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# Race Management Newsletter

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# CONTENTS

	<u>Page</u>
Race Management Group	1
Race Management Co-ordinators	2
Editors Notes	3
NRO Enhanced Qualifications	4
RO Experience at sea	5
A Competitors View	6
The V flag (or light)?	8
Numbers racing	9
Safety forms	11
The medal race	13
Insurance of borrowed boats	14
Event guidelines (Yachts)	15
Child Protection Update	17
Working Together (ROs & Judges)	19
Tony Lockett - a brief history	20
Laminated rules books	22
GPS Marklaying	24

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### **Services**

If you would like to receive this Newsletter regularly, then let Joanne Moulton at the RYA know, and they will put your name on the email or hard copy mailing list. You can of course download yourself from the RYA Website ( Qualified RROs or NROs may be e-mailed a copy by their Regional Race Management Co-ordinator). Please keep him informed of your current e-mail address.

The Race Management Group is always available to give you help and advice on any aspect of Race Management, from helping you to check your Club or Open Meeting Sailing Instructions or advising you on what you need to do to run a major event.

Do not hesitate to ask for help. Contact Gordon Stredwick at the RYA or any of the Committee members listed on page 1 or 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.

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## **EDITORIAL**

My first newsletter is somewhat daunting, having to follow on from the excellent ones produced recently. I would like to thank the contributors to the 41<sup>st</sup> newsletter and promise to seek further contributions in the future.

I am planning to develop the newsletter to allow for more feedback from Race Officers, judges and other interested parties.

Firstly, publication will be three times a year and we hope that this will encourage more response from readers to contribute to a 'letters' page allowing comment on articles or opening up topics of interest for further debate.

I would like to see contributions from Judges and Umpires on the basis that the sport needs us to work ever closer together, this should be reciprocal.

I understand from reports from the recent ISAF conference in Southampton that the newsletter is read overseas (and I don't just mean Wales). So please, foreign race officials, let us know your views and share your experiences whether you agree or disagree.

I am hoping to produce the next newsletter for late November which, I hope will allow for some reports of unusual happenings during the summer racing activity – humorous would be good.

Finally the equipment directory, to be found in the race management section on the RYA site, is gradually expanding but we need more suggestions for topics to be researched and included.

**David Shepherd**

## **RYA National Race Officer – Enhanced Qualifications**

The RYA Race Management Group has been debating at length the subject of enhanced qualifications for the award and renewal of the National Race Officer Certificate. It has been decided that all new applicants from 1<sup>st</sup> January 2007 will have to pass a special examination. In addition to the current requirements for an NRO applicant, they will be required to have a VHF Certificate (preferably with a DSC endorsement). They will also need to have a minimum of running two significant regattas, one of which will have to have been held in the open sea, to give experience of tides and currents. Their knowledge of powerboat handling to Level 2 will be assumed through experience. Gaining the Level 2 qualification will be encouraged, however, even for the old and bold race officers (I even took it myself last year).

The aim of all this is to ensure that an RYA National Race Officer is capable of running high-level regattas anywhere, of supervising the tasks of his assistants, including VHF broadcasts and is fully capable of handling RIBS and committee boats himself. He needs to be a real seaman, and appreciate the constraints of the marklayers, competitors and committee boats and the rules under which they work. In short, he must be an 'all rounder', and not just a line officer in sheltered, non-tidal waters with a good knowledge of the rules.

The VHF DSC certificate can be gained in a single day's tuition with an examination at the end of it. The same goes for Powerboat Level 2. There are many RYA approved organisations that offer these courses around the country.

The examination for NRO is to be a closed book examination of forty, multiple-choice questions. The pass mark will be 70% or at least 28 correct answers. As is the case for the IRO's examination, no reference to the Rules, Race Manual, or other publications will be allowed while sitting the examination. Thirty of the questions will be similar to those set (with books open) for the Regional Race Officers' examination, with the emphasis on those a race officer has to know instantly, as opposed to those which he has time to check. The other ten questions deal with matters not previously touched upon in race officer examinations; meteorology, seamanship, navigation and VHF protocol. These are all things that a competent National Race Officer should be familiar with. A one-day, NROs' course for suitably experienced RRO's will be developed during the next few months with the examination at the end of it.

For current NRO's seeking renewal of their status after January 1<sup>st</sup> 2007. this exam is going to have to be passed. With respect to the other new qualifications required, there will be a six-month grace period until June 30<sup>th</sup> 2007 for them to gain their VHF certificate if they don't have one already.

The Hayling Island Race Team are offering tidal and seagoing race management experience for those in the South of England – doubtless other regions will find suitable, local clubs to assist in this if the previous experience of the applicant has been limited to inland waters.

The RYA Race Management Group see this development as an important step to making the National Race Officers' Certificate as one of the best, well recognised and most comprehensive in the world. We strive for excellence!

***David Arnold IRO***

**15/05/06**

## **Race Officer experience at sea**

The requirements laid down for becoming a National Race Officer have become more demanding of the applicant.

