

OSC Sailing Instructions.

1.0 RACING

1.1 Racing will be governed by The Racing Rules of Sailing, the prescriptions of the RYA, except as changed by these sailing instructions.

1.2 Where specific additional instructions are required for passage races, pursuit races, regattas, etc. these shall be issued at the pre-race briefing, and will supplement these standing instructions.

2.0 SCORING

2.1 All races shall be scored using the “Low Points System” as per Appendix A of The Racing Rules of Sailing. e.g. 1 point for 1st place, 2 points for 2nd place etc. Boats which did not start or did not finish a race will be scored 1 more point than the total number of boats entered in the series.

2.2 Results will be posted on the club website. Where possible, a printed copy will be available at the club after racing.

2.3 The number of discards in each series will depend on the number of races sailed as follows:

1 to 4 Races sailed – discard 0

5 to 7 Races sailed – discard 1

8 to 13 Races sailed – discard 2

14 to 23 Races sailed – discard 4

24 to 35 Races sailed – discard 8

36 + Races sailed – discard 12

3.0 PROTESTS

3.1 Protests shall be managed in accordance with Part 5 of The Racing Rules of Sailing. Competitors are reminded of the requirement to inform the “protestee” under rule 61.

3.2 Protests must be submitted using the RYA Protest Form [copies are available from the Race Officer], within 2 hours of last boat finishing.

3.3 The Orkney Sailing Club reserves the right to delay protest hearing until the following day if required in order to assemble an appropriate hearing committee.

4.0 STARTING LINE

4.1 Unless otherwise stated in additional sailing instructions the start/finish line is a transit between the inner Start gate buoy (S) and a vertical board with fluorescent diagonal black and orange stripes on the central pillar of the Starter Cabin window.

The width of the start line is indicated by 2 orange buoys, the inner start gate buoy (S) and No.5 buoy.

If a race consists of more than 1 lap the additional sailing instructions for that race will indicate which buoy will be used as a lap buoy.

4.2 Rule 30.1 always applies, the 'Round-an-End' rule.

4.3 Competitors are requested to keep clear of the line before and after racing to avoid restricting the view of the Race Officers, particularly when other classes are starting or finishing.

4.4 Competitors are advised that shellfish "keep boxes" often obstruct the starting area, and are strongly advised to keep a good lookout for floating boxes and associated mooring lines.

5.0 STARTING SIGNALS

5.1 Unless otherwise stated in additional sailing instructions all starting signals are made from the Race Officer's cabin in the compound. The procedure is based on a **4** minute sequence and is as follows:

1. 4.00 – Class Light On (Yachts **Red**, Dinghy **Green**, Catamarans **Blue**)
2. 3.30 – Pre start warning: Siren and rotating orange beacon.
3. 3.15 – Siren Off.
4. 3.00 – Orange Beacon Off and 2 White Lights on (Now 3 in total: Coloured Class Light + 2 White lights.)
5. 2.00 – One White Light Off.
6. 1.00 – Second White Light Off.
7. 0.00 – Coloured Class Light Off and Start.

YACHTS

6.0 SAFETY

6.1 The safety of a boat and her entire management shall be the responsibility of the person in charge, who must ensure that the boat and crew are adequate for the conditions that may arise in the course of the race. See "**Yacht safety rules**" (from the library section of the OSC website) for the three levels of equipment which are obligatory depending on the area of racing.

6.2 Personal buoyancy shall be worn by all crew members whilst racing.

6.3 All boats shall have valid Third Party insurance cover to a minimum value of £3,000,000.

6.4 VHF channel "M1" [37A] shall be used for all race communications, and shall be monitored by all yachts, club safety craft and Race officers.

6.5 Each boat shall advise the Race Officer of their intention to take part before the race starts – early notification is requested to ease the officials work load. Yachts should do this by VHF during routine club races, and shall confirm their name, sail number, and the number of persons on board.

6.6 Any boat retiring from a race shall advise the Race Officer as soon as possible by VHF.

7.0 COURSES

7.1 Courses shall be selected by the Race Officer based on wind direction, and announced to competitors by VHF prior to the starting signals..

7.2 “**Yacht Kirkwall Bay Courses**” (from the library section of OSC website) shows the standard Yachts course options based on the fixed race marks laid by the club. These marks are orange in colour and have black identification numbers or letters painted on each.

7.3 The Race Officer will attempt to contact any yacht[s] which crosses the line before the starting signal by VHF.

7.4 The race Officer will determine the number of laps based on the expected weather conditions, and may shorten the race if required. The selected course, and any decision to shorten a course will be notified by VHF.

8.0 FINISHING

8.1 All races will finish in the direction from the last mark of the course, as shown on the course sheets: - “**Yacht Kirkwall Bay Courses**” (from the library section of OSC website)

8.2 All yachts shall keep clear of the line after finishing. They should not re-cross the line, nor obstruct the view from the Race officer’s cabin.

9.0 HANDICAPS

9.1 The Byron Portsmouth Number (ByPN) handicap system is used for the club’s open races and regattas. Copies of all members’ ByPN certificates will be held by the club.

All yachts require a valid ByPN certificate to be eligible to compete.

For visiting yachts, in the absence of a valid ByPN, the Race Officer may allow a yacht to take part on an estimated ByPY number (based on the Byron database of numbers).

9.2 In **2017** the club carried out a trial using the RYA “National Handicap for Cruisers” (NHC) scheme which replaced their PY for Cruisers system. **This system will be used for points sailing until further notice.**

The NHC system uses a Base Number for each yacht and there is a list of yachts which already have a Base Number calculated. If your yacht is on the list that will be the Base Number you use. If your yacht is not on the list the club can provide a number if given specific data for your yacht.

A Yacht Base Number application form is available to [download](#) with guidance notes attached.

DINGHIES AND CATAMARANS

10.0 SAFETY

10.1 The safety of a boat and her entire management shall be the responsibility of the person in charge, who must ensure that the boat and crew are adequate for the conditions that may arise in the course of the race.

10.2 Personal buoyancy shall be worn by all crew members whilst racing.

10.3 All boats shall have valid Third Party insurance cover to a minimum value of £3,000,000.

11.0 COURSES

11.1 Courses shall be selected by the Race Officer based on wind direction, and agreed by participants before launching. Course will be displayed in Race Officers cabin prior to racing.

11.2 The Race Officer in the event of a dinghy/catamaran crossing the start line early will switch 1 white light on and the siren and rotating orange beacon to attract the skippers attention. Light will remain on until the dinghy/catamaran has started correctly.

11.3 The Race Officer in the event of a general recall (3 or more vessels) will switch 2 white lights on and the siren and rotating orange beacon to attract the skippers attention. The full start sequence will then begin again when the Race Officer deems the fleet are ready to proceed.

11.4 The Race Officer will determine the number of laps based on the expected weather conditions, and may shorten the race if required. Any decision to shorten a course will be notified by VHF to the safety boat who will position themselves at the last buoy on the shortened course and will display the shorten course flag (letter S). Onshore the Race Officer will switch on the relevant class light and the beacon to attract the skippers attention. A Shorten Course flag (letter S) will be raised outside the starters cabin.

12.0 FINISHING

12.1 All races will finish in the direction from the last mark of the course, as shown on the course board in the Race Officers cabin.

12.2 All dinghy/catamarans shall keep clear of the line after finishing. They should not re-cross the line, nor obstruct the view from the Race officer's cabin.

13.0 HANDICAPS

13.1 The RYA Portsmouth Yardstick Number handicap system is used for the club's open races and regattas.