

Sail Caledonia 2017

The Scottish Raid.

Sailing Instructions

1 GENERAL

The Sailing Instructions provide detailed information about the racing and boating for participants and competitors in Sail Caledonia 2017. They are supplementary to, and to be read in conjunction with, the Notice of Race. More general information about the event can be found on the website and in the Joining Instructions issued to participants before the event.

In the event of any conflict between these Sailing Instructions and the Notice of Race, then the Sailing Instructions shall prevail.

2 RULES

2.1 Racing Rules of Sailing

2.1.1 Sailing Races in Open Water

All sailing races in Sail Caledonia will be conducted in accordance with the current Racing Rules of Sailing (the "RRS"), as modified by these Sailing Instructions. The most relevant rules are summarised in Appendix A.

2.1.2 Propulsion – Use of Oars (Rule 42)

Sail Caledonia is a 'sail and oars' event and accordingly, the use of oars is permitted during all sailing races unless notified otherwise (for example in the event of the organisers staging a 'Sailing Only' race as is done on occasions). Accordingly, Rule 42.3 of the RRS shall be amended by adding a further exception to the ban on mechanical propulsion as follows:

- (i) A boat's normal oars may be used to supplement propulsion during sailing races unless specifically prohibited for any race by the Organising Authority.

Competitors should bear in mind the hazards associated with supplementary rowing in windy conditions.

2.2 Rules When Not Racing

When not racing, the International Regulations for Prevention of Collision at Sea (IRPCS), together with any local or canal byelaws shall apply.

2.3 Supplementary Rules for Rowing

2.3.1 General – Avoidance of Collision

During rowing-only races, the IRPCS shall be used in place of Part 2 the RRS (i.e the rules for right of way when boats meet).

2.3.2 Overtaking Rule

When overtaking during a rowing race, the boat being overtaken shall steer a steady course and shall allow the overtaking boat room to pass safely. Where necessary, the boat being overtaken shall maintain a course close to the starboard bank of the waterway, and shall not obstruct the overtaking boat, save that she shall not be obliged to make sudden deviations of course, nor to stop rowing to allow another boat to pass.

2.4 Sail & Equipment Restrictions

Boats are permitted only to use their normal cruising or working sails. Specialised racing sails, including spinnakers and other similar sails are not generally permitted. Trapezes, outriggers and sliding seats are also not generally permitted.

If sufficient boats enter that wish to make use of such equipment, then the organisers may allow 'development boats' in class 4 to race with no such restrictions. This will be at the discretion of the committee.. The Organising Authority reserves the right to allocate a boat to any particular class on the basis of anticipated or actual performance in the interests of promoting close competition, and to split any class. Classes will be finalised at registration.

3 ENTRIES

3.1 Eligibility

Only boats whose skippers have read the Notice of Race and completed the registration process, including exhibiting evidence of insurance and a satisfactory safety inspection may participate in Sail Caledonia.

3.2 Registration

Registration will take place at Lochaber Yacht Club between 10:00 and 14:00 hrs on Saturday 27th May 2017.

4 RACES

4.1 Race Programme

The event shall consist of a series of 10 races completed over 7 days. These races, together with the intended start times and other qualifications are shown below. This list is for guidance only. The exact courses will be defined at the race briefing.

Race	Start	Notes
Opening race, Loch Linnhe, with Lochaber Yacht Club.	16:00 Sat 27 th May	Race finishes at Corpach Basin.
Banavie to Gairloch.	14:00 Sun 28 th May	Canal section. Rowing Race. Approx 12km.
Loch Lochy	09:30 Mon 29 th May	Finish at east end of Loch Laggan. Course dependant upon weather conditions. Approx 20km.
Laggan "Round the Cans"	15:00 Mon 29 th May	Sailing and Rowing challenge in the Cean Loch at Laggan.
Laggan Avenue	10.00 Tues 30 th May	Rally up Laggan Avenue to Laggan bridge... immediately followed by.....
Loch Oich	Tues 30 th May	Race the length of Loch Oich. Race finishes before Aberchalder Bridge. Course dependant on weather. Approx 10km.
Kytra to Fort Augustus.	15:00 Tues 30 th May	Rowing pursuit race finishing in Fort Augustus village. Approx 2km.