The RYA Race Management Group has decided that experience in one venue was not sufficient to entitle the recipient to apply for National Race Officer status. An examination will also be mandatory for those applying from January 2007.

In addition those practicing the skills of Race Management inland are required to have at least one event at sea.

To enable landlocked race officers to comply with condition a number of opportunities are advertised on the RYA Race Management web site (<http://sailor.org.uk/raceman/SmallAds.php?Action=Show&SessionCRC=-1265699091&AdTypeID=1&AdTypeCRC=166197973> ).

In this way clubs on the coast can be of great service to the scheme in supplying opportunities for those inland.

The RYA Race Management Groups hope that links will be forged between inland clubs and coastal clubs to allow exchange of knowledge and good practice to enhance the sport that we all enjoy.

**Roger Palmer**

## **A Competitors View**

As a competitor in over 300 International regattas I have seen a wide range of race management styles and abilities.

It is often a thankless task and I admire all of you for putting yourself in the firing line.

From my perspective, both as a sailor and a coach, I see you as much more than race officers. You play a vital role in the development of racing and its appeal. It will not take many bad experiences to put a new sailor off travelling and racing. Equally true, is that well organised and accurate execution of race management duties will encourage, not only great racing, but more enjoyment for all involved and ultimately encourage wider participation. These are my top five tips for giving the sailors what they want:

### 1982 Minimum delays on-the-water:

Long waits either before or between races are horrible in any circumstance but mainly on cold windy days. The damage to equipment and bodies is high. When sailors get cold they are more prone to injury and to poor judgement. Flogging new sails to death is not a great feeling, a new suit of Dacron dinghy sails can be pretty much destroyed in one good days waiting around in strong winds. As the mind and body shut down collisions occur and boat handling becomes less controlled. This increases the risk of capsize and further equipment and body damage.

On these difficult and challenging days, we clearly still want racing. A competitor notice or instruction to stay ashore until the race area is prepared when a release instruction will be made, with the start occurring at a set time after the release. After the race, the shortest turn around is required. Sailors normally stay warm and focussed for about five or ten minutes after a race on a cold day. Any longer delay and the cold will bite into bodies and muscles.

Immediate use of penalty starts is also a great way to get the show on the road. Many race officers seem reluctant to hang out the black flag. However, on days where time is of the essence there will be few complaints.

### 1982 The competent mark layer:

One fast rib crewed by a fit and quick thinking official is a great sight to us sailors. Re positioning of buoys is normally one of the longest delays. An athletic official who can recover ground tackle and re lay on a reciprocal bearing and range can cut delay and error to virtually zero.

### 1982 Strong and clear briefing:

The first interaction with the sailors is key to the relationship. A calm and clear delivery of the main points will allow the sailors to understand exactly what to expect and expedite starts and races.



“We will start on time, we will strictly enforce penalty starts, If there is a recall and all the boats are over, other than a few that can be identified, then all others will be scored OCS or BFD.” As an example.

1982 Consistency:

Too often I find myself thinking to myself or advising my sailors to let the race official show his hand. It is an active and measured consideration. Part of the days debrief is always ‘is the race officer is a brut or a push over’? Sad but true, some are lenient and others are brutal. For example I was once disqualified at the 49er Europeans for my crews head being “on the line”. In another regatta the race officer let a start go as all the boats where “roughly over by as much as each other”. In an ideal world this inconsistency would be eliminated. And just every now and again when there is any doubt, give us the benefit, please.

1982 The long postponement:

When waiting for wind or in unstable winds, sailors want to stay engaged and in tune with the new wind and its pattern. Often this involves sailing upwind to check the direction and shift phases. This can result in missing the start. In these light conditions a race officer will have it in his mind that a start may be made in the coming moments. It would be great if there were some method of this being communicated to the sailors. Nothing official or cast in stone, but maybe a “we are getting set” expect a warning in the next 10 minutes. Or rapid-fire sound signals or all support boats to fly a code flag, anything that tells the engaged enthusiastic sailor to get back to the start zone. This could just be an informal assistance to the sailors and could be discussed in the briefing.

It is annoying to see sailors who are working on their game penalised and sailors who are doing nothing but lounging in the sun given an advantage. Something simple like this may work.

Many thanks again to you all, without your drive and dedication we would not have much of a sport. Good fair racing is our best advert and you are fundamental to keeping youngsters and new comers coming back for more.

**Paul Brotherton**

## A LIGHT ON THE USE OF THE `V` Flag

The `V` Flag ? Yes. It's white with red diagonal cross ( like the Scottish Saltire ). Wagged on the bow of the CB should any boat be showing any part of the boat or crew OCS in the two minutes before the start . Found in RRS Appx N 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 , 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 starting .*

Do I like the idea? Yes. Do I like the method in practice? No. Why? Because it takes the eye of the RO off the starting line during the most critical time in a Rule 26 Starting sequence . The RO has to indicate in some way to an official on the bow of the CB that the V flag should be `up` or `down` . The RO will be checking to see –Is it up when it should be down? Or down when it should be up? All this at a time when he/she is watching the line using tape recorder, binoculars, watching the `count down` , checking flag movements / wind etc !

