



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

Race Management Newsletter

Issue No. 39
July 2005

CONTENTS

	<u>Page</u>
RYA Race Management Group & Services	3
RYA Race Management Co-ordinators	4
Editors Comments	5
RMG Chairman's report	6
Notes to 2004 – 2008 RRS Appendices	7-9
RYA Racing Initiative: Promoting Class Racing at Clubs	10-12
Reading Sail Numbers	13
Update on the RYA National Race Officers Scheme	14-17
Letter from Ralph Tingle	18-19
Wind Swing charts – Frank Newton	20-21
Starting Guns	22- 23
Race Officers Directory	23
Starting Penalties	24

RYA RACE MANAGEMENT GROUP

Roger Palmer	Chairman	02392 484896 PalmerHava@aol.com
Martin Bedford		01312 880007 Martin.drawfield@btinternet.com
David Lees		0207 736 8642 david@lees.tc
Mike Pearson		01752 401949 Mikebaylys@tiscali.co.uk
Mike Butterfield		01248 811894 pmbutterfield@msn.com
Adrian Stoggall		01625 871579. stoggall@zetnet.co.uk
Jamie Wilkinson		023 8045 6076 jamie@sailor.org.uk
David Shepherd		01446 774237 Dwshepherd88@hotmail.com
Gordon Stredwick		RYA Racing 0845 3450382 Gordon.stredwick@rya.org.uk
Joanne Moulton		Race Officials Secretary 023 8060 4161 Joanne.moulton@rya.org.uk

Services

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

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

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

REGIONAL RACE MANAGEMENT CO-ORDINATORS

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

North East

David Staniforth. 53 Reresby Cresent, Whiston, Yorkshire, S36 8YN
Tel: 01709 541371 Email: dave@staniforth.fsnet.co.uk

Yorkshire & Humberside

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

North West

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

East

Geoff Appleton. 54 Wallace Road, Grays, Essex, RM17 5BA.
Tel: (01375) 373827. E-mail: geoff@gvmeasurers.freemove.co.uk

East Midlands

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

Ken Atkinson. 33 Beechvale, Raceview, Broughshane, BT42 4JH
Tel: 028 2586 1637. E-mail: ken.atkinson@btinternet.com

Scotland

Jo Dixon Largs Sailing Club, Largs Yacht Haven, Irvine Road. KA30 8EZ
Tel: 07786 736907 E-mail: jodixon@rya-online.net

EDITORS'S COMMENTS

I suspect you are all very busy at this time. I have recently carried out the Race Officers task for the J80 Nationals and am now preparing for the Fireball Nationals, Europeans & Worlds to be held at Teignmouth in August.

The big impact on our lives will be the build up of major World events at Portland. Next year we have the Youth Worlds and each country will realise that teenagers in 2006 could be Olympic 'stars' by 2012, so will want to sail at Portland. I am involved next year in the 29er Worlds & 49er Europeans, again it will be a training ground for budding Olympians. If you wish to join the Race Management team at the Weymouth & Portland National Sailing Academy, give them a ring.

This edition is a month late for certain reasons, but I have managed to put together features of general interest. The next issue will be December/January, perhaps you may have an argument to make or an article of interest you could send to me.

Ian from Innovation-tech of Ireland has written to say that to date twelve UK Clubs have their electronic starting timer in use with a very encouraging feedback. (Published in Editors notes July 2003)

Dates for your diary.

National Race Officers Conference
Venue: National Sports Centre at Lilleshall, near Telford
Date: 25th/26th March 2006

Mike Pearson

Letters, comments and articles for publication should be sent to Mike Pearson, 9 Baylys Road, Oreston, Plymouth PL9 7NQ, or e-mailed to Mikebaylys@tiscali.co.uk

COMMENTS FROM THE CHAIRMAN OF THE RACE MANAGEMENT GROUP

With the welcome news of the award of the Olympic Games in London there is great interest in the staging of the sailing event at the new facilities at Weymouth and Portland. It is important to ensure that the race management for that event matches and exceeds that encountered elsewhere in the World. 2012 is a long way away but it should be a goal for younger Race Officers to improve their knowledge and techniques and compete for the honour of running or assisting an Olympic sailing race.

RYA Race Management is trying to assist those involved in Race Management in order that the racing for all types of boats and boards is made more interesting and more popular.

