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Race Management Newsletter

Issue No. 40
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Services

All RYA qualified race officials are emailed a copy of the Newsletter, unless they have asked for a hard copy. The aim is to send it by email only in the future so please let Joanne Moulton know your email address if you have recently obtained one. You can of course download yourself from the RYA Website.

The Race Management Group is available to give you help and advice on any aspect of race management, from helping you to check your Club or Open Meeting Sailing Instructions to advising you on what you need to do to run a major event. Do not hesitate to ask for help. Contact Gordon Stredwick at the RYA or any of the Committee members listed on this page or your Regional Race Management Co-ordinators listed overleaf.

Your Regional Race Management Co-ordinator can also arrange training seminars for your region.

REGIONAL RACE MANAGEMENT CO-ORDINATORS

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EDITORS'S COMMENTS

Since the announcement of the Olympics coming to Portland in 2012, Race Management has suddenly taken off on a new plane. Over the past 15 years under Tony Lockett's initial leadership, the RYA has built up a very strong UK team, with most Clubs now having their own Regional Race Officer and many Regions sharing good quality National Race Officers. When Tony moved to ISAF we continued his good work and your current Race Management Group are still improving all avenues of the system. We shall now be working with Rob Andrews to build up even stronger teams for the future

At group level, we are still adjusting each syllabus to suit the ever increasing needs of racing today, We need every National , European & World event managed by the RYA & Affiliated Clubs within the UK to rate high in world standards. But, although we rate our current standards good, we have to improve Race Management with 2012 on the horizon. Just to indicate how your group themselves work in the field, we have published a few articles that we have been involved with in this past summer.

Just to answer an RM issue raised by Yeadon Sailing Club with reference to the size and markings of **course buoys**. It is the opinion of RMG that size matters! If we are to consider the Racing Charter and give everyone a fair chance then all Clubs should ensure a level playing field to allow fair competition. Racing marks can be purchased in all sizes, many shapes and many colours. It should be possible to give each mark its own identification and allow visitors the same opportunity as regular Club members. Painting on large letters or coloured bands can help. But, if a Club approaches different companies to obtain a sponsored buoy, each can carry a different sponsor Logo.

Note: See David Lees redress article.

As you will have seen on page 3 of this edition, your RM team has changed a little and from the New Year we all have new tasks. After building up this newsletter into something with a varied and wide variety of interesting publications over the past 3 years, I will be handing it over to David Shepherd from South Wales. I suspect it will now be published in two languages!! So please support David as you have me and ensure he has a good feedback with interesting articles and ideas that we can all share.

I would also like to express my thanks for all the support I have had over the years with Race Management, from Team members, Clubs and Classes that enabled me to receive an RYA award in October. I felt very proud and very humble. Many thanks to you all.

So, as Frank Newton states in his 'Sorebones' article later in this Newsletter, do enjoy your Christmas, and a prosperous new year to you all.

Dates for your Diary

National Race Officers Conference

Venue: National Sports Centre at Lilleshall, near Telford

Date: 25th/26th March 2006

Judges Courses

RYA House, Hamble, 21/22 January 2006 – Course Instructors: Trevor Lewis & Sally Burnett

Largs, Scotland, 18/19th February 2006 – Course Instructors: Chris Watts & Gordon Stredwick

Umpire Courses

(Team Racing) Queen Mary Sailing Club, 11-12 February 2006. Course Instructor: Bruce Hebbert, Co-ordinator: Peter Johnson

To book onto a Judge or Umpire course or the Conference, contact Jo Moulton at the RYA. joanne.moulton@rya.org.uk

Regional Race Officers courses.

For these RRO seminars, we call upon all our appointed Race Officers to review your Clubs future requirements and encourages members to come forward and take part in your Regions seminar.

NORTH:

21/22 January 2006, Ogston Sailing Club: Co-ordinator Adrian Stoggall

SOUTH:

11/12 February 2006, Royal Lyminster Yacht Club; Co-ordinator Mike Robinson

NORTHERN IRELAND;

19/20 February 2006, Venue tba; Co-ordinator Ken Atkinson

THAMES VALLEY:

25/26 February 2006: Queen Mary Sailing Club; Co-ordinator Nigel Vick

SOUTH WEST:

25/26 February 2006 Torbay area; Co-ordinator Mike Pearson

SOUTH EAST:

Date to be agreed Arethusa Rochester; Co-ordinator Martin Bedford

Mike Pearson

NB: Please remember this is my last Newsletter as Editor, kindly contact David Shepherd for issue 41 due out in JULY 2006

REPORT FROM THE CHAIRMAN OF THE RACE MANAGEMENT GROUP

Thank you to Mike Pearson, editor, who is passing on the editorship to David Shepherd. Mike has two years of collating issuing the Newsletter during which time the Newsletter has grown and prospered.

Please write letters to David and submit articles for publication. The black art of Race Management is continually changing and all those involved have to meet the challenges. The RYA Race Management Group is very keen to ensure that grass-roots club Race Management receives the same attention as that required running major International championships.

The Regional co-ordinators are very keen to know of clubs that require assistance. The RYA Race Management Group has published a leaflet to be sent (and emailed) to all clubs to offer the Group's and Co-ordinator's assistance.

Thank you to Martin Bedford, who leaves the Group for a year. Martin has looked after the Regional co-ordinators for the last three years.

Welcome to David Arnold who brings a wealth of experience including windsurfing race management knowledge.

Preparations are underway for the National Race Officials Conference, March 25/26 at Lilleshall. Race Officers and Judges and Umpires will be interest in discussions to take the management of our sport forward.

With best wishes for Christmas and the New Year.