At the ISAF Race Management Sub C`tee meetings in the recent past members and observers were encouraged to experiment with ways to try to reduce OCS calls . For the past twelve months we have been using a similar system to the V flag but using a red light on the bow of Sorebones The system seems to work. I requested permission to demonstrate the light at the ISAF Race Management Conference held in Southampton two weeks before the RYA gathering at Lilleshall . The request was denied. Joined up government?

At Lilleshall I was able to show those present the system. It works thus:

A flashing red LED light is deployed on the bow of the CB fixed to a 3 ft square matt black board. A cable runs to the RO where he/she sights the line. The RO has a push button switch, and of course a battery or supply of ships power is part of the system .The RO watches the line. If a boat or boats are over the line the button is pressed – the light come on . When the line is clear the button is pressed and the light goes out. No distraction in looking at the flag waver.

Our red light is off a F1 Race car and rapidly flashes , but LED Rain Lights are available . Or you may wish to use a strobe light suitably mounted. The addition to our SI`s reads. *` If Flag `U` ( Red / white quarters ) is displayed at or before the warning signal a flashing red light will be displayed on the bow of the CB if any part of a boat`s hull etc etc .... but not after the starting signal* The display of the red light does not alter the application of 29.1 , 30.1 , 30.2 or 30.3 .

If you are interested in trying the system and have questions contact Sorebones on 01327 857415 or [frank@sorebones.freeserve.co.uk](mailto:frank@sorebones.freeserve.co.uk).

**Frank Newton**

## **How many competitors are required to make a race valid?**

The Racing Rules Committee provide an Advisory Service to answer queries from members and Race Officials when they do not want to wait for a formal reply from the RRC under rule 70.3.

One question that we have had on several occasions this year, concerns the number of starters required to make a race valid? One such question is quoted below, the others are similar:

*“The problem means that I am unable to race regularly at my local club because of a sailing instruction that the club has adopted. It is covered by Appendix J 1.2 (35) requiring 2 boats to be present in the starting area. In moderate wind or heavy air conditions other competitors are deliberately exercising their right under fundamental Rule 4 to not sail ensuring that only one boat (myself) can be in the starting area. I stress that the wind conditions are easily sailable and enjoyed by other classes with subsequent and previous starting times.*

*In exercising their right under Rule 4 to not sail they are forcing a lost race to their own advantage in terms of points over a series*

*Please note that this rewards sailors for not sailing rather than sailing. It also penalises those with the skills to master more demanding conditions and does not encourage others to learn to master them. Unfortunately it means that I will be racing a lot less in future! I might add that there are 30 boats of the same class in the dinghy park!*

*I have never experienced this restriction at club level before, but have no difficulty with ensuring that at least two boats or more must sail a qualifying number of races to complete a series. As a result I have suggested this to the Race Committee, that they discuss the issue. It has however been discussed before and no change resulted. It is up for review again but I expect no change. As a member of both the Race Committee and a Flag Officer has the most to gain from maintaining the status quo it is obviously difficult to obtain an impartial result.*

*Whilst trying to find a way to resolve this issue I have noted how hard it is to find any reference that helps. It is not possible to protest for example – and under what rule?*

*The RYA charter does encourage more people to sail and to improve their skills in a fair way. However I believe that the Charter and the rules have a potential conflict which needs to be resolved. If my club does not allow a boat to race to a non sailing competitor's advantage there must be some way of seeking guidance.”*

I always feel this is unfair. In a series, if someone can only make a certain number of races, and in one of those they happen to be the only starter, why should they be denied the opportunity of scoring first place? Everyone else has an equal opportunity of turning up for each and every race. The fact that one can manipulate the results in the way the question suggests is really unfortunate and, perhaps is a strong argument against it. You could also cite those who do not like light winds staying ashore for the same reasons.”

I think that there is a very real danger that if a boat turns up expecting a race, and gets turned away because on that occasion they are the sole competitor, then we seriously run the risk of fewer people turning up on the off chance, and fleets sizes will dwindle even further.

It has also been suggested by one questioner that the RYA Racing Charter sets out to provide the framework for everyone to enjoy the sport of sailboat racing in whatever capacity and to whatever level the individual desires. Despite it not being a rule, this is a laudable Objective. It may also be in conflict with Clubs restricting boats from racing.

Can I please urge clubs to count a race as valid even if there is only one competitor at the start, and not to enforce a minimum number any higher. If they are going to enforce this restriction (and I hope they will not) then it has to be clearly stated in the Notice of Race and Sailing Instructions. Without it being in the NoR, a competitor could seek redress.

**Martin Smethers**

## **Safety Forms**

A Safety Form for use at Club Level was included in the last Race Management newsletter. There are alternatives, and I offer this as one. In addition, I strongly suggest that you read and maybe amend the form you intend to use before blindly using it as a disclaimer – not all parts may be suitable to your event's circumstances – for instance, will you have houseparents at your club's adult training, are you responsible for the provision of food, what age range are you running racing/training for? Asking inappropriate questions can be rude, or even put people off joining your activity. Also, having got the information, what are you going to do with it? It will be your Duty of Care to act on it.

