



MidSummer Series

On each Sunday:

4 races per day

- 1 & 2 B2B am
- 3 & 4 B2B pm

☐ **Fast (1079-), Medium (1080-1195) and Slow handicap (1196+) fleets using PY handicaps**

☐ **All fleets start together:**

- Races 1 and 3 are one start, average lap, ***triangular course*** with inner course for slow fleet
- Races 2 and 4 are one start, ***triangle/sausage course***, not average lap, with inner course for slow fleet

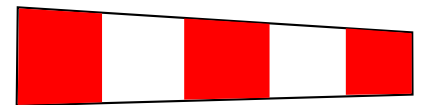
☐ **Race length approximately 35 to 40 minutes for first boat finishing**



Don't Panic

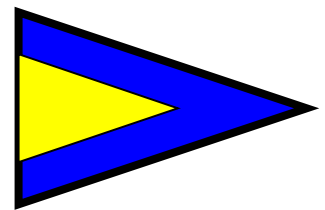
□ **There's a problem before the first start signal:**

- signal a postponement and follow the procedure shown to start the sequence again



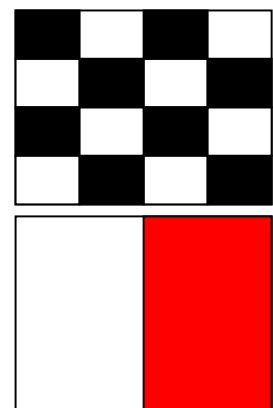
□ **There's a problem which affects the fleet which has just started:**

- signal a general recall for that fleet
- if the problem affects other fleets yet to start, then signal a postponement
 - fleets not affected can continue racing



□ **Abandoning all races because of:**

- error in starting procedure
- foul weather
- insufficient wind to finish within the time limit
- missing mark
- anything affecting safety or fairness
- N / H with 3 hoots
 - see Rule 32.1





Organisation

Duties start at 09:15

☐ **Shore Team - Race Officer (RO) and Ass't RO:**

- Take charge of all shoreside activities, including starting and running the racing, timekeeping, presentation of results and securing all the fittings, buildings and both compounds after racing
- Organise race signal boards, signing-on sheets and timesheets
- Write race info (e.g. who's on duty, race duration, forecast, HW) on whiteboard in club entrance foyer
- Switch on racebox power supply (light by door)
- Race box radio battery chargers are on a timer – please leave
- Prepare and check the radios (see radio guide for handsets, base at 1W)
- Put the transit pole on the beach
- Work together and liaise with the Helm and Crew on the RIB
- RO and Ass't should always stay on shore (unless RO organises replacements for them, in order to man the second RIB)

☐ **Safety Boat Helm and Crew:**

☐ **Helm, in conjunction with RO on shore:**

- Take all decisions regarding waterside activities, including whether or not to go to sea; final decisions regarding racing rest with the RO
- Go to sea to lay a triangle/sausage course, with windward start (where possible)
- Decide 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)
- Ensure that safety boats are prepared and crews available
- Stay at sea with the safety boat crew for rescue duties

☐ **Helm and Crew**

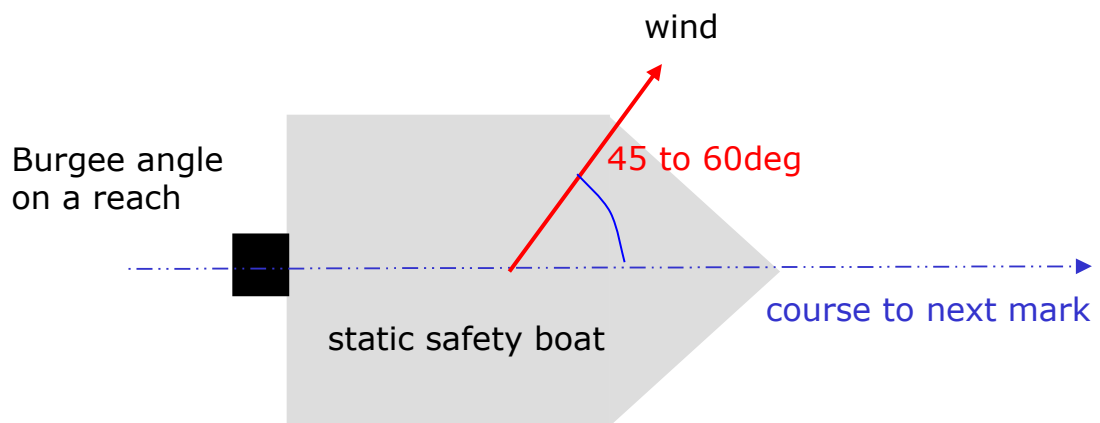
- Make ready one boat (full fuel tank in place, engine test run) and position on the beach – carry marks up / down beach, do not drag
- Make ready the other boat (full fuel tank in place, engine test run) and leave at the top of the beach
- Take a radio (strapped on inside life-jacket) and burgee - hold handset ~15cm from mouth when speaking.
- **Wear the kill cord when driving.**
- Note any problems with equipment and report later in Safety Log.
- 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, all to keep well clear of the prop.**



