



Organisation

Duties start at 09:15

□ Race Officer (RO):

- Takes all decisions regarding racing and all waterside activities
- Goes to sea to lay a triangle / sausage course with windward start (where possible)
- Decides on the number of safety boats required (minimum one on the water and a second boat with engine run up and ready at the top of the beach)
- Ensures that safety boats are prepared and crews available
- May need to man one of the safety boats in an emergency
- Assists the OOD in time keeping (finds a substitute if needed)

□ Assistant Race Officer (ARO):

- Takes charge of all shoreside activities, including timekeeping, presentation of results and securing all the fittings and buildings after racing
- Organises race signal boards, signing-on sheets and timesheets
- Writes race info (e.g. who's on duty, weather forecast, HW) on blackboard by club entrance door
- Switches on race box battery charger and radio at mains
- Prepares the radios ('PO' channel and 'Hi' on handsets, base at 25W)
- Puts the transit pole on the beach
- Works in conjunction with the Race Officer
- Should always stay onshore

□ Safety Boat Crew:

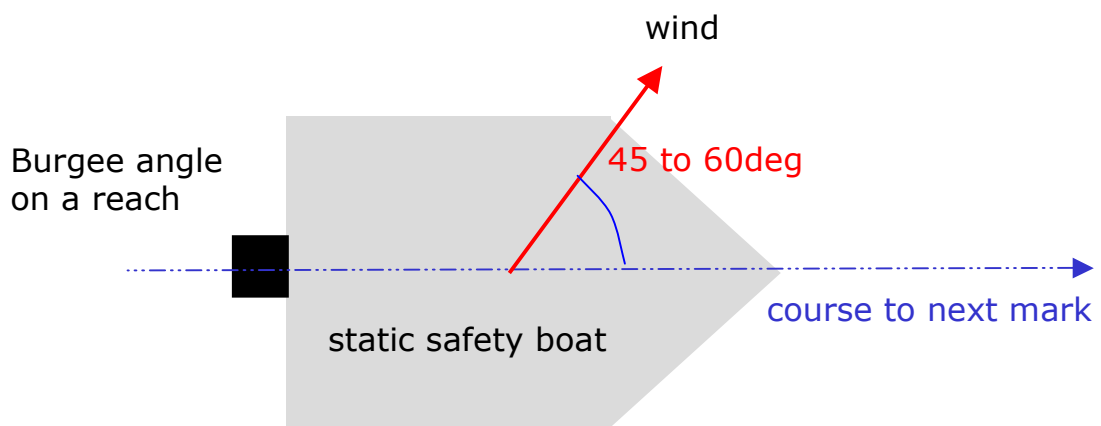
- Sign on in appropriate log book (in club foyer)
- Make ready one boat (full fuel tank in place, engine test run) and position on the beach
- Make ready the other boat (full fuel tank in place, engine test run) and leave at the top of the beach
- Take a radio (strapped on inside life-jacket) and burgee - hold handset ~10cm from mouth when speaking.
- Get help launching - four helpers should be OK, but more are needed if it's very rough - if it's rough, you'll need to get the helpers to push you well out through the shore break - **no helpers, then no launch**
- **Wear the kill cord when driving.**



Course Laying

Triangle / Sausage - also next pages

- ❑ Marks: anchor over the side first - make sure the rope and chain stream freely
- ❑ Start and finish buoys about 50m apart: check / adjust after laying the rest of the course, **to achieve an unbiased start line - see next page**
- ❑ Windward mark roughly 2/3 of the way to Beecham's Buoy in a SW3 - aim for lap times of ~15-20 minutes for an average boat
- ❑ Topper course marks (dumpy yellow ones) - position windward one about 2/3 of the way to the outer course windward mark; Topper course wing mark (dumpy yellow) goes just inside the outer course second reach
- ❑ Wing marks should be roughly equi-distant from the windward and leeward marks so that the reaches have an included angle of 60 degrees (45 if very windy) between them and the windward leg
- ❑ With the safety boat static on the **reach** the burgee should point between 60 degrees (light wind) to 45 degrees (strong wind) from the line of the reach - if it's rough most boats will be surfing fast - so not too tight
- ❑ Check and adjust the start line bias, if needed
- ❑ Try to allow for the tide biasing the beat and reaches, especially at half tide springs and with light winds.





