



RYA House, Ensign Way,
Hamble, Southampton
SO31 4YA
Tel: 0845 3450400
Fax: 0845 3450329
E-Mail: public.relations@rya.org.uk
Website: www.rya.org.uk

Race Management Newsletter

**Issue No. 44
October 2007**

CONTENTS

	<u>Page</u>
Race Management Group	1
Race Management Co-ordinators	2
Editors Notes	3
Chairman's Report^^^	3
Race Officials - Code of Conduct	4
- Guidelines on Conduct & Competence	4
Cowes Week and Sail for Gold	6
Committee Boats	7
Wind direction and trend measurement	8
Visit to Sopot	9
Alternative penalties for OCS	10
Talking to the Troops?	10
Flags on Sticks	12
.....and may be used in evidence	13
Committee Boat Race Day Log	14
Recollections	16
Cadet Marklaying	17
Qingdao 2007	19

RYA RACE MANAGEMENT GROUP

Roger Palmer	Chairman, External liaison & national Conferences	02392 484896 PalmerHava@aol.com
David Arnold	National Race Officer Scheme & Sailboards	01403 790168 dja103@hotmail.com
Mike Butterfield	Liaison Race Management Co-ordinators	01248 810300 pmbutterfield@msn.com
Adrian Stoggall	Youth, North & Directory	01625 871579. stoggall@zetnet.co.uk
David Shepherd	Newsletter& Directory	01446 774237 dwshepherd88@hotmail.com
Brian Anderson	Sailing Instructions	01294 822350 abrianhanderson@aol.com
Tony Lovell	Best Practices/Keelboats	02380 403887 tony.lovell@convoi.co.uk
Gordon Stredwick	RYA Performance Manager	02380 60 4171 Gordon.stredwick@rya.org.uk
Jo Moulton	Race Officials/Rules Secretary	02380 604161 joanne.moulton@rya.org.uk
David Campbell-James	Race Officials Education Officer	02380 60 4157 raceofficials@rya.org.uk

Services

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 your Regional 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

North Wales

Mike Butterfield. 2 Tros yr Afon, West End, Beaumaris, Anglesey, LL58 8BN
Tel: 01248 810300 Email: pmbutterfield@msn.com

South Wales

Dave Shepherd 77 Geraints Way, Cowbridge, South Glamorgan CF71 7AY
Tel: 01446 774237 Email: dwshepherd88@hotmail.com

Adi Benson. 23 Mayfield, Oxspring, South Yorkshire, S36 8YN
Tel: 01226 763818 Email: adisailor@lineone.net

North West

Adrian Stogall. The Paddock, Towers road, Poynton, Stockport, Cheshire, SK12 1DD.
Tel: 01625 871579. Email: stogall@zetnet.co.uk

East

Edwin Buckley 1 & 2 Shore Rd. Burnham on Crouch, Essex. CM0 8AR
Tel: 01621 783480 E-mail: edwin@edwinbuckley.co.uk

Henry Wright. 43 Green Avenue, Davneham, Northwich, Cheshire, CW9 8HZ
Tel: (01606) 45137. Email: wrightwally@aol.com

West Midlands

David Hopkins. 23 Stonewell Crescent, Nuneaton, Warks, CV11 4DY.
Tel: (024 76) 327971. E-mail: dt.Hopkins@ntlworld.com

Thames Valley

Nigel Vick. 15 Rosamund Road, Wolvercote, Oxford, OX2 8NU
Tel: 01865 437385. Email: Nigel.vick@rya-online.net

South East

Martin Bedford. Drawfield Cottage, Wilmington, Polegate, East Sussex, BN26 5SN
Tel: 01323 870007 Work: 01323 520404 Email: martin.drawfield@btinternet.com

Southern

Mike Robinson. 216 Sopwith Crescent, Wimbourne, Dorset, BH21 1UA
Tel: (01202) 888371. E-mail: mike.rob@rya-online.net

South West

Mike Pearson. 9 Baylys Road, Oreston, Plymouth, PL9 7NQ
Tel: (01752) 401949. E-mail: mikebaylys@tiscali.co.uk

Northern Ireland

Ruan O'Tiarnaigh
Tel: (07713) 636703 E-mail: ruanotiarnaigh@btinternet.com

Scotland

Jo Turner Largs Sailing Club, Largs Yacht Haven, Irvine Road. KA30 8EZ
Tel: (01475 670011 E-mail: jossie@btconnect.com

Editors notes

Firstly, as ever, my thanks to the contributors some of whom are so regular they should have their own byline And to the 'newboys' please continue and try to persuade others to join in.

This issue is a little shorter than of late so I think the hope of publishing three per year is not realistic.

This is the last newsletter before Roger retires as chairman and I must record the thanks of RMG for his guidance and leadership during a challenging and changing period. Roger has a calm diplomacy that always gets the job done, but I know that, like a duck, he is paddling like hell below the surface to keep up with the demands of the job. My main consolation in his departure is that I can hope for more articles written in his now copious free time.

Race Management Group – Chairman's Report Winter 2007

This year a good deal of work has been put into revising the race management seminar and exam. The lessons of past events have been incorporated in the teaching. The revised format will serve to improve the presentation.

This year 6 RRO courses have been held: Preparations are in hand for further seminars this winter and in early 2008.

In the winter months Regional Race Management Conferences will be held countrywide.

The website is being improved to provide more information for race officers.

Your help is needed to provide more information for the reference section to be found at www.rya.org.uk/WorkingWithUs/raceofficials/equipment.htm In time this section will be a major resource for those seeking equipment for Race Management purposes. Please write in with current details of useful equipment.

