



2022 CLUB One-design FLEET
Oriental Dinghy Club
www.oriental dinghy club.com

SAILING INSTRUCTIONS

1 RULES

1.1 The series will be governed by the rules as defined in the 2021-2024 Racing Rules of Sailing

2 CHANGES TO SAILING INSTRUCTIONS AND NOTICES TO THE COMPETITORS

2.1 Notices to competitors and changes to sailing instructions will be posted on the ODC website and Facebook page before 0730 the day of the race.

2.2 There will be two cut off times for changes to the schedule

9:00 on Friday night in the case of extreme weather prediction

7:30 on Saturday morning

After 7:30, any changes will be made on the water by the race committee

2.3 For on the water oral changes of the sailing instructions the "L" flag will be displayed on the signal boat. The change will be announced on VHF channel 78A prior to the warning signal.

3 COMMUNICARION WITH COMPETITORS

3.1 Notices to competitors will be on the day of the race will be communicated by the race committee on VHF channel 78a

4 CODE OF CONDUCT

4.1 Competitors and support persons shall comply with all reasonable requests from race officials.

5 SIGNALS MADE ASHORE

5.1 No signals will be made ashore due to the distributed nature of our club. Monitor VHF Channel 78a for Race Committee communications.

6 SCHEDULE OF RACES

6.1 Racing dates: See the official schedule posted on ODC website: www.oriental dinghy club.com/racing.html

6.2 Number of races: Up to 5 races may be sailed each day.

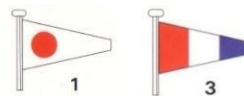
6.3 The scheduled time of the warning signal for the first race of the day is 1300. No Races will be started after 1600.

7 CLASS FLAGS

7.1 The class flags

1 Laser – PHRF (all ratings) [Pennant "1"]

3 Sunfish– PHRF (all ratings) [Pennant "3"]



8 RACE AREA

8.1 The signal boat will set a course on the waters off of Oriental, NC.

9 COURSES

9.1 The courses to be sailed will be displayed on the Signal Boat prior to each class's Warning Signal. Classes may be assigned different courses. The courses may be windward/leeward (WL), windward/finish (WF), triangle (T), or a combination of both (see course diagrams). Government marks may be used as alternative to inflatable club marks. The PRO will notify you when this is the case.

9.3 Race course diagrams (shown on the last page of the SIs)

10 MARKS

10.1 Marks (W), (L) and (R) will be orange inflatable marks.

10.2 The start / finish marks will be a yellow inflatable mark.

11 OBSTACLES

11.1 The race course will not contain any known obstacles.

12 THE START

- 12.1 ODC will be using the 3 minute dinghy start sequence. ODC will normally use an automated starting system.
- 12.2 The warning be processed by a multiple beep "wake-up call"
- 12.3 The start line will be between the orange flag on the signal boat and the adjacent yellow starting mark.
- 12.4 Boats whose warning signal has not been made shall stay clear of the starting area.
- 12.5 All boats shall pass by the signal boat on starboard tack and check in with the race committee after the Lima flag is flown and prior to their warning signal.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 In the case of a change to the next leg of the course, the race committee will move the original mark or the finishing line to a new position.

14 THE FINISH

- 14.1 The finish line will be between the orange flag on the signal boat and the adjacent yellow finishing mark.
- 14.2 Boats who have already finished shall stay clear of the starting finish area.
- 14.3 If the race committee is absent when a boat finishes, she shall report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

15 PENALTY TURNS

- 15.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16 TIME LIMIT

- 16.1 The time limit for the first boat in each division to finish will be one hours after its start.
- 16.2 Boats still racing 30 minutes after the first boat in their division sails the course and finishes will be scored TLE (Time Limit Expired).
- 16.3 Boats who are significantly behind may be scored PS (Position Secured). Notification will be made over VHF channel 78a and the boat will be asked to return to the starting area immediately.

17 HEARING REQUESTS

- 17.1 When a boat protests another boat, the protesting boat must hail the boat being protested at the time of the time of occurrence.
- 17.2 Protesting boats shall notify the Race Committee upon crossing the finish line.
- 17.3 Protest forms are available on the website and should be filed with the Race Committee by 1800 on the day of the race.
- 17.4 All parties will be notified of the protest hearing time and location but email.

18 SCORING

- 18.1 The race will be scored using the Low Point System with 75 % of the total races sailed by the fleet counting towards the final score.
- 18.2 Races 1 – 4 will constitute the spring series while races 5 -8 will constitute the fall series
- 18.3 Boats not competing in a day's race will be scored DNS.
- 18.4 Boats scored TLE will be scored by the Race Committee points equal to the number of boats finishing within the time limit plus two without a hearing.
- 18.5 Boats Scored PS will be scored by the Race Committee points equal to the number of finishers plus one without a hearing.

19 RADIO COMMUNICATION AND SAFETY REGULATIONS

- 19.1 Race communication will be on VHF channel 78A.
- 19.2 A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

20 REPLACEMENT OF CREW OR EQUIPMENT

- 20.1 Substitution of competitors is allowed without prior approval.

21 EQUIPMENT AND MEASUREMENT CHECKS

- 21.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

22 SUPPORT TEAMS

22.1 Support teams, including all support persons and support person vessels, shall comply with all Race Committee instructions.

23 TRASH DISPOSAL

23.1 Trash may be placed aboard official [or support person] vessels.

24 PRISES

24.1 Prizes will be given out at the annual meeting to the winner of each series.

25 RISK STATEMENT

25.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

26 INSURANCE

26.1 Recommended

Courses will be indicated by an appropriate number plus letters displaced on the Signal Boat. All marks will be left to Port. The Starting mark is used only for the Start and Finish. After starting boats may not sail through the Start/Finish Line except to finish. Boats on 2nd weather leg, and all downwind legs, may pass either side of the Start/Finish Line.

Example: "2WL"

"2" indicates that competitors must sail 2 times around the course.

"WL" indicates course configuration is Windward/Leeward

COURSE DIAGRAMS

