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# Race Management Newsletter

**Issue No. 38**  
**January 2005**

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### Services

If you would like to receive this Newsletter regularly, then let Sarah or Georgina at the RYA know, and they will put your name on the email or hard copy mailing list. You can of course download from the RYA Website (If you are a qualified RRO or NRO you will automatically be e-mailed a copy from your Race Management Co-ordinator). Please keep him informed of your current e-mail address.

The Race Management Group is always 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 or 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 page 1 or the Race Management Co-ordinators listed below.

Your Regional Race Management Co-ordinator can also arrange training seminars for your region. Contact them for dates and times.

## RACE MANAGEMENT CO-ORDINATORS

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## EDITORS'S COMMENTS

We're now at the end of another busy year for the Racing Groups. We have all had a great deal of input into the new Racing Rules of Sailing 2005 –2008, putting together the new Racing Charter and Best Practices for Race Officers. We have also carried out a full review of the Race Officer structure and the draft is enclosed for your perusal. We are attempting to broaden the experience required for a RO and ensure that over a four year period for reappointment they do not fall behind the latest polices and regulations.

The changes in the Racing Rules effecting Race Management are included in this Newsletter, as is the new Racing Charter and Best Practices for Race Officers. Hopefully you will take the message back to your Club; if you would like a PP Disc for the Charter to give a presentation at your Club please contact Sarah or Georgina at Hamble. The golden rule is to be Efficient & 'User friendly' as a Race Officer.

**Again, I must bring to the attention of all appointed Race Officers ie, Regional Race Officers and National Race Officers the need to attend a Race Officer Conference in your four year period for reappointment.**

For your guidance, the following venues and dates are for RM Conferences :-

<u>Area</u>	<u>Venue</u>	<u>Date</u>	<u>Contact</u>
West Midlands	Chase SC	26.02.05	David Hopkins
South West	Mount Batten	26.02.05	Mike Pearson
Scotland	Clyde Cruising Club	29.01.05	Mike Harrison
N.Ireland	Newtownards SC	19.02.05	Ken Atkinson
North West	West Kirby	26.02.05	Adrian Stogall
East	Royal Harwich YC	26.02.05	Geoff Appleton
South Wales	Mumble YC	26.02.05	David Shepherd
North Wales	Llandudno SC	12.02.05	Mike Butterfield
South East	David Lloyd Club	29.02.05	Martin Bedford
East Midlands	Swarkstone SC	29.01.05	Henry Wright
Southern	R Southampton	05.02.05	Mike Robinson

**Note: For Yorkshire & Humberside, plus Thames Valley, please contact Martin Bedford**

*Please encourage experienced Club Race Officers in your Club and Area to take the next step by attending a Regional Race Officers course; please review the following dates and venues, for further information please contact your Regional Co-ordinator :-*

<u>Area</u>	<u>Venue</u>	<u>Date</u>
South West	Portland Falmouth	5 <sup>th</sup> /6 <sup>th</sup> February 05 19 <sup>th</sup> /20 <sup>th</sup> March 05
Scotland	R Findhorn YC	26 <sup>th</sup> /27 <sup>th</sup> February 05
N.Ireland	Killyleagh YC	2 <sup>nd</sup> /3 <sup>rd</sup> April 05
S.Wales	As South West	
South East	Aresthusa Medway	26 <sup>th</sup> /27 <sup>th</sup> February 05
Southern	R.London YC	26 <sup>th</sup> /27 <sup>th</sup> February

Lastly, from the Race Management Group, may we wish you all a Merry Christmas and fair sailing in 2005

Mike Pearson.

**Letters, comments and articles for publication should be sent to Mike Pearson, 9 Baylys Road, Oreston PL9 7NQ, or e-mailed to: [Mike@baylys.freeserve.co.uk](mailto:Mike@baylys.freeserve.co.uk)**

### **INPUT BY THE RACE MANAGEMENT GROUP CHAIRMAN**

This coming year will see the birth of new initiatives for Race Officers.

The new NRO scheme will provide a framework for developing Race Officers for the challenges ahead.

The Regional Race Management Conferences and the RYA Race Management newsletter provide sources of interesting information on items of equipment and procedures for assisting good race management.

This year the RYA Racing Charter is being launched. This Charter broadly aims to provide more and better racing.

The notes of Race Officers commitment to the scheme are further on in this Newsletter. Race Officers and their teams are central to the successful delivery of the Charters outcome.

The RYA Race Management Group will assist all Race Officers with advice and information to attain better racing. The Race Management Group will check out Notice of Race and Sailing Instructions for Clubs and Classes.

Please send in to the RYA to avail yourselves of this service.

Better N,O,Rs and S,I,s will also improve our sport!

Efforts are being made to improve the Race Management activity on the RYA web site. By mid year there should be best practice in Race Management in all branches of sailing. For those

wishing to know more of procedures in Model Yacht Racing, sailboard s, IRC/IRM. Team Racing and match racing this will be the resource tpo consult.

Course diagrams will be available for all those sailing secretaries to allow copying and insertion in sailing instructions.

The list of Race Officers is not complete. Please examine it and, if you are missing, ask for you name to be added. It requires the consent of the Race Officer to provide the information on the web site.

Lastly the Group would like to thank John Derbyshire for his contribution over the last few years to our Group anf for 2005 welcome Gordon Stredwick as RYA staff representative on RMG. His role, which complements his existing duties on Racing Rules Group and Judges and Group, will assist in communication between the three Groups.

Wecome back to the Group to Adtrian Stoggall. Adrian's expertise on Optimist racing is of great value to the Group.

A Happy Christmas and a prosperous New Year to all Newsletter readers.

Yours in sailing

Roger Palmer

## **The RYA Charter is a key element into our plans to improve racing, to attract more into the sport and to retain sailors for longer.**

Most initiatives in racing are best driven by sailors, Clubs and Classes. However there are some where the RYA should take the lead. These include established best practices and providing advice for how to run racing that is fair and enjoyable, and this is the purpose of the charter.

The specific goals of the Charter are, for both competitors and organizers, to:

- make quality of racing provided as good as possible;
- improve sportsmanship and rule observance;
- help communication between organizers and competitors;

The quality of racing and race management naturally varies from event to event, so the extra that the charter can offer will vary. However by establishing and continually common best practices for sailors and event organizers, that are available as guidance to all, we will help to raise the overall quality of our sport throughout the UK.

There is more information on the Charter at [rya.org.uk/racing/charter](http://rya.org.uk/racing/charter) , and this is where all Best Practices, including Race Management, will be posted. The aim is that all clubs should adopt the Charter in time for their 2005 racing season, and the RYA will be contacting Clubs in January to this effect.