The new RYA website administered by Jamie Wilkinson (<http://sailor.org.uk/raceman/>) has a number of items to help the race officer. Course diagrams are available for copying and pasting. These can also be re-sized to suit the space in sailing instructions. Sample sailing instructions are also there with well-worked examples from youth classes to ocean racers. Risk assessments are also provided. There is a situations available and wanted so that those aspiring race officers wishing appointments can advertise their interest and those able to provide positions will list the opportunities. Best Practice is listed for those running racing for sailboards, radio controlled model boats, team racing & match racing. Best practice in Cruiser racing is in process of being written.

A further item that is in its infancy is the 'Directory'. The Directory will give race officers the contact details of suppliers of items used in race management such as scoring programmes, guns and horns, marks, flags, anchors, VHF radios, race management software The list is endless but should be extremely useful in enabling sailing secretaries to find desired information on a single web site.

The Bi-annual National Race Officers Conference will be replaced in 2006 by the National Race Officials Conference. This will take place at the National Sports Centre at Lilleshall, near Telford on 25/26 March. This will be an attendance that counts for race officers wishing to keep their accreditation. Whilst umpires and judges will also attend it is planned that the programme will interest all officials. On the dates chosen all the accommodation (up to 200) is available. Bookings need to be through Jo Moulton at the RYA.

The RYA Race Management Group comprises eight members including the chairman. There will be changes in membership as time goes by. It would help manage the future make up of the Group if those that could be interested in being part of the Group in the next few years could let me know at the address elsewhere in this newsletter.

With best wishes to all race officers now undertaking championship, open meeting or club events.

Yours in sailing.

Roger Palmer

RYA RACING RULES OF SAILING 2005-2008

Notes on Appendices J, K & L in RRS 2005-2008

There have been a number of changes in the RRS but there are more changes hidden away in the Appendices which will greatly interest those writing Notice Of Race and Sailing Instructions. Under Rule 25 Notice of Race and Sailing instructions must be made available to competitors before a race begins.

These notes below refer only to changes

Appendix J. Notice of Race and Sailing Instructions

J1.1 (d) added to 'classes to race' is "any handicap or rating system that will be used and the classes to which it will apply".

J1.2 (1) "identification of any racing rules that will be changed, a summary of the changes and a statement that the changes will appear in full in the sailing instructions (see Rule 86)"

Comment. This may need a crystal ball to foresee what Rules will be changed. However Sis can state changes even though they may be unknown at time of writing the NOR.

J1.2 (3) "that the ISAF Sailor Classification Code will apply.

J1.2 (13) the scoring system, if different from the Low Point System in Appendix A....."

Comment. This arises from changes to appendix A which make the Low Point system the default option.(See RRS 89.3)

J2.2 (d) "changes to the racing rules permitted by rule 86, referring specifically to each rule and stating the changes(if rule 86.2 applies, state the authorisation)."

Comment fine if you know what will be exactly in Sis!

J2.2 (18) "description of an area designated by the race committee to be an obstruction (see the definition Obstruction)"

Comment: Definition of Obstruction has not changed. This clause remedies an omission.

Addendum A (RYA)

Additional

RYA Race Management Group advises that disclaimer clauses appear in both Notice of Race and Sailing Instructions.

Appendix K Notice of Race Guide.

This is a new document which writers of Notice of Race will find very useful

Comment

Take care as some clauses need thought eg **“2. Advertising.** Advertising will be restricted to Category A”.

This clause will only apply if your class has this Category. If there is a class rule on advertising this clause can be omitted.

Other comments as for the first item on App J.

Appendix L Sailing Instructions Guide

Preamble: There is comment on Appendix LE the expanded version of the guide which can be found on the ISAF website www.sailing.org

SI 1.2 The following prescriptions of the national authority will apply

Comment: new option. An RYA prescription to rule 87 restricts the prescriptions of the RYA that can be changed!

SI 1.4 Racing Rule(s) will be changed as follows

Comment: You are requested to list rules changed and state the changes. As these rule changes will also appear in the chronology, this will add to the length of SIs.

Appreciated by Judges

SI 5 Margin comment includes specifying of practice, qualifying races and finals.

