

Great Pumpkin – Saturday Buoy Racing

OA: Richmond Yacht Club

Dates: October 25, 2025

Sailing Instructions



The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1. '[DP]' in a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. RULES

- 1.1. The event will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. Appendix V1 & V2 shall be in effect.

2. CHANGES TO THE SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted before 0930 on the day it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect.
- 2.2. Changes to the sailing instructions may be made on the water. If a change is made, the race committee will display the L flag.

3. COMMUNICATIONS

- 3.1. Notices to competitors will be posted on RegattaNetwork and posted on the bulletin board outside the Race Office. The link to the RegattaNetwork website can be located on the event's information page on the RYC club calendar.
- 3.2. On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel.
VHF CHANNEL: Deepwater Course: 72 Olympic Circle: 78 Southampton Course: 71

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the flagpole on the upstairs deck.
- 4.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

5. SCHEDULE OF RACES

- 5.1. Division Assignments, Initial Order of Starts and Class Flags will be posted on the RYC website by 1500 on the Friday prior to racing in Attachment A to the Sailing Instructions.
- 5.2. The scheduled time of the warning signal for the first race is 11:25. After each race, a warning signal for the succeeding race will be made as soon as practicable. A series of shore sound signals and a radio announcement may be made to alert boats that another race will begin soon.

6. CLASS FLAGS

- 6.1. Fleet Assignments, Initial Order of Starts and Class Flags will be posted on the RYC website by 1500 on the Friday prior to racing in Attachment A to the Sailing Instructions.

7. RACING AREA

- 7.1. There are multiple racing areas. The following are the Race Committee signal boats for the Start / Finish area.
 - Deep Water – Signal Boat: RYC Pelican (VHF 72)
 - Olympic Circle – Signal Boat: - 28' Protector with Black tubes (VHF 78)
 - Southampton – Signal Boat: 24ft Powerboat – "Just Us" (VHF 71)

8. THE COURSES

- 8.1. The diagram in Attachment B: Deep Water and Attachment C: Olympic Circle and Southampton shows the courses, including the approximate angles between legs and the order in which marks are to be passed. RYC may use fixed marks or drop marks, or a combination thereof.

9. OBSTRUCTIONS

- 9.1. All local marine hazards, in addition to the following restricted areas, are Obstructions. See the current listing on the Racing page on the Richmond Yacht Club website for current local marine hazards. Additionally:
 - A 200' circle around Southampton shoal platform.
 - The buoy (G3) South of Point Blunt on Angel Island and the closest point ashore.
 - The Bell Buoy (GR Bell) off the West end of Alcatraz Island and the closest point ashore.

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10. THE START

- 10.1. Races will be started using RRS 26 with the warning signal made five minutes before the starting signal.
- 10.2. The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 10.3. [NP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 10.4. A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.
- 10.5. If any part of a boat's hull is on the course side of the starting line at the starting signal and she is identified, the race committee will attempt to broadcast her sail number on the designated VHF channel. A boat may not request redress based on the race committee's failure to make a broadcast or to time it accurately. This changes RRS 61.1(a).

11. CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1. To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.
- 11.2. The race committee may, without signal, move a mark to change the direction up to 10 degrees or the length up to 10% of the previous length, provided that no boat is sailing to the mark. This changes RRS 33.

11.3. THE FINISH

- 11.4. The finishing line is between a staff displaying a blue flag on the finishing mark at the starboard end and the course side of the port end finishing mark.

12. TIME LIMITS

- 12.1. The time limit for each race shall be 90 minutes.
- 12.2. The Finishing Window for each race shall be 30 minutes. Boats failing to finish within the Finishing Window will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

13. HEARING REQUESTS

- 13.1. The protest time limit is 30 minutes after the signal boat for that race area has docked. The time will be posted on the official notice board. Hearing request forms are available from the race office.
- 13.2. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the RYC Library.

14. SAFETY REGULATIONS

- 14.1. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 14.2. [DP] Boats shall check in with the Race Committee by sailing by the committee boat, on starboard tack, prior to the first warning signal or 15 minutes prior to her start. No check-ins will be accepted via VHF.

15. RISK STATEMENT

- 15.1. 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.**

16. CONTACT INFO

For further information please contact Fred Paxton, the Regatta Chair for the event. Their contact information is listed on the event's information page on the Club Calendar.