The new NRO exam has been inaugurated and will be administered at race management seminars.

Enquiries from clubs have resulted in advice to clubs on sailing instructions and racing arrangements.

The new mark-layer course has been started with a first course for instructors at WPNSA in September. It is hoped to hold a further seminar in the spring and subsequently to roll out courses for National and Regional mark-layers.

The Eurosaf Exchange scheme needs offers from UK clubs. This is very much a swap system so the UK needs to offer a good number of places at top events to enable UK National Race Officers and National Judges to get experience in Europe.

Please get your club to offer such places for Race Officers and Judges from overseas. The cost of travel is to the visitor. Host club will need to provide accommodation and meals.

Under the Terms of Reference for the Race Management Group, I will pass the Chairmanship of the Group to Roger Wilson, whose appointment has been announced by Racing Committee. Roger is a fine Race officer who has helped me on previous occasions. Roger's experience covers Youth Sailing, dinghy racing and keelboat scene.

Best wishes to all race officers and thank you for your help during my term of office.

Roger Palmer

CODE OF CONDUCT

RYA race officials (race officers, judges and umpires) are among the most exposed officials of the sport. It is therefore essential that they behave with the highest degree of competence, propriety and integrity. At no time can or should a race official do anything to bring the sport into disrepute.

Specifically, RYA race officials are expected to:

- Maintain a good level of understanding and application of the racing rules, cases, procedures and RYA policies.
- Ensure that decisions are based upon the rules and principles of fairness and objectivity and are made with care without prejudice.
- Uphold the confidentiality of jury deliberations during and after the regatta.
- Be polite, open-minded and patient, and deal with dissent in a fair and courteous manner.
- Declare any conflict of interest before accepting a race official invitation or when one becomes apparent at an event (a conflict of interest exists when an RYA race official has, or reasonably appears to have, a personal or financial interest which could affect the official's ability to be impartial).
- Plan to arrive at an event on time and remain until relevant issues are resolved.
- Incur only expenses that are necessary and when expenses are reimbursed claim only legitimate and essential out-of-pocket costs.
- Be on time and wear appropriate clothing on the water and ashore.
- Abstain from consuming alcohol until duties are over for the day. Race officials must never become inappropriately inebriated during an event.

June 2007

GUIDELINES ON THE CONDUCT & COMPETENCE OF RYA RACE OFFICIALS

1. These Guidelines are published to set out the powers and obligations of the RYA administration, the Race Management Group, the Judging and Umpiring Group and the Racing Committee in dealing with complaints received concerning the conduct and competence of certified race officials.
2. When comments of whatever nature are received by the RYA administration, they will be considered by the staff member responsible jointly with the Chairman of the Race Management Group or the Judging and Umpiring Group as appropriate. If the comment is especially

complimentary, the race official should be informed immediately. If it is critical, it should be classified as either insignificant, minor, major or urgent and serious on the following basis:

- (a) Insignificant Reports – reports which are considered not to be of any significance in relation to the competence or conduct of the certified Race Official concerned.
 - (b) Minor Reports – reports which are relevant to the conduct or competence of the Race Official and may be passed to him to assist in improving his technique, but which are not serious enough to warrant any disciplinary action.
 - (c) Major Reports – reports which disclose a lack of competence or conduct serious enough to warrant a formal investigation and possible sanctions. These may include a series of minor reports commenting on the same or similar problems.
 - (d) Urgent and Serious Reports – reports which disclose a lack of competence or conduct so serious that it would be appropriate to consider immediate suspension of the Race Official and subsequent termination of his appointment.
3. Reports will be categorised as insignificant unless they are in writing and made by either a Race Official, a competitor or another party with first hand contact with the Race Official involved.
 4. Where a report or complaint is categorised as insignificant or minor, no further action shall be taken except as provided in Paragraph 5.
 5. Where a report or complaint is categorised as minor, it shall be recorded by the staff member responsible. If a number of similar reports or complaints are received, they should be passed on to the Race Official concerned for his information. The purpose of doing so will be primarily to educate him, and advice and assistance will be provided by the RYA to help overcome any problems that he may have.
 6. Where a report or complaint is categorised as major or as urgent and serious, formal action by the RYA will be taken. The matter will be reported to the Chairman of the relevant Group, who will be responsible for initiating all further action, having taken such advice as he considers appropriate.
 7. If the conduct alleged is so serious that it is considered that it comes within the ambit of RRS 69.2, the matter shall be dealt with under that provision.
 8. Where formal action is to be taken outside Rule 69.2, the Chairman of the relevant group shall appoint a panel to investigate the report. The panel shall comprise up to three experienced and independent race officials in the discipline concerned, appropriate to make a timely investigation (normally within three months). The Race Official concerned shall be informed of the investigation at its inception, and of the complaints made, and shall be supplied with all relevant documents. He shall be entitled to answer the allegations in writing and orally before the panel if he so elects.
 9. The panel shall investigate the report and recommend to the Chairman that no further action is taken, or that sanctions shall be imposed. If appropriate and if it so decides, the panel may recommend that such sanctions remain in force either permanently or for a stated period. The Chairman shall confirm the recommendation or decide that the sanction to be imposed shall be less than that recommended. On confirmation, the Chairman shall report the decision to the Race Official concerned and to Racing Committee.

10. The panel may recommend the following sanctions:

- (a) That a verbal warning be given.
- (b) That a written warning be given.
- (c) That the Race Official shall not be appointed to or approved for events of a specified grade or type.
- (d) That the Race Official be supervised when attending an event.
- (e) That the Race Official attend a seminar before attending a further event.
- (f) That the Race Official take a test in the discipline concerned.
- (g) That the Race Official be suspended from his appointment for up to one year.
- (h) That the appointment of the Race Official be terminated.