Loch Ness Race 1.	06:00 / 09:30 Wed 31st May	2 Courses on Loch Ness. Fort Augustus to Foyers. 'Loch Ness Challenge' entrants via Lochend or Dores 56km. Others direct 17km
Loch Ness Race 2.	09:30 Thur 1st June	Finish at Lochend, course dependant on weather. Approx 20km.
Dochgarroch to Tomnahurich Bridge	08.00 (TBC) Fri 2nd June	Rally from Dochgarroch to Tomnahurich Bridge and on down the Muirtown flight. Approx 6 kms
Beaully / Moray Firth Race	12:00 Fri 2nd June(TBC)	Finish at North Kessock prior to late afternoon slipway recovery. Course dependant on weather.

The organisers reserve the right to alter the race programme to suit weather and other conditions. Any such changes will be notified per para. 6 below.

4.2 Courses

Courses will be decided by the Race Manager after taking account of the weather forecast and any safety related matters. Courses may be posted by 19:00 on the day prior to the race or at the morning skippers briefing, but in any event no later than 1 hour prior to the programmed start of any race.

5 NOTICES TO COMPETITORS

5.1 Race Office

The Race Office shall be aboard the motor-cruiser 'Lochnagar' which shall also serve as the committee boat.

5.2 Notices

Notices to competitors will be posted on the saloon notice board located in the accommodation vessel / clubhouse 'Ros Crana.'

5.3 General Briefings

A general briefing for all skippers and crew will be held ashore beside Ros Crana of Caledonia at 19:00 hours every evening. Results from the day's racing, safety issues arising, any changes to the proposed race programme and details for the following day's sailing will be communicated at these briefings.

5.4 Skippers' Briefings

Where necessary (e.g. due to sudden changes of weather etc.) a skipper's briefing will be called. This will be signalled by five or more repeated blasts on a hand foghorn and displaying a rectangular red flag at the meeting point.

6 CHANGES IN THE SAILING INSTRUCTIONS

As far as possible any change in the sailing instructions will be posted by 19.00 hrs on the day before it will take effect. Otherwise changes may be communicated during the general or skipper's briefings or before 09.00 hrs on the day.

7 GENERAL RACE PROVISIONS

7.1 Marks

Marks will be large cylindrical yellow inflatable buoys or orange mooring buoys or similar.

7.2 The Start (Sailing Races in Open Water)

The start line will be between the committee boat flying an orange flag and a start-line mark. If possible, starts will be arranged so that the start line lies in the direction of the wind with the committee boat at the windward end. The starting procedure will be as follows:

Time Before Start	Meaning	Action & Signals
10 minutes	Early Warning	1 long sound on foghorn. Orange rectangular flag.
4 Minutes	Preparatory signal	1 sound. Blue rectangular flag
1 Minutes	1 minute signal	1 sound. Blue flag removed.
0 Minutes	Start	1 sound. Orange Flag removed.

Participants are reminded that no part of their boat shall be within the triangle formed by the ends of the starting line and the first mark after the 1 minute signal has sounded (Rule 30). Flying of a red flag on the committee boat shall indicate that one or more boats has violated this rule. Boats which break the rule shall sail around the end of the start line marker and then re-start. Penalty for non-compliance shall be the addition of 3 points.

7.3 The Start (Rowing Races)

The start line will be at right angles to the canal reach and between the committee boat flying an orange flag and a mark or orange flag positioned on the opposite bank.

Starting will be in pairs at 2 minute intervals or as advised by the race manager. The starting order will be sequential according to the fleet numbers issued to boats at registration, except in the case of a pursuit race when starting will be according to handicap time. A warning signal comprising 1 sound and the flying of a rectangular blue flag will be given 5 minutes prior to the start of the first pair of boats.

7.4 The Finish

The finish line will be between the committee boat flying an orange flag and an outer mark or orange flag on the shore as advised during the skipper's briefing. Skippers are advised to note their finishing time and the boats finishing immediately ahead or behind in case of confusion as to vessel identities.

7.5 Scoring & Discards

The Low Point System as per Appendix A of the RRS shall apply. Under this system, each boat is awarded points according to her position in the race (first, one point, second – two points, etc). The boat with the lowest score at the end of the series (after discarding her worst score) is the winner for that class. In the event of a tie, then the boat with the lowest points in the discarded race is placed higher.

Each boat will be allowed 1 discard from the complete series.

