

A week or two prior to the day you should check on DutyMan and contact your team. You should ensure that they are all aware of their duty and if they cannot show up on that day that they swap with somebody who can. Please ensure that at least one assistant comes with wet/dry suit and buoyancy aid so that they can assist the safety boat driver. The OOD should also bring a buoyancy aid and suitable clothing for going in a powerboat. Bring pens, pencils, rubber, burgee and binoculars if you have them as such items tend to "wander" from the race hut. It is a good idea to read through the Bowmoor Sailing Instructions for Club Racing.

Safety

If there is lightning in the vicinity then the OOD as an officer of the club should cancel or postpone the racing. We cannot be seen to encourage racing in such conditions. If the weather is such that the safety boat(s) cannot cope with the number of people in the water, then the OOD should attempt to recruit more safety boat crews from sailors on the shore. If this is not possible then the racing should be abandoned. To abandon the race fly flag N and make three sound signals.

Switch on and test a pair of walkie-talkies in order to maintain communication between the race hut and the safety boat. All people in the race hut should be checking to see if anyone is in trouble on the water and if they are then contact the safety boat.

Where to run the race from.

If the wind is coming from N, NE or NW run the race from the committee boat. Setting a finish line on the south side of the lake and trying to read the sail numbers through binoculars is not practical. See Committee Boat Guidance for more info.

Setting the Course

Thirty minutes before the start you should identify the direction of the wind by going out onto the water in the safety boat with a burgee. Check the wind direction at the leeward and windward marks and the middle of your proposed beat(s).

Set the beat directly into the wind and complete the course with reaches and a run. There is a book of courses in the race hut and it is a good idea to choose the appropriate one. If in doubt ask one of the regular sailors. The moveable buoys V, W, X, Y and Z are useful for setting a good course. Avoid a windward mark close to the trees on the bank e.g. 6 and 7 in a SW or W wind, or 11, 12, 1 and 2 in a N or NE wind. Use a moveable buoy instead positioned away from the shore in the wind. **Buoy W is recommended for the first windward mark as it is large and highly visible, please do not use X, Y or Z for the windward mark.**

A longer course makes recording each lap much easier. A short course is advisable in very light winds. Put the course up using the red and green numbers and letters 20 minutes before the start. If you are late with the course then ensure that all boats for the first start are launched and sailing before starting the race sequence. The default number of laps is 10 so you do not need to display the number of laps.

If you need to change the course then the start should be postponed. Fly the answering pennant with two sound signals followed by flag C and several short sound signals. Change the course, take down the two flags and make 1 sound signal. The race start sequence should not be started until all boats for the first start are launched and sailing.

Setting Up in the Race Hut

Switch on the automatic timer, the wind indicator and the horns at the wall sockets. See separate instructions for the timer, and set the number of starts and 6, 3, GO sequence. Test that the horns are working properly.

Complete the signing on sheets with your name, date, class, race letter and number from the programme and position them downstairs.

Put the flags on the halyards in the lowered position (see flag sheets and starting sequence). For class flags see the programme. Use the gold main mast for flag S.

Set the starting line at right angles to the wind. The orange buoy marked S and the gold mainmast mark the line. An IDM (if laid) should be a flagged dan buoy and should ideally be on the line. The transit post should be lined up as a guide to the sailors.

The Start

Six minutes before the first start set the auto timer going by pressing the start button and raise and lower the flags as per the starting sequence.

If any boats are over the line at the start make one additional sound signal with the green button and raise flag X. Any boat that is over the line at the start and does not return and re-cross the line is disqualified (OCS). Lower the X flag when the premature starters have re-crossed the line or after 2 minutes.

If you cannot identify which boats are over the line make two additional sound signals and raise the first substitute flag for a general recall. Lower the first substitute after 2 minutes. Any fleets that have to restart have to go to the back of the start sequence. Raise the class flag for the first fleet to restart and flag P and make a sound signal 3 minutes after the last start. Lower flags and make sound signals as per the starting sequence. Start any other recalled classes in sequence with 3 minute intervals.

Recording and Finishing

Collect the signing on sheets from below. Designate assistants to look after each fleet. As the boats complete a lap, record their numbers and positions. Make a note of the time that it takes for the lead boats so that you can work out how many laps should be sailed. Continue to record positions throughout the race so that you are sure how many laps each boat has done.

To finish the race fly flag S and make two long sound signals at an appropriate time. You can finish just one class by also flying its class flag. All designated boats finish the race when they next cross the finish line after flag S is flown, so you may find that you are finishing back-markers before the race leader. Mark positions and number of laps accordingly. Give each finishing boat a sound signal.

It is easiest to record the sail number and the finishing times of Handicap boats on a separate sheet of paper as boats finish and then transfer the results onto the result sheets that you have been using to record their positions and the number of laps. If you fail to record a finishing time or are not sure that it is correct then all the finishing times can be re-displayed on the timer. If you set the voice recorder running when you shorten the course you can identify any boats that you may fail to write down.

Record the time of each handicap boat and the number of laps completed and at the top of the sheet write down the time to subtract i.e. the number of minutes the fleet started after the first fleet started. There is usually space to re-use the signing on sheets for the subsequent races that day. All race results should be put in the wooden box near the notice board where the results are posted in the clubhouse.

At the End of the Day

Ensure that all buoys except S are brought ashore. Replace the flags and course boards, return the transit to its locked position, turn off all the switches, except those for the battery charger and the radios, switch off the voice recorder, collect your mugs and rubbish, lock up the race hut, check that the safety boats are drained and locked inside the boat house with the fuel cans locked in the petrol store. Thank your team and accept the thanks of the racers.