Roger Palmer

Race Management Website

We have created a new Race Management website. It is currently outside the RYA's site whilst we wait for their new site to be introduced (due 1Q next year), after which we will revert to the RYA's site.

To find the race management website, you can either go through the RYA website (click on Sail; then Racing; then Race Management) or you can go directly to the site at <http://www.sailor.org.uk/raceman>.

There you will find a number of (hopefully) useful sections.

Calendar

A list of race management conferences and courses.

Message Board

Get the answer to that question you have always wanted to ask. The Race Management Group "subscribe" to the message board, which means they receive automatic emails whenever there is an append to the message board. So If you post a message on the message board, it will reach the Race Management Group, and (even better) everyone can see the response.

Documents

These come in various categories, such as past copies of Race Management Newsletters, Best Practice articles (written by experts in the various fields), Rules – both articles and copies of various appendices in Word form, sample Risk Assessments, Notices of Race and Sailing Instructions (all written by experts), an equipment directory where you can read about starting systems, results software, etc. and finally a description of the Race Management hierarchy (Club, Regional and National Race Officer qualifications).

Diagrams

Ever needed to draw a course for dinghy (or small keelboat) sailing instructions ? Find the one you want here, and copy it to your PC, where you can embed it in a Word document as required.

Race Management Opportunities

A matchmaking scheme for Race Officers, where Race Officers can find events, and events can find Race Officers. Obviously this has to build and get used for it to work, but everyone tell us that they cannot find the events to get qualified for higher levels. This will (we hope) increase the opportunities to help run events, or at least see how such events are run. So if you are looking for helpers for a big open meeting, this might be a good place to start.

Contact List

Who is who in Race Management in the UK. Who to contact if you want help.

Registration

To use many of these services, you need to register. Click on the "Not Registered?" link on the login panel, and you will be asked for you email address and other details. The website will then send you a login password (your email address is your login address), and you can log in, and post to the Message Board, use the Race Officer / Event matchmaking system, or whatever. Please email me with any suggestions of what else you would like to see on a Race Management website – Jamie@sailor.org.uk

Jamie Wilkinson – 023 80456076

Equipment Directory

The Equipment Directory is now up and running although the content is a bit sparse at present, which is where you come in.

Our aim is to gradually build a directory of equipment and information of use to race officers. Some will be from articles in the yachting press and some from race officers who have designed or recommend a particular item.

You will find the directory on the race management web site (www.sailor.org.uk/raceman) with the first three headings. We would be grateful if you would consider adding items/information or suggesting topics that you would think useful, that we can research.

The next topic is weather forecast sites that you find reliable in your area. Please let us know the site and your area.

If you are able to help please send any information to either:-

David Shepherd at dwshepherd88@hotmail.com

Adrian Stoggall at stoggall@zetnet.co.uk

Guidance on Scoring under Appendix A

This document is the text of Appendix A of the 2005-2008 Racing Rules of Sailing, together with guidance notes from the Royal Yachting Association. Comments or questions are welcome and should be made by email to Trevor Lewis (TrevorLewis@trevorlewisnorwich.freemove.co.uk).

Appendix A – Scoring

See rule 89.3.

A1 NUMBER OF RACES

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the sailing instructions.

A2 SERIES SCORES

Each boat's series score shall be the total of her race scores excluding her worst score. (The sailing instructions may make a different arrangement by providing, for example, that no score will be excluded, that two or more scores will be excluded, or that a specified number of scores will be excluded if a specified number of races are completed.) A race is completed if scored; see rule 89.3(a). If a boat has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The boat with the lowest series score wins and others shall be ranked accordingly.

Rule 89.3(a) states that a race shall be scored if it not *abandoned* and if one boat sails the course in compliance with rule 28.1 and *finishes* within the time limit, if any, even if she retires after *finishing* or is disqualified. Therefore circumstances can theoretically arise when no boat receives a score for a finishing place, but the race is nevertheless 'completed' for the purposes of constituting a series – see rule A1. An abandoned race is not scored and therefore not completed. Normally, if race 5 (for instance) of a 10-race regatta is abandoned, the next race to be sailed will still be race 5 (and as a result race 10 may never be sailed). Care is needed over describing race prizes – is it a prize for race number x, or a prize for a race on a stated day?

A3 STARTING TIMES AND FINISHING PLACES

The time of a boat's starting signal shall be her starting time, and the order in which boats *finish* a race shall determine their finishing places. However, when a handicap system is used a boat's corrected time shall determine her finishing place.

Previously, A3 said you convert the elapsed time to seconds, apply the handicap, round the answer to nearest whole second, rounding 0.5 and more upwards. Rounding has been removed from the rule. This reduces the possibility of a tie. The controllers of handicap systems need now state to how many decimal places (if any) their corrected times should be calculated, and indeed should consider whether (despite ISAF's deliberate removal of rounding) there is a true difference between corrected times of less than a second apart when the uncorrected finishing times for the boats were taken to the nearest second.

Example: Boat A is corrected to 1200.499 seconds, Boat B is corrected to 1199.501 seconds. Boat B gets the higher place. Under the previous system, which can still be specified, each time rounds to 1200 seconds, and the boats are tied for a place. Apply A7 to calculate their points for the tied place in that race.

A4 LOW POINT AND BONUS POINT SYSTEMS

Most series are scored using either the Low Point System or the Bonus Point System. The Low Point System uses a boat's finishing place as her race score. The Bonus Point System benefits the first six finishers because of the greater difficulty in advancing from fourth place to third, for example, than from fourteenth place to thirteenth. The Low Point System will apply unless the sailing instructions specify another system; see rule 89.3(a). If the Bonus Point system is chosen it can be made to apply by stating in the sailing instructions that 'The Bonus Point System of Appendix A will apply.'

