



INSTRUCTIONS FOR THE OOD

(OFFICER OF THE DAY)

2011 version

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Other reading

SAILING INSTRUCTIONS AS PER CLUB HANDBOOK (8 pages)

VHF Radio operation and button details: ICOM



INSTRUCTIONS FOR OFFICERS OF THE DAY

Duty Nominations and Reminders

The Officer of the Day (OOD) is responsible for confirming the other nominated duty holders (boat drivers) will attend to their duties on the race day.

The other nominees are for safety and ferrying duties (launch and RIB). Each of these duty officers is responsible for finding at least one helper each. The OOD is responsible for ensuring that these officers appreciate their responsibilities for the respective duties. The OOD should ring all duty members, two weeks in advance, to remind them of their tasks.

Preparation Time

The OOD and his (committee boat) assistants should have collected and checked the required equipment, and given the Rescue officers their preliminary instructions in good time (i.e. 1 - 1.5 hours before racing)

OOD Equipment -

1. You should find everything needed - flags, hooter etc - already on board the committee boat - meaning that **the only items required to be brought out** with you will be a **Hand held radio**, and the **silver attaché case** OOD box – check to ensure that it contains boat list/results sheets, pencils and stop watch.

Again, the success of this system depends on everyone leaving things as they found them!

2. Portable Hand held radios.
These are dropped in to chargers when not in use
Use as necessary: OOD and Chevy (Launch) + reserves for RIBS (radios are fitted to RIB boats – before setting out please satisfy yourself that they are working by a radio check)
PLEASE REMEMBER TO TURN OFF, RINSE IN FRESH WATER, DRY AND RECHARGE AFTER USE. FAILURE TO DO SO COULD JEOPARDISE SOMEONE'S LIFE!
3. Horn and battery box – These should be left on the Committee boat. Plug into the solar panel. (Any problems with this equipment should be reported to the Sailing Captain after your duty.)
4. You may find a pair of binoculars to be useful – in OOD box.



Weather

Obtain a current weather forecast from
Met Office NI forecast:

http://www.metoffice.gov.uk/weather/uk/ni/ni_forecast_weather.html

Met Office Inshore Waters Forecast Lough Foyle to Carlingford Lough:

http://www.metoffice.gov.uk/weather/marine/inshore_forecast.html?area=13&type=All

or a wind map - <http://www.xcweather.co.uk/>

Marinecall Inshore waters forecast Lough Foyle to Carlingford Lough:
09068 500 465 and follow menu instructions

- also reconfirm the tide times for the race day – Easytide or tidecard

<http://easytide.ukho.gov.uk/EasyTide/EasyTide/ShowPrediction.aspx?PortID=0634&PredictionLength=2>

Cancellation of Races - Code flag N

If, 45 minutes before the scheduled start of the first race, the OOD decides to cancel all or some classes, he must fly Code flag N from the club Flagstaff. (Square flag chequered blue and white). If the cancellation is for some classes only, then their class flags should be flown below flag N

Sailing Instructions Change - Code flag L

If sailing instructions for a particular race have been amended (in accordance with sailing instruction 4 - eight days before - race committee responsibility) Code flag L must be flown from the club flag staff at least 45 minutes before the scheduled, start of the first race. (Square quartered flag, yellow and black)

USE OF CLUB BOATS

Launch ("Chevy") maximum 12 person including crew

Seaworthy, slow, powerful, load carrying, economical

Normal role includes an initial ferrying run or two; escorting, towing dinghies; and inward ferrying runs.

RIB Selection

The club has a number of RIBS, each of which has its features, however each of which should be capable of being used or safety cover at club events.

Choice of RIB should be left to the RIB driver, and many factors may influence choice including preference and convenience. The "fit for purpose" criteria must however be dominant.

RIB ("Orange Humber") maximum 6 persons including crew.

Seaworthy, fast, powerful, limited load carrying, economical

Avoid using as a ferry (except for OOD party)

Use a RIB for safety and laying or repositioning of Mark E and/or Mark S (if necessary).

Instructions for the OOD 2011



In order to ensure safe use of any RIB, it **MUST be crewed by 2 persons.**

It is club policy that RIBs are used as appropriate, in circumstances when additional support craft are required and for dinghy assistance. A RIB is especially useful in emergency situations where speed of response and low "flexible" topsides are vital i.e. in choppy seas.

RIB ("Osprey") maximum 8 persons including crew

Very seaworthy, difficult to control at slow speed, needs an experienced driver at least qualified RYA Powerboat II, fast when required, some heavy load carrying (in displacement mode) - not economical – must be crewed by two.

