



Winter Series Races

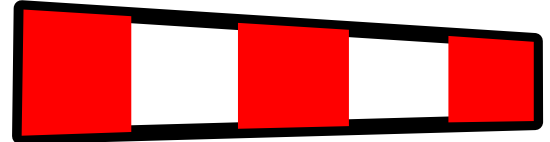
- ❑ **General handicap (single fleet)**
- ❑ **Average lap time system**
- ❑ **LCF adjusted PY handicaps**
- ❑ **Offset trapezoidal course**
- ❑ **2 races back to back**
 - 40 minutes per race for leader
 - approx. race length, depending on conditions
- ❑ **One start in each race, 1st start at:-**
 - 4 Nov 11:00 (Bonfire after dark)
 - **11 Nov. 11:15 (Remembrance Sunday)**
 - 18 Nov. 11:00
 - 25 Nov. 11:00 (AGM at 15:00)
 - 2 Dec. 11:00
 - 9 Dec. 11:00
 - 16 Dec. 11:00
 - 23 Dec. 11:00
 - 27 Dec. 11:00 (mulled wine & mince pies)



Don't Panic

❑ There's a problem before the first start signal:

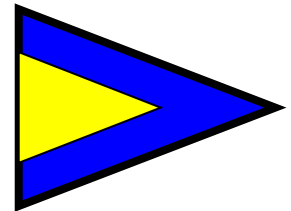
2 hoots +



- signal a postponement, then follow the procedure given on the 'Start page'

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

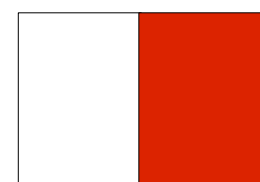
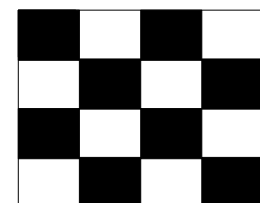
2 hoots +



- 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
 - a missing mark
 - anything affecting safety or fairness
- N / H with 3 hoots
- see RRS 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 race box 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 an offset trapezoid 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**

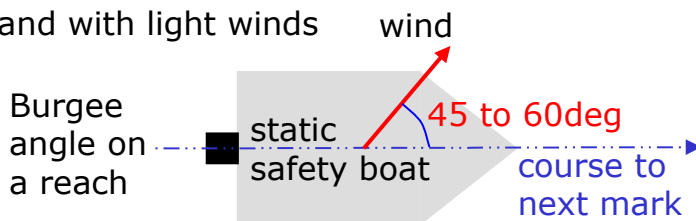
- Make ready one boat (full fuel tank in place, engine test run) and position on the beach – carry marks up / down beach, do not drag
- Make ready the other boat (full fuel tank in place, engine test run) and leave at the top of the beach
- Take a radio (strapped on inside life-jacket) and burgee - hold 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

Offset Trapezium - also next page

- ❑ 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**
- ❑ **On-shore wind**, direction within 0 to ~30 degrees of along-shore => you can lay a **true start line at 90 degrees to the wind** (use the burgee that you have with you) and **no need for the limit mark on lap 1 – see green sectors in diagram below**
- ❑ **Off-shore wind, or onshore, direction** more than 30 degrees to alongshore => you cannot lay a true line at 90 degrees to the wind, so **limit in on lap 1. See red sectors**, so 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 NE or NW, angle the start line (dotted) back a little as shown; for onshore winds, ~SE through to ~SSW, angle the start line back at as small an angle to alongshore as possible (~60 degrees), but so that you can sight along the line from the race box. **For all cases where the limit is in, position the limit mark a bit in-shore of the start line mark.**
- ❑ **On-shore wind**: beat => fetch => run => reach
- ❑ **Off-shore wind**: reach => run => fetch => beat
- ❑ 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
- ❑ The **fetch** should be at 90 degrees to the direction of the wind (tide effect?)
- ❑ The **run** should be dead downwind (or with a tidal adjustment)
- ❑ 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, boats will be surfing into the beach, 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