11. If the recommendation is that the appointment be terminated, the matter will be referred to the Racing Committee which shall be the only body with power to terminate an appointment.

12. If the recommendation is for any action other than suspension or termination, the Race Official concerned may appeal against the recommendation to the Racing Committee, whose decision shall be final.

13. If the recommendation is for suspension or termination, the Race Official concerned may appeal against the recommendation to the RYA Tribunal, whose decision shall be final.

August 2007

Cowes Week and Sail for Gold

Taking on the role of a Race Officer, is not a task normally rewarded with a jolly. So when an RYA invitation arrived, inviting me to observe a major racing event, my first thoughts were that I had earned a days relaxation out afloat. Cowes Week and Sail for Gold at Weymouth are examples of events where the RYA Race Management Team has introduced observer places. As an observer, attending events such as these, I can confirm these regattas are anything but jollies! They are hard work, hugely informative and a very useful way of adding to the general 'store' of knowledge, assisting us as Race Officers to gain a better understanding, on how different championships can be run.

Probably the most important aspect of the day is having an almost unique position – the best view in the house, of what the Race Officer of the day is doing, without actually being involved as a participant yourself. This is a strange position to be in, for you see the Race Committee's actions laid bare, 'warts and all'. Mistakes, together with the good calls, are all played out, giving watchers plenty of opportunity to observe 'cause and effect'. For one PRO, about to start his first race at Cowes Week, hosting observers, whilst trying to get the Laser SB3s away in zero wind and a foul tide, could not have been easy. Yet, even from that difficult set of circumstances, lessons could clearly be learnt.

Better still, is the fact that by being part of the RYA 'group', you will be in company with other Race Officers. Any one of these Race Officers could pick up on differing 'acts or omissions, by the Race Team, which can then be discussed within the group. As a fast track way of getting a better understanding, this is surely one way, which will be hard to beat.

Finally, there is the chance to speak with the Race Teams involved in the event, hearing at first hand, the problems and the solutions that are encountered in 'real life' scenarios. The RYA scheme can now help Race Officers, who might have a wealth of experience in starting keelboats, observe the starts for the high performance dinghies and cats, or visa versa. Thanks must go to the RYA for getting the opportunities out on the web and for the Race Teams at Cowes and Weymouth (with a special word of thanks to Frank Newton) for hosting the groups, who may have got in their way, whilst asking the right questions, but possibly at the wrong times.

Let us just hope that there will be more events to attend as observing guests in 2008. If an email arrives, inviting you to an event of this type, my advice would be to do all you can to attend. You'll learn a lot in a short space of time, be well looked after and you'll get the chance to discuss what you've seen with like minded people.

But just spare a thought for the poor Race Officer running the event on the day and remember, next time, it could be you!

David Henshall

Committee Boats

Dear Frank,

Thank you for your explanation of your preference for a heavy displacement committee boat and the account of your experiences speak for themselves.

As for type of craft I have reservations on the use of such boats. The boats tend to move on their anchor warp, which can prove embarrassing both at the start and in taking wind measurements. Their high profile also diminishes the amount of wind available to competitors.

At Weymouth some years ago on a Westerly committee boat I was puzzled by the oscillating nature of the wind coming off the Nothe until the penny dropped. The wind was steady – the boat was moving. Then the limits were measured and the mean wind direction found. Fine if you have the time for such an exercise but not useful if you wish to take an instant measurement.

The sheering on the warp also means that the committee boat is moving towards and away from the fleet on the start line, no good for those boats starting nearby when the committee boat comes at you! In Australia the race officer in a harbour tug was getting a swing of some 80ft on its anchor chain during start sequence of a World Championship.

A heavy displacement boat such as Sorebones will often lie across the wind on account of the current. This causes problems in viewing the line although the use of a mizzen can help. This mizzen does hinder 360° viewing around the boat and is an added complication. Such a boat will also roll about and the crew will be having to hold on as well as recording boats OCS and other important information.

How then to avoid these problems.

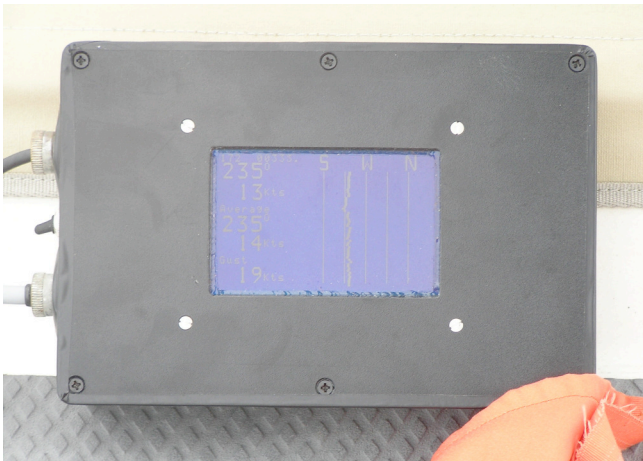
The answer is a catamaran. These boats do not sheer about, they lie head to wind so that the start line is always on port beam, instant wind readings may be taken, have lower profile so do not take wind from the competitors and have bags of space on deck and inside for all the charts, galley and creature comforts. Catamarans do not roll about so crew are more able to survive a bumpy day without feeling unwell.