Key to effective roll out of the Charter is Race Management, so I encourage you, wherever you are next season, to promote the Charter, to keep asking how the racing could be improved, and to feedback ideas to improve our Best Practices. Leisure is a fiercely competitive area today, and only with your help can we ensure our sport is as attractive as possible

Chris Atkins  
Racing Chairman

# RYA Racing Charter

## Objectives

- **To provide the framework for everyone to enjoy the sport of sailboat racing in whatever capacity and to whatever level the individual desires.**
- **To ensure that the sport of sailboat racing welcomes people and treats them equally.**
- **To ensure that those who experience sailboat racing are encouraged to continue.**

## Principles and Practices

- The sport welcomes all participants; it relies largely on self-compliance and self-policing. Those that deliberately take unfair advantage of this or behave in an inappropriate manner, either on or off the water, can expect to be brought to account.
- Competitors agree to compete and behave in compliance with the rules and in accordance with accepted standards of sailboat racing. When involved in a genuine dispute, both the parties to the dispute and those deciding the matter will use the established procedures for achieving resolution.
- Foul or abusive language, intimidation, aggressive behaviour or lack of respect for others and their property will not be tolerated.
- Organizers, officials and other providers of sailboat racing agree to strive to provide the fairest racing possible. This includes encouraging feed-back and facilitating the resolution of genuine disputes (including protests) in a timely and proper manner.
- Coaches and other advisors agree to encourage their charges to compete, officiate or behave only in compliance with the above principles and practices.

This Charter applies equally to those who organize, manage, coach, advise, judge, provide services and compete (including those who support competitors) in sailboat racing.

The RYA encourages the adoption and implementation of this Charter, and provides guidance and support to individuals and organizations to assist implementation. This guidance and support is consistent with the practices of the International Sailing Federation.

For further information visit [www.rya.org.uk/racing/charter](http://www.rya.org.uk/racing/charter)

## *Application of RYA Racing Charter*

***Through its Racing Charter, the RYA seeks to promote fair and enjoyable racing for all.***

Competitors who sail under the Charter should expect:

- to be provided with racing that, as far as is possible, is fair, enjoyable and safe;



- to receive services that conform to those guidelines endorsed by the RYA and appropriate to the event;
- to be able to inform Organizing Authorities when any racing services are not provided to acceptable standards;
- to be provided with prompt services to resolve any disputes.

Competitors who sail under the Charter are expected:

- to show courtesy and respect to other competitors and officials, and to other users of the water;
- to compete in compliance with the rules, and take a penalty when required by the rules;
- to use the provided services to resolve any disputes.

Expectations of Clubs that organize racing under the Charter may be found at [www.rya.org.uk/racing/charter](http://www.rya.org.uk/racing/charter)

Rule 69 is used by the sport of sailboat racing to control and penalize unacceptable behaviour at an event. Guidelines on its application in the UK are included on page xx of this rule book.

*Note: to be printed on coloured paper as part of 'RYA Guidelines' section of rule book*

### **RYA Guidance on Rule 69**

Rule 69 is used by the sport of sailboat racing to control and penalize unacceptable behaviour during an event. It covers both on- and off-the-water behaviour. Action under rule 69 is entirely separate from any protest and any resulting penalty arising from any other rule that may have been broken.

The protest committee may receive reports from competitors, officials or spectators, or may initiate action of its own accord. It may decide merely to interview the competitor, or to act under rule 69.1. If proceeding with a rule 69.1 hearing, the protest committee must promptly inform the competitor in writing of the alleged misconduct.

Allegations have to be proven beyond reasonable doubt under rule 69.1. Competitors are entitled to be accompanied by a friend, coach, parent or other advisor at the hearing.

If the protest committee decides that the competitor did commit the alleged misconduct, it may issue a warning, or it may penalize the competitor or the boat. If it does penalize, it reports this penalty to the RYA which, when appropriate, may impose further penalty beyond the jurisdiction of the protest committee.

The following levels of action are among those available to protest committees following receipt of a rule 69 report (levels 1 to 5 following a hearing):

- Interview with competitor, but no hearing and so no penalty is possible (level 0)
- Warning, but no penalty (level 1)
- Increase the boat's points score (level 2)
- Exclude competitor and, when appropriate, disqualify the boat:

- from one or more races (level 3)
- from the event (level 4)

**From event and recommend further action by RYA (level 5).**

The table below shows types of alleged behaviour that may lead to action under rule 69, and the appropriate outcome if the allegation is proven. The range of outcomes allows the seriousness of the offence, whether it is a repeated offence and the attitude of the competitor to be taken into account.

Behaviour	Outcome
A breach of a racing rule that may be sufficiently serious, or linked to unacceptable behaviour, such that the normal penalty may be inadequate	1 – 4
Repeating the same measurement offence with intent	3 – 5
Bullying, intimidating or discriminatory behaviour against another competitor	3 – 5
Lying in a protest committee hearing	3 – 5
Foul language: intended to offend, or inappropriate for the occasion or location	1 – 4
Fighting and assaults	3 – 5
Intentionally disobeying a reasonable request of the organizing authority or its officials	1 – 5
<b><i>Abuse of officials</i></b>	1 – 5
Theft, damage or abuse of property	3 – 5

**Annex: The “Club Certificate”**

**Application of RYA Racing Charter**

**We, .....<club name>....., are committed to**

- **ensuring that the sport of sailboat racing welcomes people and treats them equally;**
- **doing our utmost to provide a framework for members and visitors to enjoy the sport of sailboat racing.**

To this end:

- We will do our utmost to provide fun, fair and safe racing by observing the relevant guidelines endorsed by the RYA.
- We will treat competitors and others involved in the sport with courtesy and respect at all times.
- We expect competitors to compete in compliance with the rules, and to behave courteously and in accordance with accepted standards of sailboat racing.
- We will act to resolve any protests or other disputes promptly using appropriate methods.
- We ask competitors and others involved in the sport to help us by informing us when we fail to meet these standards.

- We will not tolerate foul or abusive language, intimidation, aggressive behaviour or lack of respect for others and their property.

Signed on behalf of .....

By:.....

Capacity:.....

Date.....

**For more information on RYA Racing Charter, visit [www.rya.org.uk/racing/charter](http://www.rya.org.uk/racing/charter)**

## ***RYA Racing Charter- Best Practices December 2004***

**In line with the commitment to provide better racing the Race Officer will**

- 1. Provide accurate and clear Notice of Race and Sailing Instructions in good time for competitors and Race Team to study.**

**All Notice of Race and Sailing Instructions should be produced in good time and be written in accordance with the Racing Rules of Sailing 2005-2008 YR1/05, Appendices K and L.**

- 2. In the days preceding the event, ensure that the equipment and personnel are available and that the personnel are conversant with the needs of the event.**

It is vital that all people involved should know their tasks in advance of the event. An email group is a good way of informing the team of what is planned.

A circular letter is also a good way of doing this. Mobile phone numbers allow text messages to be sent and, afloat, enable team to contact each other without clogging the VHF network.

- 3. Welcome and brief the race team and competitors (ideally separately) before the first race of the event and answer questions regarding the Sailing Instructions and the Notice of Race.**

*Is first opportunity to make an impression, and needs to be 'competitor friendly'. It can be anything from an informal chat, to a Power Point presentation with pictorial slides. It should not repeat the SIs, but can draw out key points.*

*Safety issues need to be emphasised, particularly for youth events, and in light of likely weather/tidal conditions.*

*Competitors, particularly the younger ones, should be treated in an appropriate manner.*

*The following points might be included in the briefing.*

- *Welcome to the club*
- *Introduce key people in race team/club staff.*
- *Outline domestic arrangements – boat parking, food, entertainment, etc.*
- *Location of Official Notice Board and Flag Signals.*
- *Signing on/off or tallying arrangements*
- *Launching –restrictions (if any)*
- *Advise time for launching.*
- *Directions/distance/time to race area (chart)*
- *Safety issues*
- *Hazards.*
- *Describe committee boat (photograph)*
- *Need to pass close to CB on arrival*
- *Need to notify retirement*
- *Invite questions.*
- *Enjoy the event!*

**4. Ensure that the safety provision is appropriate to the number and type of boats involved and the age and experience of the competitors.**

Safety plan should be ready to avoid last minute misunderstandings. A safety boat briefing will also help to clarify roles.

