

OSC Sailing Instructions – Yachts

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 SAFETY

2.1 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 “**Appendix 1**” for the three levels of equipment which are obligatory depending on the area of racing.

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

2.3 All boats shall have valid Third Party insurance cover to a minimum value of £1,000,000.

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

2.5 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.

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

3.0 COURSES

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

3.2 Appendix A 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 painted on each.

3.3 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.

3.4 Number 4 buoy, off the point near the Salmon factory indicates a shallow area, and all boats are required to pass to the East of this buoy at all times.

4.0 STARTING LINE

4.1 Unless otherwise stated in additional sailing instructions the start/finish line is a transit between the light on the starter cabin to the white saltire cross on the pole on the beach. The width of the line is indicated by 2 orange buoys, the orange lap buoy and No.5 buoy for the yachts and No.5 buoy and "S" buoy for the dinghies.

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 3 minute sequence is as follows:

a] Pre start warning sound signal [air horn for 10 seconds] and rotating orange beacon [for 15 seconds] started 30 seconds before the official start sequence.

b] 3 minute start sequence begins with a flag hoisted from the Race officer’s cabin, and 3 bright spot lights switched on.

c] 2 minutes before the start, the 1st light is switched off.

d] 1 minute before the start, the 2nd light is switched off.

e] Start signal is given by flag coming down and 3rd light is switched off.

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

6.0 FINISHING

6.1 All races will finish in the direction from the last mark of the course, as shown on the course sheets in Appendix A.

6.2 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.

7.0 SCORING

7.1 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.

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

7.3 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

8.0 HANDICAPS

8.1 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 PY number but such a competitor will not be classified in the results.

9.0 PROTESTS

9.1 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.

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

9.3 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.