








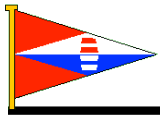




PEYC Hybrid Yacht Course Selection

1	Pre-race day procedures	
2	Race day procedures: -Committee Boat - Pier	
3	(Late) Changes to SI's	
4	Transit Setting – Pier only	
5	Starting procedures: -Committee Boat -Pier	
6	Finishing procedures: -Committee Boat - Pier	
7	Safety policy Problems/Emergency procedures	
8	VHF	
9	Displaying Courses	



PEYC Hybrid Yacht Course Selection

1: Pre – race day Procedures.

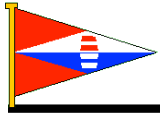
- **Confirm attendance** – via OOD-coordinator & email.
- **Print OOD duty sheet** – via web site.
- **Check weather forecast.**
- **Familiarise yourself with the race area:**
 - Committee Boat / Pier
 - Information given in calendar in h/book.

Most yacht races will use a Committee Boat start as per SI-Section 3.

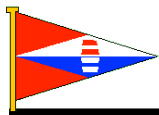
For Committee Boat starts – the start line can be laid in the vicinity of Marks E, R, A or Q.

However, if there is a problem with the Committee Boat, a late switch will have to be made to the pier.

- **Familiarise yourself with race type:**
 - Trophy, point-to-point, hybrid, average lap, ..
 - Information given in calendar in h/book.



PEYC Hybrid Yacht Course Selection



PEYC Hybrid Yacht Course Selection

2(1): Pre-race Procedures – Committee Boat Starts

- * Use with wind strengths up to 20-30 knots
 - * Any doubts must be referred to Fleet Captain & Driver
 - * If doubts then race can be run from breakwater
- * * * * *

- **Personal Buoyancy** - decide if use of *code flag Y* is appropriate.

This is at the RO's discretion, but is **mandatory** in conditions of 20+ kts, moderate sea state *or* poor visibility.

—————→ **Section 18**

- **Check radio** – —————→ **Section 8**

- **Check wind strength** – instruments aboard

- **Check tidal strength and height** – refer to duty sheet

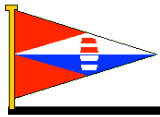
- **Choose courses** –

- **Courses available** - Refer —————→ **Sections 11-16**

- **Display chosen courses** —————→ **Section 9**

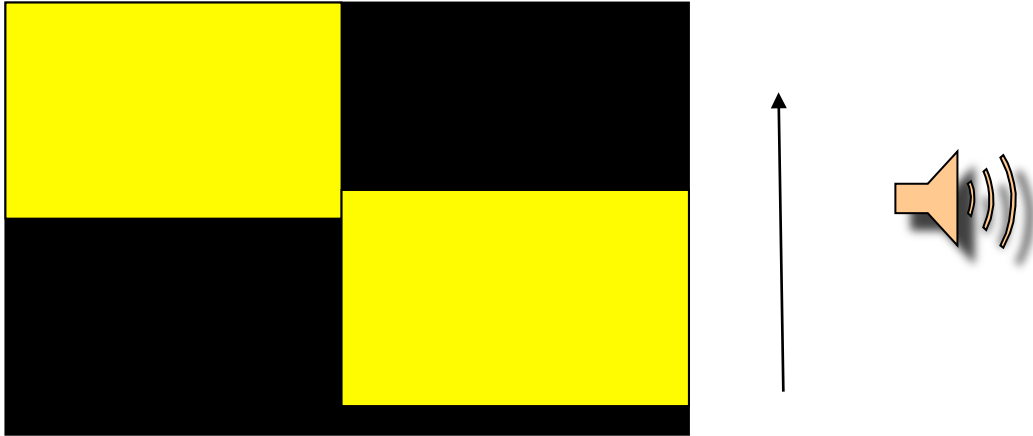
- **Check required flags** – already rigged aboard.

NB: All flags and equipment are aboard the Committee Boat.



PEYC Hybrid Yacht Course Selection

3. The 'L' Flag



This tells competitors that there is an official notice on the official notice board – this may, or may not, be a change to the SI's. It must be displayed on the committee boat/race box also.

Displayed – Committee Boat / Race Box

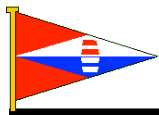
- (1) 'Come within hail' - change to SI's
- (2) 'Follow me' - Race Officer decides to move the start area and wishes the fleet to follow.

***** Refer SI's 1.5 *****

Removal of Flag 'L'

The flag is removed, without a sound signal, immediately the notice becomes effective.

A change to the SI's becomes effective at the start of the race to which it first applies.



PEYC Hybrid Yacht Course Selection

5(1): Starting Procedures – Committee Boat Starts

** Please ask if you would like help from a qualified Race Officer **

Committee Boat, flying an orange flag, will be positioned at one end of the start/finish line.

Committee Boat will not necessarily be anchored.

• **Start Line – SI 3.4**

The Start/Finish Line shall be between two orange buoys.
One buoy will be fixed – probably Marks E, R, A or Q.
The mark at the other end must be laid before the start.

• **Timing Sheets are available for different series:**

—————→ **Section 19**

• **Late Change to SI's:**

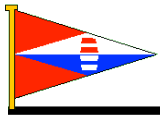
—————→ **Section 3**

• **Postponement:**

Answering Pennant – AP - —————→ **Section 18**

• **Recall Flags: Individual – X –** —————→ **Section 18**
(on poles)

General - 1st Sub – —————→ **Section 18**



PEYC Hybrid Yacht Course Selection

6(1): Finishing Procedures - Committee Boat

- **Finishing Line:** SI 3.5

The finishing line will either be the same as the starting line, *or* will be between the mast of the committee boat and a nearby race mark.

- **1. Hybrid – Refer 1.13 and 1.11** —————→ ***Section 12***

After the start the committee boat must move to the final mark of Round 1, which will also be the final mark of the second & subsequent rounds.

Flag S - *Section 18*- **must** be used to signal the end of the race.

- **2. Point-to-Point** – use **Flag S** if all rounds cannot be completed within the time limit & extension.

Point-to-point races can also be shortened at any mark of the course between the mast of the committee boat and the mark **provided that all divisions** are rounding that mark.

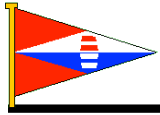
- **3. W'ward/L'ward or Olympic – Refer SI 3.6**

- **Flag S – must** be used to signal the end of the race.

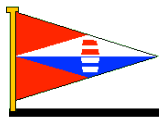
—————→ ***Section 18**

- **Emergency Shorten Course – Flags S and W**
- wind dying after some boats have begun another round –

SI 1.14: Shorten Course flag S with flag W above a group of class flags, accompanied by four sound signals, will indicate that the course has been shortened for these classes, and times recorded for the previous lap completed by each boat on average lap races, or previous round completed by all boats on point to point races, shall apply. Boats that have completed at least one lap or round shall stop racing, while those on their first lap or round may continue to complete it until the race time limit plus extension. The Race Officer will normally broadcast the instruction on channel 77 or use the safety boat to inform competitors. Failure to do so will not be regarded as grounds for redress. If there are no class flags under W, the shorten course & windback applies to all classes.