RIB ("Black Humber") maximum 6 persons including crew.

Moderately Seaworthy, fast, powerful, limited load carrying, uneconomical

Avoid using as a ferry (except for OOD party)

Use for safety and laying or repositioning of Mark E (if necessary)

Use of Support Craft

The OOD must decide to what extent (and in consultation) the inflatable will be used. It may suit conditions to have the Humber RIB in use with the Osprey RIB on the pontoon. If inadequate manning is available, the OOD must cancel Dinghy Classes. An under-manned rescue boat is potentially just as dangerous as no rescue cover.

The OOD has overall responsibility for co-ordinating the use of the support craft, and maintaining radio contact using **Channel 37 (M)**. There are sufficient handheld VHF radios to give at least 3 boat communications at race times – remember there is a fixed set in the clubhouse - only useful if manned. The RIBs have fitted sets (which are intermittent and not dependable) and RIBs should carry a reserve handheld.

The committee has decided that no person under 18 may be in charge of any powered craft belonging to the club. However, younger members may act as assistants in order to gain experience of rescue duties.

**PERSONAL FLOTATION DEVICES MUST BE WORN AT ALL TIMES
BY ALL PASSENGERS AND CREW IN CLUB BOATS**

Before setting out, the OOD must brief support crew regarding the craft to be used, the manning of each craft, the specific role to be served and be satisfied as to the competence of each to fulfil their role.

The Sailing Committee will gladly give advice or training on the handling and characteristics of club boats. This advice should be sought in advance.

Instructions for the OOD 2011



PRE RACE PREPARATION AFLOAT

Aim to be on the committee boat a good 30 min before the first start.

Choose the appropriate courses bearing in mind:

- Strength and direction of the wind, especially on a Wednesday night with light winds. A north wind is the most difficult wind direction to set a course.
- Sea State
- Visibility
- Expected changes in any of the above
- Set of the tide if the wind is light
- Desirability of windward start, and/or a good beat to windward in the course
- Ability of boats to clear the line if the wind is light and the tide strong
- Reasonable duration of races, bearing in mind the type of boats and time limits

Recommended Courses - an art in itself - more details later in charts and course list

1. Cruisers Class I - Prefer longer courses if good wind
2. Cruiser II and Leisures need small courses if the wind is light.
3. Dinghy I like moderate length courses and Dinghy II (inc Toppers) should be kept close to the committee boat

The number of rounds to be sailed will be displayed with the course letters. (Rule 9.3) Courses can be shortened during the race if required.

Note that courses must be displayed not later than the 10 minute signal for the respective class, and cannot be changed after this time unless the correct postponement procedure is followed.

The shortened course flag S may be flown at any time up to the starting signal, (RRS 32), and you can use shortened courses from the start.

Mark E (C1 & C2) and Mark S (D1 & D2) are temporary light marks which must be laid as required (EDYC SS1 10). They are to be retrieved after racing and stored on the committee boat.

Start marks should be positioned Square to the wind.

The length of each start line is important.

* a small deliberate bias may be introduced by the experienced OOD, to counter tidal effects and/or starboard end bunching. If you are using course for west or east winds, it is vital that you set up the start line with E placed appropriately to the committee boat to avoid end bias.

The Chevy launch (blue boat) is the most suitable craft if it is necessary to reposition start marks (Mark E, Mark S up to preparatory signal, but no later unless postponed).

If there is time it helps to try to get names and boats numbers on the result sheets in advance.

Instructions for the OOD 2011



TIP – It is at this stage boat sail numbers and or names are collected and placed on starting lists – If unsure of class list in the preceding class and then check if the boat has started in that class – if non started move to lower class.

FLAGS

There is a new flag hoist system with five halyards giving ample ropes to prepare all flags for hoist before their warning signal, in addition Flag X (Square flag St George's cross blue on white) for premature starters can now be easily waved on a stick.

STARTING SEQUENCE

The starting sequence begins 10 minutes before the first start.

The club has chosen to continue RRS 2004-2008, 26 - starting system 1 ie 10-5-0 mins sequence.

If a postponement is necessary the answering pennant (Triangular flag with vertical red and white stripes) must be hoisted and two sound signals made. When the postponement ends, the answering pennant is lowered, and one sound signal made. The warning signal (10 minutes) is made one minute after that. (RRS 26.2).

