



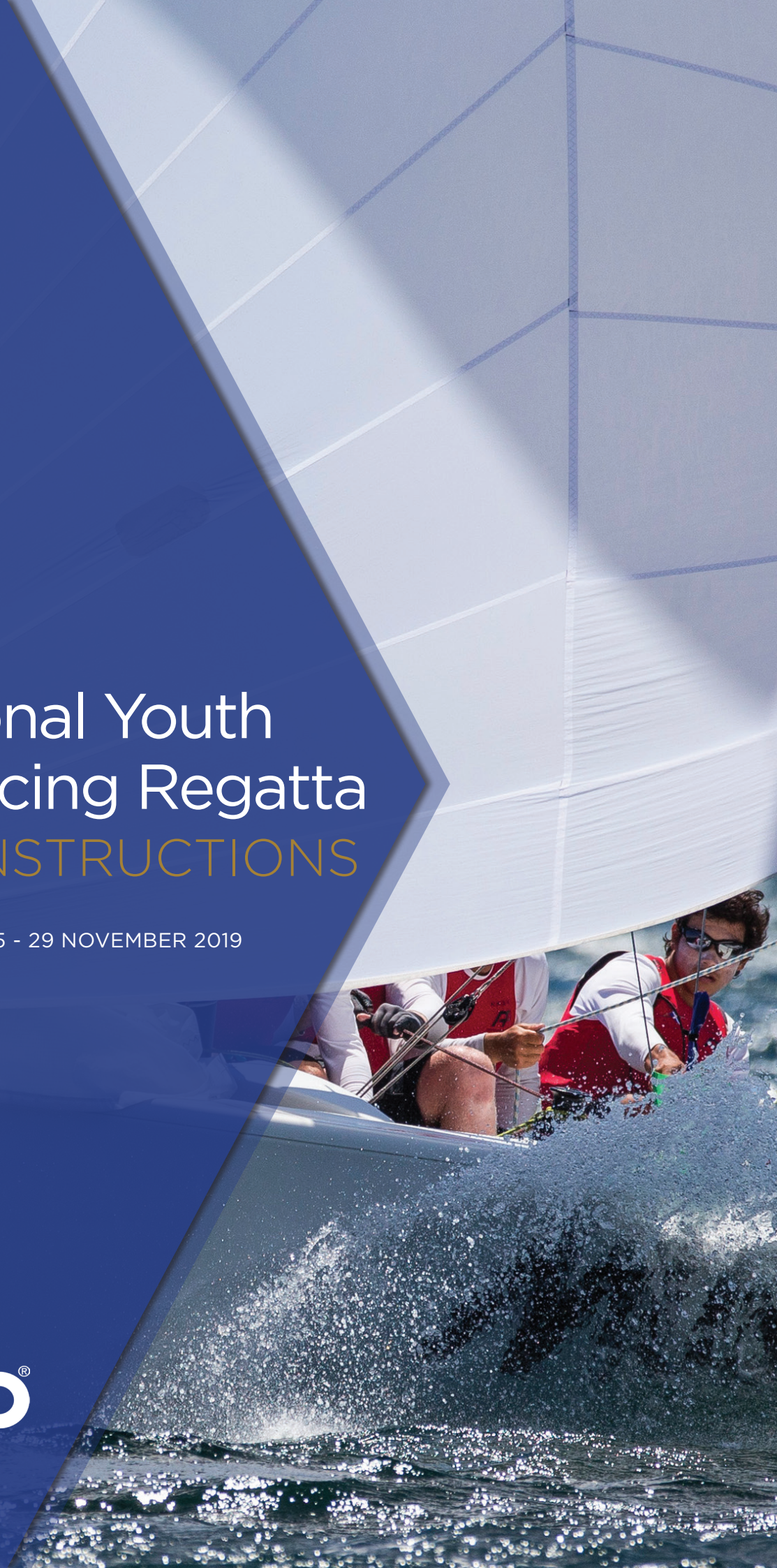
MUSTO International Youth Match Racing Regatta SAILING INSTRUCTIONS

SYDNEY, AUSTRALIA // 25 - 29 NOVEMBER 2019

ELLIOTT



MUSTO[®]





Abbreviations

- PC - Protest Committee
 OA - Organising Authority
 RRS - Racing Rules of Sailing
 NoR - Notice of Race
 CYCA - Cruising Yacht Club of Australia
 WS - World Sailing
 RC - Race Committee
 NA - National Authority
 SI - Sailing Instructions
 AS - Australian Sailing
 YSA - Youth Sailing Academy

