



**2025**  
**O'pen Skiff North American "Un-Regatta"**

**Pensacola Yacht Club, April 11-13, 2025**  
**Pensacola, Florida USA**

# ***SAILING INSTRUCTIONS***

## **Event Introduction:**

The purpose of this event is to run a fun event for youth sailors in a more loosely competitive style in dynamic junior boats. Results are not nearly as important as everyone having a good time sailing. It is our goal that the sailors improve their skills, make new friends, and have a ton of fun.

## **1. BASIC PRINCIPLE**

*This event will be a combination of "conventional" style race formats with unorthodox "Un-Regatta" style courses and events. Don't expect conventional windward-leeward buoys racing or upwind starts for all races. Capsizes, freestyle, speed, obstacles, and fun will be required. If you are a hard-core racer with rule book in hand, this event may not be for you. If you want to have fun, challenge your limits, improve your boat handling, and pioneer a new chapter in Youth Sailing, we invite you to join the action.*

### **1.1 FUNDAMENTAL RULE**

All sailors are required to participate in the spirit of fun and good sportsmanship at all times. Violators of this Fundamental Rule may be publicly embarrassed.

## **2. RULES**

2.1 Races will be governed by O'pen Skiff Un-Regatta Rules and generally accepted sailing rules with the following priority: these Sailing Instructions and subsequent Changes to Sailing Instructions, the O'Pen Skiff Class Rules as modified by these Sailing Instructions, and the Notice of Race. In the event of a conflict between these Sailing Instructions, the Notice of Race, and/or O'pen Skiff Class Rules, these Sailing Instructions and subsequent amendments will take priority. In true "Un-Regatta" spirit, this event is not run under all Racing Rules of Sailing 2025-2028.

2.2 These special rules apply:

Expect unconventional courses and starting procedures. On different legs of the course there may be required moves signaled by loudhailer from the Referees. Depending on the conditions, these may include stand-up sailing, required capsizes (mast tip must hit the water), 360 degree turns, or other freestyle moves, or sailing thru/around obstacles. You must follow the referees' instructions.

2.3 When capsizes or freestyle moves are required, you must make sure you are clear of all other sailors, and don't interfere with or immediately obstruct other sailors. Capsizing on or freestyling into another boat is NOT ok.

- 2.4 Competitors shall remain on or near their vessels at all times. In other words, no “boarding” other boats, unless required by the referees.
- 2.5 There may be a Freestyle Expression Session that will be scored separately. Sailors will compete in three-minute heats that will be subjectively judged by the Panel of Undistinguished Judges. Be creative and have fun with it. Individual or tandem teams are scored equally. Come up with your creative team name.
- 2.6 The RC or Referees may change these sailing instructions verbally, on the water, by hail.

### **3. Marks**

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- 3.1 The turning marks of the course will be described in the skippers meeting.
- 3.2 Unless otherwise advised, the starting line will be between a staff displaying an orange flag on the Race Committee signal vessel and either a Starting Mark or a staff displaying a flag on a Race Committee vessel at port end.
- 3.3 Unless otherwise advised, the finish line may be between a staff displaying an orange flag on a Race Committee finish vessel (or on land) and either a Finish Mark or a staff displaying a flag on a Race Committee vessel.
- 3.4 Minor contact of the marks of the course is permitted. Contact that causes any damage, or the location of the mark to change or drag, is not permitted.
- 3.5 Hitting the Race Committee vessel, start vessel, or finish vessel is always prohibited.

### **4. Starting procedures**

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- 4.1 Unless otherwise described, races will be started using a three minutes audible start sequence as follows.
- 4.2 The O’pen Skiff Class flag will be raised from the start vessel at the commencement of the 3-minute sequence and will be lowered at the start. The Preparatory Signal (blue flag with white square) will be raised 2 minutes to the start and lowered with one minute to the start.
  - 3 minutes to start: 3 long sound signals and rising of Class Flag
  - 2 minutes to start: 2 long sound signals and rising of Preparatory Signal
  - 1 ½ minutes to start: 1 long and three short sound signals
  - 1 minute to start: 1 long sound signal and lowering of Preparatory Signal.
  - 30 seconds to start: 3 short sound signals
  - 20 seconds to start: 2 short sound signals
  - 10 seconds to start: 1 short sound signal
  - 5-4-3-2-1 seconds to start: 1 short sound signal counting down to start
  - Start: 1 long sound signal with lowering of the Class Flag
- 4.4 Individual and General Recalls will be signaled.
- 4.4 If the black flag is raised on the start vessel before the start sequence, no part of a boat’s hull shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before the starting signal. If a boat breaks this rule and is identified, she shall be disqualified for that race even if the race is restarted, but not if it is postponed or abandoned before the starting signal.

