



EAST PATCH RACING COMMITTEE

R.N.C.Y.C. Clubhouse,
Rhu,
Dunbartonshire G84 8NG.
Telephone: Rhu 820 322

Dear Fellow Competitor, 2026

This is to remind you, and record our appreciation, that you are Race Officer (RO). If having read the guidelines you have any questions, please contact the Secretary Scott Chalmers 07736056827, alternatively or Howard Morrison on 07795183660, as early as possible.

1. THE RACE BAG, containing flags, hooters, etc and the Course Number/Letters should be collected by both HSC and RNCYC Members from the preceding RO, failing that Howard Morrison's greenhouse, Westering, Rhu Road Higher, G84 8JZ.
2. THE RACE OFFICER'S FOLDER, containing all necessary documentation and lists of entrants, is contained in the race bag.
3. It is recommended you check the contents at the earliest opportunity.
4. CREW – It is essential to have sufficient crew for efficient operation of the Committee Vessel, it is recommended a minimum of two, plus the Race Officer.
5. TIME ON STATION – To be ready for the 10-minute warning signal, you should be on station 10 minutes before the first warning signal. (Recommended being anchored by 1845 hrs)
6. **IMPORTANT** – Race Officers must contact both the Duty Operations Officer, KHM, HM Naval Base Clyde (Tel: 674321, Ext 3555) or VHF 73 and Peelports Estuary Control, Greenock (0151-949-6651) VHF 12, (the latter would like to be advised number of starters and finishes at the end of the evening) to sure that the Navigation Channels will be clear during the period of racing.
7. RESULTS – At the end of racing, please return the Race Bag and Race Officer's folder with results **as quickly as possible, see para 1. Please photograph the finishing time sheets and WhatsApp to Robin Young 07596608035.** The results will be posted on the East Patch and RNCYC websites respectively.
8. **We would ask you to make an announcement of time signals/display of flags on VHF M (37), where is practical to do so, it is becoming an adopted practice at regattas.**

CONTENTS INDEX 2026

1. EQUIPMENT REQUIRED FOR EPRC RACING
(Best checked as soon as possible) **New request that you have access to a VHF radio with channels 12, 16, 73 and M (37) and the ability to photograph the results time sheet and WhatsApp to 07596608035 on completion of the evenings racing.**
- 2 RACE OFFICER CHECK LIST
- 3 EQUIPMENT REQUIRED
- 4 FLAG AND SOUND SIGNAL SEQUENCE
- 5 RECORDING & SCORING
- 6 SAILING INSTRUCTIONS 2022

APPENDIX A – RACING PROGRAMME, CLASS FLAGS, WARNING SIGNAL TIMES
APPENDIX B – COURSE CHART
APPENDIX C – COURSES
RACING RULES OF SAILING
- 7, RACE OFFICER DUTY LIST
8. EVENT RISK ASSESSMENT

SEPARATE FOLDER IN BAG

RECORDING & SCORING SHEETS

HELP LINE

Assistance / guidance is available from Scott Chalmers
Howard Morrison (07795 183660) or by VHF M (37) on the water.

Other numbers; RNCYC 01436 820 322 and HSC 01436 673424, Rhu Marina 01436 820 238,

IMPORTANT NEW PROCEEDURE.

Please remember to contact Estuary Radio on either VHF 12 or by 0151-949-6651 before racing starts with the probable number of starters and at the completion of the race the number of finishers. This is part of the Conditions imposed by Peelport Clyde Ports for permission to hold our evening racing.

The King's Harbour Master KHM (01436 674321 Ext 3555) or VHF 73 should be advised too, only to check if the KHM channel may be closed during the race. They have not request numbers regarding yachts. Observing the signals stationed at the Off-Site Media Centre Rhu, and Rosneath Pt. If Red over two Green lights are displayed then the Ardmore Channel is closed.

EAST PATCH RACE OFFICER'S CHECK LIST 2026

1. Check contents of Race Bag against inventory in Race Officer's wallet.
- 2 Check out weather forecast – If no racing possible, show abandonment flagpole at HSC, and advise the Rhu Marina Office, Advise the EP Secretary who will place a note on the internet
- 3 Check for Naval shipping movement before departure – Race Officers **must** contact the Duty Operations Officer, KHM, HM Naval Base Clyde, Tel No 01436 674321, Ext 3555 and Clyde Estuary Control, Greenock (0151-949-6651) to make sure that the Channel will be clear before commencing a race. If shipping is likely to be present in the channel or vicinity of it, hoist Flag U as soon as you are on station at the start line.