Maybe a part of the new Race Management website may be dedicated to downloadable alternative forms – junior, youth, adult, day sailing, residential, dinghy/day racing or training, offshore, overnight on boats at sea or at dock, oceanic, cruising. The RYA Sailability and Jubilee Sailing Trust forms, which focus on cruising, are different again from the racing form below. The RYA legal department could review them yearly to keep them up to date.

I discovered when working as the GBR Paralympic Coach that many disabled sailors will refuse to fill in the form as shown in the last Race Management newsletter on principal because of the word 'suffer' is used, and many sailors with disabilities do not suffer. Yet you want to know if you try to pull someone aboard a rescue boat if their (false) arm will pull off in your hands, or more seriously, if knocked unconscious and taken to hospital, what medication are they on (if any) because the Doctors will need to know to save their lives. In addition, people who know they have had fits often actively lie when filling in such forms, since their experience shows they are often automatically disqualified from any activity as soon as they admit to their circumstances. So another form was needed. I went back to first principals and designed the form below, by asking the question 'What do I really need to know in day racing in a rescue or health issue situation?'

I decided that I would encourage people who know they have had fits to fill in the form truthfully by including in the pre-regatta or training briefing 'People who have had fits will not be left out of this activity, but I and my helpers would prefer to know of the likelihood and be prepared should a fit happen whilst sailing or onshore'. I then added this was my choice for this event's day racing activities, but I might have a different attitude in different circumstances, such as offshore or night racing.

The form was developed for use within disabled racing because while disabled racers are as tough, if not tougher than many sailors, in emergencies they can be more vulnerable.

### **Safety Form**

What are the things that a Coach/Shore Crew/Helper/Rescuer/Fellow Sailor or anyone else who may be in a position to help you, has to watch out for which might be health or life threatening to you, either on-shore or on the water? (Please say if any parts of your body cannot be expected to function or are a dead weight.) What should they do if any of these things happen?

Emergency Contact: - name, relationship and telephone numbers.

.....  
Medication taken that doctors should know of in case of emergency  
.....  
.....

I agree that this information will be shared on a 'need to know' basis.

Signed.....

Print Name.....

Date.....

If the sailor is under 16 years old, additional signature of Parent/Guardian/person in 'loco parentis'

Signed .....

Print Name.....

Date.....

Contact number(s) at this event.....

Notes:

Some points to note:

- The form can be used for 'able-bodied' or integrated dis/abled events as well.
- Many 'able-bodied' people have requirements in cases of emergency.
- Many disabled people have no requirements in cases of emergency. Do not discriminate against the disabled community by expecting things to go wrong.
- The form has been developed to cover rescue and emergency situations at events where racing takes place during the day, and in dinghies or day-sailing keelboats. Different words or phrases are likely to be needed to cover different circumstances or time scales.
- It is not enough for event organisers to get this form filled in by sailors – they must have a system in place to react to the information.
- Information given by the sailors has been given on a 'need to know' basis – any documentation/records must be given out and collected back after the event with this in mind. The information must not be left in the public domain. Please respect each sailor's privacy.
- This Form was developed in 2001 and was scrutinized by the RYA legal department at that time.

My comments on usage:

- The Form was used at the 2001 RYA Sailability UK Championships. The information gained was excellent and appropriate, but what to do with it? The information had to be given to the Race Officer and the rescue boat crews before going afloat. The information had to be accurate, produced very quickly in the first day, encapsulated in plastic and handed out again each day to new rescue boat crews, which took both extra secretarial support and management. At the end I had to get the forms back.
- I included these people 'Coach/Shore Crew/Helper/Rescuer/Fellow Sailor' on the 'need to know' at the time, but in fact only informed the Race Director (me), Race Officer and Rescue Boat crews. This catch all phrasing may not be appropriate in all circumstances.
- I would happily use this form for Squads, but keeping on top of new people joining the squads and avoiding carelessness in informing potential rescue people months down the line would need self-discipline.

**Cathy Foster**

## The Medal Race

They have got it wrong!

The so-called medal race was supposed to satisfy the desire for something televisable for the TV companies that broadcast the Olympic regatta. Many sailors believe that TV should not have an influence on what happens in their sport. They have got their heads buried as deep in the sand as many of the British based class associations!

Tradition is a fine thing, until it gets in the way of realism.

Realism is that TV pays the bills. The cheque that ISAF receive from the IOC in the January after the Olympics pays most of the bills for the next four years. Without it, ISAF would struggle to survive as a major player in the international governing body stakes. Can you imagine what it would be like if you lost 60% of your income overnight?

ISAF and sailing need the Olympics. The Olympics do not need ISAF or sailing.

Sailing does not generate any income for the IOC. No spectators, unless you count the infinitesimal amount collected on the one spectator boat in Athens. To make matters worse, sailing as a TV sport is BORING. Even the most avid aficionados would find watching live TV of one of the Olympic races is the equivalent of watching paint dry.