SI 5.4 “When there has been a long postponement.....to alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound for at least four minutes before a warning signal is displayed”

Comment.A useful way of alerting the fleet without finding another flag but see also SI 11.1 later.

SI 8.5 Legs of the course will not be changed after the preparatory signal. This changes rule 33.

Comment: Why tie your hands!

SI 10 AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions”

Comment: may be useful in naval and ferry ports etc.

SI 11.1” Races will be started by using rule 26 with the following addition.

An attention sound (flag F with one sound) will be made five minutes before the warning signal for the first class to start. The race committee will designate the course to be

sailed before or with the attention signal. Flag F will be removed with one sound one minute before the warning signal. This changes rule 27.1”

Comment: The margin notes say “For large fleets and long starting lines”
However it does not say when the course for second and subsequent fleets will be designated?

SI 11.5 “If any part of a boat’s hull or equipment is on the course side of the starting line during the two minutes before her starting signal, the race committee will display flag V. It will be displayed until all boats have sailed completely to the pre-start side, but not after the starting signal.”

Comment: Interesting attempt at fleet control Use perhaps with R 41 hails!

Or 11.5 “If any part of a boat’s hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal and she is identified. The race committee will attempt to broadcast her sail number on VHF channel _
Failure to make a broadcast or to time it accurately will not be grounds for a request for redress. This changes rule 62.1(a)”

Comment: Very useful for big boat racing in keeping the fleet in line.

SI 12 CHANGE OF THE NEXT LEG.

Comment: Change of title.

SI 14.5 “Rule P2.3 will not apply and rule P2.2 is changed so that it will apply to any protest after the first one”

SI 17.1 “The Bonus Point system of Appendix A will apply”

Comment. This SI was necessary after the Low Point system was designated as the default.

Roger Palmer
July 2005

RYA RACING INITIATIVE: PROMOTING CLASS RACING AT CLUBS

The first priority of the RYA Racing Committee is to make sailboat racing more fun: to increase the quality of racing and the numbers taking part.

Handicap racing is fun because it provides an opportunity to see how your boat performs against other designs, and it enables you to compete in your boat against friends who sail different boats. However for the majority class racing is more fun because the racing is closer, the gaining and losing of places, and the final positions, are immediately apparent on the water, there is no question of conditions favouring one

type of boat ahead of another – and there's usually more to discuss in the bar afterwards.

The challenge with class racing is that it consistently needs enough boats on the start line to provide interesting competition. Particularly in club racing, where the range of ability may be wide, there needs to be enough boats to provide each sailor with close racing, whether he or she is in the front, middle or back of the fleet. Many would say it matters less what boat you sail than that there are lots of others at your club sailing the same.

The development of new classes has brought many advantages and keeps the sport popular and the equipment up-to-date. There is now a much wider choice of styles of boat, and many of the new designs are faster and more exciting. However the older designs don't go away; they retain their appeal and support. The higher the number of classes, the greater the challenge of smaller class fleets and an increase in handicap racing. The current national championships attendances table in yachtsandyachting.com identifies over 200 classes!

The challenge is: how do we take advantage of this increased choice of classes to attract more people and at the same time increase the quality of fleet racing in our clubs? If we can do this, then the sport and the clubs will continue to grow.

If in your club you take initiatives that encourage people into specific adopted classes, we believe that you will be able to provide more enjoyable class racing, in addition to handicap racing, and thereby attract and retain more members. Those loyal to their particular choice of boat will still be able to race it in handicap racing, but the club will benefit by also providing good class racing in a carefully selected and supported set of classes.

Lack of local class racing has produced the breed of good sailor who goes only to open meetings and does not support his local club. The impact of this is reduced for those clubs that take initiatives to promote larger class fleets: there is less need to travel for good class racing, and there are enough sailors behind at the club for good class racing even when the open meeting sailors are away.

RYA Racing is therefore, as part of the Racing Charter, developing best practices for building class racing at clubs. (There is a parallel initiative on best practices for handicap racing). All details on the class racing initiative will be posted to the Charter website at rya.org.uk/racingcharter. The RYA's initial recommendations are summarised below; if your club has implemented other good ideas, please email them to racingcharter@rya.org.uk and they will be added (with due acknowledgement) to the list on the web.