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 black ones) - position windward one about 2/3 of the way to the outer course windward mark; Topper course wing mark (dumpy black) 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.**

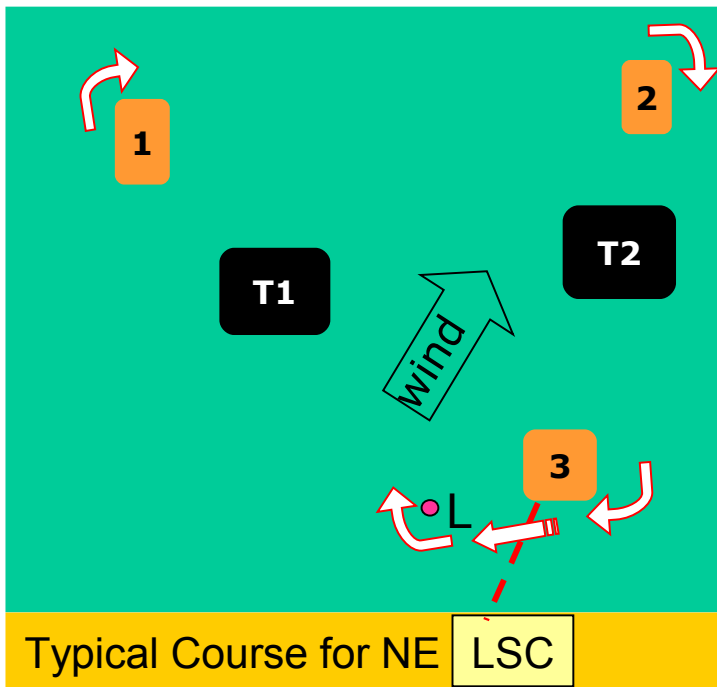
For **onshore winds within ~60 degrees of square on-shore, ~SSW through to ~SE**, angle the start line **back as shown for SW (or, mirror image, for SE quadrant)**, but so that you can still sight along the line from the race box; then **position the limit mark a bit in-shore of the start line mark.**