The names and sail numbers of all starters are entered on the result sheets. Note that any yacht sailing in the vicinity of the start line between the preparatory signal (5-min) and the start shall be scored as a competing yacht. (RRS 1.5)

For the dinghy classes, the class of boat (E.g. Wayfarer, GP14, Topper) is entered on the result sheets, since class prizes may be awarded for classes with sufficient entries.

Mirror dinghies must be raced with a crew of two.

Toppers/Optimists are sailed single handed, and should be given a Holm Bay (Short) course only

(e.g. course AG ETC). A rescue boat should keep a particular eye on them at all times.

At each start, the starting time is recorded on the result sheet in hh:mm:ss

- 24 hour clock notation eg 19:30:00

Each class gets a - warning signal (10 min)

Preparatory signal (5 min)

Start signal

See the Autohoot instructions for automatic sounds for starts.

NB: a sound can be made at any time by pressing the red button.

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Important notes:

Times are governed from the raising or lowering of flags, NOT the sound signal

The start must be 5 min after the preparatory signal, NOT 10 minutes after the warning signal (ie if the preparatory signal is made early or late, the start time is taken from that time, not the time of the previous 10 minute signal).

Premature Starters - Code Flag X - 1 sound signal

At each start the OOD must watch for premature starters. In such case, Code Flag X is hoisted and a second signal is made. The flag remains raised until all premature starters have returned to restart, but lowered before the next class is due to start. Any boats not returning to restart are entered as premature starters on the result sheets, and disqualified.

General Recall - 1st substitute, 2 sound signals

If there are so many premature starters that it is not possible to identify all the offenders, than a general recall may be signalled by hoisting the 1st substitute flag, and two sound signals. Since the use of this flag means rescheduling remaining starts, it should only be used when there is no possibility of the race continuing equitably.

Dinghy start mark S – lift and store on committee boat as all roundings and finishes are across the start line formed with E

DURING RACING

Keep a close eye on all boats, especially dinghies, and note any that retire.

Tick off and note the time of day for all boats, including level classes eg L17, completing intermediate rounds. **Note that boats are required to pass between the committee boat and the start mark (eg Mark E) at the end of each lap.**

Watch for and note boats flying protest flags (code flag B (red) is usual)

Keep in touch with support craft, ensuring that they are performing the duties required of them, and not motoring around aimlessly, wasting fuel (especially the RIBs).

Observe weather conditions, and decide if any or all class races should be shortened or finished at another mark, to avoid abandoning in the face of time limits.

TIP - It can be useful to take intermediate times on the competing boat laps – hence allowing you to predict the finish time or a course shortening. It also indicates perhaps inaccurately potential finish positions.

After all the starts, the OOD may have to arrange for Mark E, to be repositioned to ensure alignment of the finish line. The definition of sailing the course is as stated in rule 28.1 (RRS). For EDYC points racing, this means that all classes cross the finish line in the same direction as the line was crossed at the start, EDYC SI 9.4. Accordingly, some repositioning may be necessary.



Shortening Courses

The OOD should consider the likely finishing time of the majority of boats in a class, rather than a fast leader or a slow tail ender.

Courses may be shortened in a number of ways:

Finish at the end of the round being sailed - **Blue Flag**.

Signal as the leading boat rounds the penultimate mark. Hoist Blue flag, the affected class flags. Class flags are not required if all classes are to finish.

Sail short round - Code Flag S

Code Flag S displayed at the Committee Boat means; "After passing the Shortened Course flag, sail on the Shortened Course, as specified in the List of Courses, until finished in accordance with Sailing Instruction 11.4".

Signal as the leading boat rounds the penultimate mark. Hoist code flag S, the affected class flags if necessary – try to ensure all affected boats see the S flag.

Finish at an indicated mark of the course - Blue flag.

Signals as the leading yacht rounds the mark before the nominated finishing mark. The blue flag and class flags are flown from the support vessel being used to finish the race. The finish line is between the mark and the support craft. It is obvious that this method requires planning, especially if different classes are using different marks.

The OOD must use discretion as to exactly when signals for shortening courses are displayed. It is unfair to delay the signal until the leading yacht is busy rounding the mark, since it may miss the signal. It is within the spirit of the rules to confirm the receipt of the message with the yachts affected, but only if all yachts are contacted in this way.

FINISHING RACES

A yacht finishes when any part of her hull, etc crosses the finish line in accordance with the sailing instructions and having completed the prescribed number of rounds.

A sound signal should be given when each boat finishes.

Record the finishing time in hh:mm:ss for all classes.

For each boat that started, the time, placing, or reason for not finishing (retired, premature starter (OCS), did not finish etc) noted on the result sheet. In brief the OOD must account for all the yachts in the race.