Boats that did not start, did not finish or were disqualified from a race receive the score equal to the number of boats in that class entered in the event plus one point.

7.6 Trophies

Prizes will be awarded as follows:

- A prize for the first placed boat in each class over the complete series.
- A prize for the best overall performance across the whole fleet.
- A prize for the first placed boat to complete the 'Loch Ness Challenge', a 36 nautical mile course from Fort Augustus to Lochend and back to Foyers within 12 hours
- The 'Highlander Trophy' will be awarded to the first placed boat to complete all the racing and rallying legs 'unassisted and under their own power'. Boats will not be eligible if they use engines or accept tows (except when being walked between locks on a staircase). No crew exchanging is permitted and all crew must camp having carried all their equipment in the vessel for each leg. They must prepare their own breakfast and lunch using re-supply as found at shops en-route, but evening meals are provided as usual.
- The 'Endeavour Award'. This trophy will be awarded to the person or persons who, at the discretion of the committee, have shown the most "endeavour" during the week.
- The Best Dressed Boat competition. Boats will dress all over at either Cullochry or Kytra lock and will be judged on arrival at Fort Augustus.
- 'Mystery' prizes may be awarded at the discretion of the race committee.

7.7 Postponement

The organisers may decide to postpone or cancel a particular race in order to ensure the safety or enjoyment of participants. Such action will be communicated at a skipper's briefing which will be called as soon as possible after the decision to postpone or cancel has been taken.

7.8 General Recall

In the event of several boats breaching Rule 30 relating to starting penalties, or an error in the start procedure, a general recall may be signalled. This is indicated by a long sound signal and displaying a red flag.

In the event of a recall, boats should return to the starting area and the complete start sequence will be repeated.

7.9 Course Shortening

In the event of the course being shortened, a blue flag will be displayed by a safety boat near one of the course marks. The shortened course may either be as previously notified at the skippers' briefing or instructions may be given by the safety boat.

7.10 Race Abandonment

Once the race has been successfully started the red flag signal would then indicate a race abandonment. Proceed to shelter as directed by the safety team.

7.11 Time Limit

The committee will endeavour to set courses which can be completed by the slowest boats within a reasonable timeframe. It will however be necessary to set time limits for longer races and these will be advised during the respective skipper's briefing. Boats that do not complete the course within the time limit are deemed not to have finished.

7.12 Protests (Discouraged)

A boat intending to protest because of an incident occurring in the racing area that she is aware of shall hail 'Protest' and conspicuously display a red flag by the end of the leg of the course immediately following the leg that the incident occurs on. She shall display the flag either until she finishes or retires, or, if the incident occurs near the finishing line, until the race committee acknowledges seeing her flag. In all other cases she shall inform the other boat as soon as reasonably possible.

Protests shall be written on forms available at the Race Office and lodged there within 1 hour 30 minutes after the time of the last yacht's finish on the last race on that day. Protest notices will be posted within 30 minutes of the protest time limit to inform competitors where and when there is a hearing in which they are parties to a protest or named as a witness. Decisions of the jury will be final.

8 SAFETY

8.1 Event Safety Management

Event safety management is the responsibility of the Safety Manager, Martin Balcombe, who has authority to direct operations in the event of any accident or dangerous occurrence.

Event safety management is however limited to the management of the racing and rallying legs in such a way as to mitigate against un-avoidable risks. It does not include the safety management of individual boats which remains the responsibility of the designated Responsible Person for that vessel.

8.2 Responsibility for Safety

Responsibility for safety of each vessel rests entirely with the designated Responsible Person for that boat as notified to the Organising Authority on the registration form. As stated in the Notice of Race, It is for the Responsible Person to decide whether the boat is fit to sail in the conditions in which it will find itself. By launching or setting out for the race/rally area or by starting or continuing in any part of Sail Caledonia the Responsible Person confirms that the boat is fit for those conditions and that the crew has sufficient equipment, experience and fitness to participate safely in the respective part of Sail Caledonia.

8.3 Health & Safety Plan

Attention is drawn to the Health and Safety Plan for the event. Copies are available in the Race Office on request. The Health and Safety Plan includes a set of emergency procedures. These will be posted in the Race Office and the support boats and supplied to all skippers at Registration.