PEYC Hybrid Yacht Course Selection



PEYC Hybrid Yacht Course Selection

PEYC Safety Policy

1. General:

Your safety afloat during PEYC events is a prime objective and the following sets out both the Club and your responsibilities & commitments. Basic requirements for safety afloat are well covered by the Coastguard, RNLI, RYA, RORC, FYCA, etc – guidelines that PEYC recommends you to read and act upon. Copies are available through the Sailing Committee. As a minimum, dinghy crews must wear personal buoyancy & yachts must carry personal buoyancy for all crew members. All boats participating must register before racing so that the Race Officer & Safety Boat crews know which boats are participating.

Remember that we all have a 'Duty of Care' for others on the water and that the Racing Rules of Sailing (RRS) specifically require you to render assistance when necessary. You must keep well clear of Safety Boats attending boats in difficulty, unless requested to assist. Safety Boats & Race officers will normally communicate on VHF channel 77 and may broadcast shipping or weather alerts. Boats with radios should monitor this channel when racing at Port Edgar. PEYC's racing area includes the restricted shipping channels to Grangemouth & Rosyth. Ships have right of way, as per the Forth Navigation bylaws, and very limited room for manoeuvre. It is vital that you keep a sharp lookout & anticipate the 40° turn that ships execute between the Beamer & the Forth Rail Bridge.

2. Dinghy Racing:

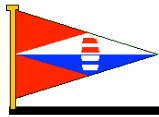
Safety Cover: No dinghy will start until Safety Boat cover is operational & sufficient for the conditions. PEYC will endeavour to meet the RYA guidelines on Safety Boat cover relative to the fleet size, and on the qualifications of Safety Boat crews. The duty of Safety Boats is to safeguard lives and, in extreme conditions, a dinghy crew in difficulty may have to abandon their boat and come aboard the Safety Boat either to go ashore or to the assistance of another crew.

Weather Limits: Racing will normally be started in wind strengths up to 20 – 25 knots, depending on conditions of tidal strength, wave height & gust strength, at the discretion of the Race Officer. The Race Officer & Safety Boat personnel may advise less experienced competitors not to race in difficult conditions.

Abandonment: The Race Officer may stop or abandon racing if conditions deteriorate, or anything occurs that sufficiently reduces safety cover for the remainder of the fleet.

Visibility: All dinghy racing is scheduled to finish by nautical sunset but if dinghies are returning after sunset, or are caught in severely reduced visibility, they must remain well clear of the shipping lanes. The Safety Boats, showing navigation lights & equipped with VHF, will act as escorts back to Port Edgar.

Post Race Cover: The Safety Boats will monitor boats directly back to Port Edgar after a race is complete. Skippers are advised that the club cannot accept responsibility for providing safety cover



PEYC Hybrid Yacht Course Selection

3. Dinghy Cruising:

PEYC will provide adequate Safety Boat cover for club cruises and the same general approach as outlined above will apply, with a pre-cruise briefing on safety arrangements, weather forecast, equipment, etc should they choose to remain on the water after that time.

4. Yacht Racing:

General: It is a yacht skipper's responsibility to ensure that his boat & crew are adequately equipped & prepared to participate in the sailing conditions. Yacht owners are strongly advised to carry the equipment outlined in the FYCA guidelines at all times.

Night Racing: For night racing at PEYC there are mandatory rules in the Sailing Instructions on wearing Personal buoyancy, navigation lights & informing the Race Officer on retiring – ****SI section 7****

Weather Limits: Racing will normally be started in wind strengths up to 35-40 knots, depending on conditions of tidal strength, wave height & gust strength, at the discretion of the Race Officer.

Abandonment: On the basis of self-sufficiency, yacht racing will not normally be abandoned after stating unless a major incident occurs.

Jim Scott – Sailing Secretary

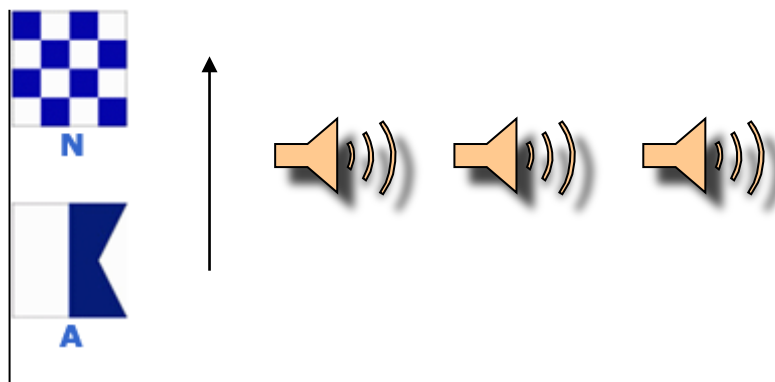


PEYC Hybrid Yacht Course Selection

8. Problem Procedure

No wind

- Postpone and wait for wind to fill in.
- If wind doesn't fill in within a reasonable time, abandon racing by flying flag N over flag A, accompanied by three sound signals.



Too much wind

- Refer to safety policy in *section 7*.
- Postpone to see if weather will improve.
- Prevent dinghies/cats from launching.
- Transmit general message to yachts not to leave berths using VHF.
- If necessary, abandon racing (see above).

Squalls at start

Postpone and wait for squall to pass.

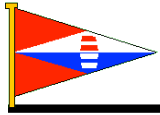
Wind failing

Shorten Course – Flag S - **Refer to Section 18**

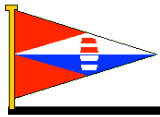
Shorten Course: The normal shorten course provision in RRS32 may be applied at the end of any round of a multiround course.

Shorten Course & Windback

SI 1.14: Shorten Course flag S with flag W above a group of class flags, accompanied by four sound signals, will indicate that the course has been shortened for these classes, and times recorded for the previous lap completed by each boat on average lap races, or previous round completed by all boats on point to point races, shall apply. Boats that have completed at least one lap or round shall stop racing, while those on their first lap or round may continue to complete it until the race time limit plus extension. The Race Officer will normally broadcast the instruction on channel 77 or use the safety boat to inform competitors. Failure to do so will not be regarded as grounds for redress. If there are no class flags under W, the shorten course & windback applies to all classes.



PEYC Hybrid Yacht Course Selection



PEYC Hybrid Yacht Course Selection

Mistake in start procedure

- Postpone using flag AP and two sound signals if race has not started.
- If race has started, use flag 1st substitute with two sound signals to announce a General Recall. —————→ **Section 18**

Begin the Start sequence again.

Failing visibility

- If visibility is dangerously bad, abandon racing and use rescue boats to shepherd boats back to Marina.
- Note danger of boats in the shipping channel.

EMERGENCY PROCEDURES

Contacts

See inside of front cover.

Capsize in shipping lane – ship coming

- If necessary get rescue boat or nearest yacht (if safe to do so) to remove crew and abandon boat.

Squall

- Pass warning of an approaching squall on VHF.
- Advise rescue boats to ensure dinghy/cat crews are safe.
- It may be advisable for dinghies/cats to remain capsized or inverted until squall has passed.

Serious injury/fatality

Notify Coastguard, either by VHF or phone.