Course Laying

Laying the Start Line

also see next page

- Start and finish buoys about 50m apart: check / adjust after laying the rest of the course, **to achieve an unbiased start line**
- **(Case 1) IDEAL TRUE START LINE AT 90 degrees TO THE WIND. You can do this if the wind is on-shore and within 0 to ~30 degrees of along-shore** (includes: W, SW, E, ESE) => **start line at 90 degrees to wind**, as shown, dotted, for SW, for example (use the burgee!) and **limit mark NOT in on lap 1 - position limit mark slightly off-shore of the start mark.**

- **OR (Case 2) REACHING START WITH LIMIT IN. If wind is off-shore or within ~60 degrees either side of square on-shore. In these cases you cannot lay the line at 90 degrees to the wind, so => limit in on lap 1,** and lay the start line so that it takes an equal length of time to sail (beat, reach or run) from either end of the line to the limit mark, consistent with you being able to sight along the line from the Race Box.

For **off-shore, NE or NW**, angle the start line (dotted) **back a little** as shown in diagrams, next page; then **position the limit mark a bit in-shore of the start line mark.**

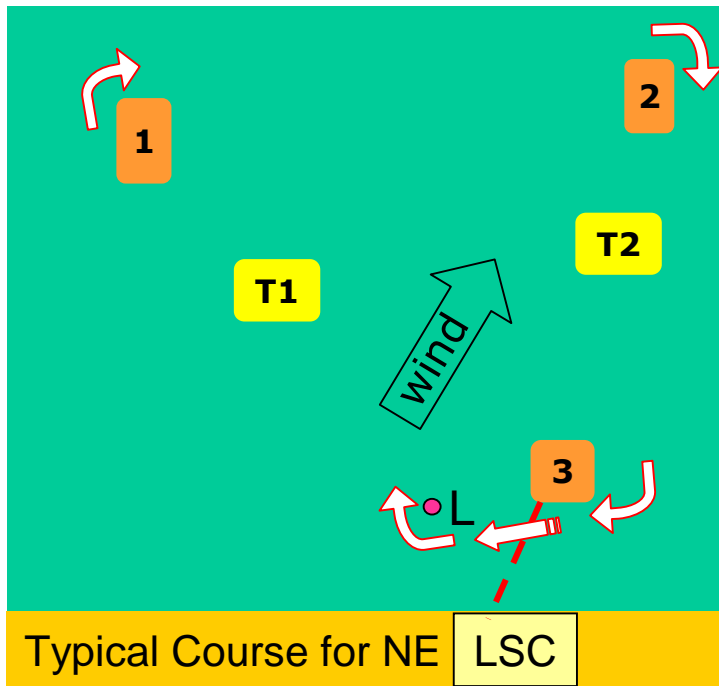
For **onshore winds within ~60 degrees of square on-shore, ~SSW through to ~SE**, angle the start line **back as shown for SW (or, mirror image, for SE quadrant)**, but so that you can still sight along the line from the race box; then **position the limit mark a bit in-shore of the start line mark.**