**5. Set fair courses with good start lines: Course to be of a length consistent with the wishes of the class(es) involved.**

*Ensure start line is at right angles to the apparent wind and of suitable length.*

*A square start line is the best way of achieving a fair start.*

*Ensure that the gap between races is kept to a minimum.*

Any race held after the first race of the day should be planned with experience of the first race. Windward mark position to be adjusted as soon as last boat has rounded in the previous race. Start line also to be ready by time the competitors return to starting area after finish of the first race. Ensure OCS boats are informed prior to succeeding race (whiteboard on CB)

- 6. Provide result sheets as soon as possible after the finish of the race.**

This is important to sort out any queries in finishing order. Also allows OCS competitors time to sort out redress. Use mobile phone or VHF to get result sheets printed ashore.

- 7. Be available to meet competitors after racing, be prepared to explain decisions and prepare for the next day's racing.**
- 8. In summary the Race Officer will do all in his power to ensure that all competitors and volunteers enjoy the event.**

Roger Palmer

# ISAF RACING RULES OF SAILING RULE CHANGES FOR 2005-2008

## Race Management Changes only!

### Definitions

- **Organising Authority is now a “party”** (defns: 62.1)
  - Now same status as Race Committee
  - Redress can be requested against OA  
Could not previously
  - OA can now be a party in a hearing
- **Rules**
  - List of applicable rules now includes RYA prescriptions
  - See Part 7 – Race Organisation later
- **Starting** (defns)
  - A boat only starts when crossing from Pre Start Side
  - Used to be either!
    - For instance a boat arriving late from wrong side counted as starting when she crossed in the reverse direction
    - Used to be relevant for timing purposes
    - This change only confirms general practice!

### Basic Principle Sportsmanship & the Rules

- **Retirement is a penalty**
  - A boat that retires because of damage in an incident cannot then be protested for the same incident
  - The boat has complied with the rules by retiring

### Part 1 – Fundamental Rules

- **Rule 3 – Acceptance of the Rules**
  - Late Change!!!
  - Modified Rule 9(c) now reads:
    - ‘Where the matter is not one to be determined under the Rules, not to resort to any court of law or any tribunal until all internal remedies provided by ISAF or by the Court of Arbitration for Sport have been exhausted’
  - Too late for 2005 RYA Rule Book – will be published by ISAF in their rule book or separately
  - Consider putting this clause (and others ?) on Entry Forms

## Part 2 – When Boats Meet

- **Preamble**
  - Where there is a breach of Col Regs (IRPCAS) between a boat racing and boat not racing ...
    - Only Race/Protest Committee may protest – not a competitor
    - There is a greater obligation on Committees to act – as competitors now cannot
    - However Race/Protest Committees may not act on the basis of a report by a competitor of interested party
      - See RRS 6-.2/3
    - Not much chance of that then !!!!

## Part 3 – Conduct of a Race (1)

- **25 – Notice of Race made available ...**
  - It is now a requirement of the Organising Authority to make available the Notice of Race as well as the Sailing Instructions
  - Copies should therefore be available at registration!
- **28.1 – Sailing the Course**
  - This rule has been changed so that a boat that has crossed the finishing line can go back and correct an error in sailing the course before really finishing.
- **29 – Recalls**
  - Number Changes
    - Old 29.1 (On the course side at the start) is now in definitions
    - Old 29.2 (individual recall) is now 29.1
    - Old 29.3 (General Recall) is now 29.2
  - This is **important** – many SI refer to these by number !!!

## Part 3 – Conduct of a Race (2)

- **30 – Starting Penalties**
  - 30.1,2,3 – Flags I,Z,I+Z or Black must be flown without P
    - It can no longer be flown with P (unless amended in SI)
  - 30.3 Black Flag Rule – display of numbers
    - Sail numbers must now be displayed before the next warning signal for that race
    - Note that it must be Sail Number =- Bow Numbers do not count unless provided for in SI (not actually a change!)
- **31.2 Touching a Mark**
  - The penalty is no longer a 360° turn – it is a “One-turn penalty” comprising a tack and a gybe in the same direction
    - Also change to 44.1 – 720° turn is now a “Two-turns penalty”
    - Avoids argument about whether 360° or 720° turn was completed
    - SI often refer to 360° and 720° turns

## Part 3 – Conduct of a Race (3)

- **32.2 – Shortening Course**
  - No longer defined in “Race Signals”

- Some SI refer to Race Signals !!!!!
- Option to signal 'S' before the start has been removed
- Was used to indicate that boats should sail the shorter of two courses described in SI
  - Various courses can always be described in SI and signalled as separate courses
- When Shortened Course is ...
- Signalled at a mark – finish at that mark
  - At a (finish) line defined in each lap – finish at that line
  - At a gate – finish between the gate
- Should be no longer any need to mention Shortening Course in SI
- If there is, consider why you need it !!!!!

### Part 3 Conduct of a Race (4)

- **33 – Changing the Next Leg of the Course**
  - Next mark (or finishing line) need not be in position when change is signalled
  - Now method defined is either of ...
    - Bearings displayed (as previous) or
    - Green triangular or Red square – Flag or Board
    - Different shapes required for colour impaired!
    - Shape is not an option – SI is required for homogeneous shapes
  - No new equivalent of '+' or '-'
  - Subsequent legs can be changed by relaying the marks to maintain course shape without further signalling
    - Sailing instructions frequently state this – so SI no longer required
  - SI need no longer mention Change of Course at all
    - Provided your local procedure fits within this expanded definition !
    - If not you should consider why you need an SI!!

### Part 4 – Other Requirements when Racing (1)

- **41 – Outside Help**
  - 5 allowed forms of help are defined – 3 are important to us
  - (a) Help as provided in rule 1 – Helping those in danger
    - Rescue boats may now provide help to a boat or person in danger without the boat necessarily having to retire, though a hearing is advisable to confirm that no advantage accrued from the help provided
  - (d) Help in the form of information freely available to all boats
  - (e) Unsolicited information from a disinterested source ...
    - Race Officer may provide **unsolicited** information to competitors (by VHF or hail) regarding
      - position relative to Start Line during pre-start
      - Correct course to be sailed if you see a boat going astray
        - RYA RRC do not really agree on this but that is what the rule says
        - They say another boat might claim redress, but what if they do?
        - If they deserve redress they should get it
        - The boat advised cannot be disqualified for the advice received!