VHF radio procedure

See **Section 9**



PEYC Hybrid Yacht Course Selection

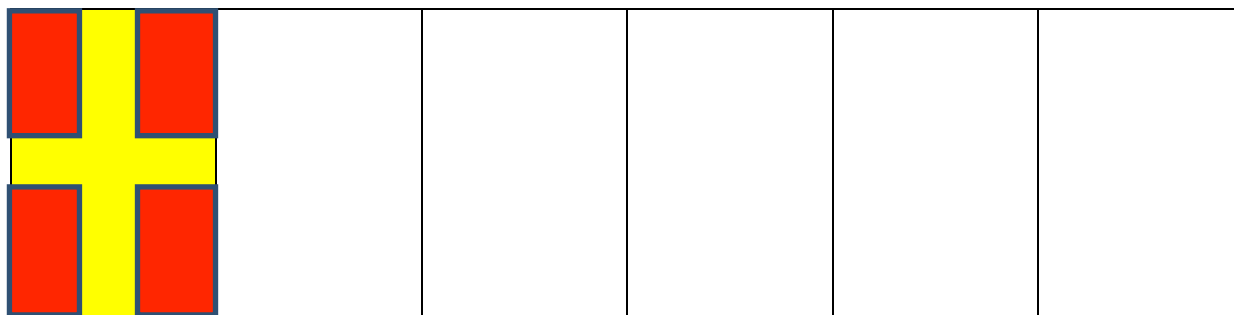
9. Displaying the Course -Committee Boat

The courses to choose from are found in *Sections 10 - 16*

- Hybrid course information – refer *Sections 12, 13, 14*
- Use the Race Officer Duty Sheet, and *Sections 10 – 16* for information and deciding course lengths
- West wind courses start in the vicinity of marks E, R or A
- East wind/west area courses start in the vicinity of marks R or A
- East wind courses start in the vicinity of mark Q
- Courses are grouped depending on wind direction
- All flag boards and numbered boards are in the black case.

1. Hybrid Courses:

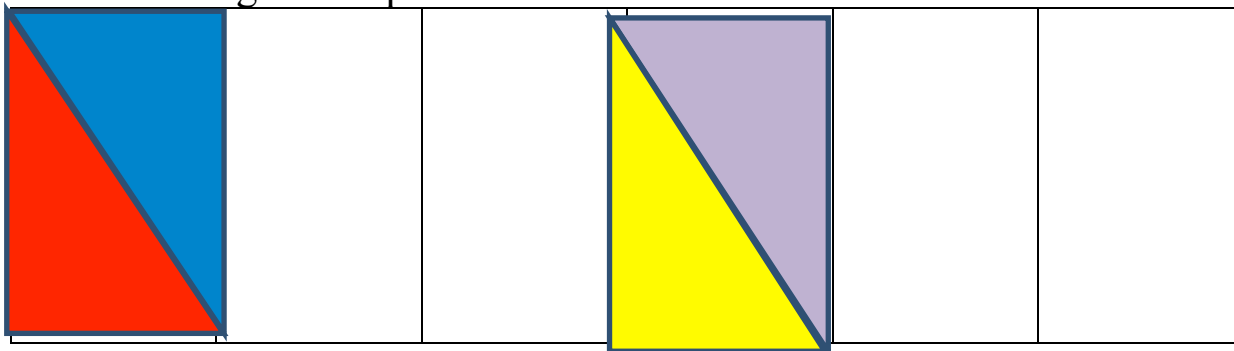
Use fixed board at the back of the committee boat –



Insert Course Number

2. Point-to-Point Courses:

Courses are given in pairs for Divs 1 & 2.



Div 1

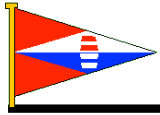
Course Number

Div 2

Course Number

3. Windward / Leeward Courses

These can be made up and used in exceptional situations –



PEYC Hybrid Yacht Course Selection



SI 1.10(b)

Courses need to be broadcast to all yachts.



PEYC Hybrid Yacht Course Selection



PEYC Standard Yacht Course Selection

PEYC Standard yacht courses (NB: Referred to as Multi-round in SI 1.10a; FixLeng in race calendar and Standard in yacht course lists) are for 'round-the-cans' racing for Div-1 and Div-2. These courses are arranged in pairs corresponding to the average handicaps of 850 PY in Div-1 & 980 PY in Div-2. All standard courses have three rounds but selection is based on completing two rounds with the option to extend into a third round if required. In the standard course lists, each Div-1 course is even-numbered and its paired Div-2 course is the next odd-numbered one. Since Div-2 is more affected by adverse current & light winds, course pair selection is based on the estimated distance achievable by a 980 PY benchmark Div-2 yacht in the wind & tide conditions and scheduled race duration. In adverse conditions for Div-2, Div-1 can continue into a third round to provide satisfactory race times.

Standard Course Selection:

- Check with FCBC Marine Control (Tel: 07919 597197) about bridge construction traffic and with Forth Navigation (Tel: 01324 498584) about scheduled shipping movements
- Select west or east race area, inform fleet on VHF channel 77 and motor to start position (East: Mark Q. West: Mark E for W WSW & SW winds. Mark R for E & mark A for ENE winds)
- Check wind for average speed & direction and assess if it is increasing, steady or decreasing
- Find predicted average current & direction from OOD Duty Sheet (+ve = Flood; -ve = Ebb)
- Use Div-2 980 PY benchmark handicap course length chart to estimate achievable distance

Step 1:

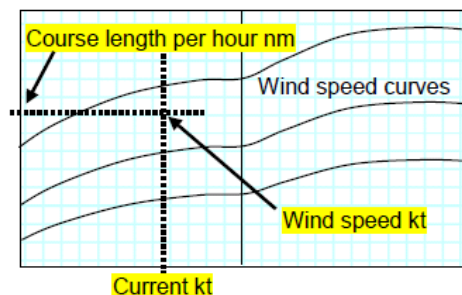
Wind & tide in same direction? Use LHS of chart
Wind & tide opposite directions? Use RHS of chart

Step 2:

Select wind speed curve or interpolate between adjacent curves on the chart.

Step 3:

Find intersection between wind speed curve and predicted average current value & read achievable course length per hour estimate on Y-axis.



- Check planned race duration from PEYC Calendar or OOD Duty Sheet (Start - time limit)
- Recommended Div-2 course length = Course length (nm per hour) x Race duration (hours)
- Select a Div-2 course from chosen wind list, with the length closest to recommended length, along with the corresponding paired Div-1 course immediately above it on the list

Standard Course Race Management:

- After the start for west area courses, position the committee boat at the last mark of the first round so that yachts pass through the line before rounding the mark onto the second or third round. For east area courses, use the shore-based line at mark W.
- Record the interim clock time of each yacht every time it passes through the line
- The leading yacht in each Division must finish within the published time limit while the remaining yachts must finish within the time limit extension for a valid finish
- Display the shorten course flag (plus class flag if only one Division is finishing) with two sound signals before starting to finish yachts