Roger Palmer

Wind direction and trend measurement

Wind direction and trend are important when it comes to setting the start line, etc. and some race officers have a member of the race team plotting wind direction and strength at 5 minute intervals from about 30 minutes before the start until the last opportunity to move a mark during the race. Sometimes the committee boat has compass stabilised wind instruments, but more usually the boat's heading must be added to the relative wind to get the wind direction. If there are no instruments then a wool on a stick and handbearing compass is commonly used, but on a rolling deck I find it hard to judge the direction within 5°, and so setting the line can be difficult.

Being a retired engineer, and wanting something to do, I produced a self-contained system that plots, every minute, the average, compass stabilised, wind direction. It also displays in numbers the wind direction and speed every second, and the 1 minute averages and gust. The plot covers the last 60 minutes of data and the batteries run for 6 hours. The display is readable in bright sunlight from more than 2m away. The system was used on the committee boat during the J24 Spring Cup at the WPNSA and performed well in conditions from light and variable to F5/6.



I would like to get more feedback from race officers on its usefulness, or otherwise, and would be pleased to take it on any committee boat operating in the Weymouth area.

Simon Vines (RRO) simon@vines.clara.net

Visit to Sopot, Poland for a Windsurfing Event 21-24 June 2007



The Eurosaf exchange system allowed for me to attend this event and I would recommend anyone to take these opportunities when they come round.

After a very long day getting to Gdansk, with broken planes, closed airports and a very early start we arrived at Sopot on the Thursday evening, sadly having missed the first races. We were taken to our hotel, which was very comfortable, before meeting the Race Officer and team at the Club.

I was given a copy of the SI, translated in to English thank goodness! (the Polish word for “Clingfilm” has 26 letters!!- it is a difficult language to learn). Most of people we met could speak reasonable English.

The event was for the RS:X boards, both men and women; the Techno 293 and Raceboards so there were four starts for each of the races scheduled. The SI were changed to make the Medal race into a Fleet race on the last day due to the small number of boards in the RS:X fleets.

Friday’s racing around Trapezoid courses started at 1100, Rule 26 with the “I” flag was used and the line behaviour, even among the 60 Techno young sailors was excellent, they all seemed to be very polite to each other, no shouting was heard. The three races went off well, only one General Recall for the Techno boards, and within the target times of 30-35 minutes each. The wind remained remarkably consistent at around 9-10 knots from the NE so was onshore, which caused there to be a bit of a chop.

Saturday dawned windless, with thunder storms around and after a long delay the PRO got some racing underway at around 1600hrs. The RS:X boards were got away around a short course but AP/H was posted for the other classes as the wind died away. It was fascinating to watch the RS:X boards being “pumped” around the course, those guys and gals were fit!!

The Club hosted a beach party for everyone despite the rain! The Commodore took us to Gdansk to see the Solidarity Monument, the very derelict shipyard and the wonderfully restored old town. We then had a typical Polish meal in a log cabin style restaurant finishing off with a glass of Gold Wasser---very nice!!

Two races were held to complete the event on Sunday morning in a gentle SW breeze (10knots) again around trapezoid courses, all was completed by 1300hrs. Unfortunately our return flight to Birmingham via Munich left at 1700 so we missed the prize giving which was planned for 1600hrs.

The Club offers superb facilities for windsurfers, it even has 12 hotel rooms (all en-suite) and a restaurant. Everyone was very friendly and the hospitality gratefully received. I hope that their PRO will come across to the UK next year to assist at one of our events.

Stephen Parry

Alternative Penalty for OCS

Llandudno Sailing Club hosted the 9er National Championships in August. 49ers for 3 days and 29ers for 5 days. The following sailing instruction was included for both fleets.

INDIVIDUAL RECALL PENALTY

When a boat fails to comply with rule 29.1 or 30.1, a member of the Race Committee will point flag X at her, make a sound signal and hail her sail number, but not earlier than four minutes after the starting signal. The hailed boat shall immediately proceed to a position 30 metres upwind of mark 1 where she will wait until she is released by the Race Committee. When the last boat has rounded mark 1 she will be released by a member of the Race Committee, who will point flag X at her, make a sound signal and hail her sail number. She may then rejoin the race.

This SI was first tried in the Open Meetings run for these two classes in 2005 and 2006. Unfortunately, the fleets were small and there were no OCS boats during either meeting! Despite this, with the agreement of the class it was included in this years National SI's.

It worked! Most starts were on flag 'P' and the few OCS boats were pulled off the course at mark 1 and then released to follow the tail ender and rejoin the race. Only one boat made a substantial climb back through the fleet but not far enough. The result was one of his discards.

The flag 'X' is still displayed as required by rule 29.1. This SI only comes into effect for those boats, which fail to return and start correctly. It does not stop a boat seeking redress against an OCS call.

I am sure that the rules experts will say that the wording needs tidying up but the principle is worth continuing. It only reflects what has happened over a number of years with the introduction of alternative penalties for a number of boat for boat incidents.

I look forward to comments from anyone who has tried this system.

Tony Lockett

Talking to the Troops?

Famous generals in the past have talked to their troops before going into battle . Henry V before Agincourt , as in the St Crispin`s Day speech by Laurie Olivier. Monty atop a tank in the Libyan desert , Winston in many of his war time exhortations to the nation . Others are not known for their encouragement of their troops. Did Napoleon declaim ' pour encourager les autres' before Waterloo? Whilst Nelson made his call with a string of flags which is more apt in the context of a sailing competition

Recently I have several times been approached after an event by competitors who commented that 'It was a pleasant change to be informed what was going on by the Race Officer.' It seems that as a group we RO's vary in our approach to our troops. A competitor recently returned from a major Nationals explained that the PRO turned up momentarily at the official briefing and stated that all the competitors should have read the published SIs. No verbal questions were invited. Any questions should be submitted to the PRO in writing. Briefing over.

