



SAILING INSTRUCTIONS ADDENDUM

1. RULES

The rules that seem applicable or appropriate and even those that are inapplicable or inappropriate will be as decided by the Race Officer on the day.

2. NOTICES TO COMPETITORS

A notice board will be placed in the usual place between the Galley and the Quarter Deck, but nothing of any significance will be posted as the majority of sailors will walk straight past it as usual.

3. CHANGES TO SAILING INSTRUCTIONS

These will be arbitrary, capricious, and incomprehensible to all concerned. They will probably not be divulged to competitors.

4. SIGNALS MADE ASHORE

No signals will be made ashore for the same reason explained in SI 2 above.

5. SCHEDULE OF RACES

The schedule of races might be as posted on the official regatta notice board, they also might not be posted as the majority of sailors will not bother to read them and ask the race officer what time they start. (See also SI 17 below) Slower boats will start before faster boats; it's a Pursuit Race it doesn't work otherwise.

6. CLASS FLAGS

In these politically correct times classes have been abolished, so as not to appear discriminatory. The Race Officer will grab the nearest rag and throw it up. (see SI 2 above, again).

7. RACING AREAS

Where possible, these will be in the water.

8. THE COURSES

8.1. Competitors may select their own courses to afford the optimum use of available wind, tidal direction, and a vague recollection of where they went last time they raced. If 2 or more boats select the same course that the Race Officer was thinking off, this will constitute a race, but there will be no result unless they return to the signal boat, assuming that it has not drifted or dragged, or been sent off on some fool's errand. If in doubt – head for Bay Barge – the boat with a roof – and throw your hands in the air for high fives when you pass it.

8.2. A placard indicating the Race Officer's selected course number may be displayed from the Race Tower (see 2 above, again). There is only one course from which the Race Officer can choose.

COURSE 1 – Yp Cs Dp Bs Fs Vs Xp (repeat) Yp Cs etc

9. MARKS

These are defined in the text books as any object which boats are required to pass on a designated side in the process of sailing the course. Mark Y – is defined as the last speed can before you turn the corner to the Davies Bridge. Between Long Beach YC and Basin 2 entrance. NOTE: this is one of the few useful instructions.

10. AREAS THAT ARE OBSTRUCTIONS

Christmas trees, mud, sand, rocks, bridges, vessels that are bigger than you, regardless of whether they are moving.

11. THE START

11.1. The first and only race will start when the Race Officer is good and ready in the vicinity of the Race Tower – that's the platform at the entrance to basin 5, which no longer has a tower because too many people were using it for date night – and a nearby Christmas tree, regardless of whether any boats are present or wind conditions are suitable for racing.

11.2. All present will set off at their allotted time towards a mark, but will have to decide which one is the correct buoy because more than one will be laid and no compass bearing to the correct one will be displayed (for the same reason as in (2) above).

11.3. At some point during the race the wind will die completely and the Race Officer will head off at high speed to the Club to restore himself to his usual comforts.

11.4. In the unlikely event that the wind revives, and is blowing from a westerly direction the pursuit race will continue to be staged. As the rules for pursuit races are incomprehensible to club sailors, even those who bother to read them only a limited number a copies will be available.

11.5. Boats may then return to basin 5, if there is any room, or continue to explore the delights of the Alamitos Bay. The bar opens at 1600.

12. CHANGE OF THE NEXT LEG OF THE COURSE

This will be entirely arbitrary and the gift of the Race Officer. Competitors may ignore such posting, and continue on their way

regardless.

13. THE FINISH

13.1. Provided that the Race Officer has managed to find a floating working Race Committee boat, he will set up and prepare to receive whatever competitors- deem it interesting enough to keep racing.

13.2. The finish will be in the vicinity of the mark that will be rounded by the leading boat after the finish time is reached and the bay whaler (that's the boat whose usual role is to spend half an hour laying a mark in the wrong place, then another half an hour picking it up again) or possibly the Bay Barge (that's the boat with a roof). All competitors should continue racing until they finish or get bored.

13.3. Those that have gone cruising may take their own finish times at any convenient point, and brag about them at the bar afterwards.

14. PENALTY SYSTEM

The Race Officer will impose on-the-spot fines on any boat displaying any sailing skill at all. These will be paid at the bar upon return to the Club.

15. TIME LIMIT AND TARGET TIMES

There are none – competitors may stay out there enjoying themselves as long as they please, but are requested to write or call the Club from their eventual point of landing. The Race Officer is targeting being back at the club when the bar opens.

16. PROTESTS AND REQUESTS FOR REDRESS

Competitors will sort these out amicably (or otherwise) between themselves. The Race Committee is neither interested nor amused by being bothered with this sort of stuff. The Protest Committee Chair may assemble a protest committee if they deem the protest of sufficient interest; otherwise they will likely remain in the bar telling stories of previous protests they have heard.

17. SCORING

The Race Officer will award or deduct points based on the degree of cooperation shown, number of silly questions directed at him, general congeniality of the skipper and number of crew persuaded to participate, and gifts received.

18. SAFETY REGULATIONS

Competitors are left to work out for themselves what precautions are sensible, what actions minimize the likelihood of damage or destruction, and what level of liquid refreshment is deemed adequate for the number of passengers embarked.

19. REPLACEMENT OF CREW OR EQUIPMENT

This is to be encouraged if either does not perform satisfactorily.

20. EQUIPMENT AND MEASUREMENT CHECKS

These are entirely the responsibility of competitors or lackey appointed by them. The Race Committee is totally indifferent.

21. ADVERTISING

Shameless self-promotion is encouraged and entirely the responsibility of the competitor.

22. OFFICIAL BOATS

Whatever can be made to float and work on the day.

23. SUPPORT BOATS

These are to be encouraged, coaching, loud cheering, annoying whistling and hollering are further encouraged.

24. TRASH DISPOSAL

Trash may be placed aboard other competitor's boats.

25. HAUL-OUT RESTRICTIONS

Hauling out is allowed whilst racing, although not recommended.

26. DIVING EQUIPMENT AND PLASTIC POOLS

26.1. Underwater breathing apparatus while underwater is recommended.

26.2. Plastic pools can be towed behind competing boats.

27. RADIO COMMUNICATION

Depending upon whether the Race Officer has remembered to bring his radio along, and that it has been charged up, it may be possible for him to be contacted on Channel 68. The Race Officer may also make announcements of profound importance to the progress of the event on some completely different channel.

28. PRIZES

The availability of prizes is entirely dependent upon the generosity of Club Members.

29. DISCLAIMER OF LIABILITY

The Race Officer shall not be blamed for anything.

30. INSURANCE

The Commodore may collect money in exchange for worthless cover notes prior to the event, depending on how good business has been in the previous month.