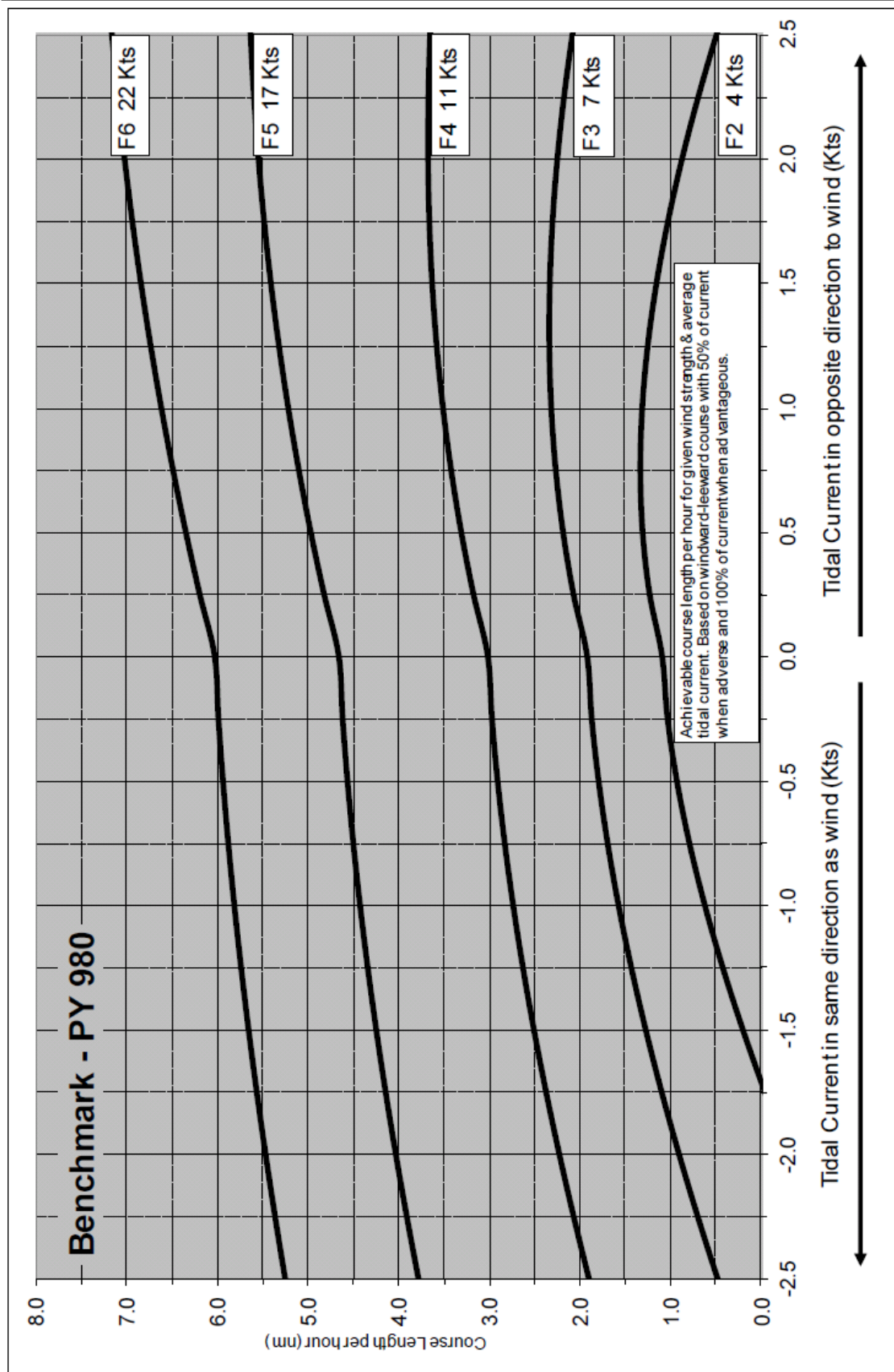
Jim Scott - PEYC Sailing Secretary

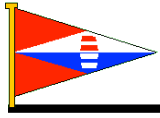


PEYC Hybrid Yacht Course Selection



Div-2 980 PY Benchmark Yacht





PEYC Hybrid Yacht Course Selection

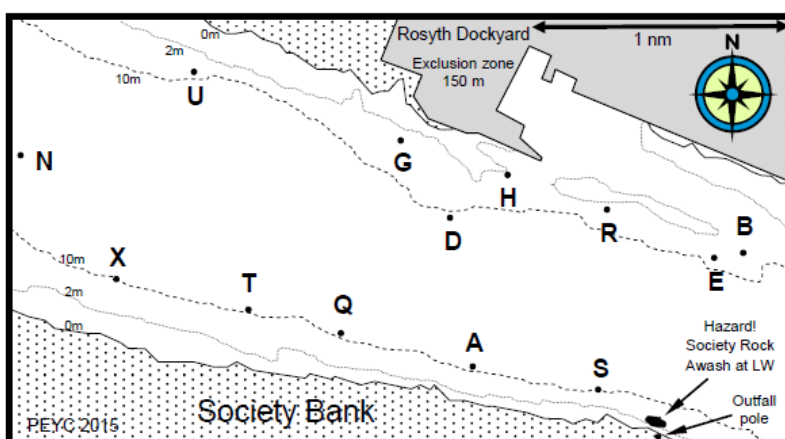


PEYC Hybrid Yacht Course Selection



West Area - Standard Courses

W-wind Standard Yacht Courses:			E-wind Standard Yacht Courses:		
		nm			nm
00	x D n u A E - Q S E - D E	-	60	e s D n g T e - a D T e - D e	-
01	t D x g S E - Q A E - R E	10.3	61	e s D q U X e - T e - H e	10.8
02	t D X E - G A E - D E	-	62	e N e - s D Q e - D e	-
03	t R G E - D A S E - R E	8.3	63	e x e - a g e - h e	8.5
04	t g A S E - D A E - D E	-	64	e a G T e - G e - H e	-
05	q g S E - D A E - R E	6.9	65	e s H Q e - D e - H e	6.6
06	q g S E - D E - R E	-	66	e s D Q e - D e - h e	-
07	T E - R S E - R E	5.6	67	e a g e - h e - r e	5.5
08	D A S E - D E - R E	-	68	e s a d e - h e - h e	-
09	D S E - R S E - R E	4.5	69	e s a h e - r e - r e	4.2
WSW-wind Standard Yacht Courses:			ENE-wind Standard Yacht Courses:		
		nm			nm
10	a D t U N X g S E - a R Q E - a E	-	70	e s H N X g A e - s H Q A e - A e	-
11	a D t U N E - a g E - a E	10.3	71	e s D X g A e - s H A e - A e	10.5
12	a G X d S E - a q d E - a E	-	72	e s D t h A e - s D A e - A e	-
13	a G X E - a d E - a E	8.2	73	e s q r A e - A e - A e	7.8
14	a R q d S E - a d E - a E	-	74	E H T A E - D A E - A E	-
15	a R q E - a E - a E	6.6	75	E R Q A E - D A E - A E	6.9
16	a D T E - a E - a E	-	76	E R Q A E - A E - A E	-
17	a r S E - a E - a E	5.3	77	E D A E - A E - A E	5.8
18	a d S E - a E - a E	-	78	E A E - A E - A E	-
19	a r E - a E - a E	4.4	79	E A E - A E - A E	5.2
SW-wind Standard Yacht Courses:					
		nm			
20	s R a U X e - s R a D Q e - s e	-			
21	s R a G T e - s G T e - s e	10.6			
22	s G t u e - s R a d e - s e	-			
23	s G t x e - s d e - s e	8.4			
24	s R a G T e - s d e - s e	-			
25	s G T e - s a e - s e	6.9			
26	s t g e - s a e - s e	-			
27	s D Q e - s r e - s e	5.6			
28	s q d e - s r e - s e	-			
29	s d e - s r e - s e	4.5			



File: PEYC Standard yacht course selection v1



PEYC Hybrid Yacht Course Selection

PEYC Hybrid yacht courses are for wide handicap range, single-class yacht races to give a more varied course format, achievable by the slowest yachts while providing satisfactory race durations for the faster yachts. A hybrid course is essentially two 'back to back' races. A conventional point-to-point race, usually but not always finishing at a downwind mark, followed by a windward-leeward average lap race finishing at the same mark. The course length is such that the slowest yacht should complete at least one lap of the average lap section within the absolute time limit. Faster yachts continue to race additional laps of the average lap section until the shorten course signal is displayed.