Whilst at the RYA Youth Nationals several years ago the official in charge informed this PRO that the SIs were to be published on the internet the following day. There was no time for any changes. Competitor's questions were to be submitted on the internet. There were ten amendments to the published SIs within the first two days!

Is communication important in the context of running a race? Should it be a formal exchange of written comments, or should it be verbal? And should it extend to on the water communication, or be limited to shore side?

The ISAF Race Management Manual advocates for major regattas two daily briefings One for the Race Committee the other for competitors and/or coaches, at least two hours before the start. How often are competitors re briefed after the usual pre regatta briefing? At its IRO Conference in Southampton in March 2006 there was to be an emphasis upon Quality, Consistency and Fairness. During an interview with World 470 Champion Sofia Bekatorou she stated that: 'Sailors want to know what is happening.' A workshop group debating 'Starting on Time' thought that under 'Fairness' the ROs should publish their intended practices so that competitors understood how that particular RO intended to manage the competitors racing, his or her practice in setting lines, judging OCS, the use of penalty flags or Gen Recall. Intervals between races, waiting for late comers or late finishers. These may seem rather obvious but I suspect that as a group we vary in our interpretation of basic Race Management

Does communication matter if the competitor has a copy of the published NOR, SIs and any amendments or local regulations? Do we really care if he or she feels wanted or neglected? How important is consistency, and once we have our ticket can we not do our duty in our own way?

This RO at 'the briefing' explains to the competitors that racing will be managed as per the ISAF protocols. These are described with respect to sticking to advertised start times, laying of the line, OCS, General Recalls, use of AP maybe late in final minute if the line proves to be unduly biased due to my mistake or a late wind shift.

Competitors are invited to approach the RO now, or at any time either ashore or afloat if they have a problem or comments to make. Whilst afloat the PA on the CB, either built in or hand held megaphone, is used to inform competitors of reasons for delay, or to detail expected changes of course orientation. At times announcements have to be repeated so that competitors previously out of earshot are included. During long delays in little or no wind frequent announcements are made to inform competitors of our expectations and that we still care about them.

How far do we go in communicating with the troops? Maybe not as far as was required when WPNSA hosted the recent SB3 Class European Champs. The RO was requested to give a running radio commentary during the final two minutes before each start of the positions of boats pushing the line. All boats were required to carry a radio. An interesting experiment. Its greatest value to the RO being the ability to explain that the mid line mark was OCS or behind the line.

Times have indeed changed. But my impression is that historically the generals who talked to their troops won most of the battles

Flags on Sticks

Watching the sailing off Valencia and also preparing here on the Exe for the first regatta of the season reminded me that few race officers in the UK use 'Flags on Sticks.'

I first started race officer duty in America where most race committee boats are power boats with no mast on which to display flags. Almost universally race committees put the signal flags on poles.

I have adopted this and use standard 1.9m cold water plastic pipe (20mm) with a hole drilled 25mm below the top using an electric cable tie for the top of the flag and duct tape to hold the flag rope down (I have used electric ties but they are hard on the hands).

What are the advantages?

1. Minimal set-up time is needed to prepare the race committee boat (RCB) with no extra halyards to reeve. A couple of fishing rod tubes can be fixed to the railings of the RCB for standing flags, the orange RCB on station and the AP if needed.
2. Flags can be identified readily as they are not folded to break out at the yard arm. There is no possibility of mistaking the blue and yellow of a folded first substitute for flag 'D.' Nor of the folded flag breaking out early at the yard arm. I have seen both occur in the last two years. And there is no risk of the flag getting wrapped round the rigging and then stuck.
3. Flags can be displayed 'instantaneously' with the accompanying sound signal. Their function, and accompanying sound signals, can be written on the pole, e.g., '**S**' – **Shorten course – one blast**. This means that inexperienced race officers do not have to consult the rule book or a crib sheet.
4. Flags fly clear of the rigging on yacht RCBs and are much easier for the fleet to see.
5. The terrible situation, when flag and halyard fly unconnected to the RCB and 30 feet aft of the boat in a 15 knot wind, is avoided.
6. It is easy to set up a patrol boat to act as a finishing boat if the course is shortened.

I recently lent my Flags on Sticks to a local club for a regatta; the race committee found them easy to use and an improvement on wrestling with halyards on the mast.

Perhaps the only minor disadvantage is carrying the dozen or so flags on sticks – but a Mirror tubular sail bag works very well.

David Arnold

..... AND MAY BE USED IN EVIDENCE

In front of the Judge and Jury. What have you got to say for yourself? Are you sure that events happened the way you recall, or are you not sure? Written evidence carries some credibility when there is doubt. So who in your CB is recording the evidence? A well organised race team contains a recorder who notes all that goes on whilst the rest of the team are getting on with their own tasks. But last weeks recorder is not here this regatta. Is there a willing soul who will take on the job?

But what exactly is the job. It's the most important job on the CB, and probably the least recognised that's what. Physicians tell us that the pituitary gland is the leader of the endocrine orchestra. Vastly important for bodily function. Yet it's tiny and is lost within the cranial cavity. Is our regulating recorder at risk of being equally lost within the race team?