If any yacht in a class finishes within the stated time limit, then that limit is extended by the stated time for subsequent yachts in the race. Those that have not finished within the extended time are ranked "Did not Finish (DNF)".

The appropriate time limits for races are given in the sailing instructions.



Protests

Boats with a hull length less than 6 metres need not display a flag when protesting.
ISAF Rule 61.1

Protest forms are readily available and if a completed one is received please date and time it, plus confirm the protest fee of £20 has been received (if appropriate – Rule 13).

Abandoning Races - Code Flag N, 3 sound signals

The OOD has the discretion to abandon the race at any time, and must do so if no yachts have crossed the finish line before the time limit has expired.

The signal for abandonment is Code Flag N and 3 sound signals, along with class flags for the affected classes. If all classes are to be abandoned, it is not necessary to hoist class flags.

In all cases of abandonment, the OOD is responsible for ensuring positively that all yachts are properly aware of his decision, and that they are all able to return safely ashore or to moorings.

The OOD should not go ashore until completely satisfied as to the safety of all those afloat.

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OOD Recording

The OOD record sheet is the OFFICIAL record of the days racing

It is not just seen by the results officer - in the case of a Protest or a Request for Redress it may be used by:

1. A Protest Committee.
2. If a Request for Redress goes to Appeal, copies may have to be sent to the RYA in Hamble. (This is not unknown even for EDYC points racing). Therefore it must be legible and have the following information:

Record

1. Date
2. Officer of the days name.
3. Wind direction and force - if wind variable in either please state.
4. Course to sailed for each class and any shortening details.
5. Start time **for every** Class
6. Record if anybody over the start line at the start signal for that class (OCS). Record if they subsequently returned (around the ends), following the display of code flag X, and started correctly.
7. Record the lap times and finish times for each boat in the handicap classes (two cruiser classes and two dinghy classes). No times means no results!
8. Record lap times and finish times for all classes. This is useful to help the OOD gauge if another round is achievable before the time limit expires.

In addition the time of the last finisher in **every** class is required to calculate the time limit for Protests for that class (EDYC Sailing instruction 13 states one hour from the time of the last finisher in the class). Therefore it is more sensible to record every finisher in every class.

9. Record retirels.
10. Record if any boats have informed the OOD of their intention to Protest.

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11. The OOD must report any boat that he/she witnesses breaking a rule that is not exonerated eg OCS, RRS 28.1 not completing the course correctly, especially if no competing boat protests the alleged rule breaker. The alleged breach of rules is reported to the race committee who will decide whether to protest the boat. If they attempt to finish, the boat should be told of the alleged breach of rules and they may be able to exonerate themselves eg by "unwinding" and re-sailing the course within the time limit, or retire, or retire after finishing if he/she cannot or does not exonerate themselves, in which case record as such.

12. Boats requiring compensation points must claim these. EDYC Sailing instruction 14.2 requires duty points to be claimed on the OOD Record sheet. The results officer is not always present at EDYC and this Sailing instruction will be applied - NO exceptions.

AFTER RACING

The OOD must make sure that all dinghies are safely ashore, or that support craft finish towing dinghies and ferrying all crews ashore, before properly mooring or recovering the club craft.

The committee boat must be left tidy and secure.

Back at the club, ensure that all is well, the support craft are properly moored or recovered, and dismiss the crew. Why not use the green tokens to buy them "a cup of tea" .

Equipment should be left back in the sailing store. The hand held radios must be switched off (essentially wiped dry) and reconnected to their correct chargers. Any deficiencies noticed with the equipment afloat including launch or safety boats should be noted on one of the result sheets and reported to the sailing captain, so that they can be made good before the next race.

If your boat or that of any duty officer was unable to race because of race duties, then it can be awarded "compensation points". Make the appropriate declaration on the result sheet (11.2). Results sheets are in the OOD box on clipboards.

The completed and signed results sheets along with any protest forms which may have been received, should be given to one of the following (in order of preference):-

Results officer	Terry Ingles
Sailing captain	Don Howes
Any other officer of the club	

It will be excellent if the OOD confirms all equipment, keys etc have been returned to store or other location and are ready for the next event.

Breakages and/or loss should be reported directly to the sailing committee (and notice board) so that they may be corrected / remedied before the next event.



OOD QUICK VIEW TIMETABLE

PRECEEDING FORTNIGHT

The Officer of the Day (OOD) is responsible for finding at least two (committee boat) assistants for this duty and to familiarised himself with the full requirements of the duty.
- Rule 4 Changes to the sailing instructions (post 8 days before on notice board) should be noted if in effect.