Hybrid Course Selection:

- Contact FCBC Marine Control (Tel: 01383 427155 or 07919 597197) for bridge construction traffic and Forth Navigation (Tel: 01324 498584) for shipping movements
- Select west or east race area, inform fleet on VHF channel 77 and motor to start position (East: Mark Q. West: Mark E for W WSW & SW winds. Mark H for E & mark A for ENE winds)
- Check wind for average speed & direction and assess if it is increasing, steady or decreasing
- Find predicted average current & direction from OOD Duty Sheet (+ve = Flood; -ve = Ebb)
- Identify handicap of slowest yacht entered and select nearest benchmark handicap course length chart (Benchmark charts available: 1150, 1100, 1050, 1000, 980, 950, 900 & 850 PY)

Step 1:

Wind & tide in same direction? Use LHS of chart

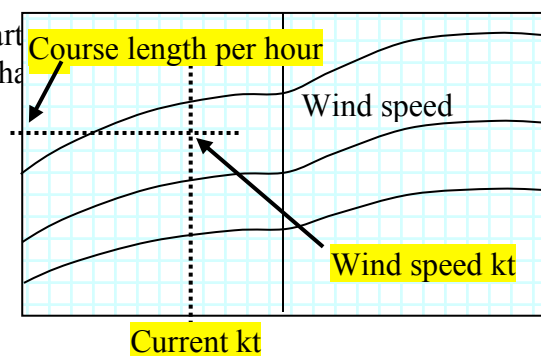
Wind & tide opposite directions? Use RHS of chart

Step 2:

Select wind speed curve or interpolate between adjacent curves on the chart.

Step 3:

Find intersection between wind speed curve and predicted average current value & read achievable course length per hour estimate on



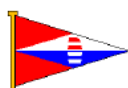
- Check planned race duration from PEYC Calendar or OOD Duty Sheet (Start - time limit)
- Recommended course length = Course length (nm per hour) x Race duration (hours)
- Select a hybrid course from chosen wind list, with the length closest to recommended length

Hybrid Course Race Management:

- After the start for west area courses, position the committee boat at the last mark of the 1st round **so that yachts pass through the line before rounding the mark** onto the windward-leeward 2nd round. For east area courses, use the shore-based line at mark W.
- Record the interim clock time of each yacht every time it passes through the line
- Slowest yacht in the fleet must have completed at least one 2nd round for a valid finish
- Consider finishing the fastest yachts after a maximum of three 2nd rounds, depending on their relative position versus the slowest yacht
- Display the shorten course flag with two sound signals before starting to finish yachts
- Note that for hybrid races there is no requirement for the first yacht to finish within the time limit but, to be valid, yachts must finish within the time limit + extension period (SI 1.13b)
- If many yachts will not complete a 2nd round within the time limit extension, use the 'Shorten Course and Wind-back' provision (SI 1.14) & calculate results from 1st round times (SI 1.13c)

Jim Scott - PEYC Sailing Secretary

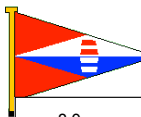
PEYC Hybrid Yacht Course Selection



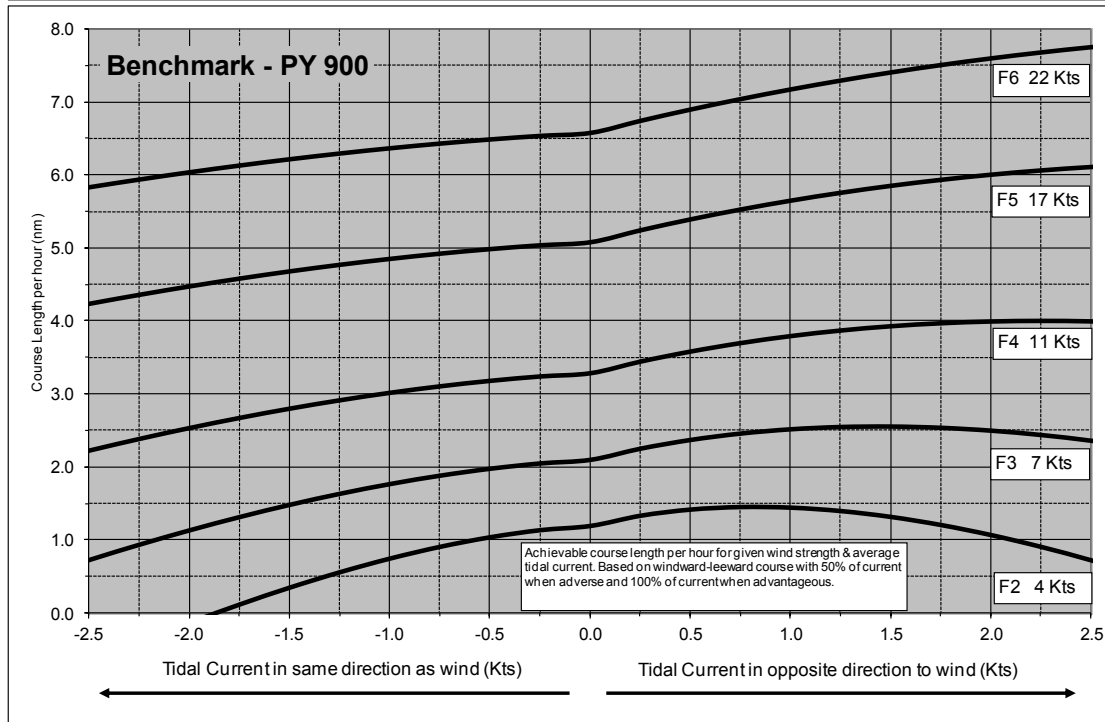
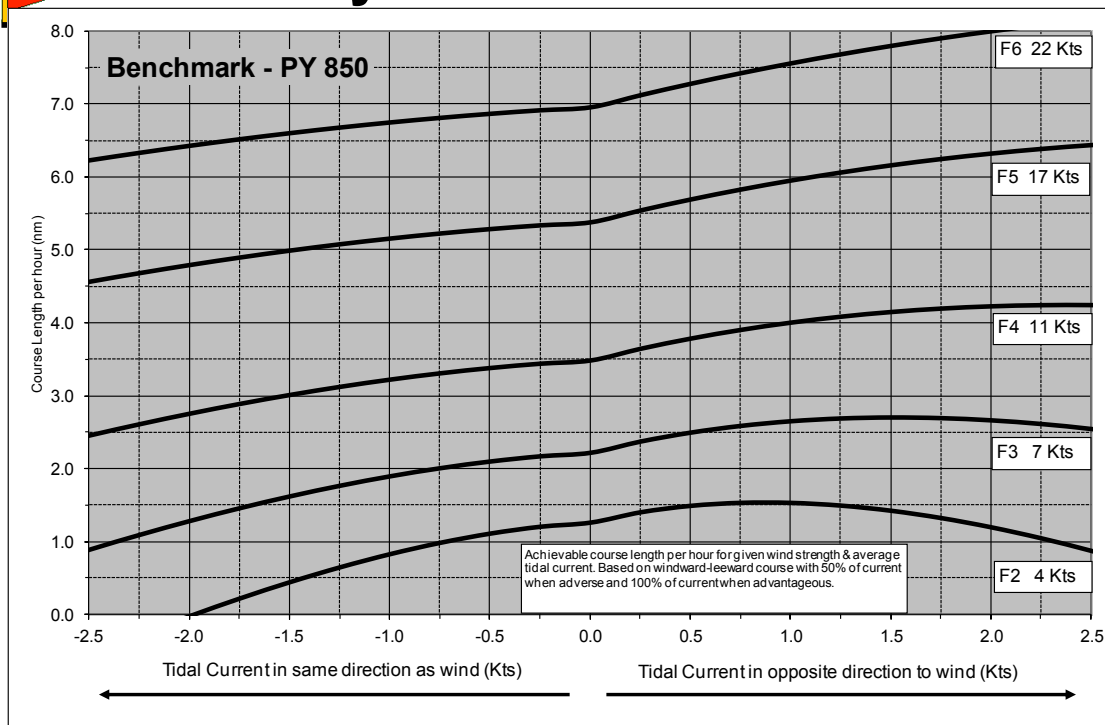
PEYC Yacht Handicaps - 2015