TV governs the Olympics. So, to keep sailing as an Olympic sport TV has to be satisfied. In an attempt to do this and after much experimentation and prolonged discussion, the Medal race was devised. It is a half-baked loaf! The nettle has no sting in it when it is grasped!

As a teacher of physical education for over 35 years, I have officiated in many sports. Good or bad, this has always influenced me in my decision making when acting as a Race Officer. What would other sports do if faced with the same situation? Bide by the rules of course. Equally, use my judgement as to whether or not a rule should be applied. I will not in this article, go into details of the many occasions I have applied this principle.

So. Where do we go from here?

How do we generate enough excitement that will equate with the 100 metres final in athletics?

We do what all the athletic events do. We ensure that any one who qualifies for the so-called medal race has an equal chance of getting a Gold medal. In other words, once you qualify for the final, you have a clean sheet. Everyone starts equal.

Wow! What a mind-blowing concept for the very conservative sailing community. Ignore what you have done over the previous three years? Impossible! But necessary if sailing is to retain its status as an Olympic sport.

**Tony Lockett**

## **Insurance of borrowed boats**

Our sport relies on volunteers and among those volunteers are kind boat owners who lend their boats as well as their time to provide the help and facilities which are needed to run events whether they be weekly club races or world championships.

Usually the owner is the driver of the boat, or at least aboard her throughout the event. Whether he is or not, he will be concerned to be sure that any damage which occurs to the boat during the event is put right. Indeed he will expect his boat to be returned to him looking at least as good and, if possible, better than before she was damaged. He will usually expect the event or the club to pay for the cost of repair.

The question of who is liable for repair after an accident is complicated, and is not something the boat owner will be interested in. His only concern is to make sure that the boat is repaired at no expense to him. The driver of the boat will look to the event to pay whatever is due and will assume that there is an insurance policy to deal with it. The organiser will hope that he is right.

In fact there may be no insurance unless someone has taken the trouble to make sure that there is.

In the first place, if the boat is 'in the control of the owner' even if the owner or the driver is covered by the RYA Race Official's policy as a national or regional race official, that policy does not cover this sort of damage. It often happens that the owner is on board and it could certainly be argued that he is then in control of the boat.

Secondly, many standard club policies do not cover damage to a boat not owned by the club.

Thirdly many policies taken out by an owner may exclude liability unless the owner is on board at the time of the incident. Despite what is said above, he may not have been.

It is therefore most important whenever a boat is borrowed for an event, for the person in charge of the organisation to check what the owner's policy covers and what it does not. If there may be a situation where there is not full cover, he must arrange an extension of the cover for the period of the event. This can normally be done, for a fairly small extra premium, either on the boat owner's policy or through the club's own policy.

Failure to take this simple step could involve the club in big expenditure which has not been budgeted for.

There is one further thing to remember. If a claim has to be made on the owner's policy, he may well lose a valuable no-claims bonus and be involved in extra expense for a number of years to come. Unless the club pays the extra premium, he is unlikely to want to lend his boat again if this is the case.

**David Lees**



**RYA**  
**Event Management (Yachts)**  
*(A 12 point guide to putting a Coastal Yacht event together and working with  
the Local & National Authorities)*

1. INITIAL PLANNING

For a June/July event, start planning in the previous November/December or earlier.

ie. Form a 'Working Committee' from Yacht Club members

RACE Director  
(normally Rear Commodore Sail)

:

Appointed Race Officer - Assistant Race Officer - Sailing Secretary

Then:

- Produce Notice of Race & publish on Website
  
- Produce draft Risk Assessment
  
- Produce draft Crisis Plan

Notice of Race

This is an important document and not a 'Poster'

Use Appendix J & K in the RR of Sailing 2005-8. It is the ideal template.

Don't forget the clauses on the yellow pages (RYA Addendum A to Appendix J)

Ensure you prescribe for the correct entries: Cruising Yachts must be self-sufficient and carry the correct equipment.

Ensure vessels display a Sail Number so that they can be identified at the start, whilst racing and at the finish.

Sailing Instructions

Use the same information that was published with the Notice of Race.

Use the template from Appendix L in your RR of Sailing 2005-8.

With Handicap fleets, ensure a sensible breakdown of fleets with not too large a range.

Ensure the SAFETY requirements are as requested in the NoR

Ensure vessels have VHF with the channels required for the race

Ensure entry cut-off date is at least one week before event; this will allow entry list to be prepared for Race team ( RO, Results Officer, Quay Master etc., and any third parties)

Crisis Plan

A working guide of who does what during the event and who to contact when things do not go according to plan. Also, what action to take.

The plan will also list names, telephone numbers, nominated VHF channels and locations of Race Officials and third parties to contact when and if needed.

### Risk assessment

Use template found in the RYA Race Management Website

This is an important document when completed and must be followed.

## 2. PLANNING JANUARY/FEBRUARY

Third Parties : Sit with third parties and discuss outline plans, RA & crisis Plan. ie., HMCG, Harbour Master, Police (Traffic control & Emergency vehicle entry).

Local Council (assistance & PR)

## 3. PLANNING MARCH/APRIL

From discussion with Third Parties, upgrade Risk Assessment & Crisis Plan and send copies to third parties.