I cannot think of everything all the time `cries the RO when there is an unexpected glitch. So on Sorebones our recording angel becomes a vital `aide memoire`. Prompting, if when under pressure a task is overlooked. Tucked away amongst the crew in a corner armed with watch , wind indicators and radio A chore requiring intense concentration at some times , and a willingness to continue the task when the fleet is away and others relax . Great to have such a person, but they are a rare breed. Often this is just `a job` and the volunteered has little idea of what is expected of them. For this reason our two regular dedicated recorders have compiled a work sheet / specification based on experience. Largely prompted by the many and varied faux pas delivered by their regular RO. `It's probably his age. But he forgets something new every time !` So for those not blessed with our wonderful ladies here is our COMMITTEE BOAT RACE DAY LOG , and the CONTINUATION SHEET that logs every thing of note starting as (if not before) we cast off for the race area . Much is obvious, but being so does not prevent its being overlooked. The working tools of the recorder are firstly a secluded place that is within sight and earshot of all the action. Not an easy spot to find. A clock reading the same time as the others used by yeoman of flags, gunner and race officers. A radio/radios listening to all transmissions, Shore to RO, RO to mark layers, beach master, Rescue, Local Harbour radio. A `Weather writer` folder to shield records from rain and spray, a good view of the wind strength and direction display. Binoculars, tape recorder, wind tracking chart, coloured pens. Most importantly clothing adequate for the conditions and at intervals a warm cup of something welcome.

Page 1 of the Committee Boat Race Day Log is self explanatory. A series of boxes which should all be completed as the information is gathered in. Numbers tallied out to the race area, and sail number anomalies crop up after we have gone to sea. Shipping movements, weather forecasts from local coastguard taken before we depart. All boxes to be ticked off in due time. Included is a check of ships functions , are the clocks OK , is the hooter / gunner working , are the flags ready When all is in order and start time approaches entries concentrate upon the continuation page , which in a long day become numbered continuation pages . Wind direction fluctuations are noted and passed to the RO , times of flag and sound signals are recorded . The on and off flags for Rule 42 . Notes of messages from shore , from mark layers , rescue boats , Jury should all be noted and timed . Done properly this is a non stop task. If someone is doing this for the first time the printed log will help.

Individual RO`s will have their own ideas and will wish to add or subtract from the log. The attached is an offering to be used as the bare bones of something better
When facing a claim for redress a clear record of ones actions , with timings may save the day if you can show that `Yes I have something that may be used in evidence`

With thanks to Irene and Catherine. The conductors of the Sorebones Orchestra.

COMMITTEE BOAT RACE DAY LOG

Date: _____ Event: _____ Page No. L1

TEAM	Name					
	Duty					

SUPPORT CRAFT	Name			
	Duty			

RADIO CHANNELS	Race Committee	Rescue	Jury	Reserve	Used by other events nearby

SHIPPING MOVEMENTS					
WEATHER FORECAST	Source				
CURRENT WEATHER					
SAILING AREA	Distance to sailing area		Bearing from Beach		
COURSE TYPE	Preferred duration:				

SAIL NUMBER ANOMALIES	Duplicate Nos.	Changed sail Nos.	Mixed sail Nos.	No sail Nos.
TALLY SYSTEM	No. of competitors entered	No. tallied out	Competitors without tally	Not sailing today - DNC

RELEASE and RETURN OF COMPETITORS	Time release requested	Time of release	Rescue cover at release confirmed	Time & No. of last competitor to leave shore	ALL COMPETITORS RETURNED TO SHORE	
					Time	

CLOCKS- all showing correct time		SOUND SIGNALS	GUN		HOOTER	
FLAGS BENT ON		Y FLAG DISPLAYED	CB		ON SHORE	
WIND CHART	Started at:		MONITORING RULE 42	Details		

RECORDERS	TYPE	REF. No.	NAME of USER	DETAILS of TAPES/FILES USED
1				
2				
3				

AVAILABLE INFORMATION	Communications chart	Sailing Instructions		
	Competitors list. Bow Nos.	Competitors list. Sail Nos.		
	Round sheets	Finish sheets		

NON STANDARD ABBREVIATIONS	• Hoot				RESCUE FLEET STOOD DOWN	
	/ Gun				Time	

COMMITTEE BOAT RACE DAY LOG cont.

Date: _____ Event: _____ Page No. L _____

TIME	WIND		STARTING SEQUENCE		NOTES
	Direction	Speed / kts.	Flag	Sound	

Recollections

It occurred to me that there must be a wealth of stories, interesting, funny, unusual or downright scary in the memories of ROs. I offer a couple below in the knowledge that there is much better to come, so please submit and we will publish and I will offer a voucher for at least a bottle of Algerian plonk to the one judged most deserving by the RMG.

1. Shipping movements – no problem.

The scene – Welsh Schools Championships hosted by Dale Sailing Club.

The committee boat for the fast course was on station in Dale Roads, wind charts showed the best average for the direction of the first beat and the mark layer was heading for the favoured spot.

Then the tanker appeared and positioned itself about ¾ of the way up the beat and started to lower the anchor. To relay the course, in a less favourable location, would have needed a significant postponement so I started to sweat.

Then a phone call from a club member on a support boat. Is this a problem he asked?

‘B----- right’ I replied. ‘No problem’ came back to me.

A couple of minutes later the tanker recovered the anchor and steamed away.

I was grateful and impressed and when ashore found the rib driver held a senior position with the oil company and had talked to the skipper on the radio.

Influence helps!

2. Topper Nationwide.

The scene – Mumbles Yacht Club.

Mumbles hosted a Topper Nationwide in 2007 with 187 entries.

Insufficient wind in the bay but a little close inshore and those of you familiar with Mumbles will know that 187 Toppers and their support will fill the slipway and short term parking area.

A phone call from the safety officer to the committee boat asked if the fleet could be released as the council (running the slipway) needed room for an articulated lorry to deliver ice cream to the parlour at the top of the slip.

‘No wind yet’ I replied.

