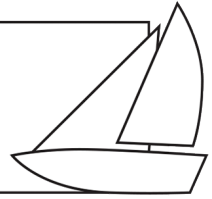
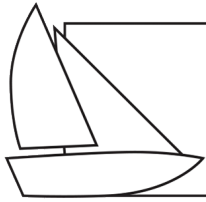


OCSA General Sailing Instructions



1. **RULES:** Races shall be governed by the current ISAF Racing Rules of Sailing (RRS), the prescriptions of US Sailing, the rules of any one-design, level, or PHRF fleet participating in the event, the OCSA Safety PIYA Category Equipment Requirements (SERs where specified)), and these OCSA General Sailing Instructions; the Notice of Race and the Supplemental Sailing Instructions for the event will apply.
2. **NOTICES TO COMPETITORS:** All notices to competitors will be available via the official notice board located at: www.sailpdx.org
3. **CHANGES TO GENERAL SAILING INSTRUCTIONS:** Any changes to the OCSA General Sailing Instructions or Event Sailing Instructions shall be in writing and available via the official notice board by 2200 local time on the day before it will take effect.
4. **SCHEDULE OF RACES:** The dates of racing, number of races, and scheduled time of the warning signal for the first race each day will be provided by the Organizing Authority and published in the Event Notice of Race.
5. **CLASS DIVISIONS AND CLASS FLAGS:** Class Divisions and Class Flags, if any, shall be provided by the Organizing Authority for the Event and will be available via the official notice board by 2200 local time on the day before it will take effect.
6. **RACING AREAS:** Buoy races shall be in the area between the I-5 and I-205 bridges. Distance races shall have the racing area defined by the Organizing Authority in the Event Notice of Race.
7. **STARTING ORDER:** The Race Committee shall display the initial starting order. When a plus sign (“+”) is displayed between two or more classes, those classes will start together at the same time. The starting order for subsequent races may be different than the starting order for the first race. Classes may be started in any order.
8. **COURSES:**
 - 8.1) The Race Committee will signal the course. Courses may be designated by letter or by course description listing OCSA marks individually. Mark descriptions and locations for individually listed Designated Marks are provided by the “OCSA Designated Mark Chart” and for letter-designated courses by the “OCSA Windward Leeward Alphabetic Courses”.
 - 8.2.) A red square when displayed at the top of the course board signals that, for all Windward Leeward Alphabetic Courses, OCSA Designated Mark “2” shall serve as Mark 1.
 - 8.3) For course descriptions listing OCSA Designated Marks, the first letter/number displayed is the starting mark, the last is the finishing mark, and those in between are the rounding marks. The Race Committee



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Boat may be stationed on either end of the starting line or finishing line. In the following descriptions for Starting Marks and Finish Marks, the symbol <DM> stands for any one of the Designated Marks defined in the “OCSA Designated Mark Chart.”

8.3.1) Start Marks

<DM> the Start Line is between the designated mark and the orange flag on the Race Committee Boat. (e.g. 14-2-...).

“SF” the Start and Finish Lines are the same. Start between the yellow or orange inflatable mark and the orange flag on the Race Committee Boat (e.g. SF-2-...).

“S” the Start Line is between a GREEN inflatable mark and the orange flag on the Race Committee Boat (e.g. S-2-...).

8.3.2) Finish Marks

<DM> the Finish line is between the designated mark and the orange flag on the Race Committee Boat (e.g. ...-2-14).

“SF” the Start and Finish Lines are the same. Finish between the yellow or orange inflatable mark and the orange flag on the Race Committee Boat (e.g. ...-2-SF).

“F” the Finish Line is between the yellow or orange inflatable mark and the orange flag on the Race Committee Boat (e.g. S-2-...).

8.4) Boats must pass each rounding mark in the order designated leaving each rounding mark to port.

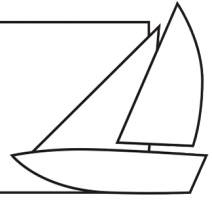
8.5) Courses will not include offset marks unless specifically described in Supplemental Sailing Instructions for the event.

8.6) Individual classes may be abandoned or shortened by displaying their class flag along with the appropriate race signal flag (see RRS Race Signals).

9. MARKS: Race marks, including starting and finishing marks shall be as defined in “OCSA Windward Leeward Alphanumeric Courses” or in the “OCSA Designated Mark Chart” consistent with courses set by the Race Committee.

10. AREAS THAT ARE OBSTRUCTIONS: Infractions of OCSA General Sailing Instructions 10.1, 10.2, or 10.3 shall be subject to the same protest provisions as an infraction under Part 2 of the RRS. A boat that may have committed an infraction may exonerate herself by making a One-Turn penalty in compliance with RRS Appendix V1.

