

ROUND MULL RACE 2019

SAILING INSTRUCTIONS

1. ORGANISING AUTHORITY

Round Mull race will be organised by a Race Committee consisting of representatives of Oban Sailing Club, together with any additional members they may wish to co-opt.

2. RULES

Races shall be governed by the Racing Rules of Sailing (RRS) 2017-20 the Prescription of the Royal Yachting Association (RYA), the Clyde Yacht Clubs Associations (CYCA) Handicap Rules. These Sailing instructions and any appropriate class rules.

3. ENTRIES

In order for a yacht to compete, the completed entry form must first be accepted by the organising authority.

4. RESPONSIBILITY

The safety of the yacht and her/his/its entire management including insurance, shall be the sole responsibility of the owner/skipper racing the yacht, including the decision to start or to continue with the race. The establishment of these sailing instructions in no way limits or reduces the complete responsibility of the owner/skipper for his/her crew, the boat and the management thereof. The organising committee accepts no liability whatsoever in respect of loss or damage, including personal injury however caused, arising from participation in the race (RRS 4)

5. INSPECTION

A yacht may be inspected at any time. If she/he/it does not comply with the conditions, her/his/its entry may be rejected, or she/he/it may be liable to disqualification or other penalty.

6. RESERVATIONS

The committee reserves the right to cancel, combine, divide or alter the classes as it thinks fit and make any alteration to the programme and sailing instructions it considers necessary.

7. INSURANCE

All competing yachts must be covered by third party insurance to the value of at least £2,000,000 including race use.

8. CLASSES & HANDICAPS

Monohull yachts will race as two classes using CYCA handicaps, timing and calculating to the nearest whole second. If the number of entries justifies, the committee may split the competing yachts into more classes according to handicap, details of which will be notified at the pre-race briefing. A minimum of six yachts will be required to form any class.

9. BRIEFING

A pre-race briefing will be held at the OSC Clubhouse on **Friday 29th June at 10.00 hours** which should be attended by at least one representative from each yacht. Failure to attend shall not be a cause for disqualification but any request for redress arising from such failure will not be heard. Representatives should bring this copy of the sailing instructions (and a completed crew list) to the briefing in case it is desired to make amendment or additions, which the committee have the power to make verbally at the briefing.

10. SAIL NUMBERS

RRS 77 and Appendix G, and ORC Special Regulation 4.01 shall not apply. All yachts shall display a sail number on the mainsail, easily identifiable from the Official Boats, and this is the number to be shown on the entry form. Sail numbers on all headsails and spinnakers shall be the same as those on the mainsail, unless previously authorised by the Committee.

11. STARTING TIMES, TIME LIMITS & TIDES

Stage	Start Time	Time Limit	Tides (BST At Oban)
1	1230 28 June 2019	2100 28 June 2019	HW 0305 1528
2	0900 29 June 2019	2100 29 June 2019	HW 0404 1618
3	0830 30 June 2019	1730* 30 June 2019	HW 0451 1702

In the event of there being more than one class, the slower class will start at the above times and faster one thereafter at 5 minutes intervals. The time limit will remain as above for all classes without further extension being already at the acceptable maximum lateness. Yachts whose warning signal has not been made shall avoid the starting area during the starting sequence of other classes.

* See SI13 – Starting and Finishing Lines

12. STARTING PROCEDURE

RRS 26 will apply. The class warning signal will be as follows:

Fast Handicap	Pennant 1
Medium Handicap	Pennant 2
Slow Handicap & Restricted Sail	Pennant 3

In the event of adverse weather or tide the starting area may be moved up the course, past a mark or marks of the course and that mark or marks will then no longer be valid.

13. STARTING & FINISHING LINES

- Stage 1 Starting Line: **Oban** - between a flagpole in front of the Clubhouse and a yellow buoy laid for the purpose .
- Finishing Line: **Tobermory** - The finish will be in the vicinity of Bogha Bhuile Green Can off Port Mor (approx. 56° 36.134N 5° 59.113W) between an orange flag on the committee boat and the green can. If for any reason the committee boat is not on station when the first boat arrives, all yachts are required to take their own times when the green can bears 070M. If practicable yachts should record yachts finishing immediately ahead.
- Stage 2 Starting Line: **Tobermory** - between an orange flag on a committee boat and a yellow inflatable mark laid for the purpose.
- Finishing Line: **Bunessan** - between an orange flag on a committee boat and a yellow inflatable mark laid for the purpose within South West area of Loch Na Lathaich.
NB: if for any reason the committee boat is not on station when the first boat arrives, all yachts are required to take their own times when the light on Eilean na Liathanaich (56°20.58N, 6°16.40W) bears 280M. If practicable yachts should record yachts finishing immediately ahead
- Stage 3 Starting Line: **Bunessan** - between an orange flag on a committee boat and a yellow inflatable mark laid for the purpose.
- Finishing Line: **Frank Lockwood Island** - between an orange flag on a committee boat (approx location: 56°18.463'N, 5°50.318'W) and a yellow inflatable mark laid for the purpose. If the committee boat is not in position the stage will be extended via Kerrera Sound (Kerrera to Port) to a finish line in Oban between a flagpole in front of the Clubhouse and the South Western tangent of the South Cardinal buoy lying thereof. In this event the time limit for this stage will be extended to 1830.