Five minutes later another call to say it was getting serious and release was required.

‘OK if they are kept inside the moorings and all the support boats are on station’

Next – 187 Toppers are playing follow my leader IS THIS A RECORD?

David Shepherd

MARKLAYING AT THE 2007 INTERNATIONAL CADET CLASS UK NATIONAL & OPEN AND WORLD CHAMPIONSHIPS AT PWLLHELI

I was asked by Mike Butterfield, who was onboard the main fleet Committee Boat on several days, to write this piece. The R Lymington YC provided the principal members of the main fleet Race Team for both the UK Nationals & Open and the immediately-following World Championships. My role was the Laying of the windward marks, using a privately-owned RIB without either a fitted GPS/chart plotter or 12-volt power output. My principal tools were two hand-held battery-powered Gamin 12 GPSs, hand-bearing compass, racing flag (a memento from my daughter's Cadet), Mark 1 eyeball and handheld VHF radio. In marked contrast to the Solent where the tidal stream runs at up to 4 knots, 54; Bruce type and Danforth anchors with short lengths of light chain and mooring line sufficed to hold large marks in up to half a knot of tide and sometimes strong winds and heavy seas in 30 feet of water a mile and more off Pwllheli. The buoys were weighted down by concrete cocking weights to keep them upright. (At Lymington we use lengths of heavy chain rather than concrete, iron or lead cocking weights, primarily to minimize the risk of competitors' foils fouling mark moorings, but also for ease of handling. Concrete loses half of its weight in water!) The UK National Cadet Class Association Standing SIs state that the position of a mark (or gate) may be changed by either moving or replacing the original mark(s); both options were used by the Race Officer (Roger Wilson) in the interests of providing the best possible racing and of achieving the desired race duration.

For the UK Nationals & Open, a trapezoidal course with inner and outer loops was used. The windward mark (Mark 1) was laid 6 min' utes before the first attempted start at the bearing and distance from the Committee Boat specified by the RO; sometimes the bearing included a cross-tide offset. Mark 2, the first gybe mark, was not laid until a race had actually started - usually at the second attempt and under Black Flag conditions. Crucially important, I triggered the MOB facility on both GPSs before heading off upwind from the anchored Committee Boat, and re-triggered the second GPS with the position of Mark 1 when the fleet finally got away. Using the MOB facility automatically overrides any previous position without the need to delete a superseded waypoint. I then headed off 120 degrees from the mean wind direction at Mark 1, which usually differed somewhat from that at the Committee Boat, for the distance specified by the RO for the first (spinnaker) reach, and laid Mark 2. I checked reciprocal bearings and double-checked all GPS bearings using my hand-bearing compass. Once satisfied that Mark 2 was in the right place and holding, I immediately returned to Mark 1 - to highlight its position to competitors and in readiness for notifying any OCS/Black Flagged boats using the pointed X-flag/sound signal/shouted sail number procedure. After any such notifications I returned to Mark 2 in case the RO required the two replacement marks which I carried to be laid, in which event the replacement Mark 2 was laid first (using the second GPS re-triggered with the position of the original mark). The replacement Mark 1 was then laid using both GPSs to achieve the required bearings from the Committee Boat and to the replacement Mark 2. The superseded original marks were removed as soon as possible after they were no longer required.

For the Worlds a different course was used, namely a triangular first lap, followed by two windward/leeward sauses, and a beat up to the finish line above the windward marks. Again, Mark 1 was laid shortly before the warning signal, and Mark 2, the gybe mark, as soon as the fleet was away. The spreader mark (1a) was not laid until the RO had decided whether the windward mark should be replaced or repositioned for the beat of the first sause. As the distance from Mark 1 to the spreader mark was only some 5-6 Cadet boat lengths, I did not use GPS but my hand-bearing compass for the bearing and Mk 1 eyeball for the range. The spreader mark was laid square

to the wind, sometimes with a tidal offset, to avoid competitors having to beat up to it from Mark 1; it was similarly important that it was laid above the lay line into Mark 1. (In the Solent I do use GPS to position the spreader mark for keelboat events.) After the Committee Boat had re-anchored for the finish above the windward marks and the RO had confirmed he was not contemplating replacing or repositioning them, I joined the leeward marklayer at the bottom end in case my replacement mark would be required for a replacement gate.

Two other marklaying RIBs dealt with the start and finish marks, and with the leeward marks which mostly took the form of gates. The leeward marklayer used a Garmin GPSmap 76Cx chart plotter and hand-bearing compass to lay the twin gate marks accurately - vital if the desired aim of a 50:50 split of competitors deciding to go left or right is to be achieved. (I believe it is customary for the RO to buy the gatelayer supper when this desired split is exactly achieved!) With such a large fleet, the linelayer laid the mid-line indicator buoy using the stream-and-drop method as directed by the RO, then anchored at the specified distance for the pin-end using GPS and dropped back so that the mid-line buoy was just behind the start line. This RIB also videoed every starting sequence to facilitate the identification of boats. A mid-line indicator buoy was laid for all starts to minimize individual and general recalls; this worked well, especially when the Committee Boat sheered in fluctuating winds and little tidal stream, and was popular with competitors. The finish line Outer Limit Mark was laid on the RO's instructions at the specified range using the stream-and-drop method.

Different marks were used for the Worlds, for which both the windward and leeward marklaying RIBs carried identical replacement marks - one each. These were used either singly or as a pair when the RO decided a mark or gate needed to be replaced during a race - usually very quickly! All three marklaying MU, as well as the Committee Boat, carried the means to indicate to competitors a change to the next leg of their course.