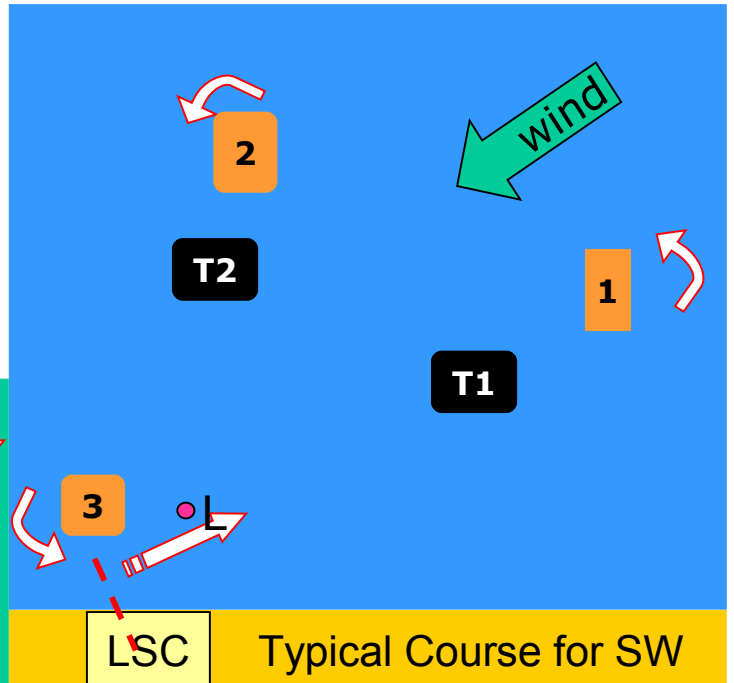


Course Laying Triangle / Sausage

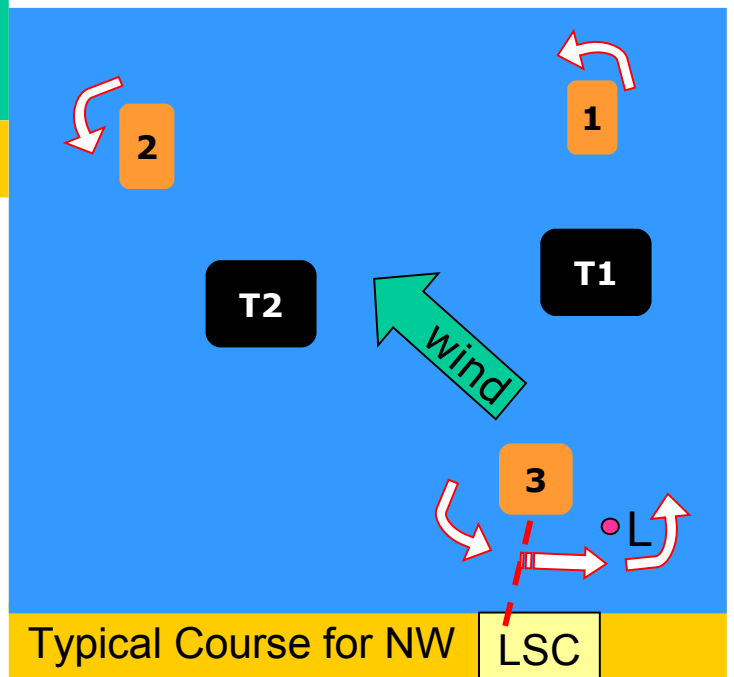
SE or dead on-shore?
Adapt course for SW - see
notes.



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.**

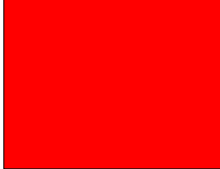



Course: L, 1, 2, 3, L, 2, 3, L, etc..
Limit in, L laid a bit in-shore,
start line angled as shown.


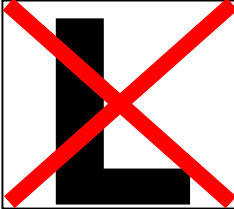


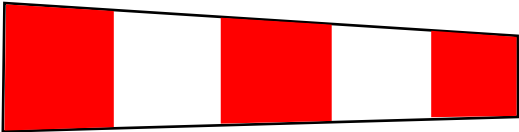
Start

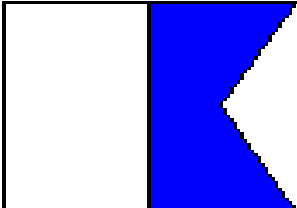
Boards displayed on West Balcony

- Marks to Port  or Starboard 

- Course Type **T** for races 1 & 3, **S** or **N** for 2 & 4

- Limit Mark
 - is a mark of the course
 - no board shown 
 - is **not** a mark of the course on the 1st lap 

- Postponement: **AP**
 - 2 hoots when shown
 - 1 hoot when removed
 - warning signal 3 minutes later