ON THE DAY

Obtain a current forecast from the WEB at www.metoffice.gov.uk
http://www.metoffice.gov.uk/weather/uk/ni/ni_forecast_weather.html
Met Office Inshore Waters Forecast Lough Foyle to Carlingford Lough:
http://www.metoffice.gov.uk/weather/marine/inshore_forecast.html?area=13&type=All

Marinecall Inshore waters forecast Lough Foyle to Carlingford Lough:
09068 500 465 and follow menu instructions

1 - 1.5 HOURS BEFORE RACING

The OOD and his assistants should have collected and checked the OOD Box and equipment, and given the Safety/Rescue officers their preliminary instructions in good time (i.e. 1 - 1.5 hours before racing).

45 minutes before the scheduled start

If, 45 minutes before the scheduled start of the first race, the OOD decides to cancel all or some classes, he must fly Code flag N from the club flagstaff. If the cancellation is for some classes only, then their class flags should be flown below flag N

If sailing instructions for a particular race have been amended (in accordance with sailing instruction 4) Code flag L must be flown from the club flag staff at least 45 minutes before the scheduled, start of the first race.

COMMITTEE BOAT - A GOOD 30 MIN BEFORE THE FIRST START

Choose the appropriate courses bearing in all factors and put up course boards/cards
Have Mark E laid by one of your support boats and mark S
Collate a list of boats likely to race/in the vicinity of the start
Prepare flags and sound signals as per the schedule

RACE SCHEDULE

6.1 The schedule of dates is incorporated in the attached Sailing Calendar.

6.2 Classes	TIME of WARNING SIGNAL		
	SAT	WED	Sept WED
Cruiser 1 Handicap (PYS 1080 & under)	14.20	19.20	18:50
Cruiser 2 Handicap (PYS 1081 & over)	14.25	19.25	18:55
Dinghy 1 Handicap (PYS 1140 & under)	14.30	19.30	19:00
Dinghy 2 Handicap (PYS 1141 & over)	14.35	19.35	19:05

Start Races as appropriate, noting competitor's boat names and numbers also premature starters. For time limits see SI 12.4

Instructions for the OOD 2011



COURSES

Wind Direction	Course Letters	Course	Shortened Course	Leave all marks to	Wind Direction	Course Letters	Course	Shortened Course	Leave all marks to
South	AA	6-N-9	2- 4 -V	Port	North	EA	9-N-6	T-Y-2	Starboard
	AB	2-N-T	U-N-V	Port		EB	T-N-6	T-Y-2	Starboard
	AC	D-5-9	D-Y-T	Port		EC	9-5-X	T-X	Starboard
	AD	U -T	X-T	Port		ED	T-5-D	T-8-D	Starboard
	AE	D-Y-V	D-V	Port		EE	T-8-D	V-8-X	Starboard
	AF	X-8-T	X-T	Port		EF	V-8-U	V-8-X	Starboard
	AG	X-8-V	X-V	Port		EG	V-8-X		Starboard
South West	BA	3-10-17	3-N-5	Port	North East	FA	L-N-3	5-N-3	Starboard
	BB	2-N-5	2-8-V	Port		FB	5-N-2	5-N-3	Starboard
	BC	3-N-5	3-U-T	Port		FC	5-N-3	T-5-3	Starboard
	BD	3-Y-5	3-Y-8	Port		FD	5-U-3	8-U-3	Starboard
	BE	3-Y-8	3-8	Port		FE	5-3		Starboard
	BF	3-X-8	3-8	Port	All winds	FF	8-U-3	8-X-3	Starboard
West	CA	3-11-10	3-N-5	Port	East	FG	OOD	Instructs	-----
	CB	3-2-10	3-N-5	Port		GA	10-9-3	N-5-3	Port
	CC	3-N-5	3-N	Port		GB	10-5-3	N-5-3	Port
	CD	3-N	3-U	Port		GC	N-5-3	N-Z	Port
	CE	3-Y-8	3-8	Port		GD	5-T-Z	8-T-Z	Port
	CF	3-X-8	3-8	Port		GE	8-T-3	8-V-Z	Port
North West	DA dw	10-11-3	5-N-3	Starboard		GF	8-V-Z		Port
	DB dw	5-N-3	N-3	Starboard	South East	HA	11-2-V	N-2-V	Starboard
	DC dw	U-3-V	X-3-V	Starboard		HB	N-2-V	N-V	Starboard
	DD uw	V-10-11	V-N-3	Starboard		HC	U-D-V	U-3-V	Starboard
	DE uw	V-N-3	V-Y	Starboard		HD	Y-D-V	Y-3-V	Starboard
	DF uw	V-8-X		Starboard		HE	Y-3-V	X-3-Z	Starboard
						HF	X-3-Z		Starboard