When the sailing instructions are silent, the default is that a series will be scored by the Low Point System (see rule 89.3(a)), with one discard (see rule A2). If all races are to count, using Appendix A scoring, this requires a sailing instruction to that effect.

A4.1 Each boat *starting* and *finishing* and not thereafter retiring, being penalized or given redress shall be scored points as follows:

| <i>Finishing place</i> | <i>Low Point System</i> | <i>Bonus Point System</i> |
|------------------------|-------------------------|---------------------------|
| First | 1 | 0 |
| Second | 2 | 3 |
| Third | 3 | 5.7 |
| Fourth | 4 | 8 |
| Fifth | 5 | 10 |
| Sixth | 6 | 11.7 |
| Seventh | 7 | 13 |
| Each place thereafter | Add 1 point | Add 1 point |

A4.2 A boat that did not *start*, did not *finish*, retired after *finishing* or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat penalized under rule 30.2 or 44.3 shall be scored points as provided in rule 44.3(c).

Example 1: 23 boats entered the series. Boat A finishes 3rd in the race but is ZFP. The penalty is 20% of 23 = 4.6 places, rounded to 5 places so she receives points for the place equal to her finishing place of 3rd plus 5 penalty places - 8th place. Under the Low Point System, 8th place receives 8 points so points for the race are: 1, 2, 4, 5, 6, 7, 8, 8, 9, 10 ... 23. (The boxed number is A's score.) The two boats scoring 8 points will share any race prize for 7th place; the boat scoring 9 points will receive any race prize for 9th place. Remember that under rule 44.3 (and therefore under rule 30.2) a boat shall not receive a score that is worse than DNF would receive. A DNF score in this race would be 24 (23 series entrants, plus 1), which would be the penalty for a ZPG boat with a finishing position of 20th or worse.

Scoring penalties under rules 30.2 and/or 44.3 are cumulative but are calculated individually. For example, if a boat breaks rule 30.2 and the race is recalled and she again breaks rule 30.2 in the restart, she will have two 20% penalties. Similarly, if she breaks 30.2 and also takes a Scoring Penalty under rule 44.3 (SCP) she will have two 20% penalties (assuming the sailing instructions do not specify that the Scoring Penalty will be other than 20%).

Example 2: Same as **Example 1** above except that boat A also takes a 20% SCP under rule 44.3. She receives two penalties of 5 places each for a total of 10 places (not a 40% penalty of 9.2 places rounded to 9 places). Her score would be the score for 13th place, namely her finishing place of 3rd plus 10 penalty places. Points for the race are: 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 13, 14, 15...

The score of a boat receiving a scoring penalty may be affected by the disqualification of a boat whose finishing place is ahead of her.

Example 3: Same as **Example 1** above except that the boat that finished second is disqualified (and receives 24 points). All boats with a finishing place after the disqualified boat move up one place (see rule A6(1)). Boat A receives points for 7th place, namely her adjusted finishing place of 2nd (as a result of the disqualification) plus 5 penalty places, leaving that '2 point slot' vacant. Points for that race would be: 1, 3, 4, 5, 6, 7, 7, 8, 9, ... 22, 24.

Example 4: Same as **Example 3** above except that the boat that is disqualified finished sixth (not second). All boats with a finishing place after the disqualified boat move up one place (see rule A6(1)). Boat A receives points for 8th place, namely her finishing place of 3rd (not changed as the result of the disqualification of a boat whose finishing place is after her) plus 5 penalty places. The '3 point slot' remains vacant. Points for that race would be: 1, 2, 4, 5, 6, 7, 8, 8, 9, ... 22, 24.

A5 SCORES DETERMINED BY THE RACE COMMITTEE

A boat that did not *start*, comply with rule 30.2 or 30.3, or *finish*, or that takes a penalty under rule 44.3 or retires after *finishing*, shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat's score.

DNC, DNS, OCS, ZFP, BFD and DNF are race committee scores. DSQ, DNE, DGM and RDG are protest committee scores. SCP and RAF are scores accepted by a boat, notified to and implemented by the race committee. See A11.

A6 CHANGES IN PLACES AND SCORES OF OTHER BOATS

- A6.1 If a boat is disqualified from a race or retires after *finishing*, each boat that *finished* after her shall be moved up one place.
- A6.2 If the protest committee decides to give redress by adjusting a boat's score, the scores of other boats shall not be changed unless the protest committee decides otherwise.

A7 RACE TIES

If boats are tied at the finishing line or if a handicap or rating system is used and boats have equal corrected times, the points for the place for which the boats have tied and for the place(s) immediately below shall be added together and divided equally. Boats tied for a race prize shall share it or be given equal prizes.

Example: Two boats have the same corrected time for third place. Under the Low Point System they would each score 3.5 points [(3+4)/2], and there is no change to the scores of any other boats. Points for the race are: 1, 2, 3.5, 3.5, 5... Note: As provided in rules A6(1) and 44.3(c), the 'split the points' principle of the first sentence of A7 does *not* apply when the tie in race scores results from a grant of redress or the application of a scoring penalty.

A8 SERIES TIES

- A8.1 If there is a series score tie between two or more boats, each boat's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the boat(s) with the best score(s). No excluded scores shall be used.