10.1) The area between McCuddy’s Moorage and the 42nd Street boat ramp is restricted. A boat shall not sail inside the boundaries that are between the lighted day mark “2” at McCuddy’s Moorage and the end of the breakwater at the 42nd Street boat ramp, and inside the county marker buoys which designate the restricted area. In the absence of county marker buoys boats shall not sail within 150 feet of the



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moorages or launch area. County marker buoys upriver or downriver of the restricted area do not designate an area restricted to racing.

10.2) All boats shall pass on the channel side of any piling, buoy marking a missing piling, and log rafts or barges secured to a piling.

10.3) For determining right-of-way, the shoreline obstruction and the wing dam obstruction shall be considered separate obstructions.

11. THE START:

11.1) Races shall be started in compliance with RRS 26; the warning signal shall be five minutes before the starting signal.

11.2) In the event of an Individual Recall, the Race Committee may attempt to hail the sail numbers of recalled boats. Failure to do so, the timing of the hails, the order of the hails, the failure to hear the hail, or any other issues associated with the hail will not constitute grounds for redress. This changes RRS 62.1(a).

11.3) In the event of a General Recall, the recalled class will be restarted at the end of the current sequence. The First Substitute will be removed with the Preparatory flag one minute before the start of the following class. This changes RRS 29.2.

11.4) The starting area extends 150 feet on both sides of the starting line and in a 150 foot radius from both ends of the starting line. Boats that have not received a preparatory signal shall stay clear of this area. A boat that violates this sailing instruction: (a) by interfering with a boat that has received her preparatory signal may be subject to disqualification upon protest, or (b) by obstructing the Race Committee’s view of the start may be scored DSQ without a hearing. This changes RRS 63.1 and Appendix A5.

11.5) A boat that has not started, whether or not racing, may use propulsion without penalty as long as the boat does not start for at least 4 minutes after discontinuing propulsion. This modifies RRS 42.

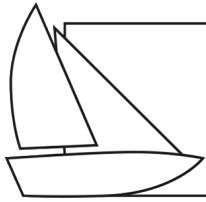
11.6) A boat that makes contact with any Race Committee Boat or mark set boat, excluding the anchor line or drogue, SHALL be scored DSQ without a hearing. This changes RRS 63.1 and Appendix A5.

11.7) If the Race Committee intends to start another race on the same day, it may display the second substitute (with no sound) while boats are finishing.

12. THE FINISH:

12.1) The finishing line will be between the finishing mark and the orange flag on the Race Committee Boat. The Race Committee Boat may be stationed on either end of the finishing line. The Race Committee may have a separate starting and finishing line.

12.2) IMPORTANT RESTRICTION: After starting, a boat shall not cross



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the line between the Race Committee Boat and the finishing mark unless she is: (a) finishing, or (b) rounding the mark end of the finishing line when such a rounding is required by the course for her class.

- 12.2.1) A boat that fails to observe this restriction may exonerate herself by making a One-Turn penalty. This changes RRS 28.1.
- 12.2.2) The finishing line is an obstruction for boats that are subject to this restriction.
- 12.2.3) A boat that fails to exonerate herself shall be scored DNF without a hearing. This changes RRS 63.1 and Appendix A5.
- 12.3) A boat that is delaying the start of the next race may be awarded her place by the Race Committee without finishing.

13. PENALTY SYSTEM:

- 13.1) Appendix V (Alternative Procedures for Dispute Resolution) of the RRS shall apply.
- 13.2) The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'

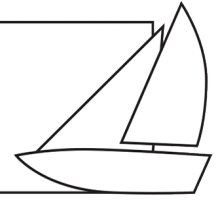
14. TIME LIMITS:

- 14.1) Except for distance races, the first boat in each class must finish within 2 hours of her starting signal. All other boats must finish within 30 minutes of the first boat in her class or they will be scored Time Limit Expired (TLE). This changes RRS 35, and Appendix A4, A5 and A11.
- 14.2) For distance races, the time limit will be provided by the Organizing Authority and published in the Event Notice of Race.