Upgrade guidance notes on Website

Produce Sailing Instructions

## 4. PREPARATION APRIL/MAY

Prepare:

Communications links - VHF & telephones (for VHF ensure users hold licence)

Results software

Copy RA & CP for all members

Ensure Sailing Instructions printed

Prepare register for entries

Ensure Racing Marks that could be needed are serviceable and have ground tackle of the correct length.

## 5. PREPARATION JUNE

Check with Harbour Master for updates on Notice to Mariners

Start reviewing the weather forecasts

Check that the planned Race Management Team are still available

Check that the VHF main-station is still serviceable and that back-up is available

## 6. PREPARATION EVE of RACE

Check weather forecast

Recheck with Harbour Master

Contact HMCG: State planned START time and indicate time that full Race Entry list will be faxed to them.

Final check with Local Council/Police if car parking a problem

## 7. RACE DAY

At least 3 hours before Start, meet Race Committee

Check weather, cancel or postpone if necessary. Inform HM & HMCG

If conditions ok, start as published

8. AT START and DURING RACE

Have copy of Risk Assessment & Crisis Plan available  
Update entry register of actual starters  
Fax or Email full 'actual' entry to HM & HMCG with course details and estimated time of finish.  
Maintain VHF & weather watch. Record retired yachts and tell third parties  
Record all VHF communications in a register  
If problems occur, follow CP and inform third parties immediately if required

9. END of RACE

Record all finishers, plus retirements  
Ensure ALL starters have been recorded finished, retired DNF etc.  
If satisfactory, instruct HMCG & HM with thanks  
For Yachts that have not been recorded finished or booked in, check with HMCG and - the missing yachts onshore contact telephone number.  
If not found, inform HMCG and maintain VHF & telephone watch.  
For completed Yachts, update results software and publish results.

10. AFTER RACE

When everyone has been accounted for and the results published, ensure that all equipment is secure –

GO TO THE BAR FOR A WELL DESERVED DRINK!

IMPORTANT NOTES

*Ensure Race Control is a secure, comfortable & quiet room with a telephone landline.*

*Ensure the Club VHF is a base-set with a high vantage aerial with good range in the direction of the Race.*

*Ensure all administration is maintained in a proper manner and filed correctly. WHY ?*

In the event of a major accident, your files, Communication register, tapes, master copies of your Risk assessment and Crisis Plan will be confiscated by the Police on behalf of the Coroners Court.

*In fact, your friendly HM Coast Guard & your friendly Policeman become servants for the Coroners Court and are no longer your friends. The HMCG takes control below the high water mark and the Police above the same point.*

If your Event Management is carried out under the above guidelines it will turn out successful and your Race Management will be enjoyable.

From RMG - Take care and have fun.

**Mike Pearson**

## **RYA Child Protection Guidelines Updated**

The RYA has updated its child protection guidelines for clubs, class associations and training centres. The new guidelines are available on the RYA website under Working with Us.

The document is primarily intended to help organisations draw up their own policies and procedures, but the Good Practice Guidelines and the section on handling concerns or allegations are relevant to anyone involved in junior or youth activities. In particular, for your own protection as well as the child's, you should avoid spending any time alone with children – make sure a parent or another adult is present.

Race Officers carrying out duties at events involving young competitors at their own clubs should be familiar with the club's policy. When invited to officiate at another club or on behalf of a class association, you should ensure that you are aware of any specific arrangements they might have in place.

You may be asked, depending on the organisation's policy, to provide references, complete a Self-Disclosure form or, if it is felt that your role brings you into close contact with young people or gives you authority over their welfare, to apply for a Criminal Records Bureau Disclosure. The RYA can process these applications, free of charge to volunteers, on behalf of any affiliated club or organisation that has signed up to use the RYA as their 'umbrella body'.

If you require further information, contact the RYA's Child Protection Co-ordinator, Jackie Reid, e-mail [jackie.reid@rya.org.uk](mailto:jackie.reid@rya.org.uk), tel. 023 8060 4104.

**Jackie Reed**

## **Working together - Race Officers and Judges**

Recently there was a discussion between a race officer and a judge. Both of them were at the top of world class and had been to a number of the recent Olympic regattas in very senior positions. The question they were discussing was whether a good race officer would let a race go when all the boats in the fleet had had a good and equal start but when the gun went they were all about half a metre over the line.

The judge wanted a general recall and the race officer was in favour of letting them go.

Perhaps that true story sums up the difference in thinking of a good race officer and a good judge. The race officer wants to get the race off provided the start is fair. The judge looks more closely at the letter of the law and wants to see compliance with the rules at every stage.

There are hundreds of National and Regional Race Officers certified by the RYA and equally hundreds of National and Regional Judges. However only a comparative few are qualified in both disciplines, although many judges work in their home club as race officers and many race officers sit on protest committees. Is there an advantage in being qualified in both disciplines?

The first thing to appreciate is that a double qualification means that the race official will have to spend more time both in qualifying and in maintaining his two skills. There is no credit given by either discipline for membership of the other and rightly so. Equally when it is time to apply for recertification, the race official has to satisfy the RYA that he has done everything needed for that particular discipline. That means he will have to have attended a given number of events.

