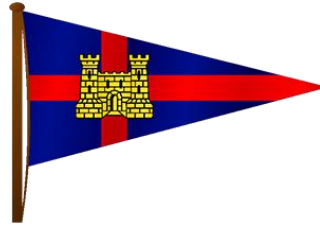
1st to 3rd Bronze Fleet

1st to 3rd Youth (Under 25)

1st to 3rd Master (Over 45)

1st to 3rd Grand Master (Over 55)

1st to 3rd Legend (Over 60)



24 DISCLAIMER OF LIABILITY

24.1 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

25 RISK STATEMENT

25.1 Rule 4 of the RRS states 'the responsibility for a boat's decision to participate in a race or to continue to race is hers alone'

25.2 Sailing by its nature is an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

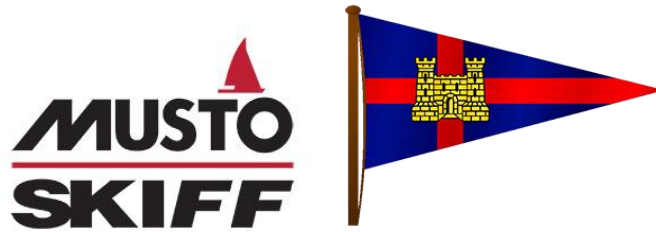
- (a) they are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk while taking part in the event;
- (b) they are responsible for the safety of themselves, their crew, their boat and other property whether afloat or ashore;
- (c) they accept responsibility for any injury, damage or loss cause 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 their 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 this event and to attend any competitors meetings held for this event; and
- (h) it is the competitor's responsibility to wear appropriate clothing and protective gear.

25.3 The organizing authority and Class Association, their officers and manufacturers are not liable for any direct, indirect or consequential loss, damage, costs, or personal injury or 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 is fit for purpose and for the conditions, and that they are competent to sail and compete in them. The organisers encompass everyone helping to run the event and include the organising authority, race committee, race officer, safety officer, patrol boat personnel and beach masters. The provision of patrol boats does not relieve owners and competitors of their responsibilities.

26 INSURANCE

26.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3 million pounds sterling per incident or the equivalent.

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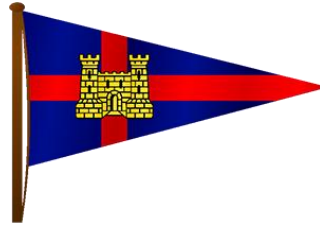


27 RIGHTS AND COPYRIGHT

- 27.1 By entering and participating in this event, each competitor and his/her supporters automatically grant to the Organising Authority, the National and International Class Associations and the sponsors of the event the absolute right, authority and permission right in perpetuity to make, use, distribute, broadcast, publish and show in any media, at their discretion any motion pictures, still pictures and live, taped or filmed television, audio and video recordings, and reproductions of them and/or their boat/s made during the championship from time to time on and off the water, and of all his/her material related to the championship (and to identify their name), without compensation.

28 DRONES

- 28.1 The class may arrange for one or more drones to film all or part of the racing. Drones may fly within 10 metres of competitors. Drones are inherently dangerous, and competitors recognise this risk and should avoid any contact with them. They should not try and touch them. Any drone footage will not be useable in a protest hearing.



ADDENDUM A – COURSES

The number of rounds will be displayed on the committee boat and may increase or decrease as conditions require.