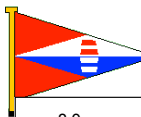
Yacht Name	Yacht Type	Sail No	Club	Handicap
Apollo	Hunter 707 (F+OB)	GBR7008N	PEYC	927
Auberge	Dufour 1800	719	PEYC	1079
Baltika (707)	Hunter 707 (F+OB)	GBR7121N	PEYC	927
Ben - Breaking wind	Hunter 707 (F+OB)	GBR7084N	PEYC	927
Breaking Wind-1	Hunter 707 (F+OB)	GBR7084N	PEYC	927
Christina II	Mirage 28 Mk2 (F+IBF)	245	PEYC	1090
Code Z	Hunter 707 (F+OB)	GBR7031N	PEYC	927
Erin	Sun Odyssey 49 Performance	GBR2649R	PEYC	794
EuRoBo	Ronautica RO330 (F+IBF)	GBR8273T	PEYC	907
Farowla	Westerly Fulmar (2K+IB3)	224	PEYC	1052
Flint 2	J-80	GBR6423T	PEYC	876
Gajima	Fast 42	GBR8074T	PEYC	782
Hardslog	X 332 (F+IBF)	GBR7349	PEYC	856
HenceForth	Corby 29 (F+IBF)	GBR2705R	PEYC	860
Hussy	H Boat (F+OB+no lifelines)	SWE595	PEYC	988
Jacob	J-111	GBR8611R	PEYC	750
Jalapeno	Hunter 707 (F+OB)	GBR7098N	PEYC	927
Jammin	J-92	GBR9214R	PEYC	860
Jetstream	Hunter 707 (F+OB)	GBR7012N	PEYC	927
Kermit	Eliminator 32	GBR5243	PEYC	957
Kirsty	Hunter Legend 36		PEYC	1029
L'Arc en Ciel	Dufour 29	GBR9745T	PEYC	1010
Magic Moment	Sadler 26	GBR3553Y	PEYC	1064
Marisca	Contessa 32	GBR9884	PEYC	994
Merlin	Achilles 840		PEYC	1103
Moonwind	UFO 27	GBR3724T	PEYC	1021
Naiad	First 28	1227C	PEYC	997
Nimrod	Parker 275	GBR3456L	PEYC	1009
No Worries	J-109	GBR9887T	PEYC	800
Pink Gin	Projection 762	GBR7623R	PEYC	880
Respect	Corby 29 (F+IBF)	IRL2905	PEYC	860
Salmon	Hunter Sonata (Salmon)	GBR8229N	PEYC	1038
Sapphire Spirit	Nicholson 30	GBR5089Y	PEYC	1010
Seaword	Hunter 707 (F+OB)	GBR7060N	PEYC	927
Shoki	First 30 ES (F+IBF)	3002C	PEYC	922
Sula	Maxi 84		PEYC	1027
Suspicion	Sigma 33 (F+IBF)	GBR4311	PEYC	940
Synchro	Hunter 707 (F+OB)	GBR7070N	PEYC	927
The Black Prince	J-97e	GBR3736L	PEYC	866
The Young Pretender	SB20	GBR3515	PEYC	915
Vela	Parker 275	GBR2820L	PEYC	1009
Whippersnapper	Hunter 707 (F+OB)	GBR7043N	PEYC	927
White Heather	MG 30	GBR9783T	PEYC	1105
Wild Horse	Mustang 30	GBR6445T	PEYC	932
Yesnaby	Dufour 405	GBR3846L	PEYC	840