8.4 Safety Equipment & Standards

All boats are required to carry safety equipment and comply with the standards set out in Appendix B to these Sailing Instructions

8.5 Crew Numbers

The 'nominal' crew number for each boat shall be stated on the event registration form. This is to allow a 'head count' during an emergency. Although changes to crew numbers are permitted, skippers must inform the Race Manager of any changes at least 1 hour prior to the start of any race or rallying leg.

8.6 Personal Buoyancy

Adequate personal buoyancy shall be worn by all crewmembers whilst afloat. Wet suits and dry suits do not constitute adequate personal buoyancy. Requirements regarding specific types of buoyancy equipment can be found in Appendix B of these Sailing Instructions.

8.7 Compliance with Safety Directions

Participants are obliged to comply with any safety instructions, particularly in an emergency. Such instructions could include an instruction to abandon a swamped or disabled vessel and/or accept a tow to safety. Failure to comply with such instructions constitutes a breach of safety rules and may result in disqualification from a particular race or from the complete event.

8.8 Safety Outwith Programmed Races

The organisers do not provide safety cover for boats outwith programmed races or rallying legs of the event.

9 PRESS AND PUBLIC RELATIONS

Participants in Sail Caledonia are reminded that this is a not-for-profit event and that public bodies and commercial sponsors have provided some of the costs of running the event. In return participants are asked not to do anything that could bring the event into disrepute or cause offence. Entrants are also asked to co-operate with any members of the press and to be welcoming and courteous to interested members of the public.

10 NAVIGATIONAL INFORMATION

10.1 General

Courses for races will as far as possible be set to avoid navigational hazards and any unavoidable hazards will be brought to the attention of skippers during the respective briefing.

By and large the Lochs Lochy and Ness are free from navigational hazards. Skippers should be aware of potential traffic on canal reaches, particularly motor cruisers whose skippers may have little or no nautical experience and may never have heard of the 'rules of the road'.

10.2 Loch Oich

Loch Oich has numerous shallow areas and submerged rocks and hence it is advisable to keep to the marked channel. The channel marks are green for starboard, red for port when heading north-east. Loch Oich also has the River Garry entering from the west bank approximately half way along. A current follows the west bank to the weir where the River Oich starts. Skippers are advised to keep clear of the weir, particularly after heavy rainfall when river currents may be strong.

10.3 Loch Ness

Skippers should bear in mind that Loch Ness is a large body of water with a considerable fetch in the direction of the prevailing wind. Accordingly wave heights can become significant for smaller craft at the down-wind end. The banks to the loch are precipitous and landing is impossible for much of the length of the loch, particularly on the south side. Finally, there is another weir where the canal and the River Ness split just south-west of Dochgarroch. Again, skippers are advised to keep clear of this weir.

10.4 Procedure in Locks

Owing to the range in size and robust-ness of boats participating, care is necessary when entering canal locks and the instructions of the lock-keepers should be adhered to. Generally we ask that boats enter the locks one-by-one with the largest boats first. It is generally recommended to get way on the boat (by rowing) outwith the lock and to use the way to carry the boat alongside the remainder of the fleet. A drogue to enable the boat to be stopped should be kept ready.

Generally, the whole fleet will fit into a single lock with perhaps three boats on either side being warped whilst the remainder are tied up alongside the outer boats. Please take your turn handling warps on long lockings! The boat on the outside (i.e. away from the wall) should provide the fenders to prevent damage to its neighbour.

Oars should be shipped into the vertical position when in the locks. This avoids congestion and possible damage. Care is required when lowering oars into a boat.

Let's hope for fair winds and plenty of sunshine!

Martin Balcombe
Event Manager
February 2017.

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SAILING INSTRUCTIONS

APPENDIX A – SUMMARY OF RELEVANT RULES

Below is a summary interpretation of extracts of the RRS as they relate to Sail Caledonia. A full version of the rules is available at www.sailing.org/documents/racing-rules.php and in the Race Office. In the event of conflict, the full version of the rules shall prevail.

Part 1 – Fundamental Rules

All participants are obliged to assist persons or vessels in danger. All vessels are to carry adequate safety equipment and crew-members are responsible for wearing personal buoyancy. All participants shall compete in a manner consistent with the principles of sportsmanship and fair play and accept the rules. The decision to start or continuing racing rests with the boat alone. Drug-taking is prohibited.