## Part 4 – Other Requirements when Racing (2)

- **40 – Personal Buoyancy: Harness**
  - New Rule 40.2 –  
Deferred to 1.1.2006 to allow time for manufacturing
  - Trapeze or hiking harnesses must incorporate quick release
- **42 – Propulsion**
  - May not now be modified by Sailing Instructions
  - May be modified by Class Rules
  - The Penalty can be modified even if the rule cannot!  
Use of engine to avoid collision with shipping  
Temporary discontinuance of racing for emergency or safety reasons  
- Standard in Offshore racing
- **44.2 – Two-Turns Penalty**
  - Two tacks and two gybes in the same direction
  - The words “720° turn” should no longer appear in SI

## Part 5 – Protests, Redress etc.

- **63.7 – Conflict between Rules**
  - New rule!
  - Where there is conflict between NoR and SI, the protest committee shall apply the one that is fairest for all boats affected
  - The old 63.7 – Protests between boats in different races – is renumbered 63.8

## Part 7 – Race Organisation (1)

- **86.1 – Rule Changes**
  - The list of Rules that may be modified by NoR or SI is modified  
Principal change is that NoR/SI may not modify Rule 42  
Class Rules may still modify Rule 42
- **87 – National Authority Prescriptions**
  - The RYA may (and has) limited the prescriptions that may be modified by NoR/SI  
Only 3 prescriptions may be modified
    - 50.4 (Headsails vs Spinnakers)
    - 78 (Class Rule Compliance)
    - App.G (Identification on Sails)
  - RYA prescriptions now always apply to events in UK waters  
Previously generally excluded for International Events!
  - Copies of RYA Prescriptions and RYA Charter (?) should now be made available with NoR. Available from RYA Website

## Part 7 – Race Organisation (2)

- **88.2(a) Notice of Race**
  - May be changed provided adequate notice is given  
Previously could only be changed if the NoR said it could!  
Still worth defining where and how changes will be announced
- **89.3 Scoring**
  - The Low Point System is now the default

- If no mention of scoring is made in NoR/SI, the scoring system is therefore 1,2,3, etc.  
1 discard
- Must specify in NoR/SI if you want anything else
- New wording ...  
*A race shall be scored if it is not abandoned and if one boat sails the course (...) and finishes within the time limit (if any), even if she retires after finishing or is disqualified*  
This may affect number of discards in a series
- **90 Protest Committee**
  - There is no longer a “jury”, it is either a “protest committee” or an “international Jury”

## Appendices

### Appendix K – Notice of Race Guide (new)

- The Low Point System is now the default
- If no mention of scoring is made in NoR/SI, the scoring system is therefore 1,2,3, etc.  
1 discard
- Must specify in NoR/SI if you want anything else
- New Wording ...  
*A race shall be scored if it is not abandoned and if one boat sails the course (...) and finishes within the time limit (if any), even if she retires after finishing or is disqualified*  
This may affect number of discards in a series!

### Protest Committee

- There is no longer a “jury”, it is either a “protest committee” or an “international jury”

## Appendices

### Appendix K – Notice of Race Guide (new)

- Similar to old Appendix K – Sailing Instructions Guide (See below)

### Appendix L – Sailing Instructions Guide

- Was Appendix K
- Beware if NoR/SI refers!

### Appendix P – Immediate penalties for breaking Rule 42

- Was Appendix N
- Frequently referred to in old SI as “Appendix N will apply” to indicate that juries will be policing Rule 42
- This is **important** – NoR/SI should now refer to Appendix P !!!

### ISAF Appendices

- ISAF Appendix 1 (Eligibility Code) now ISAF Regulation 19
- ISAF Appendix 2 (Advertising Code) now ISAF Regulation 20
- ISAF Appendix 3 (Anti-Doping Code) now ISAF Regulation 21
- NoR/SI may refer to these and need changing

## **RYA Race Management Structure**

Post 1/1/2005

### **Club Race Officer Certificate (CRO)**

Club Race Officer: Attend a 1-day, or long evening level 1 Race Officer, Introduction to Race Management course. Leads to a Club Race Officer Certificate when suitably endorsed by a relevant Club official. (Unlimited duration)

### **Club Race Officer + Certificate (CRO+)**

For initial (four year) appointment a person must:

- Be a Club Race Officer
- Own a current version of the ISAF Race Management Manual
- Own a current copy of RYA Rule and Case book
- Have attended the two-day level 2 Race Officer course and passed the written exam.

### **Regional Race Officer Certificate (RRO)**

For initial (four year) appointment a person must:

- Be a personal Member of the RYA
- Be a Club Race Officer
- Be at least 18 years of age
- Have experience as a racing sailor (no time limit)
- Own a current version of the ISAF Race Management Manual
- Own a current copy of RYA Rule and Case book
- Have been the Race Officer at Appropriate events in the last four years.
- Be recommended by a flag officer (or equivalent) of his local affiliated sailing club (initial appointment only)
- Have attended the two-day level 2 Race Officer course and passed the written exam.

For re appointment a person must:

- Comply as above
- Have attended an RYA Regional or National Race Management conference in the last 4 years

### **National Race Officer Certificate (NRO)**

For initial (four year) appointment a person must:

- Be a personal Member of the RYA
- Be a RRO and have been a RRO for at least two years. (Initial appointment only)
- Have experience as a racing sailor (no time limit)
- Own a current version of the ISAF Race Management Manual
- Own a Current Copy of RYA Rule and Case book
- Have been the Race Officer at Appropriate events in the last four years.

- Have been a Race Officer or Assistant at two or more venues, including one at sea. (certificates commencing 1/1/2006.
- Be recommended by a Flag Officer (or equivalent) of his local affiliated sailing club. (Initial appointment only)
- Be recommended by a Class Organisation or Organising Authority (which may be sent direct to the RYA) that has observed his work as race officer. (Initial appointment only)
- Be recommended by a Regional Race Management Coordinator. (Initial appointment only)
- Have attended a National Race Management conference in the last 4 years. For appointments commencing 1/1/2007
- Have passed the initial additional written NRO assessment. For appointments commencing 1/1/2007
- Be satisfactorily evaluated in detail by a NRO who has observed his work as principal at a regatta on the RRO/NRO assessment form.
- Forward either sailing instructions they have prepared for an event or those provided for an event with their comments on same. (The instructions or comments should be of an acceptable standard.)

For re appointment a person must:

- Comply as above
- Have tutored a RRO or NRO and completed and provided an RRO/NRO assessment form.
- Have passed the renewal additional written NRO assessment. For re-appointments commencing 1/1/2007.

IRO this is an appointment of the ISAF, but the endorsement of the RYA will only be given to persons holding a NRO Certificate except in exceptional circumstances.

Appropriate Events: (Guidance)

Type of event	No. of boats			
	<15	16-35	36-75	>75
One Class Championship	3	2	1	1
Multi-class Regatta; <5 classes	3	2	2	1
Multi-class Regatta; 6-10 classes	3	3	2	1
Multi-class Regatta; >10 classes	3	3	2	1
International events >3 countries	2	1	1	1

For events >25% must be from visiting clubs. (Certified by applicant)

For International events competitors from England, Wales, Scotland and N.Ireland count as one country.

**Regional Race Officer:**

Race Officer for at least 2 level 2 events and 3 level 3 events.

Similar standard Club, Open, Team or Match Racing events will be considered.

**National Race Officer**

Race officer for at least 2 level 1 events, or Race Officer for 4 level 2 events and also Assistant Race Officer for at least 1 level 1 event where he has run 3 races under the supervision of a NRO. Similar standard Club, Open, Team or Match Racing events will be considered.