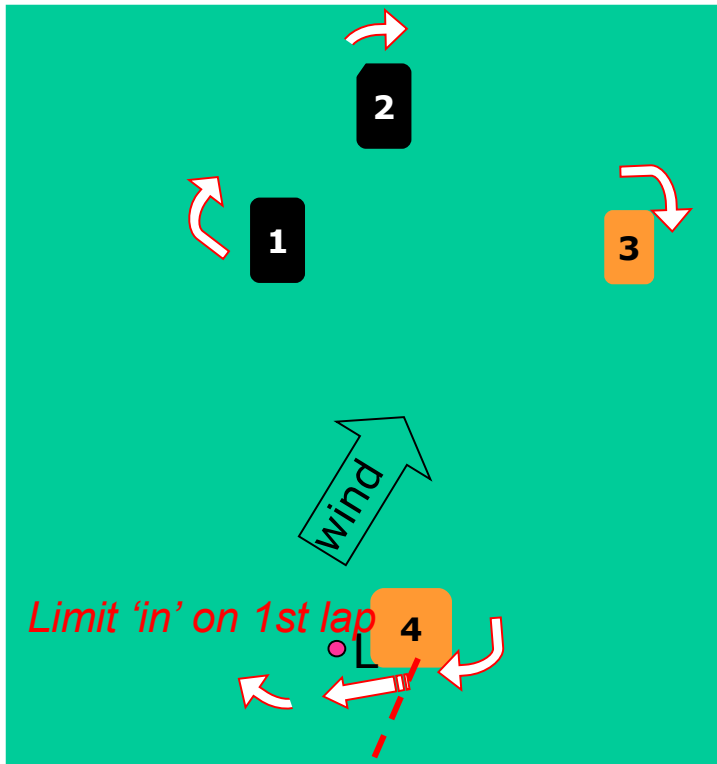




Course Laying

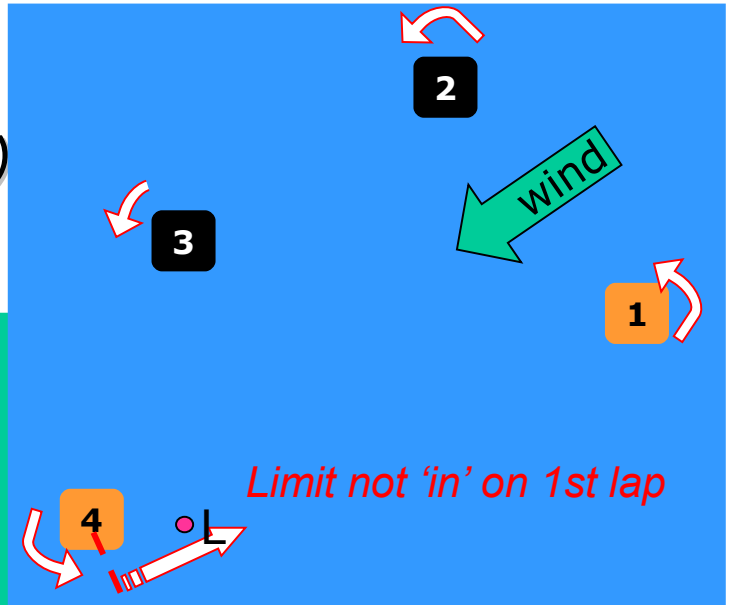
Offset Trapezium

use **black marks**
for outer leg (the run)



Typical Course LSC for NE

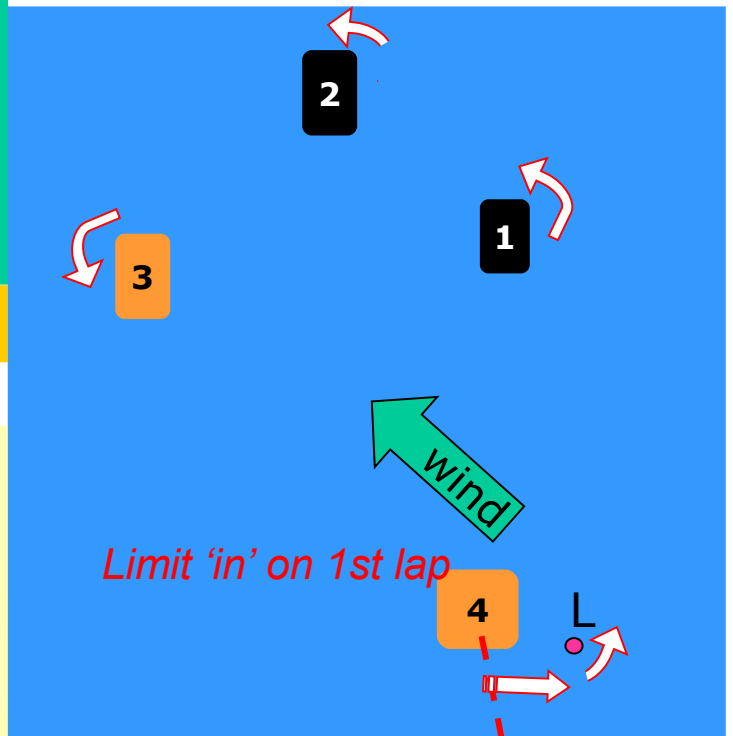
Course: L, 1, 2, 3, 4, L, etc.



LSC

Typical Course for SW

Course: 1, 2, 3, 4, L, etc.



Typical Course for NW

LSC

Course: L, 1, 2, 3, 4, L, etc.

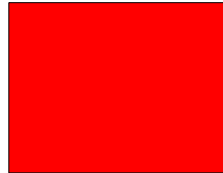
Note: if wind is such that the beat would be close to Beach Green, and the kite surfers are out, then use the NW course!