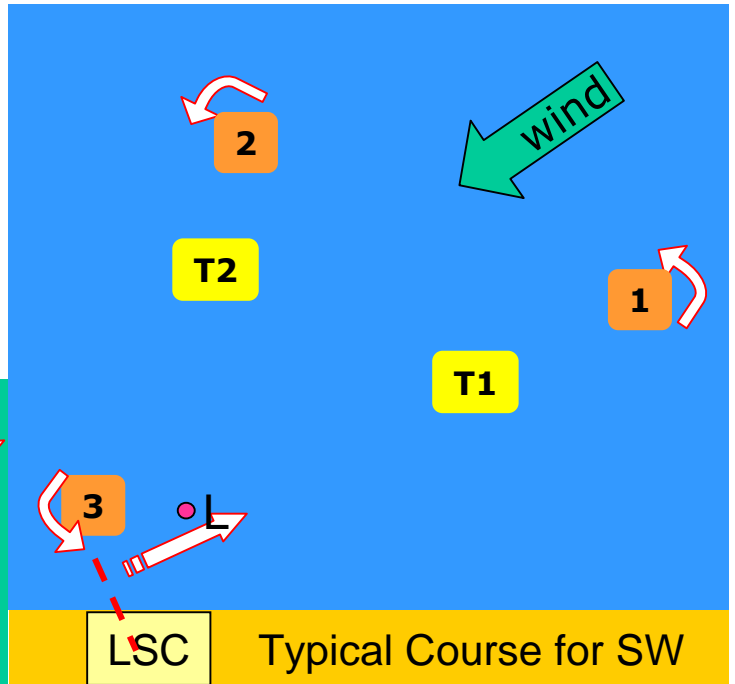


Course Laying Triangle / Sausage

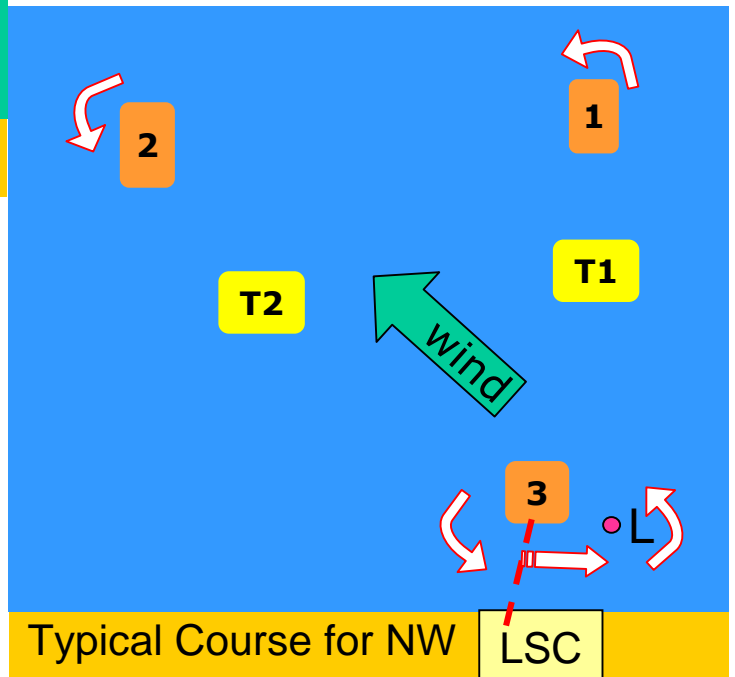
SE or dead on-shore?
Adapt course for SW - see
notes.



Course: L, 1, 2, 3, L, 2, 3, L, etc..
Limit in, L laid a bit **in-shore**,
start line angled as shown.



Course: 1, 2, 3, L, 1, 3, L, etc..
Ideal line at 90 degrees to wind
dir. **Limit NOT in.**



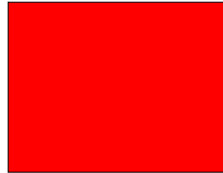
Course: L, 1, 2, 3, L, 2, 3, L, etc..
Limit in, L laid a bit **in-shore**,
start line angled as shown.