Note: It is considered advisable that applicants hold a VHF licence.

**Application:** The Race Management Group will determine the appropriate grade based on the information provided. If no grade is received, names will be held on the Race Management Database until information is submitted that satisfies the criteria set out.

**Grading:** These may be reviewed at any time by the Race Management Group based on information received in NRO assessments or from Organising Authorities or Class Associations.

**Review:** If a Grading is considered to be inappropriate by an applicant, he may apply to the Chairman of the Race Management Group, for a review of the grading.

Notes:

- There is no change to the Club Race Officer
- Club Race Officer + is new and is the first test a Race Officer will take. Club Race Officer+ may be upgraded to RRO within 4 years, if the other requirements are met.
- RRO, there are a few simple additions to the requirements here, on age and documents an aspiring race officer needs. There is little effective change.
- NRO this is changed, to make the NRO a more qualified and thus respected certificate.
- Changes include:
  1. Must be and have been a RRO for 2 years
  2. Documents like RRO
  3. Have attended a conference before appointment (not after as now)
  4. Have passed a supplemental (possibly 1hr) written test.. Content to be decided may be multiple choice or essay to test attitude.
  5. For renewal to have passed a supplemental (possibly 1hr) test. May be different from above.
  6. Have been a race officer or assistant at two venues, one at sea. To be a national race officer this seems appropriate. This ties in with the tutoring, and assessment requirement on renewal.
  7. Have to tutor and provide an assessment on a RRO or NRO. It is hoped that Race Officers will take an Assistant (itself assisting good race management) and provide assessments. This is how inland race officers will find second and sea venues. Clubs should be asked to budget for this.
  8. There needs to be a non-own Club recommendation, from possibly the “Buddy” NRO above.
  9. There needs to be a recommendation from a Regional Race Management Coordinator. An expanded role is envisaged for these persons, as they will probably be consulted by the race officers wanting other venues. They should know the race officers of NRO level in their area and those aspiring to this status.
  10. There is an inspection of sailing instructions as a NRO should be familiar with drafting these.
- The event table has been slightly changed, and discretion has been allowed to the RMG on actual events and Team and Match racing.
- It is recommended that a VHF licence be held.
- Other skills such as those for Team, Match Racing, Boards, Model yachts, and IRC IRM racing are to be dealt with by Fact Sheets updated and available to all. Possibly via a web site. They may from time to time form Conference topics, and/or form part of the additional tests.
- 11. Have knowledge of the Racing Rules, Risk Assessment, Safety/Emergency plans, RYA Day Skipper syllabus and Event Planning and Management. This so goes in amended syllabus.

# Judge Placement Scheme in the Junior Classes

## David Brunskill – December 2004

### *Judgeline – Class Judges*

- What is intended
- Why
- How we will achieve the required result

### *What is intended*

- Class judge appointed to each class
- High quality judging service
- Judge understands the needs of each class
- And creates a climate where junior sailors know the boundaries surrounding rule observance
- And where there are genuine grey areas

### *Why*

- No consistency in judging
- Either in people or approach
- Poor rules understanding and observance
- Need to help junior sailors develop a culture which accepts and uses the rules
- And helps RYA to outperform in this aspect of the sport

### *How we will achieve the required result*

- Commitment from judges to specified programme
- Clear job description
- Judge training and deeper involvement with classes
- Common Standards set to educate sailors and classes

### *Overall Status*

- Objective is to have class judges appointed and operating by March 2005

### *Who is doing what*

- RYA – Duncan Truswell reporting into John Darbyshire and
- JUG David Brunskill reporting into Chris Watts

### *Current Position*

- Job Description completed and now being circulated
- Two judges identified, one considering, one slot needs filling
- Issues – Will we get enough of the right people

### *Next Steps*

- Need to gain support and identify potential candidates for all classes
- Review end December 2004 to see whether the package pulls in enough people of the right calibre

# Racing at Clubs

## Dave Wilkins – December 2004

### *Objectives*

- Get more people into racing
- Strengthen class based racing at clubs
- Make racing more fun
- Help people to maximise their skills
- To improve the quality of all aspects of racing at club level

### *What was done*

- Consultative process with club representatives
- Close working with RCTG

### *Where are we now*

- Racing in clubs often fragmented
- Strongest fleet is the “handicap class”
- Clubs with strong class fleets
  - Usually have good class racing
  - Better camaraderie in the club
- Many sailors don’t know how to get into racing
- Lots of different issues at clubs with some clubs doing some things very well

### *What are the issues*

- People less committed to sailing
  - Too many other draws on our time
  - People don’t want to spend so long at the club
- Drop in number of people racing
- Demise of fleet racing
- Getting people into racing

### *What are the keys to success*

Get more people into sailing  
Strong classes with good class racing  
Good programme of racing, training, social  
Quality of race management is key  
Break “fear barriers” to get people racing  
Good fleet captain

### *Key issues for clubs to focus on*

Quality of racing and race management

- Types of racing
- Have a good racing programme
- length of race series

Promote class racing

- Class starts where possible
- Incentivise members towards specific classes

Getting more people into racing  
Where appropriate – drive to increase membership

### *Making Classes stronger*

- Incentives for classes – “club classes”
  - Boat parking rates and positions
  - Club and open subsidies
- Strong class organisation at the club
  - Good fleet captain is key
  - Class racing allows scratch and personal handicaps
- Coaching sessions planned into programme
  - For all skill levels
- Good social programme – build camaraderie
- Getting new people integrated/involved
  - Make those not there feel they are ‘missing out’

### *Where to next*

- There are many good ideas/practices at clubs
- How to pick up these ‘best practices’
- How to transfer these ideas from club to club
- Find and collate good practices used at clubs

==> create a website to communicate ideas

==> website used to create dialogue between different groups

### *Where to next*

- RCTG operating in parallel
  - Ran series of workshops with clubs
  - Conclusions the same as here

### Racing Development Group

- Redefine the role of RCTG group
- Role to look at broader aspects of racing
- Implement best practices at clubs
- RDG developing website to communicate best practices and promote dialogue
- Plans to start implementing during 2005
  - o William Jeffcote, Jinny King, Alan Olive, John Whitfield, Pete Vincent

### *Where to next*

- How can clubs use training resources supported by RYA
  - HPMs
  - Junior and youth squad leavers becoming club coaches
  - TopMark
  - Regional training officers
  - Champion clubs
  - Regional development officers
  - OnBoard

### *Where to next*

#### Fundraising opportunity for clubs

- Internet shopping
  - For example – [www.IB-Long.com](http://www.IB-Long.com)
  - Linked to all major internet shopping sites
  - Tesco.com, M&S.com, lastminute.com, AA.com, etc.
  - “Commission on purchases” paid to nominated club



On £100,000 sales, potential commission of £3000-£5000  
100 members spending £1000 each  
Could funds be 'ring fenced' for development activity

## “Flags were good enough for Nelson” Jeremy Lees, Vice Commodore, Starcross Yacht Club

### **Background**

Most sailors of my generation were brought up on starting flags and know nothing else. However, my first tentative forays onto a start-line were at Penzance Sailing Club, where they abandoned flags in favour of starting lights in the seventies.