Recommendations

1. Clubs should take active steps that encourage their members to race specific classes, for which the club provides class racing.
2. Club classes should be selected according to the existing interests of their members and the need to provide a range of boats: junior and adult; easy and challenging; single

handlers and two or more crew; traditional and modern. Clubs should increase their support for their existing established and thriving fleets, whether or not they are among the most popular classes nationally.

3. Where possible, clubs should give priority or preference to admitting boats in their adopted classes. Possible means of encouraging existing and new members into the club's adopted classes include:

- More racing for the adopted classes and less racing for the handicap boats
- First choice of start times for the adopted classes
- Additional personal handicap scoring for the adopted classes
- Schemes or events to encourage young sailors to move from adopted junior classes to adopted adult classes
- Training in the adopted classes.
- Best berths for the adopted classes
- Specific social programmes for the adopted classes
- Inter-class competitions (on and off the water)
- Lower entry or annual membership fees, or concessionary family membership, for adopted classes

Finding good Fleet Captains is the key to successful classes. Fewer classes in the club means fewer fleet captains to find. The relation between the Club, the class and the fleet captain is key to successful classes in your club.

4. If selecting a new class to support, criteria which should be considered include:

- Does the class have a nucleus in the club's handicap fleet and is there an enthusiastic local fleet captain?
- How popular is the class nationally? What type of sailor does it appeal to?
- How suitable is the class for the club's water?
- What is the cost and availability of boats, both new and secondhand?
- What support does the class offer the local fleet captain?
- Will the class support local club training?
- Does the mix of classes cover the spectrum and minimise overlap? The RYA website includes a table that categorises the more popular classes by type of boat.
- What is the appeal of the class to new members, especially young and family? Will it help recruit new members?
- Will the class support open days to attract new members into the club, or that make class boats available for trial by handicap fleet sailors?

Visit the class stands at the RYA Dinghy Show and discuss how it would support the development of your club's class racing, whether it runs buddying schemes, and what other initiatives it runs to encourage people to go racing.

In addition to the list on the RYA website, a very comprehensive listing is published by Yachts and Yachting in their annual racing classes guide. This has a paragraph on each class giving its statistics and secretary contact details. More up to date information is on their website, www.yachtsandyachting.com.

5. Adopted classes should be kept under review and replaced if their turn-outs are consistently too low, or a more suitable class becomes available and becomes dominant in the market for that type of boat.

READING SAIL NUMBERS

Race Officers are complaining more and more that sail numbers are becoming more difficult to read, particularly on some of the new advanced fabrics such as carbon fibre. There also seems to be a tendency for sailmakers to use colours for their numbers which look attractive on the loft floor but are not clearly visible in the conditions which are met on the water. It is a problem which affects big boats more than dinghies, particularly as most dinghies have rules which ban the use of the most sophisticated modern cloths.

This is often a difficulty which owners and skippers do not know exists. Equally it is not one which they can put right easily and quickly. While there are rules which require numbers to be clearly visible, it would be unfair to penalise boats without letting them know that the problem exists and giving them time to put it right.

The fairest thing to do is to give the owner a warning and to ask him to sort out the problem as quickly as possible and there is set out below a specimen letter that might be used.

“Dear

As you know I was the race officer for the racing on [insert day and date]. I found it very hard to read the sail numbers on your boat. Unfortunately the numbers do not stand out from the colour of the sailcloth.

I am sure you will appreciate that, when recording a number of boats at the finish of the race, there is often little time to ponder what is the correct number of a particular boat.

The rules are quite clear. Rule G1.2 (a) requires that number should be ‘clearly legible’. While the rule only applies to boats of international and recognized classes, it is extended to all British owned boats by the RYA prescriptions. I do not want to impose any sanctions and I hope you will take this letter as a friendly warning. If you are prepared to take some action to improve the legibility of your numbers I shall be grateful if you will let me know and give me some indication of the time it will take to get the colours changed.

I think I should tell you what action I can take if it proves necessary. My options are as follows:

- 1. If I cannot read the numbers it would be quite proper for me not to record your boat as finishing. If you asked for redress, I would argue that the failure to record your finish was not ‘through no fault of your own’ and I would ask the Committee not to grant your request.*
- 2. I could protest you under Rule G1.2 (a). I think the Protest Committee would find that you were in breach of a rule and disqualify you.*

I would be upset to have to take either option but I feel I will have to unless I know that you are taking action to put the problem right.