Start

Boards displayed on West Balcony

☐ Marks to Port



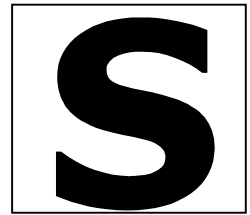
or Starboard



☐ Course Off-shore
triangle/sausage



or On-shore
triangle /
sausage

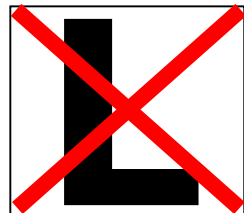


☐ Limit Mark

- **is** a mark of the course on lap 1
 - no board shown

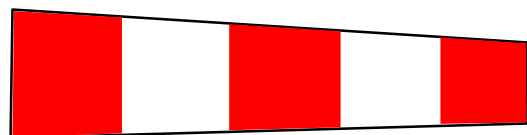


- is **not** a mark of the course on lap 1



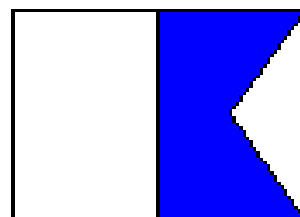
☐ Postponement: **AP**

- 2 hoots when shown
- 1 hoot when removed
- warning signal 3 minutes later



☐ Change of Course: **'A'**

- 4 hoots when displayed





AM and PM Starts

Boards displayed on East Balcony

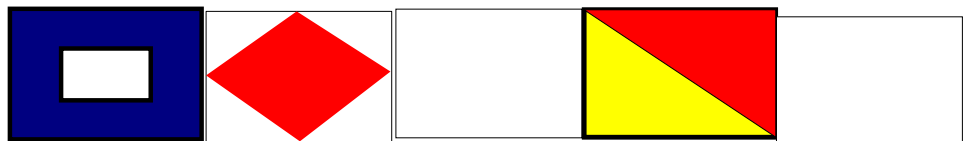
TIME

'F' = fast fleet
start time

F-6min



F-3min



F
Fast Start



F+3min
Medium Start



F+6min
Slow Start



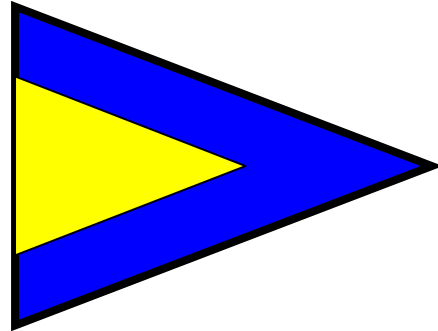


Recalls

Boards displayed on West Balcony

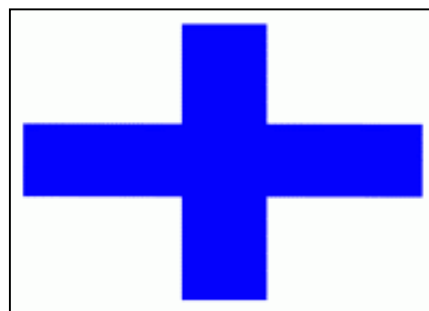
□ General recall

- 2 hoots when shown
- automatic 'black flag' rule
- recalled fleet:
 - if there are other starts
 - goes to the end of the queue
 - board withdrawn - no hoot - 1 minute before next fleet's start
 - recalled fleet then starts 3 minutes after the last scheduled start
 - if there are no other starts
 - start is 4 minutes after recall signal withdrawn with 1 hoot
 - class warning and preparatory signals shown (with 1 hoot) when 3 minutes to go to the start



□ Individual recall

- 1 hoot when shown
- remove when boats have returned or after a reasonable time





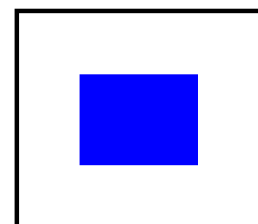
Finish

- ❑ Finish fleets so the that the leading boat has an elapsed time of 60 mins, Slow H'cap; 65-70 mins, Fast H'cap and 70-75 minutes, Medium H'cap
If Slow Fleet is just Toppers and some have been lapped, finish them in order as they go through the finish line

- ❑ All fleets finishing (6 laps will be completed)
 - no additional visual signals needed
 - hoot & flash the first 3 in each fleet
 - the remaining boats in that fleet - light only

- ❑ All fleets' courses have been shortened:
 - display the 'S' board (shown below) on the west balcony
 - with boards for all fleets being shortened (east balcony)
 - 2 hoots when first boat to be finished rounds the penultimate mark
 - signal finishers as above

- ❑ Not all fleets' courses shortened
 - 2 hoots when 'S' board displayed, as leading boat in first fleet to be shortened rounds penultimate mark
 - similarly 2 hoots for leader in next fleet to be shortened and so on
 - with board(s) for the fleet(s) being shortened (east balcony)
 - signal finishers as above





Organisation

- Race Officer (RO):
 - Ensure all are safely ashore before safety boat lands
 - Assist in safety boat recovery / winch up beach
 - Make comments in Incident Book in race box, if any major rescue incidents occurred

- Assistant Race Officer (ARO):
 - Calculate results (corrected time in sec to 4 sig. figs.)
 - Subtract 3 mins or 6 mins from elapsed times if needed
 - Include sailors on results sheet if they started but retired during lap 1
$$\text{Corrected time} = \frac{\text{Total elapsed time} - 1000}{\text{Points in Race}}$$
 - Check that all have signed-off
 - Put results sheet on notice board in foyer
 - Tidy up race box after putting all boards etc. away, leave main boards framework on bench, close shutter
 - Lock up race box
 - Check that annexe hut and gate are locked
 - Put boards in at top of ramp, if high tides are likely
 - Check that club is secure (or delegate) before leaving

- Safety Boat Crew:
 - Remove marks and fuel tank
 - Run up engine to flush cooling system with fresh water
 - Wash boat and trolley before re-housing
 - Lock posts and huts
 - Radio handsets - wash, dry, switch off and put into chargers
 - Make any comments in log book (foyer) and in Incident Book in race box