That system was so simple to follow that I've been somewhat flag-dyslexic ever since. So, when I became Vice Commodore at Starcross and our Commodore mentioned that it had always been an ambition of his to introduce starting lights, he found a very willing ally.

### **Investigation**

We first turned to Penzance Sailing Club where my brother had actually built their original system. This was cunningly based around a rotary electro-mechanical switch from a torpedo but had since been replaced with a much more sophisticated computer-based system.

However, their software was not readily available to us, it was in the process of being upgraded and it needed extra electronics to interface with the lights and horn. Also, our Commodore much preferred the idea of having knobs, switches and buttons to operate, rather than a mouse and keyboard, as he felt that not all likely denizens of the race-box would be comfortable with having to boot-up and operate a computer.

About this time, the editor of this very journal forwarded me an advance copy of an excellent article detailing the experiences of Whitstable Yacht Club in introducing their own starting-light system. I immediately contacted the author who proved to be very helpful and communicative. Unfortunately, the manufacturer of the device their system is based on was rather less so and failed to respond to our enquiries.

The proprietor of HAL Race-Results was also very helpful and was keen to help us develop a system. However, like the Penzance system, that would have been very much computer-based, so we didn't pursue it.

Meanwhile, I decided to source some PAR38 self-coloured and sealed reflector-lights which Penzance recommended as ideal for the job. One of the suppliers I tried was curious about what all these coloured lights were for and, having listened, told me what we needed was a programmable logic controller (PLC), which they could supply, and that they had a man who could build it into a system and program it for us. Sorted!!!

### **Implementation**

PLCs are used by factories to control production processes and have multiple timers, inputs and outputs. The one we use in our system comes with its own display, complete with controls.

The supplier is Western Electrical and their consultant engineer, Paul Thornton, built us a control-box which contains both the PLC itself and the relays needed to power the lights and the horn.

The display is in the centre of the front panel and has five lines, each of which shows a timer that commences with each start.

In the corners of the panel are four switches: one to start the automatic sequence, one to manually sound the horn and two to switch the coloured, rotating beacons which we use to signal course-shortening etc. There are also five switches along the top to allow us to manually switch each starting light to indicate which fleet(s) are being signalled with the beacons.

### **The Sequence**

We use a 6,3,0 start sequence at Starcross - all the Race Officer has to do is switch on the sequence at six mins. before the advertised start time and the whole thing will run automatically.

Each start has its own coloured light. At six minutes, the horn sounds and the first light starts to flash on and off.

At three minutes, the horn sounds and the light goes steady.

At zero, the light goes out.

Meanwhile, because we start at three minute intervals, the three minute horn for the first start is also the six minute horn for the second start. So, as the first light goes steady to signal three minutes, the second starts to flash to signal six minutes before the second start. Then as the first light goes out and the horn signals the first start, the second light goes steady and the third light starts to flash. This sequence continues until all the lights have gone out, all the boats have started and all the timers are running.

Although we use totally different hardware, I believe our sequence is pretty much identical to that used at Whitstable. It isn't the sequence we originally intended to use but it's what logic led us to and we only realised later it was what they had been using all along!

### **Problems**

We have had remarkably few problems. We planned to run the lights in parallel with the flags for an initial period. This never happened, as the lights were such an instant hit with racers and race-officers alike.

We did find that the original circuit-breakers needed beefing up as they were sometimes tripped by a build-up of heat inside the box.

The switches, too, had to be beefed up to combat ham-fisted sailors.

We did originally have the lights mounted in a box inside the race-box to keep them out of the weather. However, this only allowed a few inches separation between the colours. This meant they tended to merge together at a distance of a few hundred metres, to cure this we mounted them outside on the mast with a twelve inches between each pair.

### **The lights**

We have five pairs of lights: red, green, amber, clear and blue. We have never used more than four - the last pair are there in case we add an extra start. The lights are paired to give a wider field of view and to guard against bulb-failure - to date, we have had no bulb failures at all. The lights are self-coloured PAR38s in waterproof, paired mounts and can be seen from a considerable distance.

### **The future**

We are now planning to transfer the PLC and relays to a larger, general purpose, industrial control box. This will have even beefier switches plus two extra controls, one for an automatic individual recall and another for an automatic general recall.

It is hoped to make this 'Mark 2 version' available to other sailing clubs who would like to have their own starting light system 'off the shelf' with professional back-up from a commercial organisation.

## HAL's Race Results

I am very grateful to Mike Pearson for offering me the opportunity to introduce my race results software to you. HAL's Race Results is a program for calculating and displaying results both on paper and as pages for your web site.

I have developed HAL's Race Results over the last four years, initially for use at clubs in the Weymouth area. It is now used very successfully by about forty organisations throughout the UK, for club events, open meetings and national championships, for all types of boat from Lasers to IRC. Unlike race calculation systems based on spreadsheets, it uses a database to store all the results for an entire season for multiple classes, so all your results are immediately to hand.

My main aim has been to make HAL's Race Results as easy as possible for anybody to use, from people who only do race-officer duty once a year, to sailing secretaries who use it every day. I have spent a lot of effort on this aspect of the program and incorporated many lessons from much useful feedback from clubs.

The program is split into two parts. The first is for use by race officers to enter the results of a race, or a set of races for different classes. If there is more than one race, the program automatically allocates boats to the correct one, based on the class they are in. The race officer merely has to enter the sail numbers in the order they crossed the line. If the boat is in a handicap race, he is prompted to enter a time.

The second part is the administration of the classes, boat list and race schedule which is in a separate part of the program to be used by the sailing secretary and protected by a password. He can enter new boats, together with details of their owners and crew, allocate them to one or more classes whose races they might participate in and set handicaps for use in those classes. Several kinds of handicap are supported, including Portsmouth Yardstick, IRC, Small Catamaran Scheme, ECHO and CYCA. He can schedule races, either as individual ones or as series and set up the system of scoring and the discard policy for each series. Appropriate printouts are available to show which boats are in which classes, what their handicaps are, the schedule of races, and so on.

If the sailing secretary is also the club's webmaster, he can use the program to produce results pages and paste them directly onto the club's web site. If he is not, he can email a results file to the webmaster.

All the results are retained in the system so that a comprehensive printout of trophy winners can be made for the prize giving.

A companion program is sent out with HAL's Race Results that assists the sailing secretary to analyse the results of Portsmouth Yardstick races, so that he can adjust handicaps during the season and prepare the annual return to the RYA. HAL's PY Analyser examines the data in HAL's Race Results and automatically prepares spreadsheets like those in RYA Publication YR2. It does the arithmetic, but leaves him to decide which races should be used in the calculations and to decide how to adjust the handicap of each boat, or type of boat, as a result.

I produce a new edition of the program every year, incorporating any changes to the rules, such as the new DGM result status in RRS 2005-2008, and the latest Portsmouth Yardstick numbers to use as a starting point when setting handicaps. A licence to use the software for a year costs £40.

For more information, may I suggest you give me a ring or look at our website at [www.halsraceresults.com](http://www.halsraceresults.com) I am very happy to send out a trial version of the program and to give assistance if needed.

Peter Hopford  
01305 263524  
[peter@hopford.com](mailto:peter@hopford.com)

## **Sailing Participation Development** **Jon White – December 2004**

Sailing is fun and gives young people an early opportunity to develop confidence, independence and a sense of purpose, but we know that it is not always easy to get started.

