

OOD Instructions

PCC Racing

2017/18 Club Racing Series

Before race day:

- Collect OOD box and check contents (see 'Useful information' section)
- Charge radios

Before leaving for race:

- Check weather forecast
- Check shipping movements at www.bristolport.co.uk/shipping/tide-tracker (see p11)
- Ring Bristol VTS on 01179 822 257 (write down answers where relevant):
 - o Give start time of race
 - o Offer mobile number in case of radio failure
 - o Ask if any changes have been made to the shipping movements published
 - o Ask if any inbound vessels are expected to swing
 - o Ask for clarification on timings: whether they're 'off berth' or 'lock exit'

Before the race:

- Drive to start line (see 'Where to park' section)
- *To avoid creating a security alert, stay close to your vehicle and only get out of it with good reason*
- Turn on radios and check one set to CH12 (VTS) and the other CH37 / M1
- Announce yourself as 'PCC Race Control' and ask competitors to register for race
- Note competitors on Race Form
- Choose course and start time (see 'Courses' and 'FAQ' sections)
- Announce course, shipping movements and start time
- Announce post race venue, currently:
 - o Cockburn 9 and Gluhwein at the PCC Clubhouse
 - o otherwise at the Hall & Woodhouse

The race:

- Provide warnings (with countdown) at 5, 4 and 1 minute before the start
- Recall anyone that crosses the line early (e.g. 'xxxxx' you were over the line, please return to the other side of line and restart the race)
- If relevant remind the fleet of the time cut off (two hours after start) and enforce if needed.
- If winds lighter than expected then consider shortening the course by removing marks, but remember this can only be done when the previous mark hasn't been rounded by any competitors
- Note the Notice of Race now states "The OOD may extend the time cut off to 2.5 hours after the start to enable competitors to complete the course, on a maximum of three occasions per season". Please speak to a member of the sailing subcommittee before invoking this.

After the race:

- Thank the port for their assistance and advise when race complete
- Provide a copy of the finish times to the Race Officer (there's no need to calculate the results)
- Return OOD box and results to post race venue

Useful Information:

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Box Contents:

- x2 Handheld VHF radios and chargers
- Calculator
- Assorted clocks and stopwatches
- OOD Instructions
- Latest Handicaps
- Copy of Notice of Race and Sailing Instructions
- Copy of Racing Rules
- Folder with Race Forms
- Tide Tables
- Assorted pens and pencils
- Binoculars
- x2 Hi Vis jackets (must be worn when away from car)
- x2 hard hats (must be worn when away from car)

Useful Contacts:

- Bristol VTS: 01179 822257
- Sailing Sub-committee:
 - o Nick Duppa-Miller (J Star): 07977 414575
 - o Simon Britten (Hero): 07809 837442



Telephone (0117) 982 0000
Fax (0117) 938 0205

All communications to be addressed to Chief Police Officer

Port of Bristol Police

Royal Portbury Dock
Portbury
Bristol BS20 9XU

Mr KS Melmoth
Portishead Cruising Club
Pump Square
Pill
Bristol
BS20 0BG

28th April 1998

Dear Mr Melmoth

Thank you for your letter dated 24th April in which you seek permission to enter Royal Portbury Dock to start races.

I am pleased to grant permission but advise that your members enter at their own risk, and are required to wear hi viz jackets and hard hats.

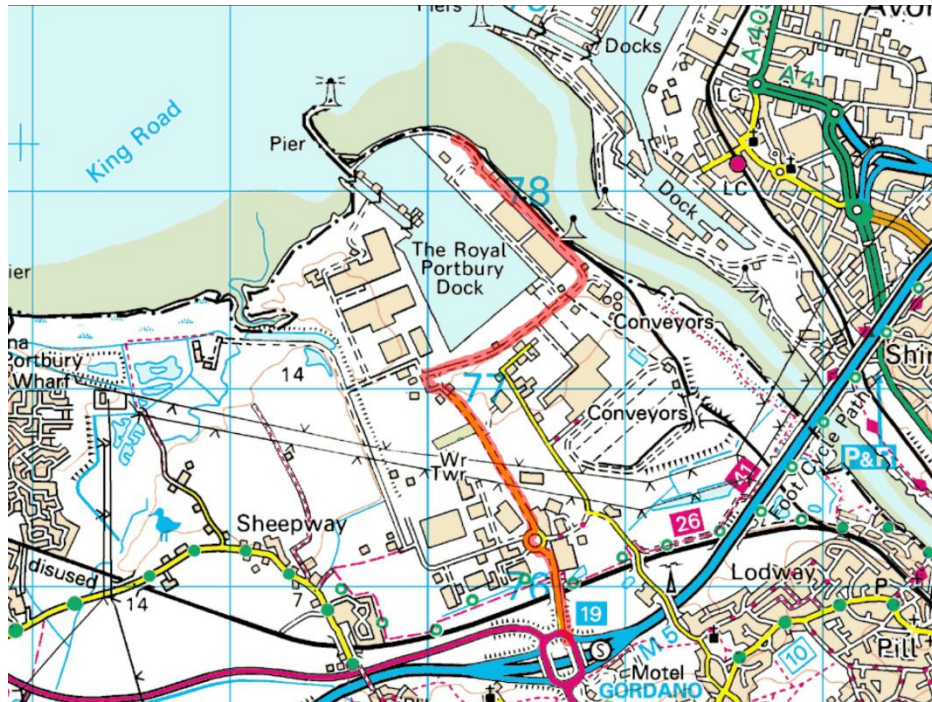
Yours sincerely

A handwritten signature in black ink, appearing to be 'R Wilson'.