1 RULES

- 1.1. The event will be governed by
 - a) The 'rules' as defined in the RRS 2017-2020, including Appendix C
 - b) The rules for the Handling of Boats (SI Appendix B), which also apply to any practice sailing and sponsors races.
 - c) Class rules will not apply.
 - d) Any prescriptions of the NA that will apply will be posted on the Official Notice Board.
- 1.2. Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery position.
- 1.3. Add to RRS C7.2: (g) If one boat has finished and is no longer racing and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty. (Changes RRS C7.2)
- 1.4. Add after the first sentence of Appendix A5: When only one boat in a match fails to sail the course in accordance with RRS 28.1, she shall be scored DNF without a hearing.
- 1.5. A boat may not request redress under RRS 62.1(a). The PC may consider giving redress under the rules if it believes that an error has been made. The RC or match umpires may request the PC to consider this. This changes RR62.1(a).
- 1.6. Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finishing

area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.

- 1.7. When the umpires proceed under RRS C8.6, they will follow the guidance in SI Appendix D.

2. ENTRIES AND ELIGIBILITY

- 2.1. Only teams invited by the OA shall be eligible to enter the event.
- 2.2. After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
- 2.3. When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.4. When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.
- 2.5. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located in the CYCA Clubhouse.
- 3.2. Signals made ashore will be displayed from the South-West Flagpole on the CYCA Deck.
- 3.3. Skippers shall attend the regatta briefing at 1030 hours on each intended race day at the CYCA, unless excused by the OA.
- 3.4. The first meeting with the umpires will follow the first briefing at the CYCA.

4. AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1. Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and the PC representatives.
- 4.2. Flag L over the numeral pennant of the most recent amendment will be

displayed ashore each day until the boats have departed for the race course.

- 4.3. Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5. BOATS AND SAILS

- 5.1. (a) The event will be sailed in Elliott 7 Class boats.
- (b) The sails to be used will be allocated by the OA.
- 5.2. The sail combination to be used will be signalled from the RC vessel with or before the attention signal. The signals shall have the following meaning:
- No signal** - Full sails (Main, Jib & Asymmetrical Spinnaker)
- International Code Flag 'J'** - Main & Jib
- 5.3. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4. The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5. The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1. Boats will be identified by the bow number.
- 6.2. Boats will be allocated by draw, either daily or for each stage as decided by the RC.

7. CREW

- 7.1. The total number of crew, including the skipper, shall be four or five. All registered crew shall sail all matches unless permission for changes is given under SI 2.3 or 2.4

8. EVENT FORMAT AND STARTING SCHEDULE

- 8.1. The event format and schedule are

detailed in SI Appendix A.

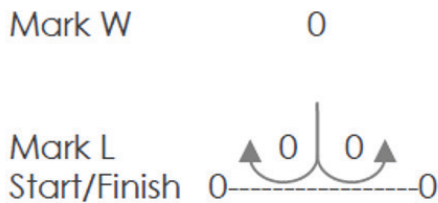
- 8.2. The racing days are 26 – 29 November 2019
- 8.3. The intended time of the first attention signal will be 1153hrs.
- 8.4. The latest time for an attention signal on the final day will be approx. 1730hrs.
- 8.5. The number of matches to be sailed will be determined by the RC.
- 8.6. (a) The RC may terminate any stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- (b) Amend the 2nd sentence of RRS C10.3 to: 'However, if any of the competitors have completed less than 60% of the scheduled matches, the entire round robin shall be disregarded and if necessary, the event declared void'.
- 8.7. Each subsequent flight will be started as soon as practicable after the previous flight. The attention signal (Flag F) for the first match of a subsequent flight may be given before the finish of the last match of the previous flight.
- 8.8. When a match cannot start at its intended time, the signals and starts of the following matches may remain as originally scheduled, leaving a blank start for the pair not starting. A pink flag will be displayed as the preparatory signal for a blank start. No other starting sequence flags will be displayed for a blank start.
- 8.9. In a knockout series:
- a) Skippers shall alternate assigned ends for each match. The higher placed skipper from Stage 1 in each match will be assigned the starboard entry for the first match
- b) Skippers may exchange boats after the odd matches
- c) When a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.



9. RACING AREA

- 9.1. The intended racing area will be in the vicinity of Rushcutters Bay, Sydney Harbour
- 9.2. A boat's hull shall not enter the area designated by yellow buoys bounding the naval waters in the vicinity of Garden Island. A breach of this rule is not open to protest by boats but is subject to action by umpires in accordance of RRS C8.2. This changes RRS C6.2 and C8.2. These areas shall rank as obstructions and are the limit of safe pilotage for the purpose of Part 2 of the RRS. There is no penalty for touching objects defining these areas
- 9.3. A boat's hull shall not enter a mooring field. A breach of this rule is not open to protest by boats but is subject to action by umpires in accordance of RRS C8.2. This changes RRS C6.2 and C8.2. These areas shall rank as obstructions and are the limit of safe pilotage for the purpose of Part 2 of the RRS. There is no penalty for touching objects defining these areas

10. COURSE



10.1. Course Configuration (not to scale)

- a) Course signals will be displayed from the RC vessel, at or before the warning signal. Mark W shall be laid to windward of the starting line and rounded to starboard.