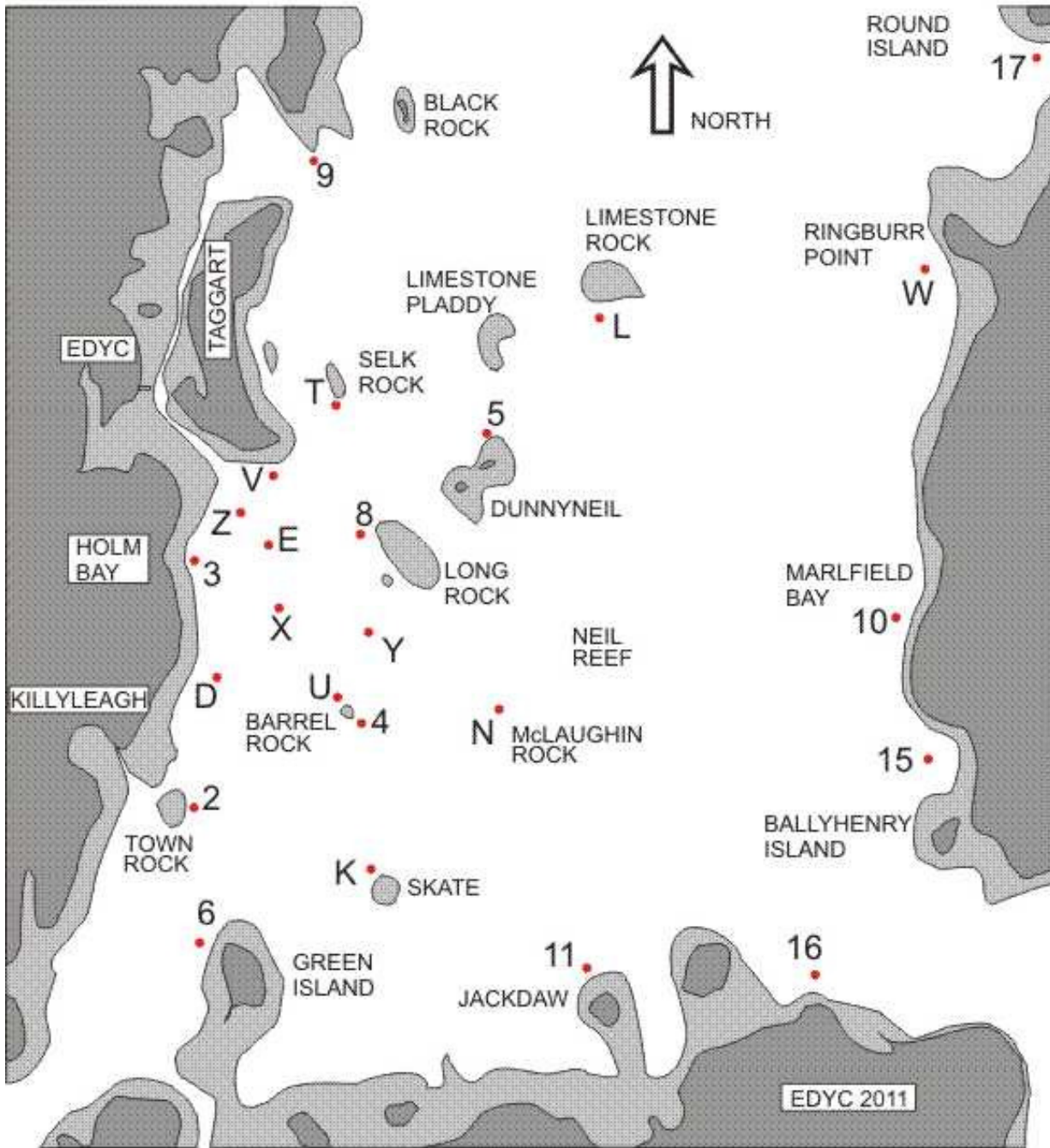
NB: Wind NW - dw & uw = downwind & upwind courses. Classes must start all dw or all uw.

The published courses are amended from year to year. Please ensure your course sheet is current – This is the 2011 table



CHART of MARKS

POSITION OF CLUB RACING MARKS



This sketch is intended only to indicate the approximate normal location of the racing marks used by EDYC. It is not suitable for navigation purposes and is not to scale.