I look forward to hearing from you.

Yours sincerely “

RYA NATIONAL RACE OFFICER'S SCHEME

The RYA (through the Race Management Group) believes in the importance of properly trained race officers to deliver top quality race management to clubs, competitors, and classes. This is achieved by having a comprehensive race training programme backed up by best practice guides available under the RYA Charter on the RYA web site.

Clubs are encouraged to have at least one Regional Race Officer, and many Club Race officers to run their race programs.

The RYA through its local Regional Race Management Coordinators provides the training to National Race Officer level.

The **Club Race Officer Certificate** (CRO) is intended for the club member who is required to act as race officer at their own club. The emphasis is on ensuring that the correct visual signals and sound signals are made at the right time for the right reason.

There are two courses, which are central to the complete training scheme.

Course 1: An introduction to Race Management.

Course 2: Level 2 Race Management + written test

Written test:

This is a simple multiple choice test of 50 minutes duration at the end of the course. Copies of the current rule book (ISAF edition or RYA edition – YR1) will be permitted during the examination. 70% achieved is a pass.

Course 1 is delivered at a club level, over a day or long evening; Course 2 requires a two day, intensive seminar.

The scheme comprises the following levels:-

- Club Race Officer
- Club Race Officer +
- Regional Race Officer
- National Race Officer
- International Race Officer (and ISAF appointment)

It is normal to proceed from one step to the next as experience grows, only those with considerable race management experience will go on to become an NRO or IRO. All those with interest and some experience in race management should aspire to becoming a RRO, the bedrock of the scheme.

IMPORTANT BENEFIT The RYA provides (free) Insurance to Regional and National Race Officers to cover their liabilities in connection with their Race Management duties, if such insurance is not held elsewhere.

Club Race Officer Certificate (CRO)

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 after race management experience at a home club. (Unlimited duration)

Level 1A Club Race Officer + Certificate (CRO+)

For initial (four year) appointment a person must:

- Be a Club Race Officer
- 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
- 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
- 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. For 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 assessment at a National Race Management Conference (or other venue). 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.

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 assessment at a National Race Management Conference (or other venue). For reappointments commencing on 1/1/2007.
- Forward either sailing instructions they have prepared for an event of those provided for an event with their comments on same. (The instructions or comments should be of an acceptable standard.)

International Race Officer (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 in the last four years: (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.

Club Race Officer:

Any Club Race Management Experience approved by the Club

Club Race Officer +

None above Club Race Officer

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 in the standard application and renewal form. If no grade is received, further information or actions may be specified.

Grading: These may be reviewed (and withdrawn) 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.

Syllabus: CRO+, RRO, NRO. This is being developed and will be displayed in due course on the Race management group's web site. It includes being familiar with the Racing Rules of Sailing, including appeals relating to Race Management, issued RYA Best Practice guides, The ISAF Race Management Manual (available from the ISAF or downloaded from the ISAF Web site at www.sailing.org), principles of Risk assessment, Crisis management, and Seamanship including understanding charts.

RULE CHANGES - THE ONE THAT GOT AWAY (NEARLY)

As I sit here on a glorious Spring afternoon, looking ahead to the pending British General Election, the one thing that is an absolute, guaranteed, cast iron certainty is that whoever is victorious, the song and dance of their manifesto will soon be forgotten and replaced by their real policies, introduced by stealth in the hope that no-one spots what they have done.

Imagine my total surprise then, when it finally dawned upon me that ISAF and the powers that be in the sailing world, seem to have adopted similar stealth tactics in the new rules.

Before you give up and turn to the next page, just bear with me, as what I discovered is pretty mind blowing or at least, **very** controversial. To explain myself, I need to go back to last summer when the new rules were posted on the ISAF web site.

I voraciously scoured the rules, to see what innovations would be introduced in 2005, which may require us all to make significant changes to our approach to racing. As a race officer, I was particularly interested in any changes which would improve our interpretation and application of the rules but alas, the paragraphs marked as changed rules did not really strike me as having earth-moving consequences.

Rule 41 looked promising with the addition of communication of information to the exclusions from outside help, but this would very much depend on how this was to be interpreted, so I made a mental note to watch for any guidance on the RYA web site.