4. Allocate duties to your crew:
(a) Timekeeper (b) Flags (c) Whistle or hooter and (d) Check starter list.
5. Passage to start area – to be ready on station at least 10 minutes before first time or warning signal, erected triatic stay, laid start line, having selected a course displayed the **Course Number on the start line side of the vessel**, bent on appropriate flags, hoisted Orange Flag (as near your mast as a sight line for start/finish).
6. Laying start line – should be at right angles to the wind from the chosen first mark, and the length should be one and a half times the aggregate length of the largest number of starters in any one class.
Your end of the line is an Orange flag flying on the Committee boat.
7. Familiarise yourself and your crew – with flag sequence of class starts and flag and sound signals for postponement, recall (individual and general pennants, best if these flags are on either end of a pole), shorten course, etc all in Race Officer's wallet.
8. Real times (HHMMSS) – should be recorded for each Class start; at the end of each round; and at the finish – for each entrant. Record each competitor in start area prior to starting sequence.
9. Change of Course – If there is a material wind change that spoils the course set, course can be altered at the end of a round. Fly Flag C and display new weather mark before the first boat passes through the line. Give repeated hooter signals as each boat, or group of boats, approaches the line. Be aware that you may have to reset the finishing line to avoid "hook finishes".
10. Note any boats flying protest flags – and endeavour to obtain brief details. Endorse result sheets accordingly.
11. At conclusion of racing; **Please take a photograph of the finishing time sheet and actual start times and WhatsApp to 07596608035**

Please pass on to next Race Officer's the folder and equipment bag **as quickly as possible**. If clarity required contact the Secretary.

EQUIPMENT REQUIRED FOR EAST PATCH RACING 2026

Contents in East Patch Sailing Bag:

Class Flags (in bag but must be checked ASAP)

Class flags – Pennants One, Two and Three and IC letter O,

Signal Flags

IC Signal Flags: 9 of in pocketed pouch.

C (change of course)	U (naval movement)
I (Rule 30.1 round end rule)	X (recall individual)
L (amendment to SI or come within hailing distance)	Answer Pennant (postponement),
N over A (abandon racing today)	1 st Sub (general recall)
P (preparatory)	Orange (CV on station start) between mast of vessel and outer mark.
S (shortened course)	Blue (CV on station for Finish) between mast of vessel and outer mark

Equipment

Triatic stay

Hooter and spare refill, plus manual horn and whistle

Course numbers / letter sheets. 0 – 9 including (2 x 1s), A, B

Timing Device & Pen/Pencil and VHF radio (where practicable to announce time signals with flag display).
All supplied by Race Officer and team.

Flags and Sound Signals 2026

FLAGS

Orange – Committee Vessel on station for Start displayed close to your mast. (Your end of the Start line)
Number/Letter sheets – to indicate chosen course displayed on start line side of CV, displayed not later than prepared IC Flag P of first class to start.

Class Flags – Warning signal, Handicap One - Pnt 1, Handicap 2 (RS) - Pnt 2, Sonata – IC “O” & H/C Three- Pnt 3.

P – Preparatory (5 minutes)

U – Naval or civilian Vessel expected in Channels.

SOUND SIGNALS (SS) AND FLAGS

Postponed (indefinitely) hoist AP and 2 SS

- a) Start after postponement, lower AP with one sound, one minute prior to revised start sequence i.e., Class Flag.
- b) Commence start sequence one minute after lowering AP (i.e. 10 minutes to start)
- c) General Recalls –display 1st Sub, and 2 SS

Start after General recall

- a) lower 1st Sub one-minute before start of next class, without SS
Display recalled class flag and IC flag I at preparatory signal of last class to start normally.
(RRS 30 in effect, i.e. round the ends). Lower IC I flag one minute before the start. (No SS)

Individual Recall

- a) Display IC flag X with one SS
- b) Lower same when boats hull has returned fully to the prestart side of the line, or after four minutes (whichever is earlier).

Shorten Course or Finish; display Blue flag having removed Orange after starts sequence complete.

- a) General (all classes) display IC flag S and 2 SS.
- b) Selected Classes; IC flag S and Class Flag of those to be shortened and 2 SS

Abandonment (while on Station)

Display IC flag N over IC flag A and three SS.

Change of Course;

Display IC flag C and repeated SS when boats are in the vicinity, to draw attention to the change of Course.
(Displayed on the course side of the line).

Time Limits for Series.

	Fixed Time	Extension Time
Primary 1 & 2/ Secondary 1 & 2 series up to race to 3.	21.15	20 min.
Secondary Points Series races 4 & 5	21.00	20 min.

Time Limit extension

Display Class flags for boats eligible to continue and two SS.

Extension expired; 3 SS and lower all flags.

