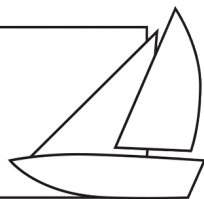


OCSA General Sailing Instructions



1. RULES

- 1.1) The events will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2) Rules V1 & V2 of Appendix V And Appendix T will apply.
- 1.3) [DP] The US Sailing Safety Equipment Requirements for the Category “Nearshore” will apply. www.ussailing.org/wp-content/uploads/2021/02/Monohull-SER-2021.0.pdf
- 1.4) [DP] The OCSA COVID-19 Special Regulations will apply and will be updated as needed to comply with state and county requirements. www.sailpdx.org/wp-content/uploads/2021/02/2021COVID-19-Special-Regulations.pdf2.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1) Any change to the Sailing Instructions will be posted on the Official Notice Board by 2200 local time on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1) Notices to competitors will be posted on the Official Notice Board located at www.sailpdx.org.
- 3.2) [DP] Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.3) 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 a boat’s responsibility to observe the visual race signals that govern the conduct of the race. Errors or omissions resulting from such courtesy broadcasts will not be grounds for redress. This changes RRS 62.1(a).

4. CODE OF CONDUCT

- 4.1) [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. SCHEDULE OF RACES

- 5.1) 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.

6. CLASS FLAGS

- 6.1) Class Divisions and Class Flags, if any, will be provided by the Organizing Authority for the Event and will be posted on the Official Notice Board by 2200 local time on the day before it will take effect.

7. RACING AREAS

- 7.1) Buoy races will be in the area between the I-5 and I-205 bridges. Distance races will have the racing area defined by the Organizing Authority in the Event Notice of Race.

8. THE COURSES

- 8.1) Courses will be designated by letter or by course description listing marks individually. Mark descriptions and locations for individually listed Designated Marks are provided in the “OCSA Designated Mark Chart” and for letter-designated courses in the “OCSA Windward Leeward Alphabetic Courses”.
- 8.2) A red square displayed at the top of the course board signals that, for all



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Windward Leeward Alphabetical Courses, OCSA Designated Mark “2” will serve as Mark 1 of the “Alphabetical Courses”.

8.3) For course descriptions listing OCSA Designated Marks (DM), SF, S and/or F, the first letter/ number displayed is the starting mark, the last is the finishing mark, and those in between are the rounding marks.

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

8.5) For the Windward Leeward Alphabetical Courses, mark 4 will not be used unless mark 3 is also used.

9. MARKS

9.1) Marks are as described in the “OCSA Windward Leeward Alphabetical Courses” or in the “OCSA Designated Mark Chart”.

9.2) Starting & Finishing Marks

- <DM> the Start and/or Finish is between the OCSA designated mark and the Signal Vessel.
- “SF” the Start and Finish are the same. Start and finish between an inflatable mark and the Signal Vessel.
- “S” the Start is between a GREEN inflatable mark and the Signal Vessel.
- “F” the Finish is between an inflatable mark opposite of the start mark and the Signal Vessel.

10. OBSTRUCTIONS

10.1) [DP] The following areas and lines are designated as obstructions:

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

10.1.2) 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.

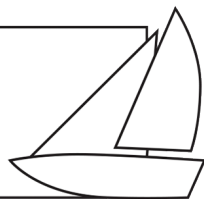
10.1.3) After starting, a boat shall not cross the line between the signal vessel and the finishing mark unless she is: (a) finishing, or (b) rounding the mark end of the finishing line when such a rounding is required by the course for her class. A boat that fails to exonerate herself will be scored NSC.

10.2) Infractions of Sailing Instructions 10.1.1, 10.1.2 & 10.1.3 are subject to the same hearing request & exoneration provisions as an infraction under Part 2 of the RRS.

11. THE START

11.1) 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.

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- 11.2) The starting line will be between a staff displaying an orange flag on the Signal Vessel and the course side of the starting mark.
- 11.3) If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the Race Committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed shall not be grounds for a redress for request. This changes RRS 62.1(a).
- 11.4) In the event of a General Recall(s), the warning signal for the recalled class(es) will be made after other races have started. The First Substitute will be removed with the Preparatory flag one minute before the start of the following class. This changes RRS 29.2.
- 11.5) [DP] 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 whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.6) 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.
- 11.7) A boat that makes contact with a Race Committee vessel will be scored DSQ without a hearing. This changes RRS 63.1 and Appendix A5.
- 11.8) 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

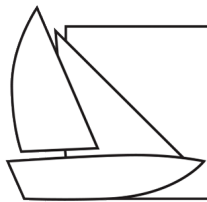
- 12.1) The finishing line will be between a staff displaying an orange flag on the Signal Vessel and the course side of the finishing mark. This changes RRS Race Signals "Blue flag."
- 12.2) A boat that is delaying the start of the next race may be awarded her place by the Race Committee without finishing. This changes RRS 28.

13. TIME LIMITS

- 13.1) 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 A5 and A10.
- 13.2) For distance races, the time limit will be provided by the Organizing Authority and published in the Event Notice of Race.

14. HEARING REQUESTS

- 14.1) A boat intending to file a hearing request 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.
- 14.2) Hearing requests must be submitted online at sailpdx.org/racing/race-hearings/ or emailed to the Hearing Request Committee at hearing.request@sailocsa.org no later than 2359 local time on the day of the race.
- 14.3) The schedule of hearings will be posted on the Official Notice Board after the hearing request time limit, together with a document file for each hearing request filed. These postings shall constitute notice given and the



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hearing request or redress information as required by RRS 63.2. Hearings will proceed whether or not all boats are represented.

- 14.4) Hearing requesting parties may be offered the opportunity to participate in voluntary hearing request mediation; Appendix T of the RRS.

15. SCORING

15.1) 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.

15.2) One race will constitute a series.

15.3) A score of TLE will be the number of finishers plus one. This changes RRS Appendix A5 & A10.

15.4) When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.

15.5) When 5 or more races are completed, a boat's series score will be the total of her race scores excluding one of her worst scores for every 5 races that are completed.

16. SAFETY REGULATIONS

16.1) [DP] Boats shall not impede the passage of a stand-on vessel and shall comply with the [U.S. Inland Navigation Rules Act of 1980](#). Boats that fail to comply promptly with signals from a race official to alter course, or that receive a 5 blast warning (5 short sounds) from a stand-on vessel, will be subject to hearing request and possible disqualification. A boat in a position where she may interfere with a stand-on vessel shall clear the danger area immediately, and may use propulsion if necessary to do so, provided she does not improve her competitive position. This changes RRS 42.

16.2) [DP] A boat that leaves the racing area before finishing or before the last race of the day shall, if possible, notify the Race Committee in person or via VHF channel 72 and receive a response from the Race Committee.

17. RISK STATEMENT

17.1) 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.**

18. INSURANCE

18.1) 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. A minimum coverage of \$500,000 per occurrence is required.

END OF SAILING INSTRUCTIONS