Mark L will be a gate and shall be laid approx. 50m to windward of the starting line. Boats must pass between the marks of a gate from the direction of the previous mark (rules 28.2(c)). The gate may be laid after the starting signal. In the event that a gate is not in place, boats shall round the existing leeward mark to starboard.

COURSE SIGNAL	COURSE CONFIGURATION
No Signal	Start - W - L - W - Finish
Code Flag 'S'	Start - W - Finish

b) Description of Marks

The RC vessel will be identified by a white flag with 'CYCA' in black.

The start/finish line mark will be black & white check inflatable mark.

Mark W and Mark L will be white inflatable marks.

The replacement marks will be an orange with black band or purple with white band inflatable marks.

- c) The start/finish line will be a straight line between the course side of the black & white check inflatable mark and a white flag with 'CYCA' in black on the flag mast of the RC vessel.

10.2. Abandonment and Shortening

- a) RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.
- b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.
- c) Abandonment of a match that has started will be signalled by an official vessel displaying flag 'N' and a numeral pennant denoting the match number or by the match umpires approaching the two boats concerned and hailing. This alters RRS Race Signals.

11. BREAKDOWN AND TIME FOR REPAIRS

- 11.1. Before the attention signal of a flight or within two minutes of finishing, whichever is later, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC vessel and remain there, unless otherwise directed.
- 11.2. The time allowed for repairs shall be at the discretion of the RC.



- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1 or if, in the opinion of the RC, further damage to a boat is inevitable.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12. STARTING PROCEDURE

- 12.1. The attention signal (Flag F) will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.2. The next flight number may be displayed on the RC vessel by way of a numeral board.
- 12.3. The warning signal may be made one minute after the removal of the AP or N unless at that time the race is abandoned again or postponed. This alters RRS Race Signals and C3.2(b) and (c).

13. CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1. Changes to the course will be made by setting a replacement mark W.
- 13.2. Change of course signal (this changes RRS 33 and Race Signals)
- a) The display of Flag C and a coloured flag with repetitive sounds means that the windward mark has been moved. Sail to a mark the same colour as the flag.
- 13.3. Signalling vessel
- a) When a change of course is made for the first leg, the signal will be displayed from the RC vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - b) When a change of course is signalled after the first leg it shall be displayed from an RC vessel in the vicinity of mark L

14. TIME LIMIT

- 14.1. A boat that does not finish within 5 minutes after her opponent has completed the course will be scored DNF. This changes RRS 35 and A5.

15. PRIZES

- 15.1. A perpetual trophy will be awarded to the winning team
- 15.2. Other prizes may be awarded
- 15.3. The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions

16. CODE OF CONDUCT

- 16.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 16.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix B and C
- 16.3. The penalty for breaking this SI 16.1 and 16.2 is at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of prizes or the withholding of damage deposits.
- 16.4. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
- a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - b) Repetitive or on-going objection to an umpire decision (verbal or otherwise);
 - c) Abuse of umpires before or after a decision (see also MR Call M4).
- 16.5. Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.



16.6. Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

17. DISCLAIMER

17.1. All those participating in the event do so at their own risk and responsibility. Competitors must acknowledge this prior to competing and release the OA and its sponsors and their respective officers, employees, volunteers and members from all liability by signing a form provided by the OA.

17.2. Specific attention is drawn to RRS Fundamental Rule 4, which states:

“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

SI APPENDIX A – EVENT FORMAT and SCHEDULE OF RACES

Event Format

Stage 1 – Single Round Robin

- a) Each skipper is scheduled to sail each other skipper once.
- b) The four highest placed skippers after Stage 1 will advance to Stage 3.
- c) The eight lowest placed skippers after Stage 1 will advanced to Stage 2.

Stage 2 – Repechage

- a) Each skipper is scheduled to sail a round robin – each skipper is scheduled to sail each other skipper once. Points from Stage 1 will not carry forward to Stage 2
- b) The four highest placed skippers after Stage 2 will advance to Stage 3
- c) The four lowest placed skippers will be placed 9th to 12th in the regatta in the order that skipper finished at the end of Stage 2

Stage 3– Quarter Finals

- a) The highest placed skipper from Stage 1 shall choose their opponent. The next highest placed skipper who has not already been chosen shall choose their opponent and so on.
- b) The first four skippers to score at least three points shall proceed to Stage 4
- c) Boats may be redrawn at the beginning of this stage to be determined by the RC.
- d) The four losing skippers will be placed 5th – 8th in order that skippers finished in Stage 1.