R Wilson
Chief Police Officer

cc: Captain John Morgan, Deputy Haven Master

Where to park:



Follow the red line through the industrial estate, into the port and park in vicinity of the red circle (or blue for light airs start, green if using the Cockburn line). You may need to show the approval letter on entering the port. Aim to be at junction 19 around an hour before the start.



Setting a course:

Default Courses

- The combination of weather conditions and course selected can affect the outcome of the race before it's started, so to ensure fair racing a pair of default courses have been chosen and should be used for all races, unless one of the exceptions applies. Taking a consistent approach to course selection and handicap revisions should make racing closer and fairer.
- The first course 'Firefly Sausages' is favoured, unless there is shipping in/out of Portbury when 'Denny Sausages' should be selected.
- Alternatively, shipping may be avoided by inserting Cockburn as the first/last mark of the course (excluding Swash), but this should be avoided in lighter airs (due strong tides around Cockburn) and if there's shipping in/out of Avonmouth (as the course will cross the shipping lane four times).
- Both courses can be made longer/shorter by adding/subtracting circuits of Middle/Firefly or Cockburn/ Denny Shoal.
- Remember the fleet handicaps range from 800 to 1200, so if the fastest boats take more than 1:20 to complete the course then the slowest boats can't finish before the time cut off (if sailing to handicap)

Exception - Very Light Airs

- In a force 1- 2 or less, regardless of direction, most boats will struggle to make progress into the tide so the course should be set with the tide.
- 'Outfall and back' is the only option currently available and should be used in association with the light airs start.
- If a force 3 is possible then 'Firefly Sausages' may be more appropriate: remember that you can shorten the course before or during the race.
- Alternatively, if there's shipping in/out of Portbury, then Cockburn can be inserted as an additional mark after Outfall, which can then be removed if needed during the race, although this might not work on a big tide.
- If in any doubt contact member of sailing subcommittee via mobile phone (see 'Useful information' section).

Exception - NW and SE Winds

- In northwesterly and southeasterly breezes the default courses will turn into a series of beam reaches, making races less exciting and potentially affecting the outcome.
- In these conditions 'Denny and back' should be selected
- The course can be lengthened by inserting Cockburn, Denny Shoal or Newcome before/after Denny Island, preferably whichever aligns with the wind direction
- If the wind is above a force 6 then these courses are less suitable as they're more exposed and further away from safe haven.
- If in any doubt contact member of sailing subcommittee via mobile phone (see 'Useful information' section).

Courses:

<i>'Firefly Sausages'</i>	
Swash	Port
Cockburn (Optional)	Port
Portbury Middle	S'board
Firefly	S'board
Portbury Middle (Optional)	S'board
Firefly (Optional)	S'board
Cockburn (Optional)	S'board
Swash	S'board

<i>'Denny Sausages'</i>	
Swash	Port
Cockburn	Port
Denny Shoal	Port
Cockburn (Optional)	Port
Denny Shoal (Optional)	Port
Swash	S'board

<i>'Outfall and back'</i>	
Swash	Port
Outfall	S'board
Cockburn (Optional)	Port
Swash	S'board

<i>'Denny and back'</i>	
Swash	Port
Cockburn / Denny Shoal / Newcome (Optional)	S'board
Denny Island	S'board
Cockburn / Denny Shoal / Newcome (Optional)	Port
Swash	S'board

Bristol Port Company

- PCC top of the tide races rely on the goodwill of the Bristol Port Company.
- The course set shouldn't put the racing fleet off either Portbury or Avonmouth dock when inbound/outbound shipping is expected.
- There is an option to delay the start time by 10 minutes if it helps avoid shipping, you can also abort and restart the race if it will avoid an incident.
- Shipping may 'swing' across the channel: on a flooding tide, shipping may pass the lock before turning sharply to port, so stemming the tide as approaching the lock.
- It takes up to an hour to get a large vessel from her berth and through the lock and vice versa – make sure you're clear on whether a departure/arrival time relates to the berth or lock
- Inserting Cockburn as an initial mark will often keep the fleet away from Portbury/Avonmouth, although note the tide runs strong here, so this isn't an option in very light winds

Fast and slow fleets

- The Cockburn series (only) has been raced in two fleets since 2012
- The fast fleet will usually be given a longer course than the slow fleet / other top of the tide races
- In very light winds a course to the Outfall / North Channel buoy may be only viable course for both fleets
- The different fast fleet and slow fleet start times are as published in the sailing calendar
- The results can be calculated on the same sheet: don't forget that the start time will be different and there will be two first places, etc
- The nominal split between slow and fast fleets is at a club handicap of PY1000 although skippers can elect to be in a different fleet for the whole series (see 'Fleets' section)
- Boats can't move between fleets during a series, so boats remain in the same fleet even if their handicap is adjusted above/below PY1000, unless they elect to forfeit their previous results.