Example: Scoring: Low Point – one score excluded

| Race No: | 1 | 2 | 3 | 4 | 5 | 6 | TOTAL | REORDERED COUNTING SCORES | SCORES |
|-----------------|---|---|---|---|--------------|---------------|-------|---------------------------|---------------|
| NOT USED | | | | | | | | | |
| Boat A | 3 | 4 | 1 | 6 | 2 | 7 | 16 | 1 2 3 4 6 | 7 |
| Boat B | 4 | 3 | 2 | 1 | 6 | 6 | 16 | 1 2 3 4 6 | 6 |
| Boat C | 1 | 2 | 7 | 3 | 3 | 14 | 16 | 1 2 3 <u>3</u> 7 | 14 |

Rule A8.1 is sometimes known as 'most firsts, etc.' It breaks the tie between C and the two other boats in C's favour. It does not break the tie between A and B. Rule A8.2 must now be applied to break that tie (in favour of B, for her better last race score).

- A8.2 If a tie still remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

Example: Scoring: Low Point – one score excluded.

| Race No: | 1 | 2 | 3 | 4 | TOTAL |
|----------|---------------|---------------|--------------|---------------|-------|
| Boat A | 3 | 4 | 5 | 10 | 12 |
| Boat B | 11 | 3 | 4 | 5 | 12 |
| Boat C | 5 | 15 | 3 | 4 | 12 |
| Boat D | 4 | 5 | 6 | 3 | 12 |

A8.1 does not break any tie, as they each have scores of 3, 4, 5 that count.

A8.2 applies, and the tie is broken in the order of D, C, B, A, the order of their last race scores. Note that A's race 4 result was her discard, but it is still used to break the tie.

Ties in A8.1 and A8.2 are broken on scores, not finishing places. If this had been a 40-boat entry, and A had been second in race 4, only to receive a 20% (8-place) ZPG, the outcome of the tie-break is the same.

Normally, the last race will resolve most ties. The next-to-last race (and so on) will need to be used only if two boats have the same score in the last race, which might result from a ZPG, from a tie on the water or on handicap, or from both receiving non-finishing points resulting from DNC, DNS, OCS, BFD, DNF, RAF, DSQ, DNE or DGM.

The policy behind rule A8.2 is to add a little extra importance to the last race, particularly if this would result in a boat leading the series before the last race finding herself at risk of losing the series if she does not compete in the last race. That is very much a 'regatta-oriented' rule, and typical club 'long series' scoring sometimes disappplies rule A8.2 and specifies instead a different final tie-breaker, such as best discard, which incentives participation in all races.

A9 RACE SCORES IN A SERIES LONGER THAN A REGATTA

For a series that is held over a period of time longer than a regatta, a boat that came to the starting area but did not *start*, did not *finish*, retired after *finishing* or was disqualified shall be scored points for the finishing place one more than the number of boats that came to the starting area. A boat that did not come to the starting area shall be scored points for the finishing place one more than the number of boats entered in the series.

A10 GUIDANCE ON REDRESS

If the protest committee decides to give redress by adjusting a boat's score for a race, it is advised to consider scoring her

- (a) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races in the series except the race in question;
- (b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races before the race in question; or
- (c) points based on the position of the boat in the race at the time of the incident that justified redress.

Example: average points of 2.85 rounds to 2.9. 'Upward' means to a larger number (and therefore worse score).

A11 SCORING ABBREVIATIONS

These abbreviations are recommended for recording the circumstances described:

- DNC Did not *start*; did not come to the starting area
- DNS Did not *start* (other than DNC and OCS)
- OCS Did not *start*; on the course side of the starting line at her starting signal and failed to *start*, or broke rule 30.1
- ZFP 20% penalty under rule 30.2
- BFD Disqualification under rule 30.3
- SCP Took a scoring penalty under rule 44.3
- DNF Did not *finish*
- RAF Retired after *finishing*
- DSQ Disqualification
- DNE Disqualification (other than DGM) not excludable under rule 88.3(b)
- DGM Disqualification under rule 69.1(b)(2); not excludable
- RDG Redress given

DNF is for not finishing for whatever reason, whether as a result of gear failure, or for deliberate retirement, especially if it was required by rule 31.2, 44.1 or P2.2. There is no separate designation (such as RET) reserved for deliberate retirement, but that could be specified and used when the sailing instructions call for retirement declarations.

A race committee will know which boats finished, but may not know, in a large regatta fleet, whether those that entered but did not finish are DNC, DNS or DNF. Since the score for these are the same, it would be appropriate for the convenience of scoring for a sailing instruction to say that any boat that enters but does not *finish* as defined will be scored DNF whether or not she came to the starting area or started. However, tallying or having the sail number acknowledged by the committee boat before starting will identify DNC boats.