A download of this sketch is available from www.edyc.co.uk

Instructions for the OOD 2011



EDYC 2011 OOD FLAG CHART

Halliard Number	1	2	3	4	5	SAT	WED	Sept	WED	Rules 6.2 and 7	
						14:20	19:20	18:50	CRUISER 1	WARNING H UP	
						14:25	19:25	18:55	- 5 MIN	WARNING P UP	
						14:25	19:25	19:00	CRUISER 2 & L17	WARNING G & B UP	
						14:30	19:30	19:00	CRUISER 1	START H DOWN	
						14:30	19:30	19:00	DINGHY 1	WARNING W UP	
						14:35	19:35	19:10	CRUISER 2 & L17	START G & B DOWN	
						14:35	19:35	19:10	DINGHY 2	WARNING V UP	
						14:40	19:40	19:15	DINGHY 1	START W DOWN	
						14:45	19:45	19:15	DINGHY 2	START V DOWN	
										ANYTIME LATER	P DOWN

The above flags may be supplemented by the following as required

- X INDIVIDUAL RECALL
- FIRST SUBS - GENERAL RECALL
- AP POSTPONEMENT
- S FLAG S SHORT ROUNDS (R11.3) + CLASS FLAG
- T FLAG T TIME LIMIT (R12.4) Sat 17:00(17:30)
Wed 21:30 (22:00) Aug 21:00 (21:30) Sept 20:00 (20:30)
- BLUE FLAG FINISH (R11.2) NEXT CROSSING (R11.4)



22/4/11 NB The 2011 Handbook is the definitive source for all club rules.





EDYC 2011 OOD - FLAG CHECK CHART

April 2011

 **H** CRUISER 1

 **P** BLUE PETER 5 MIN WARNING

 **G** CRUISER 2

 **W** DINGHY 1

 **B** L17

 **V** DINGHY 2


 **AP** POSTPONEMENT

The above flags may be supplemented by the following as required

 **X** INDIVIDUAL RECALL  FIRST SUBS - GENERAL RECALL

 **S** FLAG S SHORT ROUNDS (R11.2) + CLASS FLAG

 **T** FLAG T TIME LIMIT (R13.3)

 BLUE FLAG FINISH NEXT CROSSING (R11.3)

TOTAL 12 FLAGS

Class Code Flags: H, G, B, W, V

Race Control Flags: N, P, S, X, T, L, 1st sub,

AP-Answering Pennant, Blue

L change in instructions

N - No class -No sailing etc

Instructions for the OOD 2011



BEAUFORT SCALE

Beaufort wind scale	Wind Barb	Mean Wind Speed		Limits of wind speed		Wind descriptive terms	Probable wave height in metres	Probable maximum wave height in metres	Seastate	Sea descriptive terms
		Knots	m/s	Knots	m/s					
0		0	0	<1	0-0.2	Calm	-	-	0	Calm (glassy)
1		2	0.8	1-3	0.3-1.5	Light air	0.1	0.1	1	Calm (rippled)
2		5	2.4	4-6	1.6-3.3	Light breeze	0.2	0.3	2	Smooth (wavelets)
3		9	4.3	7-10	3.4-5.4	Gentle breeze	0.6	1.0	3	Slight
4		13	6.7	11-16	5.5-7.9	Moderate breeze	1.0	1.5	3-4	Slight-Moderate
5		19	9.3	17-21	8.0-10.7	Fresh breeze	2.0	2.5	4	Moderate
6		24	12.3	22-27	10.8-13.8	Strong breeze	3.0	4.0	5	Rough
7		30	15.5	28-33	13.9-17.1	Near gale	4.0	5.5	5-6	Rough-Very rough
8		37	18.9	34-40	17.2-20.7	Gale	5.5	7.5	6-7	Very rough-High
9		44	22.6	41-47	20.8-24.4	Severe gale	7.0	10.0	7	High
10		52	26.4	48-55	24.5-28.4	Storm	9.0	12.5	8	Very High
11		60	30.5	56-63	28.5-32.6	Violent storm	11.5	16.0	8	Very High
12		-	-	64+	32.7+	Hurricane	14+	-	9	Phenomenal

