

## Open and Class meetings

1 Classes apply to HSC some 1 to 2 years ahead for consideration to race.

**2 Preparation** Notice of race, Sailing Instruction. Some classes require additional measures to be included in S.I.

e.g. pumping, some classes of boats may hit marks without attracting penalties. Spreader mark.

### **3 Organisation**

Protest committee, Race management briefing, Competitors briefing, Safety briefing. catering, signing in/collecting monies. Etc. etc.

### **4 Equipment**

a) Sufficient Ribs for the number of boats for rescue.

b) Marks, flags, burgees, GPS, anemometer, compass, protractors/course calculator spreadsheet, stopwatches.

c) Pin End buoy and Finishing Mark, Spare Marks.

### **5 Course**

d) Leave shore in sufficient time to lay course – test communications.

e) The Race Officer decides on the position of the race area and anchors. Wind direction is checked and recorded, when satisfied Windward mark Rib is given compass bearing and distance.

f) Windward mark position is confirmed with committee boat. Drops Mark anchor.

g) Wing mark Rib using either club spreadsheet or protractor for compass bearing sets out to lay wing/gybe mark. Spreader mark can be laid 40 metres from Windward mark with an 80 degree angle or as specified.

h) Pin End Rib lays P/E mark at 90degree angle from the Windward mark. The distance is determined by multiplying the number of boats x 1 1/2 the length. Close liaison is made by radio with the committee boat, Pin End Rib then makes it's way downwind then powers upwind streaming the mark holding onto the anchor. When the 90 degree angle has been achieved by a compass sighting to the Mark the committee boat then instructs the Rib to drop anchor. NB Consideration should be made for the effect of tide and wind.

i) Pin End Rib remains on station to assist at the start to record the number of any boats over the line.

### **6 The Start**

a) Orange committee boat on station to be raised approx. 5 minutes before the warning flag to give racers warning that race is about to start.

b) Start using 5-4-1-go.

At "5" the timekeeper starts the stopwatch x 2 the Class flag is raised.

At "4" the "P" flag is raised ( this flag should be used at the first attempt).

For lack of discipline on the line a number of penalty flags can be used by the R.O.

The "I" flag (around the ends).

The "Z" flag (20% penalty)

The "I & Z" flags (around the ends plus 20% penalty)

The "Black" flag ( BFD the number of disqualified boats are recorded on blackboard and penalty kept on the restart)

The "U" flag ( U flag disqualified if race is restarted after general recall or abandonment slate wiped clean and may restart.

At "1" the Race Officer looks along the line and any boats over numbers are recorded. The timekeeper calls the time and the "P" flag is then lowered. The line is the area made by the triangle formed by the start line and Windward mark.

At "0" Class flag is removed the Race officer decides :-

- a) Clear line.
- b) Flag "X" individual recall.
- c) 1<sup>st</sup> Substitute flag general recall.

Explain general procedures for the above.

### **Changing The course**

- a) "S" flag to shorten course.
- b) adjust the course to a change in wind direction.
- c) replace a missing mark.

"S" flag procedure already explained. Questions ?

"C" flag with new bearing and repetitive sound signals, display port or starboard flags.

"C" flag plus bearing with a plus or minus sign to indicate the change in the course and repetitive sound signals.

"M" flag Mark missing – attempt to replace mark if a boat is used to replace the mark then this flag is displayed with repetitive sound signals made.

### **The Finish**

The Race can be finished :-

- a) upwind – final beat extended 50 to 70 metres upwind of mark 1 easy to read the number. Disadvantage is that boats have to sail to the starting area for the next star.
- b) downwind – difficult to read the numbers.
- c) reaching finish – a short reach from the Leeward mark no longer than 0.2 NM .

Advantages are sail numbers are easy to read, and boats are then in the vicinity of the start area ready for a quick turnaround.

Laying the Finish Line – should be set before 1<sup>st</sup> boat starts the final leg. Finishing line to be set 90 degrees to the wind direction at windward end or 90 degrees degrees to the last leg.

d) Blue flag – to be displayed at the finish of the race "committee boat on station" No sound signal, when the lead boat commences the last leg. Remove without sound at expiration of time limit or 1 minute after last boat finishes.

The Finish of the Race.

Once any part of boat, hull crew of equipment crosses the line. However not finished if the boat corrects an error under RRS 28.2 or touches finishing mark.

### **Recording the Finish**

- a) should a boat sail outside the finishing line but across it's extension then a note be made of it's time.

b) Recording teams should consist of two or three people. On non – handicap racing one person looks along the line and calls the number of the sail of the boat crossing the line. The other two recorders note the number. For handicap races the time and sail numbers are called and then recorded.

c) record the time of the first and of the last boat finishing.

d) check and verify the places and times between both records and correct any discrepancies.

e) for an accurate record the use of a recording machine is essential and should be used by the person calling times and numbers. NB a boat OCS at the start cannot trigger the time limit.

Remember that unlike the start that the race committee gets only **ONE** chance to record the finish.

### **Sound Signals at the Finish**

The instant the first boat that started properly finishes sound a clearly recognisable signal so that the other competitors have a time reference to the finish time. No other sound signals should be made. There is no reference to a sound signal being required in RRS. A sound signal for each boat becomes a nuisance when a recording is being made.

### **Accounting for all Boats**

a) all boats to be escorted to shore.

b) tally system checked to ensure all boat are ashore and safe.

### **Volunteers**

Always required