Start

Boards displayed on West Balcony

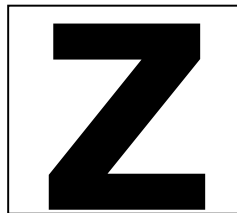
Marks to Port



or Starboard



Course Type

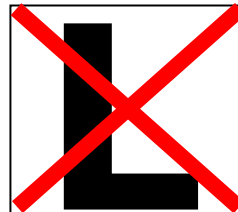


Limit Mark

- is a mark of the course
 - no board shown

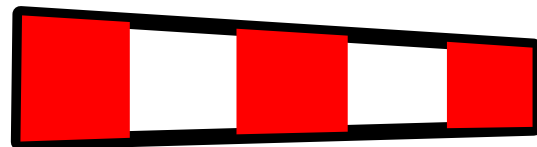


- is **not** a mark of the course on the 1st lap



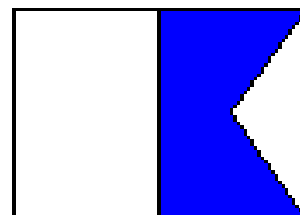
Postponement: **AP**

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



Change of Course: 'A'

- 4 hoots when displayed





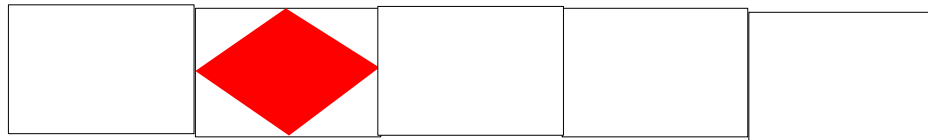
Start

Boards displayed on East Balcony

TIME

'F' = start time

F-6min



F-3min



F





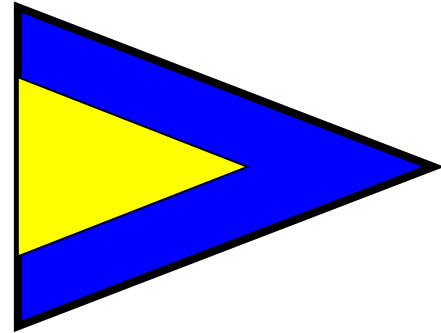
Recalls

Boards displayed on West Balcony

□ General recall

- 2 hoots when shown

- recalled fleet:

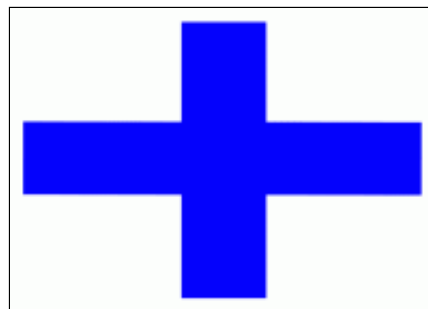


- there are no other starts, so
 - withdraw recall signal with 1 hoot
 - wait 1 minute
 - display warning and preparatory signals - 3 minutes to go to the start

□ Individual recall

- 1 hoot when shown

- remove when boats have returned or after a reasonable time





Finish - First Race

- After ~ 40 minutes (+/- 1 or 2 mins)
 - **start finishing race 1**
 - if possible, try not to split a group of boats which are having a close race
 - display 'S' board on the West balcony
-
- 2 hoots when first boat to be finished rounds the penultimate mark
 - hoot & flash the first 3
 - then flash only
- **As soon as the last boat has finished**
 - liaise with safety boat – are they OK to do a second race – ***it's their call, abandon if they are too cold***
 - make any major course changes or start line adjustments
 - don't bother with minor adjustments
 - make any necessary changes to course boards on the West balcony - use change of course sequence ('A' board + 4 hoots)
 - commence start sequence for second race, ASAP after finish of race 1

Finish - Second Race

- **Second race finish**
 - same procedure as above
 - marks to be recovered after all boats have finished



Organisation

❑ Shore Team - 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, using LCF adjusted PY H'caps

Corrected average lap time • $\frac{\text{Total elapsed time} \cdot 1000}{\text{LCF} \cdot \text{H/Cap} \cdot \text{Number of laps}}$

- 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, 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
- Fill in **Safety Log** – liaise with Safety Boat Helm
- Make sure that the boards are in place at top of ramp

❑ Safety Boat Helm and Crew:

- Remove marks, but not fuel tanks, from RIBs
- Run up engine to flush cooling system with fresh water
- Wash boat & trolley before re-housing:
 - avoid getting water in air intake!
 - spray engine (under cover) with 'WD40'
- Lock posts and huts
- Wash, dry & switch off radio handsets & put in chargers
- **Make comments in Safety Log on boats, equipment, incidents etc. (discuss with RO – file in Race Box)**

***LCF Adjusted Handicaps for 2012***

RS 700	860
Laser 4000	911
29er	923
RS 400	949
RS 500	975
Contender	997
RS 100	1001
RS 300	1005
Phantom	1033
Laser 3000	1041
Laser >>	1045
RS 200	1070
Laser	1105
Vision / Bahia	1115
Laser Radial	1137
Streaker	1208
Laser 4.7	1227
Streaker Wave	1250
Miracle	1257
RS Feva XL	1265
Feva (youth)	1314
Pico	1374
Topper	1441

For anything else, please make a guess and it will be corrected later by the results dogsbody