On board is a nationwide programme that is making it easier for young people to go sailing and get involved in local sailing activities. It is co-ordinated by the RYA, supported by industry and the sport, and delivered locally by RYA Training Centres and Clubs.

### *What is Onboard?*

- Giving more young people the chance to
  - learn to sail
  - stay in sailing
- Nationally co-ordinated programme run locally by RYA Training Centres
  - clubs, trusts and charities
  - local authority and commercial centres

### *What is Onboard?*

- Local fun sailing activities

### *Why it's important*

- To help clubs and centres thrive
- Enthuse young people to take to the water
- Grassroots participation essential for maintaining a healthy sport
- To give more young people the opportunity to sail regularly

## Young People

Research tells us young people :

- Love the buzz and excitement of sailing
- Want to feel in control

- Like fun learning and friendly instructors
- Tried sailing and thought it was fun

But they

- Don't know where to take part
- Don't know how to get involved

## Onboard Pilots

In Poole

- 4 schools brought 42 teachers
- 258 children went sailing as a result
- all the schools have returned this year
- new onboard club regularly runs in the evening

In Staines

- started junior activity at local clubs to increase family membership

## Onboard People

- National Development Officers
  - Strategy and Planning
  - Technical support
  - Volunteer support
 3 staff based in Hamble supporting the UK
- Regional Development Officers
  - Identify partnerships
  - Recruit Onboard Development Officers
  - Support ODOs and partnerships
  - Support volunteers
 2 new RDOs in 2004 for South West and North. 4 further in 2005-2006 covering the rest of England. Total RDO resource including existing staff in Scotland, Wales and Northern Ireland = 9
- Onboard Development Officers
  - Build partnerships
  - Support and train volunteers
  - Facilitate quality junior club activity
  - Link education schools to partnerships
  - Link the local community to partnerships
 6 part time ODOs in 2004/05 increasing to 30 in the UK by 2009

## Outcomes

- Within a decade, Onboard aims to have introduced a minimum of 500,000 children to sailing in the UK  
Of these, we anticipate that more than 10% will become regular participants

## **Time Limits: an Own Goal**

Has anyone actually asked - what is the objective of a race time limit ? Authors of Sailing Instructions (SIs) happily include time limits with words, that we are invited by the authorities to follow, in the Appendix K guide, 14. This has an asterisk indicating the reference to J.2.1 (7) which states: “the time limit, if any, for finishing” which *shall* be included in the SIs. The Appendix K guide goes on to say in 14.2: Boats failing to finish within X after the first boats sails the course and finishes will be scored DNF. This changes rule 35 and A4.1. In other words, the pressure is to include time limits, in one form or another, in the SIs.

My second question is: What is the logic of Appendix K 14.2 changing rule 35 ? Surely the ISAF appendices should be supplementing the ISAF rules, not changing them. Does this mean there is something wrong with the rule itself, that it has to be changed in an appendix to the rules even though Appendix K is only a guide? To this I would suggest yes !

What is therefore wrong with Rule 35 as at presently written? Let us remind ourselves what the rule currently states:

### **35. TIME LIMITS and SCORES**

If one boat sails the course as required by rule 28.1 and *finishes* within the time limit, if any, all boats that *finish* shall be scored according to their finishing places unless the race is *abandoned*. If no boat *finishes* within the time limit, the race committee shall *abandon* the race.

It is the last sentence that seems to cause the most problems when race officers either misjudge the time it takes to complete a race and fail to set a course which does finish within the time limit or fail to shorten the course before the expiry of the time limit, perhaps because the wind dies on the last leg. In each case it appears that time limits are a nothing but a trap for race committees. An alligator with mouth wide open waiting to devour a race, spit it out and abandon it for no good reason!

So we must again ask the question: What is the object of a time limit ? In my view there are only three reasons to have times limits in races. Firstly, to allow further races to be sailed in the day. Secondly for safety or fairness, to ensure the day's sailing is completed before dusk and thirdly in the case of a function requiring the sailors to be ashore in time. What other reasons can race time limits be for ? Using these three reasons, why cannot race committees be given the final decision on whether a race is abandoned or not after the expiry of a time limit ? Imagine a beautiful sailing day and the first boat in the last race arrives at the finishing line two minutes after the time limit but there are no further races or evening functions and it is a long way from becoming dark. Under the present rule, if not changed in the SIs, the race committee **shall** abandon the race simply because rule 35 says so! The sailors become frustrated and the race committee goes home feeling a great sense of loss.

So do we need a new rule 35? Surely yes! Not pretending to be a rules composition expert the rule might indicate that a race will only be abandoned by the race committee if further races are to be sailed or if there is a safety or fairness issue such as getting dark or dropping wind or an event organisation issue, such as a function, that requires sailors to be ashore in good time. The rules experts might consider the following draft words in a new rule 35 designed to avoid frustration in competitors and stress in race committees, and sometimes protest committees and international juries !

### **35 TIME LIMITS and SCORES**

If one boat sails the course as required by rule 28.1 and *finishes* within a specified time limit, then all boats shall be scored according to their finishing position. However, boats that fail to *finish* within any later period stated in the sailing instructions, will be scored DNF. If no boat *finishes* within the time limit, the race committee shall *abandon* the race to enable further scheduled races to be sailed or for any other reason directly affecting the safety or fairness of the competition or administration of the event.

In other words, the race will not be abandoned unless the reasons given after '*abandon*' apply.

Robert Milner

## **SOREBONES and her `GADGETS`**

I have been invited to list the various `gadgets` that we employ on our Committee Boat `Sorebones` in case they may assist fellow Race Officers in their duties . So here goes :

Our main gadget is `Sorebones` herself . in 1985 I asked my friend and former fellow Soling Class competitor David Thomas to design for us a Committee Boat which we intended to self build in steel at Silverstone Circuit . We took our time in writing the design brief since David and I were well aware that thought taken before building , based on our experience as competitors , would define the success of the project . Existing hull mouldings did not offer what was required . We wanted a large sheltered cockpit in which the race team could function , a lofty vantage point for spotting the line , a high spar upon which to place many halliards , a sheltered position for the gunner , a robust system for anchoring , built in loudhailers and not least a sturdy hull to resist impact from our clients !

The hull was to be as stable as might reasonably be hoped for when at anchor in an uncomfortable sea . To be of a suitable size to make passage in reasonable time from the Solent to Weymouth , and with an engine powerful enough to undertake towing duties if required . We decided upon a ketch rigged motor sailer , rather than a motor cruiser , since we required tall enough spars , and the ability to unfurl a mizen mast sail to hold ourselves head to wind in a modest adverse tide on the start line . All of the design criteria were achieved in the design , though I have to admit that there are sometimes contrary seas that can make the volunteer non sailor queasy .

The boat was launched in April 1987 to run a Finn Class event at Warsash before departing to her base in Weymouth . Since then she has been CB at 215 events which have ranged from two day regattas to ten day Olympic Trials , the engines now recording 3000 hours almost all of which relate to CB duties . Our hunting ground has covered Weymouth , Portland , Poole , the Solent and Hayling Island . Events have included dinghy and catamaran championships , match and team racing , keel boats , Cowes Week duties , and very many duties for the training of

Youth and Olympic Classes . It has been our pleasure to have had aboard a number of `visiting firemen` acting as event Race Officers, and I think most by the end of their event have come to approve of `Bones` as a CB.