A second pass of the new rules however, established that none of the appendices had been marked for changes, so could it be possible that the real meat of the changes was hidden away in Appendix L? This proved to more fruitful from a race management

point of view but in the main, the changes were relatively minor or some good tidying up of one or two sections, but wait a minute - what was this in 11.5?; raising a V flag up and down before the start if a boat was over the line?

WOW, now this could be the gem but then hold on, I tried this idea at an Enterprise event the previous year and it was an absolute failure, as the competitors could not see the flag or, as is normal with dinghy racing, the last 30 seconds were too frantic to be able to pull flags up and down. The concept had been adapted from the yachties using their VHF radios but for dinghies, once a boat hardens up for the start, they very rarely look over their shoulders to see if the race officer is practicing his yo-yo skills.

All thoughts of disappointment were put out of my head until the Olympics, where it became apparent that we are probably the only racing sport that does not have a standing start. Like other sports, our objective is to start on the B of Bang but in reality, it is virtually impossible when there are so many other factors preventing us from being able to achieve this. It may be fine on short start lines for small classes but a 150 - 200 boat line, often with many different classes is a different proposition altogether.

The question is, what is the role of a race officer? Is it to catch out offenders who are trying to achieve the near impossible by crossing the start line a nanosecond after the gun or is it to make sure that no-one gains an advantage by crossing the line early? No question - it has to be the latter, especially as the line is continually moving due the wind and waves!

The more I thought about this problem, the more I wished that the new rules had gone some way towards relieving this situation, but then had I dismissed some of the rule changes in haste? We all try to apply lateral thinking and RYA guidance notes on the new rules had mentioned something about communication at the start but left some doubt as to how the rule should be applied.

I have always been one for communicating with competitors and whilst there has been an occasional hiccup, I have never been taken to redress and in lots of instances communication has resulted in a sensible outcome to a problem. The more I thought about the changes, the more I convinced myself that we can now officially communicate with competitors on the water, give a visual or radio signal to tell them they are over the line early. Fleet racing should not be about who can read a watch and pray the loudest that they not over a line, which they can rarely see in those last 30 seconds, but more about who can sail the fastest round the course, once the race has started.

For me this re-alignment of the rules was a major revelation but was I really correct in arriving at this conclusion? Nothing had appeared in RYA or ISAF notes to confirm my conclusions, there had been no mention in the launch of the new rules. Was I being totally wrong or was I, like the little boy in the crowd, the only one to spot that the Emperor was not wearing any clothes?? The answer was to be brave and be damned, at least I would have tried and the proof would be in what the sailors thought of it.

My first event in 2005 was the Tiger Trophy where I would be working alongside an Olympic medallist who I hold in high regard, even though he has 'chastised' me in the past for talking to the competitors. By the end of the event, both David (initially with reluctance) and I were hoarse with shouting at boats on the start line, threatening them

with '10 years in the Tower of London' if they did not get back, but we got 250 boats away and even a clean Pursuit start for a (nameless) class who have always needed a black flag just to wake them up in the mornings.

The more I thought about what we had done, the more I realised that even I had gone over the top. Threatening individual boat numbers with a '25lb shell through their hull' was perhaps going too far, especially when there could have been boats at the other end of the line who would have been disadvantaged by not being able to hear Ralph and his megaphone.

At the next event, I rather backed off for the 9ers and fortunately, there were not too many issues which needed 'coercion' from the race officer, but the following event with some 150 Toppers on two starts, would be a different proposition, especially as I would be having the Class Chairman in the committee boat with me.

I decided that the best method, to help the sailors, but at the same time not leave myself open to redress was to expand on the common tactic of talking loudly into one's dictaphone! For the 3 back to back races on the first day, my megaphone was hot with 'observations' such as "I cannot see the pin end so boats must be over" whilst at the same time, waving my arms wildly to signal that boats should get back behind the line. I can only imagine what the comments must have been in the safety boats, about the idiot in his yellow outfit, on the top of the cuddy on the committee boat, shouting at the top of his voice to the competitors.

The key outcome of this display was I avoided three definite General Recalls on Saturday, better starting discipline on Sunday and only the odd OCS.