### **5. Kinetics**

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- 5.1 Pumping and ooching and rocking are prohibited unless “O” flag is being displayed from the Race Committee vessel or “Rule 42” is turned off by loud hailer on a given leg of the course by the referees. If “O” flag is being displayed, then pumping and ooching and rocking are permitted.

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**6. Protests & Referees**

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- 6.1 It is the responsibility of every competitor to sail in a manner that is fair and with due respect of their fellow competitor. Absolutely no intentional contact is permitted. The results will be decided on the water. Referees will be on the water to insure the results are a valid reflection of sailing ability.
- 6.2 Regardless of whether a penalty is called by the referees or not, competitors are expected to exonerate themselves of any rule infraction by completing one 360 degree turn for each infraction. One tack and one jibe in any order is required to complete a 360 degree turn. Competitors are encouraged to enforce the rules amongst themselves in a sportsman-like manner by politely hailing “protest”.
- 6.3 Penalties may be given on the water by hail from the referees for violating any rules. These may take the form of requiring one or more 360 degree penalty turns. All determinations and decisions of the referees are final.
- 6.4 Hitting a mark is not grounds for protest (see SI #3.4)
- 6.5 There will be no formal protest hearings except when, in unusual circumstances, determined by the referees.

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**7. Notices to Competitors**

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- 7.1 Notices to competitors will be posted on the official notice board.

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**8. Changes to Sailing Instructions**

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- 8.1 Any changes to sailing instructions will be posted before 10:00am each day. Changes to the regatta schedule will be posted before 8:00pm on the day before.

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**9. Signals made ashore**

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- 9.1 Signals made ashore will be displayed near the official notice board.
- 9.2 When the AP (postponement) flag is displayed on shore, there will be no less than 15 minutes before the lowering of the AP flag and the warning signal of the next start.

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**10. Schedule of Races**

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- 10.1 There will be a mandatory competitors ´ briefing at Pensacola Yacht Club at 9:30am on Friday, April 11<sup>th</sup> 2025. There will also likely be skippers meetings in the mornings before racing on April 12<sup>th</sup> & 13<sup>th</sup>, 2025. Families are welcome to attend these meetings.
- 10.2 No start warning signal will begin after 2:00pm on Sunday, April 13<sup>th</sup>, 2025
- 10.3 After a long postponement on the water, as a courtesy, the RC will try to indicate that the AP flag is about to be lowered with a succession of rapid sound signals.

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**11. Scoring**

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- 11.1 The Low Point O’pen Skiff Un-Regatta scoring system will be used.
- 11.2 Boats will be scored points relating to their finish position, regardless of age group, i.e., one point for first place overall, 2 points for second place, 3 points for third, etc. (i.e. finishes are NOT recalculated by separate age/gender groups.)
- 11.3 One discard score will be calculated for every four races completed.  
i.e. one discard for 4 races, two discards for 8, 3 discards for 12, etc.
- 11.4 If there is a series-score tie between two or more boats, each boat’s race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s). If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race of the series.

11.5 One completed race is required to constitute a series.

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## 12. Measurements and Checks

12.1 Equipment must be in conformity with the O'pen Skiff Class Rules.  
The Race Committee may check boats before, during, & after races.

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## 13. Advertising

13.1 Competitors may be required to display event sponsor stickers on their sails and/or hulls.

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## 14. Safety

14.1 As per O'Pen Skiff Class Rules, life jackets are required to be worn at all times. Life jackets are to be US Coast Guard approved.  
14.2 Per the Notice of Race, protective helmets are required.  
14.3 Special care must be taken to avoid contact with other sailors, including when special maneuvers are required. Pay particular attention to leaving enough room so your boom or mast tip does not hit another competitor.

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## 15. Decision to Race & Disclaimer of Liability

15.1 The responsibility for a competitor's decision to participate in a race or to continue racing is hers/his alone. Competitors participate in the regatta entirely at their own risk. Tahe Outdoors, the O'Pen Skiff Class, Pensacola Yacht Club, and all organizers, volunteers, and race officials of this event will not accept, in any case, any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the competition. Before entering this event, a signed waiver may be required as well as publicity/media releases.

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## 17. Contacts

### ***Ricki McWilliams***

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Regatta Chairperson

### ***Nevin Sayre***

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Regatta Director

Charter boat contact

O'pen Skiff North America

### ***Jen Guimaraes***

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Charter Boat contact

Tahe Outdoors North America

**WARNING:** Extreme levels of fun may be experienced during this event. Other sailing craft may appear less exciting after experiencing the O'pen Skiff.