File: PEYC Hybrid yacht course selection v5

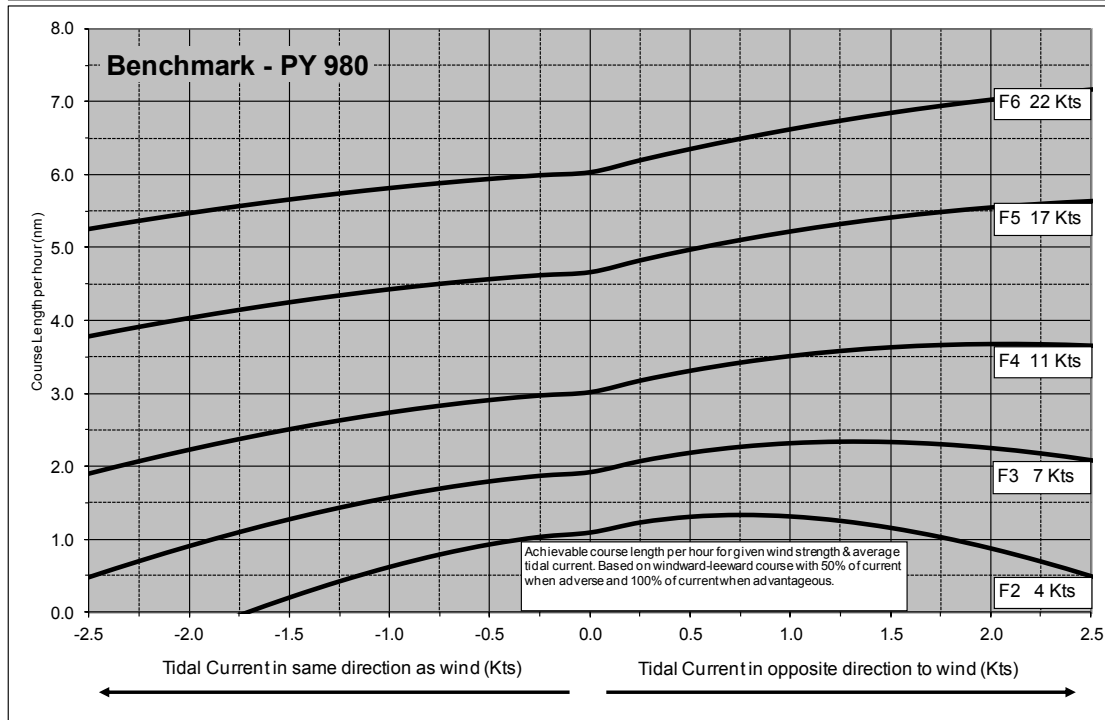
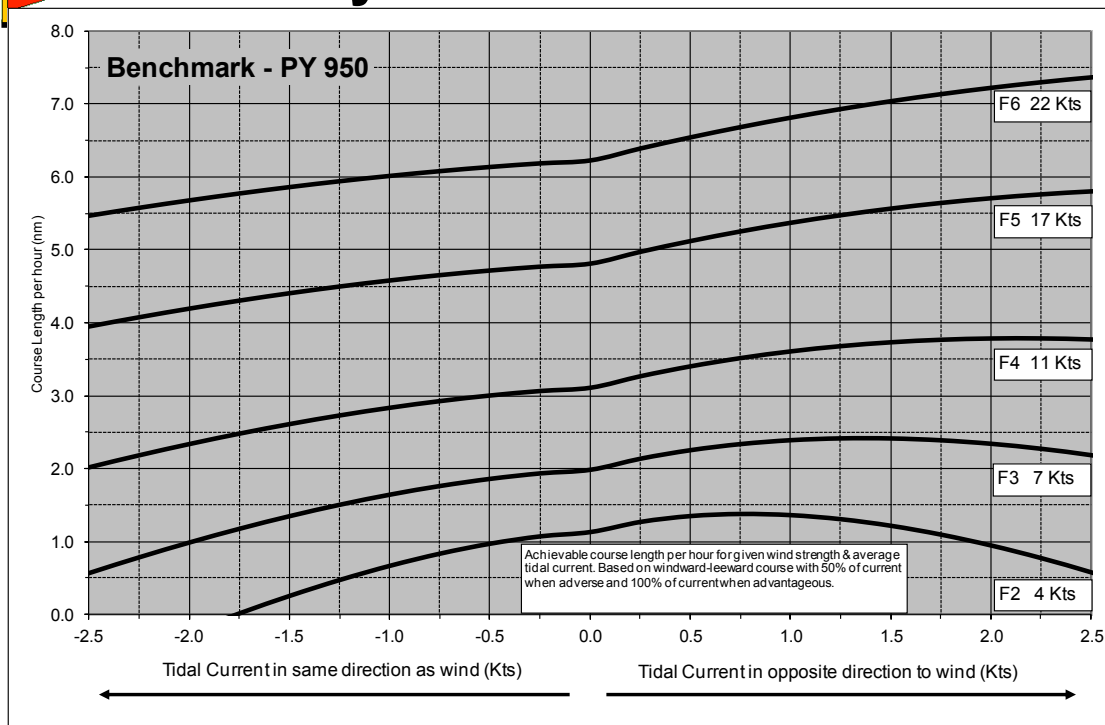


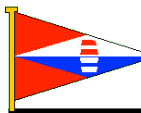
PEYC Hybrid Yacht Course Selection



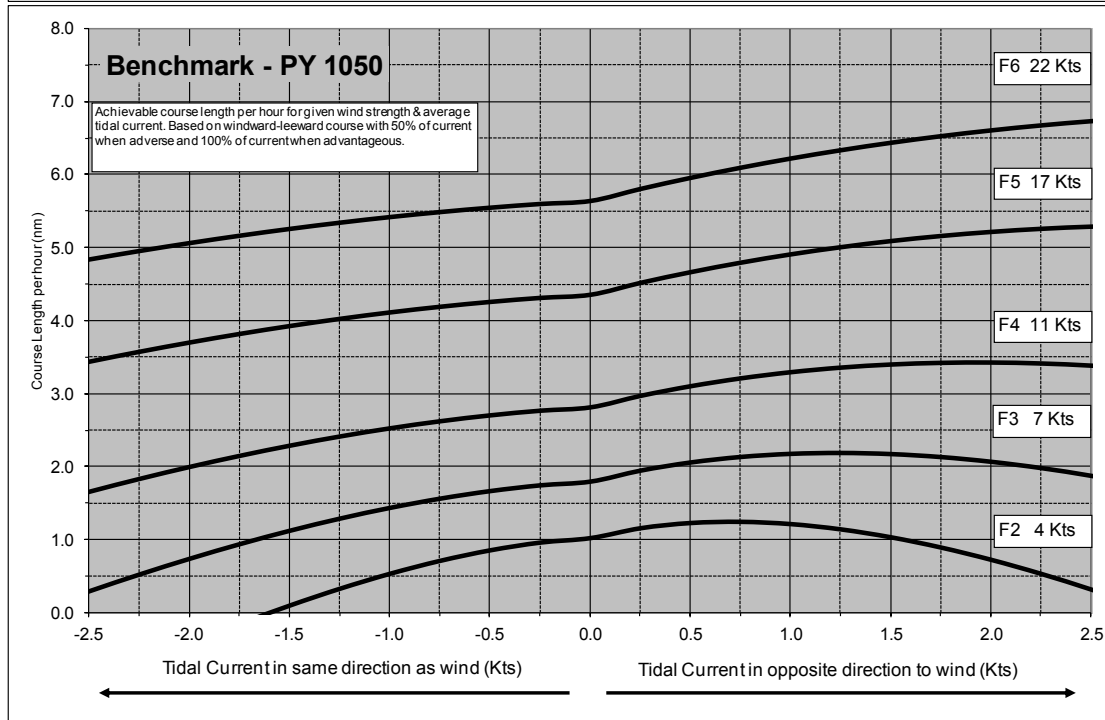
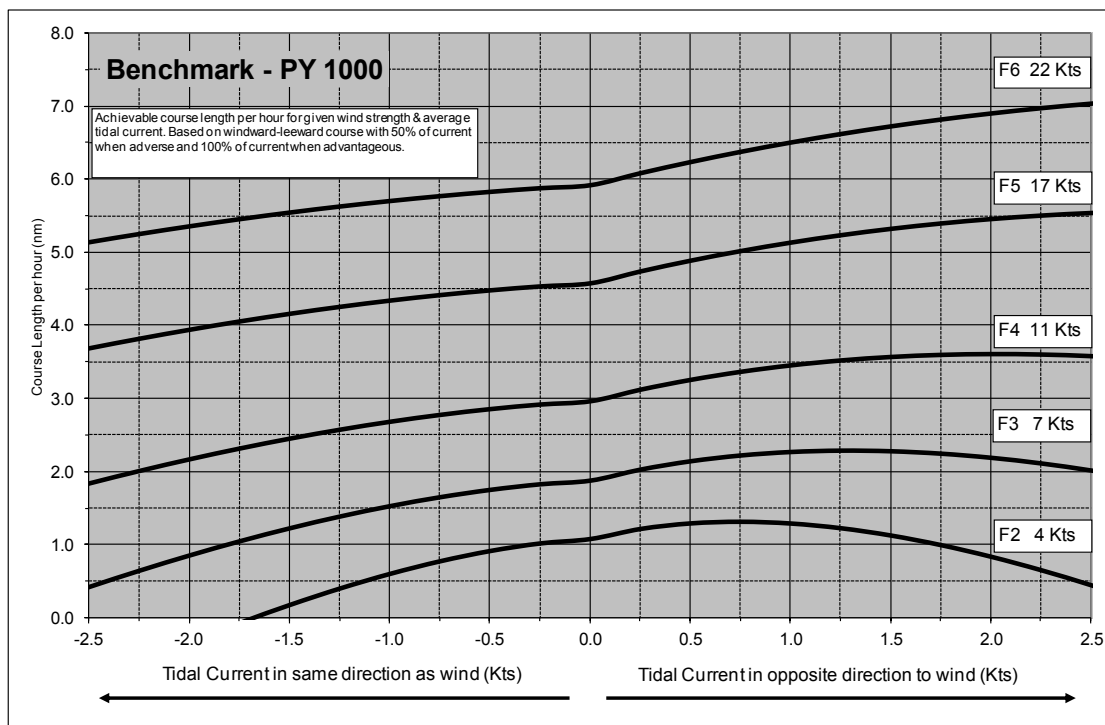