Many of you at this point may be shouting "heresy, burn him at the stake" or something about taking away the skills required for starting. My answer to this is the sailors like/want it, the class officials were happy with the outcome and the even RYA have now issued a guidance document that such actions "may well help the whole fleet to achieve a fair start"

No doubt that some people will take issue with my views and in some instances, particular points within this letter. Before any race officials jump on me from a great height and condemn me to an early grave, just think about how ISAF and the RYA are redefining what our role is and what we must do to fulfil our obligations to make sure that it is a fair race. For the sailors out there, if you are coming to Rutland or Ogston this year, you now know what to expect. If you meet a race officer who does not realise that the rules have changed, put it to him gently as not everyone will be happy with the changes.

Ralph Tingle, Rutland SC and Ogston SC

[WIND SWING CHARTS](#)

It has long been our practice on Sorebones to start plotting on a 'Wind Swing Chart' the true strength and true direction of the wind from the moment the CB leaves harbour. From choice at a major event we try to get onto the water two hours before the first race

of the day. The 'B&G' Hydra System enables the wind direction and strength to be corrected by the computer irrespective of the boat's speed and direction. Whilst there are now bolt on plotters that will regularly record wind direction we have found that one advantage of manual plotting at chosen intervals (we usually record every 5 minutes) is that the person plotting will notice any significant change and at once show the RO the chart.

The Wind Swing Chart employs a simple grid with squares in which to mark a small cross. The RO after an initial sniff at the wind selects a direction that seems to be roughly the true wind direction. That direction is entered beneath the downward pointing arrow at the top of the chart, say 270 degrees. Each square to the left of the arrow represents a wind 5° backed from the chosen bearing (265°). Each square to the right represents a 5° wind veered (275°). In practice we write down a number at 10 degree intervals, ten degrees down to the left, or ten degrees up to the right. The chart will accommodate 40° backing or 40° veering. If the wind goes off the plot then a new centre is written in lower down the chart and the plot recommenced.

Every five minutes the plotter enters a small cross in the appropriate position in a square to record wind directions (plotting to the nearest degree), and notes the time on the left of the grid. The wind strength at the time is recorded in the right hand column. Four colour 'Biro' pens are used that when a plot has reached the foot of the chart it can be resumed in a different colour from the top. Significant happenings like 'Start Race One' can be entered at the appropriate place on the chart.

After there have been thirty minutes or more of plotting any regular sequence of movements of the wind to and from across the course may be obvious, and the time of each swing to and fro can be measured. Before laying the course the RO should study the Wind Swing Chart to see whether there is any steady trend in a particular direction so that an early course change during the race can be pre-empted by anticipating a better position for a mark before the warning signal.

Every RO does of course observe wind direction and strength all the time, and may even have readings recorded. However, a graphic recording can be absorbed and decision made at a glance far more rapidly than studying a list of numbers. When the time comes to send results ashore the Wind Swing Chart should be sent to be posted with results so that competitors can see what happened to the wind during the days racing. Even those competitors who are not interested will realise that the Race Team were awake whilst they did the real work of racing!

Should the CB not have a wind system that is capable of giving 'true readings' whilst the boat is in motion the chart can be started once the hook is over the side. Also whilst the CB is moving to the race area it can come head to wind for a short interval to make a swift check. The charts should be copied onto 160 gm paper which is more durable than standard A4 copy paper.

Sorebones started Wind Swing Charts because Jim Saltonstall had the Youth Sailors using them. We thought we should at least know why they were out-guessing us!

May your plots always be a straight line from top to bottom of the chart.

STARTING PISTOL SYSTEM

For years my club has used 10 bore starting cannons. They definitely provided adequate “noise” but as our club starts all its races from various committee boats there were also major disadvantages:

- Annual servicing, at a cost factor to the club
- Ever increasing blank cartridge costs
- Cleaning of black powder stains from committee vessels
- Occasional injury due to backfire with some inexperienced operators
- Occasional damage to committee vessels by powder burns

So I was intrigued with a starting pistol system I discovered being used when I was on the race committee of Tour Voile in France.