Especially while the Committee Boat was in transit from the Worlds start line below the leeward gate to the finish line above the windward marks, the windward and leeward marklaying RIBs reported the wind direction to the RO at frequent intervals to enable him to decide whether the windward and/or leeward gate marks needed to be replaced for the next leg of the course. (Since these championships I have used the RO's excellent 'Kestrel' handheld anemometer to report the wind strength as well as direction during the first ever RS 500 nationals, sailed on the West Solent in light airs with a strong cross-tide. As the class requires a minimum wind speed of 4 knots, this facility was essential.)

Happily, at Pwllheli, a main fleet total of thirty-eight races were successfully sailed - every beat, spinnaker reach and run worked despite continual fluctuations in the wind. And without any more sophisticated GPS equipment than two basic Garmin 12s, I was readily able to lay/reposition/replace windward and gybe marks both accurately and quickly. To conserve battery power I only switched the GPSs on when required; reasonable anticipation precluded delays while an instrument reacquired. Using the MOB facility on two separate instruments avoided my having to switch between different waypoints on the same set - with the attendant risk of unintended deletion or confusion. Of course I would have much preferred to have had both GPSs powered up all the time. And while I found two Garmin 12s very adequately served my purpose with the windward and gybe marks, the leeward marklayer found his Garmin chart plotter invaluable when laying gate marks. When my replacement mark was required for a replacement gate, the leeward marklaying RIB positioned itself precisely for me simply to drop the anchor of my fully-streamed mark when the buoy was alongside the stationary RIB - the so-called 'pathfinder' method. In all this my quite excellent Cadet-parent volunteer crew from Waldringfield SC played a vital part.

I found it useful to have the two different courses set out in waterproof felt-tip on a double-sided matt-white painted A4 size plastic (chopping) board, complete with default angles and leg lengths, which I annotated in pencil with the RO's up-to-the minute instructions. Incidentally, I also recorded on the board our notification of OCS/Black Flag defaulters - and was asked to produce it as evidence at two Request for Redress hearings. Fortuitously, it photocopied well, whereupon I was able to erase my pencil annotations ready for the next day's races. I also find it useful, especially on the Solent, to have the day's tidal information felt-tipped on the back of my hand next to my wristwatch. Of course, other people will prefer to do such things differently, yet I hope that this account of how I chose to or simply had to undertake my part in the challenging and fulfilling main fleet marklaying task for the twin events at Pwllheli will be of some interest to other race officials.

The Cadet UK Nationals & Open and Worlds were enjoyed by some 400 young sailors from 11 countries. The Argentinian crews who came first, second and third in the Worlds gave everyone else an object lesson in how to sail: they sailed beautifully and were never OCS or Black Flagged, yet were always right there on the start line. The highest placed British crew were 8⁶. So ended the International Cadet's 60th anniversary year world championships during which many friendships were forged.

ROBIN MARKES
Marklayer
Royal Lymington Yacht Club

QINGDAO 2007 TEST EVENT

I was lucky enough to be chosen along with David C.J. to go to China as an ITO. What is that you may ask? An International Technical Officer; on the race management side these are all IRO's but may be doing jobs such as mark laying, pin-end or finish not just the "race officer." Each of the 5 courses had around 5 ITO's working on it doing various jobs.

Things started interestingly, Manchester airport being suddenly closed and a mad dash had to be made in the car to Heathrow, to catch a China airways flight to Beijing and onward to Qingdao. We met up with more sailors along the way, surprising how you can always spot them!

We arrived a week early as the training party and we were assigned to race-teams and went into training mode. Imagine us all running around the venue with our GPS's 'pinging' various things and laying courses in the boat park. This caused much amusement to our Chinese friends, until they joined in too. But I learnt more about my GPS than ever before.

Once the on the water training started in earnest, we went out course laying and back for de-briefs with our whole team. This led to some interesting improvised teaching, as our Race Officer was John Parrish from New Zealand (an ex-teacher). I have never been one for role-play games, but we did have a laugh doing course-changes in a classroom with chairs as marks, paper flags and John 'tacking' around the course. Whilst we pulled out OCS's or signalled course-changes, no dull lectures here! This led to a real team spirit developing between the local Chinese team and ourselves. Some equipment was not quite as we would have wished for and my "*mark 1 Stog tide stick*", consisted of a green Frisbee bought for about 75p. Well it moved in the same direction and at the same rate, as all of the coach's fancy GPS tide-sticks!!

Once we got out training properly on the water, conditions were challenging. With around 4 to 6 knots of breeze and up to 2.5 knots of tide all set off by a confused swell, never before has 0.5 knots of breeze been so critical. During racing we had times where the beats took 8 mins whilst the runs were 20-30 mins against the tide. This made setting course lengths interesting. All of this was set off by a roly choppy swell that saw a lot of people sea-sick; yes even I lost an errant sausage, much to my team's amusement! Even so we layed by GPS to an accuracy mostly of 1 degree and 0.01 nm or 18m! The fun really started on the last 2 days where we had up to 18 knots of breeze that tested man and equipment!

During our medal races for the lasers we were asked to set the course as close in to the venue as possible. I enjoyed this challenge with a course layed so that the wing marks were placed about 40m away from the mole where all of the spectators were congregated, giving them a fantastic view of the final legs and finish.

Did we enjoy it well yes, but it was hard work even harder than the previous week when I had a fleet of 380 optimists in Weymouth! The opening and closing ceremonies were something else (even if Dick Batt says the singers were all lip syncing), but you should have seen the fireworks! Was it useful with regard to 2012? Yes, as even though the event in some ways is a small regatta the pressures are enormous and the experience really helps.

Adrian Stoggall IRO