However, in view of the fact that each discipline has a particular way of thinking, he will be able to work better both as a race officer and as a judge than his colleagues who do not have the double qualification. If he is on a protest committee considering a request for redress as a result of an alleged wrongful action of the race committee, he will know how a race officer should work. Equally, if he is the race officer who made the alleged mistake, he will know how the jury will think. As a result he may decide to request redress himself (and take the heat out of the situation so far as the competitors are concerned) or he may know that the jury will support him. He will also know how to present his case to the jury.

Being qualified in two disciplines is worth while and those who have the time should think about it.

**David Lees**

## **From here to there**

When I was asked to write a short piece for the Race Management Newsletter, I asked for some guidance as to subject matter. David Shepherd replied with a very unusual request. Write about how you finished up being the Race Officer at the Olympics and how you got there.

A very long story! So I will hit the punch lines only.

My first Race Officer duty was in Tatton Park, Cheshire with the first Cheshire Schools Regatta circa 1961. Not sure if Bill Hughes assisted me or I assisted him! I moved through various teaching posts in Cheshire and Hertfordshire before my last position in Colwyn Bay. That was when I joined Llandudno Sailing Club and at the tender age of 32 entered my first club race!

Llandudno was one of the prime championship venues on the west coast with many of our traditional National classes queuing up to hold their National Championships at the Club. My first involvement was with the Firefly Nationals in 1970 when I was in one of the patrol boats. The following year I became the Club's Championship Organising Secretary, a position I held for three consecutive years and one that I have recently taken on once more.

This was what stimulated my interest, working with several well known, Race Officers on a variety of Nationals. People such as Nick Robinson Tim Hockin and Howard Davies were an invaluable source of inspiration. Eventually I took over as the Clubs main Race Officer at National Championships, except for those events where the class insisted on their own RO, when I then acted as ARO.

Around this time I joined the Coastguard as an Auxiliary covering the Llandudno Stations guard from Llandulas to Llanfairfechan. This helped me gain a thorough knowledge of the tides along the North Wales coast, which proved invaluable when laying courses in Llandudno Bay. A study of the local weather patterns over several years was another area of race management, which I was able to do.

1982 was the crucial year. A phone call from Norman Warden-Owen (Eddie's Dad), at Holyhead SC, gave me my first break out from Llandudno, when I was invited to be RO at the Topper Nationals. This led to a long association with Holyhead, which continues to this day. Why was this breakout so crucial? In the context of nationals and clubs in the 70's and early 80's, there were no more than half a dozen 'peripatetic' Race Officers. Most Clubs provided their own man and refused to have an outsider come onto their patch. In reality, the Nick Robinsons of the day were the forerunners of our National Race Officers.

In 1985 I joined the RYA Race Management Committee, becoming Chairman in 1993 until I resigned the position on my appointment by ISAF as the main race management trainer for the Athens Olympics. I have sat on the ISAF Race Management Committee since 1994 and acted as Chair of that committee during the run up to the Athens Olympics. Also in 1985 I came across the infamous handshake of Jim Saltonstall, when I acted as RO for the first UK National Youth Championship at Rutland. Gordon Skinner was my ARO and the Chairman of the Protest Committee was George Wilson, another man who had a tremendous influence on my career as a Race Officer.

Internationally, I was lucky to team up with the most influential group of race officers in the world. Michel Barbier (FRA), Ion Echave (ESP) and Elias Caronis (GRE). Most of the recent developments in race management were down to this group. Sadly, my career took its last massive leap forward with the death of Elias in 2001. I was asked to replace him by ISAF and fortunately for me, the Greeks accepted me and we worked hard for over two years to get the Olympic Regatta right.

What else? Well the list of events reflects my worldwide travels. Dubai every year since 1998; Singapore Straits; 49er World and Europeans in Spain, Italy, Denmark and Russia; Oppy Worlds in Texas. I think 2003 was the peak. I spent 23 weeks OUT of the UK of which 4 weeks were holiday, the rest either doing RO duties or teaching people how it should be done.

In retrospect, I have been exceptionally fortunate to be in the right place at the right time, to meet and team up with some very talented people, and to work with the most incredibly dedicated volunteers who are the back-bone of any regatta organisation.

Now, I have swallowed the Committee Boat anchor! I am ashore permanently but still actively involved in the educational programme for the ISAF.

Watch this space!

**Tony Lockett**

## **Laminated rule books**

Available from Chris Simon  
([ChrisSimon@compuserve.com](mailto:ChrisSimon@compuserve.com))

### 1. Match Racing

Contains the Racing Rules of Sailing and App C showing the amendments of the rules and cross-referenced to the ISAF match racing calls.

### 2. Team Racing

Contains the RRS and App D showing the amendments of the rules and cross-referenced to the ISAF team racing calls.

### 3. Fleet Racing

Contains the RRS and App a and the Rule 42 interpretations and cross-referenced to the ISAF case book.