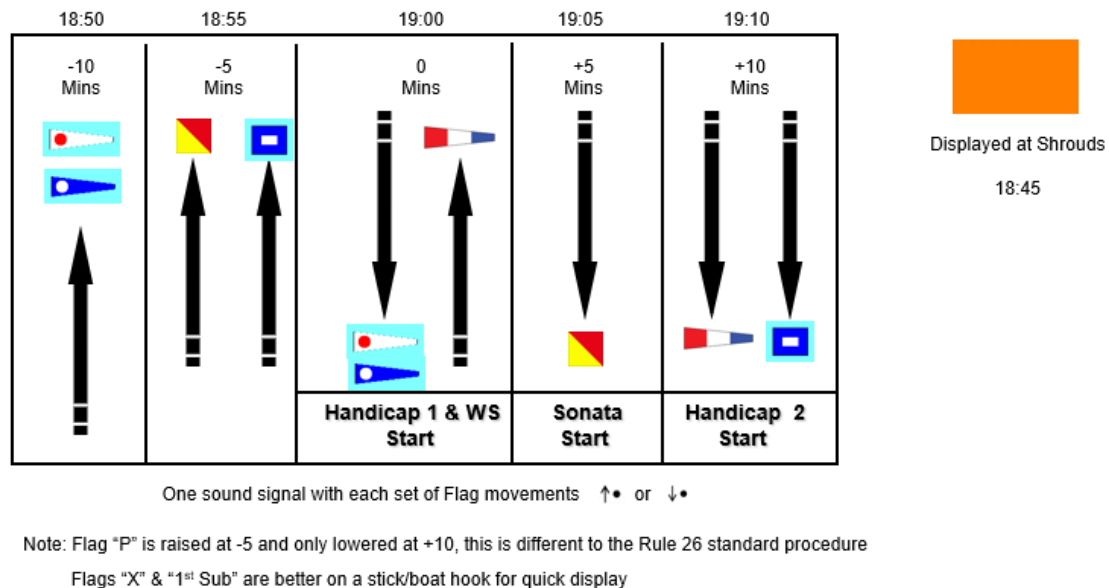
You are encouraged to indicate via VHF channel M (37) the sequence of events or your intentions to Competitors.

At end of the extension three sound signal and flags of classes still racing removed.

RACE FLAG & SOUND SIGNAL SEQUENCE 2024

(Announcements may be given on VHF CH M (37) to assist in drawing attention to the flag sequence. Failure to do so is not grounds for redress.)

Primary & Secondary Points Series



While X and 1st Sub can be flown from the Jackstay, it is often more practical to tape them at either end of pickup pole or similar, ready for immediate use.

`X` individual OCS - One Sound, `1st Sub` General recall - Two Sounds

Removal of Orange flag after starting sequence complete and prepare to hoist Blue flag to indicate CV on finish line

RECORDING AND SCORING

It is helpful if Race Officers use the abbreviations recommended in RYA, App. All for recording the circumstances that determine a boat's score.

Please remember to record finishing time in real time. (Not lapse time)

These are:

DNC	Did not come to the starting area
*DNS	Did not start (other than OCS or DNC)
OCS	On the course side of the starting line and failed to comply with Rule 29.1 or Rule 30.1
DNF	Did not finish or retired before finishing

RAF

Retired after finishing

The following designations are determined by the Protest Committee only

DSQ Disqualified

DNE Disqualification are not able to be discarded, if prescribed in the Notice of Race and in the Sailing Instructions.

RDG Redress given

* There is a lesser score for DNS – a boat which comes to the Start Area but decides not to start (e.g. for sail or rigging failure) than for DNC.

To enable scores to be correctly allocated, please indicate by a firm tick against the boat(s) names that they were observed in the Start Area prior to the race.

Keelboat Plan Risk Assessment Plan 2026

Hazard	Risk without controls	Severity	Controls	Risk with controls
Collision; boat/boat (to/from race area)	Low	Minor damage, minor injury	Competency,	Low
Collision; boat/boat (during race)	Medium	Minor damage, minor injury	Competency, Sailing Instructions, Racing Rules of Sailing, course design.	Low
Collision; boat/official boats (during race)	Low	Major damage, serious injury	Competency, communications	Low
Collision; boat/spectator boat (during race)	Low	Major damage, serious injury	VHF communications, IRPCS	Low
Collision; boat/commercial vessels	Low	Fatality/major damage	Port Authority Communications, VHF Communications, IRPCS	Low
Falling overboard	Low	Drowning	Personal buoyancy, competency, other racing boats in vicinity	Low
Environment (sea state/weather)	Low	Discomfort, distress, hypothermia, dehydration, fatigue	Weather forecast, tidal prediction information, RO monitoring, correct clothing, event time limits,	Low

Coastguard / RNLI (Rhu), For a major medical incident afloat, the Coastguard would task RNLI Helensburgh lifeboat to be deployed and they have the option of landing casualties at James Watt Dock for onward transportation to Inverclyde Royal or South Glasgow University Hospital. Rhu marina has good access and provides shelter and stability for casualty handling.

EP.
24/04/25