Part 2 – When Boats Meet (Rules of the Road)

Starboard tack has right of way. Windward boat keeps clear unless overtaking and clear astern (i.e. its foremost part is behind the aftermost part of the boat ahead). Overtaking boat keeps clear until overlapped (i.e. no longer clear astern). A tacking boat must keep clear of others regardless of the tack she is on.

Boats should avoid contact with the onus being on the boat which does not have right of way to take action as soon as necessary to avoid contact. A right of way boat need only take action when it is clear that the other boat is failing to do so. When changing course, a right of way boat must give other boats reasonable room to keep clear.

The inside boat generally has right of way at a mark or obstruction. A boat that requires room at a mark or obstruction to avoid danger shall hail the other boat. Boats performing penalty manoeuvres shall keep clear of others. Boats shall avoid capsized or disabled boats and non-racing boats shall avoid those racing.

Part 3 – Conduct of A Race

The start sequence is set out in the Sailing Instructions. Boats shall pass each mark on the correct side and in the correct sequence. Boats shall not be within the triangle formed by the ends of the starting line and the first mark after the 1 minute warning signal (Rule 30). Boats failing to comply with rule 30 shall sail to the starting side of the line around one end of the line before re-starting. Boats shall not touch any mark and if they do they shall make a complete 360 degree turn once all other boats are clear.

Part 4 – Other Requirements when Racing

A boat may receive outside assistance in the event of danger.

A boat shall not use any form of propulsion other than the wind and water and, as allowed for in the Sailing Instructions, oars.

Crew shall not wear or use specially weighted clothing or equipment.

Every boat shall have a designated Responsible Person.

A boat may only use the equipment on board at the time of her preparatory signal for any race. Crew may not join or leave the boat after the preparatory signal unless ill or injured.

Part 5, 6 & 7 – Protests, Redress Etc, Entry and Organisation

Contact the Race Office if required!

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APPENDIX B – REQUIRED SAFETY EQUIPMENT LIST

All vessels taking part in Sail Caledonia will submit to a safety inspection on arrival. This must be completed and the vessel accepted by the Safety Manager before launching will be permitted. They are required to carry equipment or comply with the following:

- The vessel shall have sufficient buoyancy to avoid sinking and to support the crew in the event of swamping or capsizing. Watertight lockers that add to the buoyancy of the boat should not be used to store emergency equipment. Buoyancy bags should be extremely secure as they have a habit of working free in swamped boats.
- The mainsail should have at least one set of reef points and be capable of being reefed underway.
- A bucket secured to the vessel by a lanyard and at least one other method of bailing (pump, 2nd bucket etc).
- Anchor, warp and chain suitable for the vessel.
- Sufficient oars and rowlocks to propel the boat against a strong headwind (including 1 spare oar).
- 2 warps of 15 metres for use in the canal locks or for being towed
- Drogue or other device capable of slowing the boat in cramped conditions where oars cannot be used. (Strong bucket on long lanyard may be sufficient for smaller boats).
- Foghorn
- Distress Flares, 2 x hand smoke or (preferably) floating smoke, 2 x pinpoint red. Flares to be kept in a sealed water-tight container securely attached to the vessel by a lanyard and accessible in the event of swamping. Laser flares may be used instead of the pinpoint reds, but we do insist on the smoke flares.
- Fire extinguisher (for vessels with engines or cooking facilities)
- Buoyancy aids or lifejackets with whistle are to be provided for each of the crew. These should be worn on open water or when in canal locks. Buoyancy aids are preferred as they give assistance to the user in the event of capsizing. Lifejackets that have no integral buoyancy are not ideal as they either provide no assistance or, if inflated, hamper the user in recovery of the boat. Automatically inflating lifejackets are not suitable as they hamper the user in the event of capsizing.
- 1st Aid kit.
- Spare dry clothing in a water tight container
- Survival bag or Thermal Protective Aid.
- Food and warm drink for long exposed races (e.g. Lochs Lochy & Ness).
- Bosun's bag with tools / shackles / cordage.
- Sufficient fenders to protect one side of the boat

Please advise the event management in advance if you cannot comply with any of the above. We can arrange for equipment to be provided and/or consider exemptions where safety will not be compromised for a particular case. Please see the Joining Instructions – Equipment, for how to order any equipment you need for the event.

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APPENDIX C – APPROXIMATE LOCATIONS OF MARKS

Maps/Charts with the buoy locations, including 6 figure Ordnance Survey grid references will be supplied at registration.