The boat has as far as possible become `self contained` . We have all the flags of a generous size which have been made by Jeny over the years . We have indicator boards with a large variety of letters and numbers of various colours to suit . Including yellow and blue numbers 1 to 18 for indicating pairings during match racing . With boards indicating `Sail Combination` for Team and Match Racing , or `Minutes to Run` when conducting Gate Start.

There is a horizontal spar running from the port side mizen spreader to just below the port side main spreader from which are suspended twelve pulley blocks for signal halliards , together with a further four halliards on the spreaders themselves . A short spar off the front of the mizen carries `the orange` line indicating flag .

The race officer enjoys a position upon the roof of the wheelhouse through which the mizen mast is stepped. A PRO`s `Play Pen` with surrounding sheltering dodgers keeps that worthy safe and secure . He/she has a bucket seat so that both hands are free . A similar lower seat on the port side of the mizen mast allows an ASPRO similar security out of the line of vision of the RO .

At the RO`s feet is a waterproof box containing a base radio station and a `B&G` repeater for wind direction . , together with space for paperwork , binoculars , tape recorders , etc .

During racing an extending cable allows a multifunction B&G repeater to be placed in front of the RO , so that wind strength , direction , depth , measurable tide flow can be monitored at a glance . Hand held radios (2) are provided so that rescue frequency and mark layers frequency are both constantly monitored , whilst at the same time Portland Harbour Radio can contact us ( Ch 74 ) in the event of an unexpected shipping movement that may threaten the course area . During the

` Dart Episode` several years ago we were able to talk with Helicopter Rescue `Whisky Bravo` and to HMCG and Weymouth Lifeboat without having to switch channels . This proved invaluable in a rescue situation .

A second `NASSA Clipper` wind direction /speed vane is positioned on the front of the mizen mast just above head height for a standing PRO . Its display is inside the box in which is the B&G wind direction display . The two displays are side by side in line fore and aft in the box . When laying the line the vane of the Clipper Wind is held by hand and moved until its display is at right angles to that from the B&G aloft on the Main Mast . Sighting along the Clipper vane gives a good idea of a `square` start line when the Starting Pin is being placed . It also gives a rapid re check of the line if the wind seems to have changed , or the mark drifted .

The positioning of the line is also aided by the provision of a gimbaled Hawk Indicator that is secured to an adjustable outrigger on the port wall of the Mizen Mast . Why both you may ask?. Well we are a steel CB ! We are constantly amazed when our `visiting firemen` come aboard ,with their hand bearing compass and pencil mounted length of cotton thread , and begin to walk about the boat deciding positions for the line ODM and the Weather Mark . Some seem at a loss when advised that their compass readings are probably way out ! We



have to show them that secret unmarked spot where their hand bearing compass is going to give a reliable reading .Of course the third back up method of setting the line involves facing the wind with ones nose and extending and looking along ones left arm !

There are two fitted loudhailers( Also a hand held version ready to be deployed into a RIB if required ) which are controlled by a unit that provides for a sound signal , or a verbal mode . ) The unit will also emit Int Fog Signals at required frequency in an automatic mode. The hand mike for the PA unit is on a long lead which may be taken to various points on deck .

Three pairs of self focussing binoculars are available and a pair of Canon stabilising binoculars are a must for accurate line spotting of numbers. There are seven `radio controlled` clocks on board . Five are small and in digital format . They are distributed as required and are invaluable during h`cap racing since three or more teams recording times all have the same time signal to record , so no correction between teams results is required . As the first Warning signal is given the time is taken from a radio clock but at that time a `non radio` stop watch is started so that we can check that the radio clocks have not `changed time` during the racing .

A large diameter analogue `kitchen radio clock` is mounted in the centre of a large square perspex sheet . Holes are drilled radially opposite each minute hand mark , there being three holes radiating from each mark . That is 180 holes in all . These holes form three concentric circles round the perimeter of the face . Coloured pegs are inserted to mark flag movement . If three classes are being sent off with a five minute starting sequence the peg marking the second warning flag will be inserted in the second row of holes adjacent to the peg in the first row that denoted the start signal for the first start . Similarly using the third circle of holes for the third class away . By then a fourth class can be accommodated in the now unused inner .....And so on as required .

The Gunner , if guns are employed has his / her own magazine in the bow stored beneath a hatch hinged along the forward edge . This affords some shelter for the gunner ( Who can crouch in the `hole` ) and for ammunition . We have a pair of 10 bore cannon securely fastened to a heavy base board which when topsides can be pointed along the line , but some 30 ft to windwards of the line . there is also a `five shot gatling gun` which fires 12 bore blanks and the muzzle for this points through an aperture in the topsides . The 10 bore cannon bear a plate stating `Seamanship Office HMS Ganges` where they started life sending off the various races for the naval cadets . Jim Saltonstall remembers the guns being fired from the end of the jetty at Ganges in his early days as a cadet .

There is a 20ft long dodger on the port side rails divided into three equal lengths each edged in `velcro` . The centre bears the title of the organising committee eg W&PSA , RYA or Royal Thames above `Committee` , in turn above `Sorebones` . The two portions of the dodger either side indicate the event eg RYA Match Racing , Finn Gold Cup , Optimist Class Ch . The remaining portion may contain sponsors logo or details . Spare 1/3 rd length vinyl dodgers with velcro edges are carried which can be applied above a portion of the main dodger to

change the message . Thus new event vinyls can be displayed on the Friday after one event has ended to be ready for the next event starting the following day .

Also carried on board are a pair of dan buoys , one upright in either shrouds . Orange flagged for start , and a blue flagged one for finish  
Sorebones is also equipped with up to four orange 4 ½ ft Crewsaver Dumpy inflatable buoys , and one orange 6 ft pillar buoy . The required ground tackle and a small `Hoover` with which to inflate or deflate the marks  
Lastly we carry a small RIB with rigid alloy bottom which is deployed in the water across the transom of Sorebones . Not only to distance competitors from our paintwork but because the outer end of our mizen boom projects beyond our transom , and a fan starting 470 dinghy once cleated its forestay firmly to the end fitting ,with its bow some 18” out of the water.The RIB is secured firmly fore and aft across the transom of Sorebones so that it is very much part of the CB and is listed in SI`s and at competitors briefing as being part of the CB .

Rules change . Courses change . Classes requirements change . So from time to time the systems on Sorebones evolve . 2004 saw 300+ engine hours devoted entirely to providing Sorebones for duty at ten events in Weymouth /Portland , and nine events for RTYC in the Solent . Cowes Week and Burton Week may differ in scale but there are few of our gadgets that are not required whatever the event .

Happy Race Management

“ Sorebones

THE SOURCE OF CHANGE  
Alan Olive – December 2004  
(RYA Coaching Development Manager)

1. Rules CD to assist club and sailors
2. Top Mark Programme

Rules CD

An attempt was made but never completed. Lessons were learnt and when funding available another programme will be launched.

Top Mark Programme

Coaching at Class Association level and Club level has been piloted successfully. The programme will now be expanded.