14. COURSES

- Stage 1 From OSC line, leave Kerrera, Green Isles (Eileanan Glasa) and Calve Island to port, finish as per SI13
- Stage 2 From Tobermory, leave Mull to port, Eilean na Liathanaich (56'20.58'N,6'16.40'W) to starboard, finish at Bunessan as per SI13.
- Stage 3 From Bunessan, leave Iona to starboard, Southernmost green conical buoy in the Sound of Iona to port. North Cardinal Bogha Nan Ramfhear (56'15.698N, 6'20.355W) to Starboard. Mull to Port.
Finish SW of Frank Lockwood Island – as per SI13.
There is a possibility of a shortened course at the the above North Cardinal all yachts should record their time when the North Cardinal bears 210M. These times may be used to finish the said leg in the event of no boats reaching the finish. In such event the committee will call for the finish times of each yacht to be communicated by VHF.

It should be noted that navigational buoys throughout the course mark certain hazards to shipping. Particularly note the Sound of Iona, at the start line in Oban, the Sgeir Rathaid (dr 1.2m) which lies some 60 to 100m from the offshore end of the start, between Cardinal buoys. It is the responsibility of the owner/skipper as to which course to take. (See 4 - Responsibility).

15. LATE STARTING

A yacht must not paddle, nor motor, after her preparatory signal. A yacht arriving late in the starting area may remain under power after her preparatory signal under Rule 42.3(h) provided that, after stopping her engine, she takes a Two-Turns Penalty in accordance with Rule 44.2 on the pre-start side of the starting line or its extensions. Such a yacht shall keep clear of all other boats until she has completed her turns and has started.

16. RECALLS

Individual Recalls

RRS 29.1 will not apply. Recall numbers will not be displayed. If a yacht is a premature starter, a suitable sound signal will be made, as soon as possible after her starting signal, and the class warning signal will be lowered to the "dip". The warning signal will be lowered when all premature starters have returned to the pre-start side of the line, or 4 minutes after the start concerned, whichever is the earlier. The responsibility of returning rests with the helmsman of the yacht concerned and any yacht starting prematurely and not so returning will be disqualified.

General Recalls

RRS 29.2 will not apply. When there is either a number of unidentified premature starters, or an error in starting procedure, the Race Officer will make a general recall signal (two sound signals), and display "first substitute" meaning the class is recalled for a **new start**. A fresh class warning signal will be made one minute after the First Substitute is lowered (one sound signal). Subsequent starts are accordingly postponed.

17. SHORTENING COURSE

Course may be shortened by the Race Officer showing Flag S (accompanied by two sound signals which may be periodically repeated) from an escort vessel **stopped** off any suitable headland, island, rock, navigational mark or yellow inflatable mark laid for the purpose. Yachts should finish between the escort vessel and such mark. The Race Office will endeavour to inform all yachts by VHF if course is shortened and it is the responsibility of all yachts to maintain a watch on the radio. Yachts may be requested to relay information to boats outwith VHF range of the Committee vessel.

18. FINISHING TIMES

Due to the restricted speed of escort vessels etc. competitors are advised in their own interests, to note their finishing times as accurately as possible and to relate these to the time by GPS at the earliest opportunity. Should the committee boat not be in position on the finishing line competitors shall as soon as practicable after finishing relay by VHF to the committee boat their finishing time related to GPS as above. If the Race

officer requires formal certified confirmation of such time competitors shall submit to him as soon as requested a completed Declaration form in the style provided, failing such submission the yacht shall be treated as DNF. It is advisable for yachts to take note of yachts immediately ahead and astern. Failure of a mark boat to be on station or to display the appropriate signal will not be grounds for redress.

19 RETIRALS

Any yacht retiring from a stage prior to or after finishing shall communicate the fact to the Race Committee, as soon as possible

20. HANDICAPS

CYCA handicaps will be used for calculation of corrected times to the nearest whole second.

21. PROTESTS

Protests will be lodged in accordance with RRS 61. They shall be delivered in writing to the Race Officer up to one hour after the last boat in each stage finishes. In all cases those protested against shall be informed by the boat protesting. Protests shall be heard by a committee of at least three non-competing members of OSC including at least one Officer. The protest meeting will be held at the first mutually convenient opportunity after the finish of the race.

22. ABANDONED RACE

In the event of severe weather forcing either the abandonment of a stage or the retirement of all yachts that started it, the Race Officer shall have the power to either a) Change the course for a subsequent day to give a more direct return to Oban or b) Abandon the remainder of the race and calculate the overall results on the basis of the stage(s) so far completed. The period of the race shall not be extended.

23. ALTERATION TO THESE INSTRUCTIONS

The Race Officer may make alterations at any time, being not less than 15 minutes before the start of any stage of the race affected, by hoisting Flag L and making two sound signals. Upon observing this signal, yachts will listen for new instructions on VHF Channel 12 and acknowledge with their clear receipt and understanding in turn if requested. Should there be a failure in this procedure, yachts should approach the escort vessel to receive the instruction orally.

24. RADIO COMMUNICATIONS

VHF Channel 12 will be used for communication concerning the race and may be used by competitors for general inter-yachts purposes during the race. Watch should be kept on this channel and on Channel 16. Also please monitor your VHF for half an hour prior to the start of a stage for any changes to the Sailing Instructions.

25 PROPULSION

All competitors shall regard the waters used for stage 1 as a "Narrow Channel" and shall observe the International Regulations for the Prevention of Collision at Sea 1972, Rule 9b, which states: "A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway."

An engine shall be used when appropriate to avoid collision, or in a grave emergency. Full details of this incident shall be given to the Race Officer who, after a hearing, may impose a penalty. If the Race Committee observes a yacht obstructing the passage of a power driven vessel in a narrow channel, it may proceed against the yacht under Rule 60.2.