15. PROTESTS AND REQUESTS FOR REDRESS:

- 15.1) A boat intending to file a protest shall notify the Race Committee by hail or on VHF channel 72 immediately after finishing and before leaving the racing area unless she is unable to do so.
- 15.2) Protests shall be submitted online at www.sailpdx.org/racing/race-protests/ or emailed to the Protest Committee at protest@sailocsa.org no later than 2359 local time on the day of the race.
- 15.3) Notices of protests by the Race Committee or Protest Committee will be available via the Official Notice Board to inform boats under RRS 61.1(b).
- 15.4) The schedule of hearings will be available via the Official Notice Board shortly after the protest time limit, together with a document file for each protest or request for redress as filed. These postings will constitute notice given and the protest or redress information as required by RRS 63.2 and will constitute the notice requirement

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under RRS 61.1(b). Hearings will proceed whether or not all boats are represented. US Sailing prescriptions to RRS 60 and 63.2 shall not apply unless the Protest Committee adjourns a hearing and decides to apply those prescriptions.

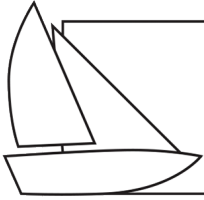
- 15.5) Protesting parties may be offered the opportunity to participate in voluntary protest mediation; Appendix T of the RRS.

16. SCORING:

- 16.1) One completed race will constitute a series and there will be no makeup races.
- 16.2) The Low Point Scoring System, RRS Appendix A4, will be used.
- 16.3) A score of TLE shall be the number of finishers plus one. This changes RRS Appendix A4.
- 16.4) There will be no excluded scores for a class when fewer than 5 races are completed. There shall be one discard for every 5 completed races. This changes RRS Appendix A2.
- 16.5) Races for PHRF Classes will be scored using PHRF Time-on-Time ratings. Level and One-Design Classes shall be scored by the order of finish.

17. SAFETY REGULATIONS:

- 17.1) Competitors have the responsibility to keep clear of all commercial traffic and shall not interfere with commercial traffic. A boat shall be subject to disqualification upon protest for failing to comply with this instruction. The Race Committee may score such a boat DSQ without a hearing. This changes RRS 63.1 and Appendix A5. Commercial traffic that signals 5 horns has indicated that a vessel is interfering.
- 17.2) A boat in a position where she may interfere with commercial traffic must clear the danger area, and may use propulsion if necessary to do so, provided she does not improve her competitive position. This changes RRS 42.
- 17.3) All boats shall comply with the United States Coast Guard Federal Requirements for Recreational Boating. (See www.uscgboating.org/assets/1/workflow_staging/Publications/420.pdf)
- 17.4) All boats shall comply with the OCSA Safety Equipment Regulations (SERs) while racing. See <http://www.sailpdx.org/racing/forms-information/ocsa-facebook-chart-race-documents/>
- 17.5) A boat that leaves the racing area before finishing or before the last race of the day should, if possible, notify the Race Committee in person or via VHF channel 72 and receive a response from the Race Committee.
- 17.6) Navigation lights shall be lit between sunset and sunrise and in times of restricted visibility per COLREGS Rule 20.



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17.7) Sail numbers are required on mainsails, headsails over 130% and spinnakers (See RRS Appendix G2)

17.8) A boat that breaks a sailing instruction in section 17 could receive a warning, be disqualified without a hearing, or may not be accepted in future competition, depending upon the severity of her offense. This changes RRS 63.1, 64, 76 and Appendix A5.

18. RADIO COMMUNICATION:

18.1) Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to cellular telephones and mobile devices.

18.2) The Race Committee may report visual signals and other information via VHF channel 72. This information is provided as a courtesy and does not in any way alter the responsibility to observe the visual race signals that govern the conduct of the race. Errors or omissions resulting from such courtesy broadcasts shall not be grounds for redress. This changes RRS 62.1(a).

19. AWARDS: The number of boats starting at least one race will determine the number of awards per fleet. Awards will be presented as follows: 3 boats - 1 award; 5 boats - 2 awards; 8 boats - 3 awards; 11 boats - 4 awards. Classes with fewer than 3 boats starting will not receive awards. Race results will be posted at www.sailpdx.org.

20. DISCLAIMER OF LIABILITY: Competitors participate in OCSA sanctioned events entirely at their own risk. It shall be the responsibility of the skipper to inform the crew of the risks of sailboat racing, to make sure they understand and accept those risks, to decide whether the crew is competent and adequate for the event, and to decide whether to start or continue in a race. OCSA and the Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the OCSA sanctioned event.

21. INSURANCE: All boats shall have liability insurance currently in effect, covering yacht racing activities, property damage, personal injury and death in an amount appropriate for the type of boat being sailed. Minimum coverage of \$500,000 per occurrence is required.

22. CERTIFICATES: When specified by the Notice of Race, and/or required by her class, a boat shall have a valid certificate issued by her class authority before the start of the event. If the certificate cannot be produced or verified before the end of the event, the boat shall be scored DSQ from all races of the event without a hearing. This changes RRS 63.1, 78.2 and Appendix A5