Stage 4 – Semi-Finals

- a) The highest placed skipper from Stage 1 shall choose their opponent. The remaining two skippers shall sail each other.
- b) The first two skippers to score at least three points shall proceed to Stage 6. The others shall proceed to Stage 5.

Stage 5 – Petit-Finals

- c) The first skipper to score two points will be awarded 3rd place, the other 4th place.

Stage 6 – Finals

- d) The first skipper to score three points shall be the regatta winner, the other second.



SI APPENDIX B - HANDLING BOATS

1. GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

2. PROHIBITED ITEMS AND ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by an umpire or the RC otherwise, the following are prohibited:

- 2.1. Any additions, omissions or alterations to the equipment supplied.
- 2.2. The use of any equipment for purpose other than that intended or specifically permitted.
- 2.3. The replacement of any equipment without the sanction of the RC.
- 2.4. Sailing the boat in a manner that is reasonable to predict that significant further damage would result.
- 2.5. Moving equipment from its normal stowage position except when being used.
- 2.6. Boarding a boat without prior permission.
- 2.7. Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8. Hauling out a boat or cleaning surfaces below the waterline.
- 2.9. Attaching lines to the fabric of spinnakers.
- 2.10. Using any other lines excluding sheets to assist with leverage.
- 2.11. Perforating sails, even to attach tell tales.
- 2.12. Radio transmission (including mobile phones) while racing.
- 2.13. Adjusting or altering the tension of standing rigging.
- 2.14. Using a winch to adjust the mainsheet, vang or cross sheeting.
- 2.15. Omitting any headsail car or turning block before sheeting.
- 2.16. The use of electronic equipment other than watches.

- 2.17. Using the spinnaker pole to wing out the foresail.
- 2.18. Marking directly on the hull or deck with permanent ink.
- 2.19. Any adjustments to the spinnaker bags or their attachments.
- 2.20. The use of the shrouds above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.21. Having the bowsprit extended without being in the process of setting, dropping or flying an asymmetrical spinnaker.
- 2.22. A breach of SI Appendix B2.20 & B2.21 is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- 2.23. The use of adhesive tape other than on working sheets.

3. PERMITTED ITEMS AND ACTIONS

The following are permitted:

- 3.1. Taking a bag on board containing:
 - Basic hand tools
 - Adhesive tape
 - Line (elastic or otherwise of 4 mm diameter or less)
 - Marking pens
 - Telltale material
 - Watch, timers and hand held compass
 - Shackles and clevis pins
 - Velcro tape
 - Spare flags
- 3.2. Using the items in 3.1 to:
 - a) Prevent the fouling of lines, sails and sheets
 - b) Prevent sails being damaged or falling overboard.
 - c) Mark control settings
 - d) Make minor repairs & permitted adjustments
 - e) Attach tell tales
 - f) Make signals as per RRS C6



4. MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 4.1. The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. The report shall include any evidence of matters that could cause damage or disadvantage to the boat in future matches. Failure to submit a damage report on any day will result in a \$50 AUD deduction from the crew's damage deposit.
- 4.2. At the end of each sailing day:
 - a) Folding, bagging and placement of the sails as directed
 - b) Leaving the boat in the same state of cleanliness as when first boarded that day
- 4.3. At the end of each day for a particular boat the crew shall clean the boat (cabin and decks), remove all trash, remove all tape and marks and use bucket and sponge to remove any water from bilge.
- 4.4. Any requests to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6. A breach of SI Appendix B 4.2 and 4.3 will be considered damage and the cost of rectification will be deducted from the damage deposit.
- 4.7. Wearing PFDs & enclosed shoes at all times whilst on the water
- 4.8. Adhering to the rules of the CYCA

SI APPENDIX C - EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

Sails and Sailing Equipment

- a) Mainsail and set of battens
- b) Headsail
- c) Spinnaker
- d) Two spinnaker sheets
- e) One headsail sheet
- f) Tiller extension
- g) Safety gear, tools and other equipment
- h) One set of flags
- i) One bucket & lanyard with sponge
- j) Tow rope
- k) Two paddles, anchor, torch, knife

APPENDIX D - MATCH RACING PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

RRS Appendix C6.6 and C8.6 permits the umpires or PC to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the PC has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels.

LEVEL	EXTENT	EFFECT
Level A - Minor damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major damage	The normal operations of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this changes RRS C8.6):

LEVEL	ROUND ROBIN	KNOCK OUT
A	None	None
B	Half point	Three quarters of a point
C	One point	One point



CRUISING YACHT CLUB OF AUSTRALIA
Home of the Rolex Sydney Hobart Yacht Race