How to score using Appendix A – General Guidance

1. Choose the appropriate wording to appear in the notice of race – see K13, Notice of Race Guide – and in the sailing instructions – see L17, Sailing Instructions Guide. If the series is to be scored by the Low Point System, Appendix A, with one discard, then the sailing instructions do not need to specify the scoring system, since this is the default (see rules 89.3 and A2). However, it does no harm to state the scoring system. State races to count.
2. Note that the score for non-finishing places can change during a series if new boats can enter during the series (see rules A4.2 and A9); this is often common in club racing. The score for non-finishing places is rarely important in a well-attended series and results usually need not calculate (or recalculate) the points for non-finishing places until the end of the series. However, if full calculation will be needed during an extended series, it could be appropriate for the sailing instructions to say that ‘The last sentence of rule A9 is replaced with: “A boat that did not come to the starting area shall be scored points decided by the race committee”.’ The race committee can then decide a provisional value for this at the start of the series, being a number larger than the maximum expected series entry.
3. If scoring manually, apply rules A3, A4 and A5 to the results, in tabular form. The sequence is:
 - Take order of finish (non-handicap races) or elapsed times (handicap races)
 - Correct elapsed times using handicap or rating factor (handicap or rating races only)
 - Identify and score for DNC, DNS, OCS, BFD, RAF and DNF (which includes those not finishing within a time limit if so provided in the sailing instructions)
 - Rank remaining boats for their preliminary finishing places by:
 - Corrected times (handicap races only), otherwise
 - Finishing order
 - Assign points to preliminary finishing places based on the specified scoring system, breaking race ties (rule A7).
 - Identify and add penalty places to the preliminary finishing places for boats scored SCP or ZPG (do not change the scores of other boats - see rule A4.2)
 - If appropriate, post preliminary results for the race and series (stated to be ‘subject to changes resulting from protests and requests for redress’)
 - Change the finishing place and score of boats that the protest committee instructs should be scored DSQ or DNE (the finishing places, and thus the scores, of boats with finishing places after the boat to be scored DSQ or DNE will change - see rule A6.1; when a boat has been scored SCP or ZPG it is important to remember that her score, which is her finishing place plus penalty places, will change only if her finishing place is after that of the DSQ or DNE boat and changes as a result of the DSQ or DNE – see example for rule A4.2))
 - Change the score of any boat granted redress (mark RDG against the revised score) when instructed by the protest committee. (The final value of RDG under A10(a) will vary until the end of the series; do not change the finishing places or scores of other boats unless the protest committee decides otherwise - see rule A6.2). If the protest committee’s decision is stated to be simply ‘average points redress’, seek clarification as to whether it is A10(a), A10(b) or some other method that is to be applied. See also 4, below
 - Post final results for the race and update the series results, applying the discard(s) appropriate at that stage.
 - At the end of the series:
 - Exclude the appropriate number of discards of ‘worst scores’ as required by scoring system or sailing instructions (exclude the earliest of two or more equal worst scores - see rule A2: however, due to previous changes to rule A8, no error occurs if it is not the earliest of two equal scores that is excluded)
 - Break any ties in series scores as provided by rule A8
 - Post the series results
4. Make sure your scoring system implements average-points redress (rule A10(a) and A10(b)) correctly. In standard format, the average is taken of all relevant race scores, including scores that will later be discarded.

It has been detected that some scoring programs still default to an earlier (and normally over-generous) version of A10(a) which allowed an ultimately discardable score to be excluded from the races to be averaged. In a regatta, the redress score should reflect the full spectrum of the boat's other results, good and bad. The same worst score will still then drop out as a discard, **after** it has been used to find the average. However, a version of this older system may still be appropriate for a protest committee to specify in its decision - to exclude from the races to be averaged not only the race in question but also any race before the race in question where the boat to be redressed did not compete (for instance, in a long club series). Where there is a separate qualifying series and final series (for example, with separate 'Gold' and 'Silver' fleets) the protest committee must be careful to specify exactly which races to include in the 'average points' calculation.

5. In the absence of a SI to the contrary, a race committee must give a finishing place to any boat that *starts* and *finishes* as defined. If a boat has not sailed the right course before she *finishes*, as defined, a protest is required. Under the last sentence of rule A5 the race committee cannot disqualify her without a hearing nor score her DNF.

Fine tune that start line

One of the greatest joys that a race team can experience on the water is to have the racing fleet leave the start line, on the gun and in perfect line abreast, at full speed.

An uplifting experience that stays in the memories of all those that see it and a perfect send off for all the fleet for a good race.

How then to achieve this 'square' line?

First rough set the start line by compass and an allowance for tidal stream.

This can be only an approximation, as the wind on an anchored committee boat cannot simulate the effect that is experienced by a sailing boat.

Even a free floating rib can only measure the wind that is blowing at a metre height. A sailing boat, while racing, experiences the sum total of winds from boom level up to the top of the mast. To realise the effect that a resultant wind blowing at combined heights of a sail then a sailing boat needs to be involved.

There are a number of methods that a race officer can use to achieve the desired result: -

1. Ask a competitor to go head to wind in front of the start boat and square the line to that angle.

2. If the Race Officer knows matched competitors well, they can be asked to sail from either end of the start line on opposite tacks up the race course to see if they meet in the middle. If one tack is ahead a small adjustment will square up the start line to the apparent wind.

3. Observe the competitors practicing starts from either end and ensure that both tacks are going up the course at a reasonable angle. If it is clear that the starboard tack from the committee boat will clear anything from the port end, then adjust backwards. Likewise if port boats appear likely to clear the fleet easily then drop the port end back to compensate.

4. Ask a friendly competitor to run the line, mainsail just filling in one direction and then reverse course without adjusting the mainsail back to the committee boat. If the sail flaps more coming back then there is too much starboard bias. If however the boat returns with bulging mainsail then the port end needs to be advanced to compensate.

In this way the race officer should be able to get a good result, suffer fewer recalls, general and individual and afterwards receive the grateful thanks of the competing fleet.

What if the wind is swinging about or changing rapidly in strength and not staying in a given direction for the starting sequence, well, then the race officer just has to scramble his way to give the best line he can in the knowledge that the fleet will be just as confused as he/she is!

Merlin Rockets 60th Anniversary Championships.

This was a change for a Hayling Island race team to revert to large race course of old Olympic type.

Black inflatable marks were used with an orange mark as the alternate when a change of course was used. The black marks were very easy to see. A spreader mark was used before the run.

Two committee boats, with video cameras, marked the line without limit buoys. Both showed the course signals on time with the starboard end being the definitive signal.

Radio corrected timepieces kept everything synchronised.

The rationale behind this was to give as many parts of the line access to the timing and signals in the hope that this would spread competitors more evenly down the 400 yd line. Competitors at the port end said that they heard the horn at that end some time before the sound of the gun from the starboard end reached them.