3

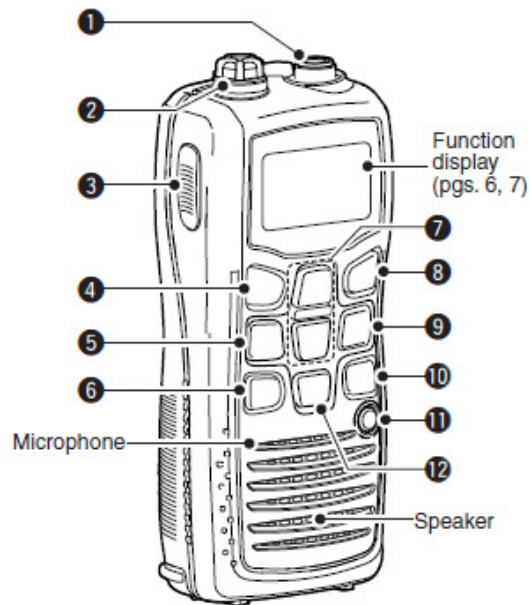
The club has some four ICOM M35 Handheld VHF radios.

The manual for these is available from:-

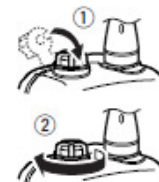
PANEL DESCRIPTION

<http://www.icomuk.co.uk/files/icom/fieldsetField/255/IC-M35%20instruction%20manual.pdf>

■ Front, top, side and rear panels



- 1 **ANTENNA CONNECTOR** (p. 2)
Connects the supplied antenna.
- 2 **SPEAKER-MICROPHONE CONNECTOR [SP MIC]** (p. 25)
Connects the optional external speaker-microphone.
NOTE: Attach the [SP MIC] cap when the optional speaker-microphone is not used. Otherwise, water will get into the transceiver.



- 1 Attach the [SP MIC] cap.
- 2 Then rotate it clockwise completely.

- 3 **PTT SWITCH [PTT]**
Push and hold to transmit; release to receive. (p. 10)
- 4 **CHANNEL 16 KEY [16 C]**
 - ➔ Push to select Channel 16. (p. 8)
 - ➔ Push and hold for 1 sec. to select the call channel. (p. 8)
 - ➔ When the call channel is selected, push and hold for 3 sec. to enter the call channel programming mode. (p. 11)
 - ➔ While in the set mode, push to return to the normal condition. (p. 17)

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PANEL DESCRIPTION 3

5 VOLUME/SQUELCH/MONITOR KEY [VOL/SQL MONI]

- Push to enter the volume adjustment mode and the squelch adjustment mode. (pgs. 11, 12)

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graph TD; A[Normal condition] -- PUSH --> B[Volume adjustment mode]; B -- PUSH --> C[Squelch adjustment mode]; C -- PUSH --> D[ ]
```

- Push to restore the changed volume level by the noise detection, volume loud, or volume mute function to the original. (pgs. 12, 20)
- Push and hold for 1 sec. to activate the monitor function. (p. 13)
- While pushing and holding this key, turn power ON to enter the set mode. (p. 17)
- While in the set mode, push to select an item. (p. 17)

6 SCAN/DUAL KEY [SCAN DUAL]

- Push to start or stop normal or priority scan. (p. 15)
- Push and hold for 1 sec. to enter the watch mode. (p. 16)
- Push to exit the watch mode. (p. 16)
- Push and hold this key and [HI/Lo], to activate the AquaQuake function. (p. 13)

7 CHANNEL UP/DOWN KEYS [▲]/[▼]

- Selects an operating channel. (pgs. 8, 9)
- While in the set mode, selects the setting or value of an item. (p. 17)
- Checks TAG channels or changes scanning direction during scan. (p. 15)

8 FAVOURITE/TAG KEY [FAV TAG]

- Push this key to select the favourite (TAG) channels with ignoring untagged channels in a channel group in sequence. (p. 8)
- Push and hold for 1 sec. to set or clear TAG for the displayed channel. (p. 15)
- While pushing and holding this key, turn power ON to clear or set all TAG channels in the selected channel group. (p. 15)

9 CHANNEL KEY [CH]

- Push and hold for 1 sec. to select the channel group from U.S.A.*, International and ATIS†. (p. 9)
- Push to return to the previous channel before selecting channel 16 or the call channel.
* U.K. version only. † German and Holland versions only.

10 TRANSMIT POWER/LOCK KEY [HI/Lo

- Push to select the output power from high and low. (p. 10)
- Push and hold for 1 sec. to turn the key lock function ON or OFF. (p. 13)

11 POWER KEY [

- Push and hold to turn power ON or OFF.

12 LOUD/MUTE KEY [LOUD MUTE]

- Push to turn the volume loud function ON or OFF. (p. 12)
- Push and hold for 1 sec. to turn the volume mute function ON, and push to turn the function OFF. (p. 12)

5

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