**REMINDER:** When all else fails, refer to Fundamental Rule

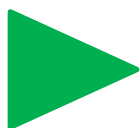
# Attachment A - COURSES DIAGRAMS

The diagram below shows the course with Mark 1 to be rounded to Starboard.

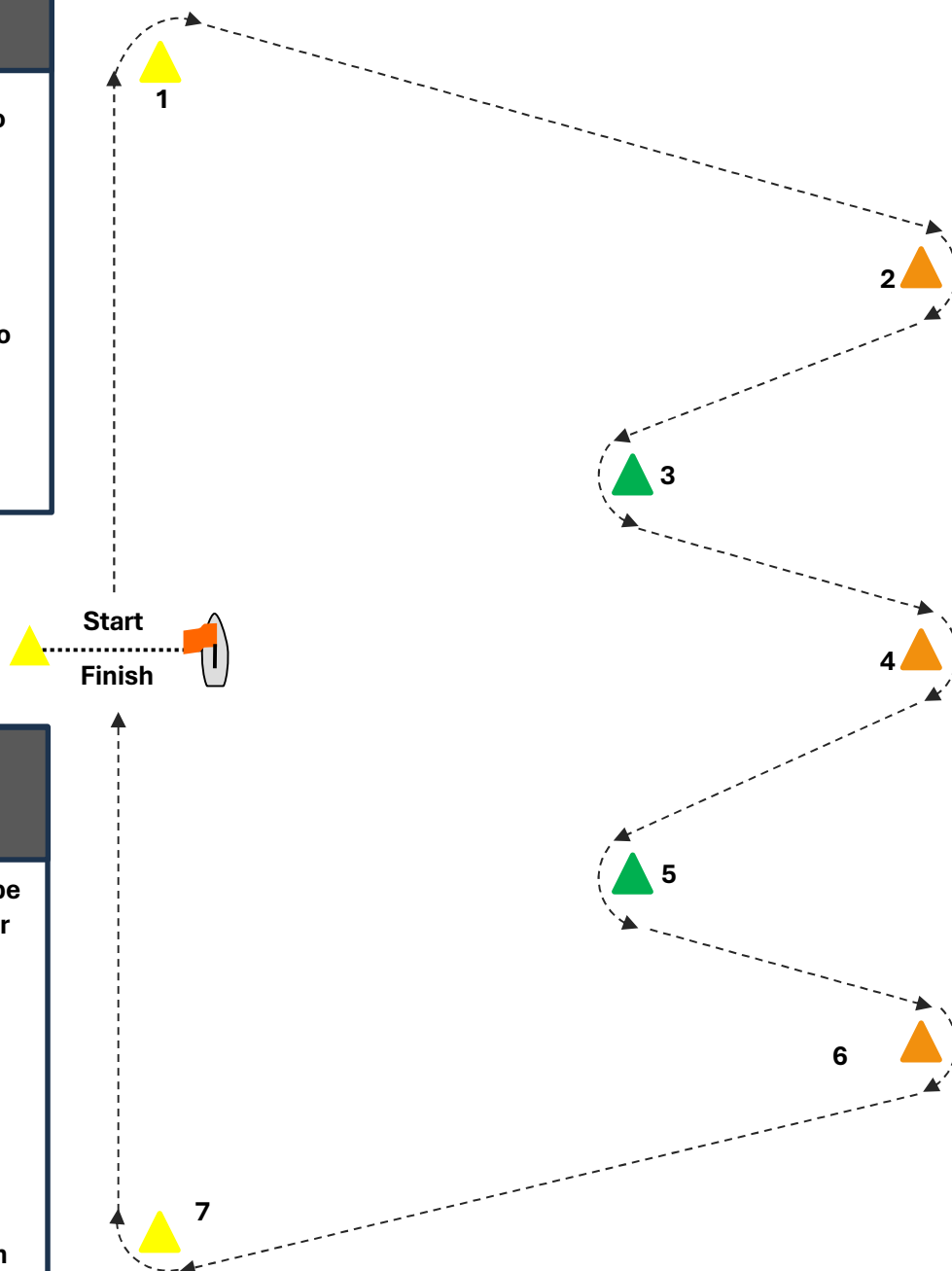
The PRO may lay the course with Mark 1 to be rounded to Port.

When displayed in the PRO vessel means:

Mark 1 to be rounded to Starboard

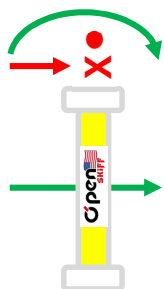


Mark 1 to be rounded to Port



## BRIDGE OF DOOM

The Bridge of Doom will be passed sailing under it or rounding the boundary marks on the windward side



Wind direction