Both starting boats had large orange flags and, without an attention flag, these flags were hoisted 5 minutes before the warning signal. This was not in SIs but briefed to the competitors. Both committee boats used the "V" flag on a pole to signify boats over the line in the last minute before the penalty minute to indicate boats over the line.

The fleet of 84 boats were very keen to start so most race sequences started with "I" flag moving swiftly to black to restore order. A fifteen-boat black flag trawl at an early start restored start line discipline and there was little problem after that. One competitor said that the Merlin fleet were really rather keener on starting than actually racing!

Four boats (two start boats and two ribs) were equipped & briefed to signal the change in position of the next mark. This enabled succeeding course changes to be signalled without difficulty. Having so many boats equipped meant that there was always a boat ready to undertake this function.

As to the result, the event was very well received and the measures undertaken above enhanced the quality of the racing.

Roger Palmer
Oct 2005

Report on the Opi Nationals Pwllheli 05

Problems encountered and ways around them!!!!!!!

We had a major late or last minute boost to entries. This gave us 70 in the regatta fleet which brings its own logistics problems getting 11 RIBs and 9 coaches. Then the main fleets junior and senior gave us a final entry of 135 and 130. Due to the logistics of splitting the fleets we decided to avoid flights, the main reason being the long start times with 4 groups to start. We have enough long days on the water with the kids as it is and this would only make things worse and become unacceptable.

So what to do with the large numbers on a start line? No dodgy juries and committees here! We decided to use a midline marker buoy, after discussion with Bryan Willis we made the line from each committee boats mast to the midline buoy (front edge). This gave us an arrow head shaped line either positive or negative, and needed careful laying so as not to get it too far from true. This also gave the sailors 4 points of reference in where to start and really helped. We found a 4 foot negative line worked best but this was down to Richard Tate's legendary laying skills! He even layed it to a cross tide that was stronger than the breeze. Generally it worked well with clear starts or only a few obvious OCS's. The line was adjusted minutely by the pin end boat to get to the ideal.

It did help to have someone 10 feet up the mast to get the elusive number from the middle.

For next year we plan to go to flights with 2 course areas for the main fleets and possibly repeat signals at both ends of the line. Also to move the entry closing date earlier and increase the late entry fee greatly.

I need voice projection lessons as the kids said I could only be heard 15 boat lengths past the midline marker!

A J Stoggall

Note: The Medical form & notes on the next two pages should be an ideal template for you all at Club level



MEDICAL FORM

THIS FORM IS DOUBLE SIDED – PLEASE ENSURE YOU TURN OVER.

Name:

Date of birth: **Age:**

Next of kin: **Relationship:**

Home:

Work:

Mobile:

Doctor: **Tel:**

It is your responsibility to make known any potential medical conditions that may affect you during the activities associated with the programme you will be taking part in. Please therefore provide as many details as possible. This information will be shared with the houseparent and coaches at events and training.

Have you ever suffered from any of the following conditions:

- | | | |
|-----------------------------------|-----|----|
| • Asthma/bronchitis | Yes | No |
| • Heart conditions | Yes | No |
| • Fits, fainting or blackouts | Yes | No |
| • Severe headaches | Yes | No |
| • Diabetes | Yes | No |
| • Travel sickness | Yes | No |
| • Allergies to medication | Yes | No |
| • Any other allergies | Yes | No |
| • Other illnesses or disabilities | Yes | No |

If you have answered yes to any of the above, please provide details in the box below.

When did you last have a tetanus vaccination? Year

Are you currently taking any medication at the moment? If so please specify.

Are you suffering/recovering from any injuries which may affect your involvement within the programme?

Are you vegetarian? Do you have any food allergies?

Consent

I the parent/guardian of give permission to the RYA appointed supervisor to administer to the named person, any treatment or medication when or if necessary.

Further, if the case arises I authorise the RYA appointed supervisor to take my son/daughter to hospital and give my full permission for any treatment required, to be carried out in accordance with the hospital's diagnosis. I understand that I shall be notified, as soon as possible, of the hospital visit and any treatment given by the hospital.

Signed: (parent/guardian)

Name:

Date:

Sea View Yacht Club

Case Study

The design & implementation of an 'Acoustic Case' to house SVYC starting cannons

1. Background

SVYC has traditionally used brass cannon to start races from the club starting line. The cannon were originally individually made by the Royal Engineers in Chatham as projects for apprentice engineers.

The increase in racing activity and the implementation of a new longer starting line lead to increasing use of the guns and associated noise, followed inevitably by complaints from our neighbours about both the frequency and noise of the cannons.

Experiments were made with different 'quieter' cartridges, but these did not solve the problem, so considerable research was undertaken to find a viable alternative that would involve a remote sound device, probably horns, located on the steel pile at the outer end of the starting line. The technology for this solution remains unproven and the costs high.

Contact was eventually made with James Grazebrook, Managing Director of Halyard (M & I) Ltd, who offered a design consultancy service at no cost to SVYC.

2. Objective

To design & build an acoustic case that would muffle the noise of the cannons for the gunners, club users and our neighbours, without further reducing the noise on the starting line, where in certain conditions it is already not always audible.

The resulting design may have application at other sailing clubs with similar noise abatement issues.

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3. Design

These notes should be read in conjunction with the 'Briefing' paper prepared for Halyard (M & I) Ltd in May 2005, which examine the problem in detail.

Original view of the guns before acoustic box

Halyard reviewed the brief and recommended a weatherproof case, lined with their specialist marine 32mm sound insulation material. Halyard then provided a detailed design, down to the materials cutting plan and construction notes.

4. Construction

The case was then built to spec by a local Island boat builder and installed on the race deck.