Also available, against specific orders (and with some delay), the ISAF Racing Rules of Sailing, the ISAF Match Racing Call Book and the ISAF Team Racing Call Book, either laminated or printed on waterproof paper.

Please contact the above if you are interested.



# John Doerr

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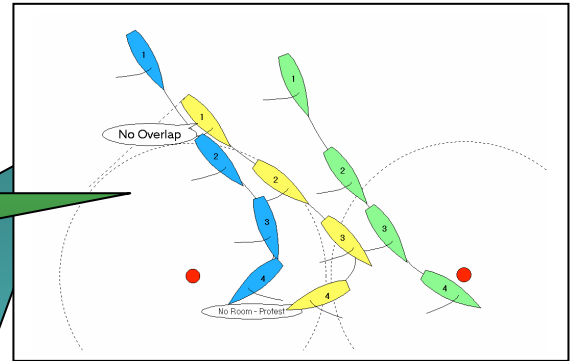


Diagram produced by TSS Programme

## TSS (Tactical Sailing Scenarios) programme on CD Rom

- Draw an unlimited range of scenarios.
- Hundreds of colours for boats.
- Race committee, marks, wind and tide. All elements may be individually scaled and rotated.
- Multiple positions for each boat.
- Animated and step by step view
- Import to Word, Powerpoint or e-mail.
- Create HTML files for web sites

£35.00

## Drawing Template

- Draw any scenario you like
- Credit card sized
- Precision diagram drafting
- Use with 0.5 mm pencil
- Boats, mark, arrows, circles

£8.50

## Magnetic Boat Set

- Used by the Olympic Jury and many clubs & coaches.
- 4 boats of each of 4 colours.
- Committee, mark and gate boats:
- Jury, umpire and wing boats:
- Wind and current arrows:
- Gate, start, finish and course marks 1-4.
- All items are magnetic

£39.50

## Wet Notes

- use in the rain and even under water
- 30 sheets of waterproof paper 150 x 100 mm.
- Spiral bound in a plastic wallet with waterproof pencil
- Any pencil (and most pens) can be used.
- Pencil erased with plastic eraser

£7.50

## Quarrel Bag

- Indestructible plastic boats
- For protest committees, sailors and coaches.
- 5 race boats each a different colour
- Race committee boat
- Wind and current arrows
- 4 marks.

£6.00

## GPS Marklaying

Complaints from competitors tend to be either about the results or the course.

Results and recording may be an issue for the future but the course and marklaying will be considered here.

Windward legs and the run can be accurately set with a burgee or some such but leg lengths and reaching angles are another problem.

Many of you who now use a GPS need read no further but those who like me until recently, did not, may want to continue.

A common way for the PRO to communicate his course requirement is by shouting from the committee boat to the mark layer bouncing alongside in a RIB.

Using a GPS they can agree beforehand the reaching angles and leg lengths and all the mark layer will need is the wind direction at the committee boat (hopefully an average from recordings over the previous 30 minutes).

A GPS set will allow you to follow bearings and at the same time measure the distance travelled. It is also much easier with a piece of kit like the Musto compucourse (unless your mental arithmetic is better than mine).

Remember, all sets will have a “goto” function that will allow you to see the angle to and distance from any recorded waypoint.

Let us take as an example the setting of a port hand trapezoid course, common in youth events.

The race officer has asked that the first windward leg be 0.7 of a nautical mile if the wind stays at 12 to 14 knots. The first reach will be 20 degrees lower than across the wind from the windward mark (110 degrees) with a length of 0.35. The run should be about 0.4 of a nautical mile. At the comm. boat the wind is given as from 260 degrees.

Method:-

1. Alongside the committee boat record a waypoint (different handsets have slightly different descriptions but all do the same thing), either name this as the committee boat or waypoint 1.
2. Proceed on a bearing of 260 degrees for 0.7 of a nautical mile. Having travelled the distance, you can check that the reciprocal bearing is 080 degrees, using “goto”. When you are in the right place lay the mark and record it as the second waypoint.
3. The bearing to the second mark will be 150 degrees (260 minus 110) with a reciprocal (backbearing) of 330 degrees. Set the length at 0.35, lay the mark and record it as waypoint 3.

4. The bearing to mark 3 should be 080 (the same as the reciprocal for mark 1) although it may be worth taking a wind check and confirming with the RO – they do so like being involved.

The length of the leg will determine the angle of the second reach to the committee boat/finish and should be agreed with the RO beforehand.

Using a GPS makes the following easier:-

- a. Allowing for the effect of tidal flow.  
You can adjust the angle of the leg very accurately, having agreed the offset with the RO.
- b. Setting the start line.  
The length of the line and the angle to the committee boat are easily set using “goto”. The required bias can be agreed and easily adjusted when relaying after a recalled start.

Generally your confidence will be greater if:-

- i. You have spent time beforehand agreeing with the RO how he wants the course to be laid and what variations may be required as the tidal effect changes.
- ii. You have a diagram of the course and a Musto compucourse to allow for instant calculations of angles and reciprocals. Mental arithmetic in a stress situation does not allow for confidence.