The item used was a variation on a simple starting pistol such as those used in athletics meetings. It had been modified by having the end of its barrel machined with an internal thread into which a short extension tube can be screwed. This extension tube is machined to receive in it a small tubular cartridge. When the starting pistol is fired the flash from the starting pistol cap proceeds up the barrel and ignites the propellant in the cartridge somewhat like a firework. The cartridge flies up in the air like a mini flare for a distance of approximately 20 metres before exploding with a suitable “bang”. The clever bit is that the cartridges are specially designed to “explode” exactly one second after being ignited. The gunner has to learn to fire the pistol with one second to go, not a natural response but one which soon becomes a routine for the gunner with a little practice.

The pistol has 7 starting “caps” in its chambers and the cartridges can be loaded into the barrel end very quickly.

Advantages are:

- No damage or dirt deposits over committee boats
- Can be fired from any open location on the boat
- Much cheaper to operate
- Very effective noise
- Easier on the ears of competitors close to committee vessel.

The pistol has also been made safe against being used as a firearm by having a metal bar welded in the centre of the barrel, thus rendering it useless for that purpose.

Some notes for potential users.

- Points we have noted are that it is essential not to try to use the gun at the beginning of the day with oil in the barrel of the pistol. The oil extinguishes the flash before it gets to the end of the barrel and the cartridge although expelled from the barrel is not ignited. So a completely dry barrel is essential.
- Reload the caps whenever possible, it is easy to forget how many you have used up of the 7 available.

Also we have not used our 10 bore cannons ever since we purchased these pistols.

Check them out on: <http://www.kaehny.de/schreckschuss/roehm/rg6mm.htm>

Price around £50 without P&P

Caps around £10 per 100, Shells around £12 per 50, therefore price per shot £0.34

Tony Lovell
Royal Southern YC

RACE OFFICERS DIRECTORY

The RMG intend setting up a directory on the website to review and give information about the equipment and software that we do or may use.

Information from various sources will be put on the site and you will be able to add comments or your own point of view to help your colleagues in making their choices.

The development of the site will be gradual as more subjects are added so please make a regular visit.

We welcome suggestions for content that you would find useful, so if you have any please e mail either:-

David Shepherd dwshepherd88@hotmail.com

Adrian Stoggall stoggall@zetnet.co.uk

STARTING PENALTIES

QUESTION FROM THE RACE MANAGEMENT GROUP

At events with many competitors or many spectator vessels, it is sometimes undesirable for an OCS boat to be required to return. Does the definition Start prevent sailing instructions from making other provisions?

ANSWER FROM THE RACING RULES COMMITTEE

No. The definition is just that, a definition. It does not place any obligation on a boat. The obligation is to be found in rule 28.1, namely to start, sail the course and finish. Rule 86 does not prevent the changing of rule 28.1 in the notice of race and sailing instructions.

No single draft sailing instruction can take into account the many ways in which the requirement to start can be varied. The following must be considered, in respect of an OCS boat:

- Is the boat to be allowed to return if she wishes, or is she to be compelled not to do so?

- The Sailing Instructions must say either that
 - flag X will not be displayed, or that
 - if it is displayed, a boat need not (or shall not) return, and that the second sentence of rule 29.1 is either deleted or modified, or that
 - a different flag will be used to denote that at least one boat was OCS.
- What penalty is to apply to her if she then continues? A time or place penalty would be appropriate if the boat has not gained a significant advantage by being OCS, otherwise her OCS score should stand. This must be explicit.
- Who is to decide how she is to be scored? Normally, the race committee would be given the discretion to replace an OCS score with the lesser-scoring penalty without a hearing when no significant advantage is gained. However, in the case of a sailing instruction where a boat was permitted but not required to carry on, all of the above could be replaced by a provision that boat that was OCS and did not return will be scored accordingly, but will on request to the protest committee receive a lesser-scoring penalty (either a fixed tariff or at the discretion of the protest committee) if the protest committee decides she did not thereby gain a significant advantage.
- In a long-distance event, it is also possible require a boat that can be notified of her infringement to take a penalty, for instance to cease sailing the course for a stated time at a stated line, mark or map reference, which will not then require any adjustment to a boat's finishing time.
- Does the race committee wish a requirement not to return to apply only when a boat is OCS at her starting signal, or to a boat any part of which crosses the starting line in some period (a minute?) before the starting signal (in which case how is she to be notified of this?)
- Any rule that is modified must be identified as such in the notice of race and in the sailing instructions. This may include rules 28.1, 29.1, 63.1 and A4.2.