Frequently Asked Questions

Q: I've been asked to be OOD 'on the water', what do I need to do?

A: This depends on the number of boats competing, weather conditions and location of the start. For a large number of boats using the PCC start line then the instructions should be followed as per page 1 above, albeit with competitors noting their finish times (as per GPS). For a handful of boats starting off the pier in a fair breeze then the key points are:

- Check shipping and weather forecast
- Set a course: one that avoids shipping and enables all boats to complete within available time
- Provide 5/4/1 minute countdown based on GPS time
- Ask competitors to note finishing times (as per GPS)
- Calculate results using race form

Q: Can I delay the start time?

A: The OOD can delay the start time to avoid shipping by 10 minutes, or more under exceptional circumstances. The OOD can also delay the start to enable latecomers by up to 10 minutes, but not if this conflicts with shipping movements.

Q: Where can I find a boat's handicap?

A: Handicap data is now separate to the OOD instructions and can be found later in this folder or on the PCC website.

Q: Where can I find more information?

A: The Notice of Race and Sailing Instructions provides more detail on the club racing organised by PCC and can be found later in this folder or on the PCC website.

Elapsed time table:

<i>Hours</i>	<i>Seconds</i>
1	3600
2	7200
3	10800
4	14400
5	18000
6	21600
7	25200
8	28800
9	32400
10	36000
11	39600
12	43200
13	46800
14	50400
15	54000
16	57600
17	61200
18	64800
19	68400
20	72000
21	75600
22	79200
23	82800
24	86400

<i>Minutes</i>	<i>Seconds</i>
1	60
2	120
3	180
4	240
5	300
6	360
7	420
8	480
9	540
10	600
11	660
12	720
13	780
14	840
15	900
16	960
17	1020
18	1080
19	1140
20	1200
21	1260
22	1320
23	1380
24	1440
25	1500
26	1560
27	1620
28	1680
29	1740
30	1800

<i>Minutes</i>	<i>Seconds</i>
31	1860
32	1920
33	1980
34	2040
35	2100
36	2160
37	2220
38	2280
39	2340
40	2400
41	2460
42	2520
43	2580
44	2640
45	2700
46	2760
47	2820
48	2880
49	2940
50	3000
51	3060
52	3120
53	3180
54	3240
55	3300
56	3360
57	3420
58	3480
59	3540

Guide to tide tracker:

The following is a guide issued by VTS to assist with understanding the tide tracker that can be found at <https://www.bristolport.co.uk/shipping/tide-tracker>

If an inbound ship has a PO of 14:00 in general terms that ship will be at Portishead point 15:30-15:45, or one and a half, to one and three quarters of an hour after PO time.

For departures with tugs in general terms it will take one hour from sailing time to leaving the lock, for non tugged departures it takes around 45 minutes to leaving the lock. Sometimes quicker, particularly near high water.

The request from VTS is that OOD's look at the tide tracker before phoning in so as you at least have the names of the ships to hand and VTS staff aren't wasting time spelling ships names.

Column 1: TYPE.

ARR - Arrival, ship inbound to Avonmouth, or Portbury dock.

DEP - Departure, ship sailing from Avonmouth, or Portbury dock.

SHF - Shift, vessel shifting from one berth to another berth.

CHA - Channel movement, Ship passing through our VTS area.

Column 2: **Vessel** - Name of ship.

Column 3: **Agent** - Short code for ships agent.

Column 4: **ETA/D** - Ships ETA at pilot station for arrivals, or departure time from berth for sailings.

If inbound ETA has a **K** after it this means ETA King Road.

Column 5: **Dock** - Dock ship is bound to, or from.

Column 6: **Lock** - If a ship sails without a pilot, indicates estimated time in the lock.

Column 7: **PO** - Pilot Order, this is the time the pilot will board at Breaksea for inbound ships, or boarding time ready to sail for departures.

Column 8: **L x B** - Length and breadth of the ship.

Column 9: **D** - Draught of the ship.

Column 10: **P't** - Initials of pilot if ship is piloted.

Column 11: **Berth** - Berth the ship is bound for, or sailed from.

Column 12: **Event** - Real time event logging, e.g. time Pilot boarded.

Column 13,14&15: **Bow, Stern Push** - Position of tugs if used.

Column 16: **Event Time** - Time of tracked events, ties in with column 12.

Column 17: **Pilotage** - C = compulsory pilotage, NC= Non compulsory pilotage ,SG= Sharpness and Gloucester pilot.

Column 18: **Tugs** - Number of tugs for this movement, 3+2 for an arrival means three tugs in estuary and two tugs to the berth, 2 + 1 for a departure means two tugs in dock, one tug to the estuary.