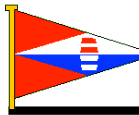
PEYC Hybrid Yacht Course Selection



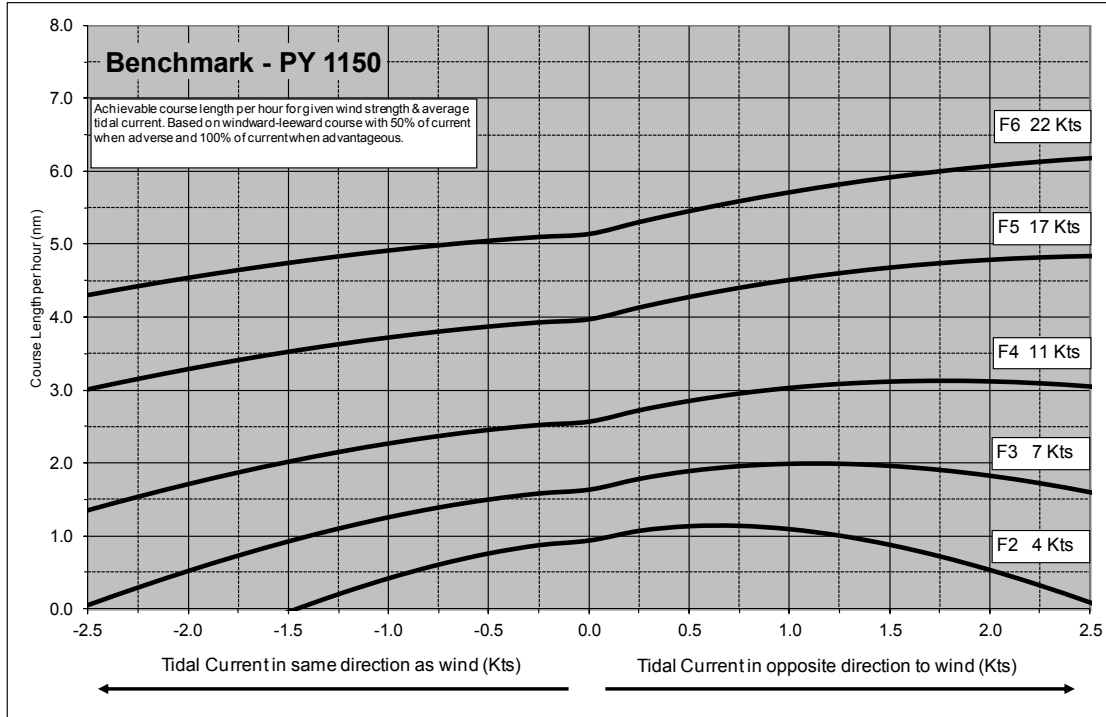
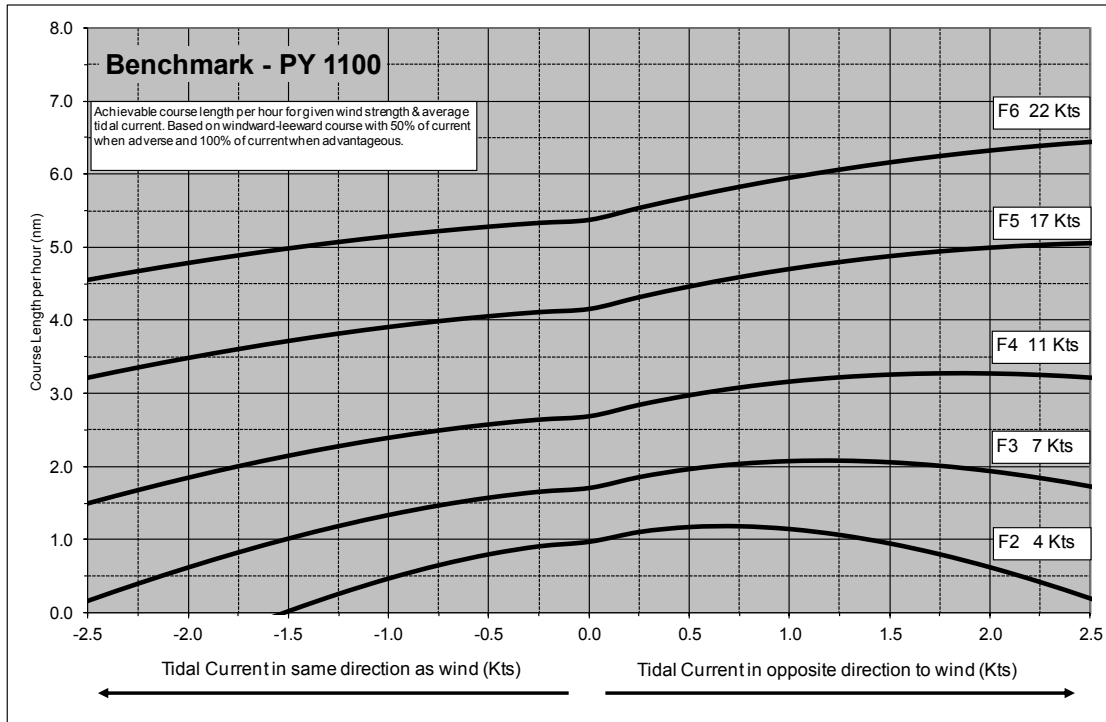


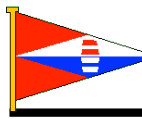
PEYC Hybrid Yacht Course Selection





PEYC Hybrid Yacht Course Selection





PEYC Hybrid Yacht Course Selection