The final design in situ.

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The amount of noise was reduced significantly, see below, but it became evident that there were three minor design issues to address:

1. The cannons were not supported in the near horizontal position for firing
 2. The blast from the cannons quickly damaged the lining of the acoustic foam
 3. Significant blast could still be felt by the gunner running back down the side of the barrel out of the case via the holes round the guns
- Damage to acoustic foam caused by blast

Design modifications were reviewed and the following modifications made

1. Neoprene supports were fitted to hold the guns in the horizontal position
2. The soft surface of the acoustic foam was lined with lead sheet
3. The large diameter holes in the foam round the gun barrels were filled, by adding another layer of foam

Future designs may consider that the breeches, when removed, are better placed on an extended trunnion behind each gun, [see photo] rather than on the specially designed lip on the top. This would simplify the top design. The trunnions could also become an integral part of the acoustic box, again simplifying construction. The large lip on the top rear of the case, placed to hold the breaches when not in use, is therefore not needed.

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Neoprene supports held in place by additional wooden plate, to support the cannon horizontal for firing

These were later moved to the front of the box, leaving room for another layer of acoustic foam at the rear, tighter fitting to the barrels

5. Results

A meter was used to record the sound in decibels, [dB(a)] both before and after, in three location;

¾ To the West on the balcony of the adjoining flats

¾ Behind the gunners

¾ 75 meters out to sea, on the starting line.

Readings are shown in full at Appendix 1.

James Grazebrook of Halyard provided the technical interpretation of the readings as follows:

The dB sound scale is logarithmic, each drop of 3 dB represents a 50% drop in sound pressure.

The balcony readings show a drop of 4.1 decibels 'dB'. This drop in pressure is represented to the human ear by at least a 25% drop in perceived noise.

In the same way, the gunners [and drinkers] have enjoyed a 7.6dB drop, which equates to a 50% drop in perceived noise.

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6. Scientific Notes

There are limitations to the data, these have been listed as:

¾ Each gun is hand made and both the barrels and breech blocks vary

¾ Gun mounting on the trunions vary slightly

¾ The cartridges may be inconsistent

¾ The position of the gunner may impact readings

¾ Background noise

¾ Wind direction

Background noise from the sea and wind was found to be as loud as the gun noise in all but quite calm conditions, so the readings have been carefully taken in the same sea state & atmospheric conditions.

7. Conclusion

The box has been judged a significant success, in that the design has;

¾ Reduced noise behind the guns by more than 50%

¾ Reduced noise beside the guns by more than 25%

¾ No reduction in noise out to sea on the start line

¾ Not caused any operating problems for the gunners [indeed having the guns in 2 sections has proved a big advantage]

October 29th 2005

Raymond Simonds

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Appendix 1

Sea View Yacht Club

Noise Reduction from Starting Cannons

Following installation of acoustic baffle box

Centre of neighbouring balcony

Before After

Phase 1

84.80 86.20

85.30 80.70

83.30 81.60

85.20 80.20

85.60 82.80

78.00

81.60

79.80

Median 85.20 81.15

DB Noise Reduction 4.1

Perceived reduction to the ear 25%

Before After

Phase 1

106.50 98.60

107.50 98.00

103.50 101.50

105.50 98.40

106.90 99.50

108.20 99.10

99.30

99.50

98.00

Behind Guns

Median 106.70 99.10

DB Noise Reduction 7.6

Perceived reduction to the ear 50%

75m in front of guns (out to sea)

Before After

Phase 1

88.20 77.80

83.60 83.70

86.20 83.60

87.10 86.00

78.60 84.00

82.30

81.90

Median 83.60 83.70

DB Noise Reduction -0.1

Perceived reduction to the ear Nil

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Time Keeping on 'Sorebones'

I have been asked for another contribution to the Race Management Newsletter .At the risk of repeating myself I enclose photos of our timing system .

The basis of this is the now common `radio clock` which takes its time regularly through the day via a signal from the Rugby radio transmitter.

There is one large analogue `kitchen clock` mounted on a white perspex board .This is supplemented by a number (6) of small digital radio clocks . Before use they are checked to see that they are all giving the same time ! The small clocks are distributed about Sorebones : One to the RO manning the start line , one to the person making the sound signal (Either hoot or gun) , one to the yeoman on flag signals , and if a record is being made of actions taken , signals sent and received etc then one for the recorder .

One also sits alongside the master `kitchen clock` so that this can be swiftly checked. If, as at the BUSA Championships, we are into timing

every boat through every lap the small clocks are distributed amongst the teams taking the times Since all clocks show the same time at a given moment we can have several teams working without the requirement for the time keeper to be constantly calling the minutes and seconds .

At the start of a sequence a `non radio watch ` is synchronized with the radio clocks so that if they all, or some , go ape and change in mid sequence we become aware of this and have the non radio time to fall back on .

The large analogue clock has a radial arrangement of holes in the perspex, three holes per one minute segment . Coloured metal pins are inserted into the holes opposite appropriate minutes to indicate the when the sweep second hand reaches 12 on the clock a sound signal and a flag movement are to be made because the minute hand is opposite a particular pin. With this system, at for example at RYA OLYmpic Classes Ranker events , the pins are inserted to cover five consecutive starts at five minute intervals . Without this system there is greater scope for missing a flag/hoot. The system is also a great help during Match Racing with maybe four matches per flight, and with `Flag F` being hoisted towards the end of the last match in a flight.

In the lower photograph the pins are inserted at Match Racing intervals , with the first pin at half past the hour being the marker for the hoisting of Flag `F` . In the upper photo the intervals are as for consecutive Rule 26 race starts.