- Change of Course: 'A'
 - 4 hoots when displayed



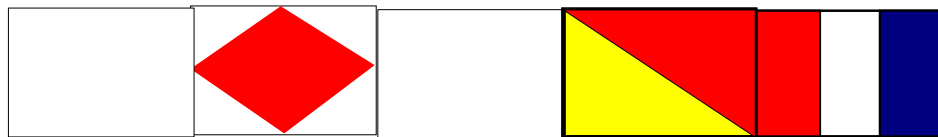
Start

Boards displayed on East Balcony

TIME

'G' = start time

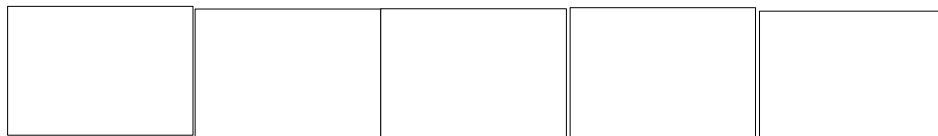
G-6min



G-3min



G



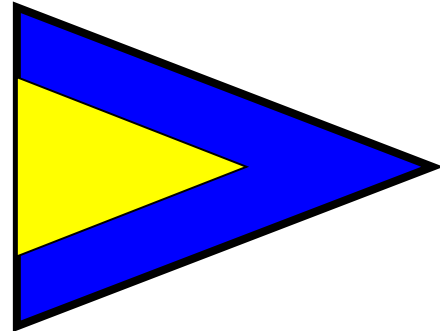


Recalls

Boards displayed on West Balcony

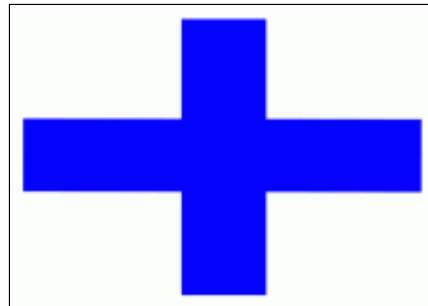
□ General recall

- 2 hoots when shown
- automatic black flag rule
- recalled fleet:
 - starts 4 minutes after recall signal withdrawn with 1 hoot
 - class warning and preparation signals shown when 3 minutes to go to the start



□ Individual recall

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

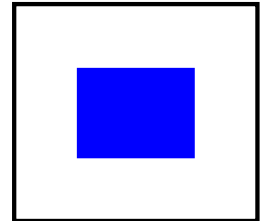




Finish – for 2 races B2B

□ Race 1: after ~ 35 - 40 minutes

- **start finishing each fleet**
 - if possible, try not to split the leaders
- display 'S' board on the West balcony with appropriate fleet board(s) on East balcony
 - no fleet boards if finishing all fleets
- 2 hoots when first boat to be finished rounds the penultimate mark
- hoot & flash the first three boats in each fleet
 - then flash only



□ As soon as the last boat has finished

- instruct safety boat to make any major course changes or start line adjustments
 - don't bother with minor adjustments
 - make necessary changes to course boards on the West balcony - use change of course sequence ('A' board + 4 hoots)
- commence start sequence for second race

□ Race 2:

- boats in same fleet do same number of laps!
- otherwise same procedure as above
- marks to be recovered after all boats have finished the last race of the day



Organisation

□ Race Officer (RO) and Ass't RO:

- Ensure all are safely ashore before safety boat lands
- Assist in safety boat recovery / winch up beach
- Calculate results (corrected time in sec to 4 sig. figs.)

$$\text{Corrected time / lap} = \frac{\text{Total elapsed time} \times 1000}{\text{Portsmouth H/Cap} \times (\# \text{ of laps})}$$

- Include sailors on results sheet if they started but retired during the first lap (DNF), or sailed around near the start line after their preparatory signal but didn't cross the start line (DNS)
- 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 upright in corner, switch off power supply, leave radio chargers on (timer), close shutter
- Lock up race box
- Check that annex 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
- Fill in **Safety Log** – liaise with Safety Boat Helm

□ Safety Boat Helm and Crew:

- Remove marks but do not disconnect fuel tanks from RIBs
- Run up engine(s) to flush cooling system with fresh water
- Wash boat(s) and trolley
- Remove engine cover(s) and spray engine(s) with WD40
- Lock posts and huts after re-housing boats
- Wash, dry, switch off radio handset and put into chargers
- **Make comments in Safety Log on boats, equipment, incidents etc. (discuss with RO – books in Race Box).**