A further advantage to the radial pins system is that there is less temptation to try starting a sequence on `a five minutes` (Starting on `a five minutes` is less likely to cause a `cock up`) but which in a long day of short races adds many minutes to the time taken , when time is the one limited commodity !

Cost? : A 10" diameter radio analogue kitchen clock from Argos is listed at £7.99 and another at £8.99. Make sure the tip of the second hand goes to the edge of the clock face. Also make sure there are plain numerals not roman numerals, flowers , gnomes or other artistic devices . These clocks are NOT waterproof , so make a see through fold away cover as shown in the photo .

The small digital radio alarm clocks are now of a different pattern but similar are listed at £9.99. Make sure the small clock displays `seconds` and not just minutes.

The most expensive bit of the kit is the perspex board , since drilling holes costs time , and time costs money. But if you can find a DIY friend then there should be no problem. The perspex should have a thick waterproof plywood backing board. Decide on a size for the pins. We use short bolts, or machine screws, with an alan key top, dip the tops into model makers paint . One colour for one function. It's fun to devise your own code. Of three pins in one row opposite a particular minute there may be two indicating flag moves down (`P` and `Class Warning Flag`) and one indicating flag up (Next Class warning flag - Up).

The system may seem OTT but so often one is short handed, then it comes into its own .

A function of age is the ability to judge the passing of time from a digital clock. I find that difficult . However the steady sweep of the large second hand on the Analogue clock gives to me a good idea of how long 30, 20, 10 or even 3 seconds takes . A quick glance at the large clock which is visible when one is watching the start line gives a much better idea of how the boats are pressing the line than does a glance at one of the digital clocks .

They say that `times is of the essence` . On Sorebones that is certainly the case.

A Merry Christmas to all our friends . ` Sorebones `

NOTE: For further information on Frank's clocks and photographs – Contact Frank on:

frank@sorebones.freeserve.co.uk

One for the Diary!

The Sail Smart Road Show 2006 Working for the clubs!

This is a locally run event where we get the top names in Olympic sailing and coaching to visit clubs around the country. This is your chance to question the experts and to get involved in fascinating workshops during the day. This is **aimed at club coaches** but any sailors are welcome. **Guaranteed to be inspirational.**

(class and club planners please note)

- 25th February 2006 Southampton Water Activities Centre (SWAC)
- 26th February 2006 Mount Batten Sailing And Water Sports Centre
- 18th March 2006 Queen Mary Sailing Club
- 19th March 2006 Royal Harwich Yacht Club
- 25th March 2006 Staunton Harold Sailing Club
- 26th March 2006 Elton Sailing Club



Top Mark 2006 - Working for the classes!

Weymouth & Portland National Sailing Academy 1/2nd April 2006.

Top Mark is **aimed at classes** wanting to raise the standard of their racing. Again, priority is given to qualified coaches. This is a great chance to be coached by the RYA Olympic coaches. A range of classes have taken advantage to kick start their annual sailing campaign and training their coaches for the season ahead. This event also provides an opportunity for classes to link into the RYA and other class organisations to develop their coaching teams, generate ideas and create schemes that will make a difference to quality and quantity of their members.



You'd be an April fool not to be there!

For full details of these events please contact jessica.mapplebeck@rya.org.uk

“I JUST COULDN’T WORK OUT WHICH MARK WE WERE MEANT TO ROUND”

Marks at sea are often difficult to find, but when you see them, it is usually pretty obvious whether you are going for the right one or not. They need to be large enough to withstand big seas and strong winds and to be visible from some distance away.

The situation can be different when sailing on small inland lakes and reservoirs, where marks can be close together because of the shape of the water, and clubs use small buoys as marks because they are cheap and there is no problem of them being blown away in a gale. Everyone at the club knows which mark is which and everything works well until a visitor comes, possibly for an open meeting, and finds he has gone round the wrong mark and lost first place while he was looking for it.

Is he then entitled to redress?

Rule 62 sets out four grounds for redress and the relevant one in this case would be that there has been an improper action by the organising authority or the race committee. The action would be in laying the buoys in such a way that it was not clear which buoy is which and the action does not have to be committed during the race, or even on the same day.

The sailor would also have to satisfy the protest committee that his score had been made significantly worse – and presumably it would have been if he had gone to the wrong mark and lost places – and that the loss was through no fault of his own. That might be a little more difficult for him to establish but depends on the facts.

There are four grounds for redress and the relevant one in these circumstances is 62.1(a) that there has been an improper action by the race committee, protest committee or organising authority. Clearly either the race committee or the organising authority is responsible for laying the marks and making sure that they can be identified.

The sailor must also establish that the boat’s score has been made significantly worse as a result of the improper action and that this is the case through no fault of her own.

Whether the sailor is entitled to redress will depend entirely on the facts in a particular case. When a sailor visits strange waters it is reasonable to expect him to read the sailing instructions carefully and if anything is not clear to ask what it says. If he has any doubt about the marks he will be racing around, he should ask and the protest committee might well want to know that he had asked. If he did not, it would be reasonable to find that some of the fault was his and to refuse him redress

The question the protest committee will have to decide is whether any sensible visitor would be confused by the marks, because, for instance they are all the same colour and there are a number placed close together, so close indeed that it would be difficult for anyone who is not used to sailing at the club to decide which of them was the correct one to round. .

When laying marks, and especially when buying new ones, this is something that clubs should think about. Don’t buy marks the size of tennis balls. Would it be sensible to have marks with

different colours, or to paint numbers or letters on them? Are they placed far enough apart for a visitor to be able to work out without any difficulty which mark is which?

A little forethought can prevent an embarrassment at an important event for the club.

David Lees
December 2005