



Easter Series Races

- ❑ **Average lap time using LCF**
- ❑ **Offset trapezoid course (no inner course)**
- ❑ **2 races back-to-back**
 - 45 to 60 minutes per race for leader
 - 45 if cold 'n nasty, 60 if warm 'n sunny
 - Noting safety of safety boat crew, sailors and shore crew are the primary concern
- ❑ **2 handicap fleets**
 - **Fast** - PY=1099 or less, includes: RS Aero6 and faster
 - **Slow** - PY=1100 or more, includes: ILCA 7 and slower

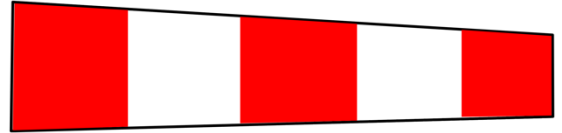
(Note despite races are scored using LCF, fleet split is by PY rating)



Don't Panic

□ There's a problem before the first start signal:

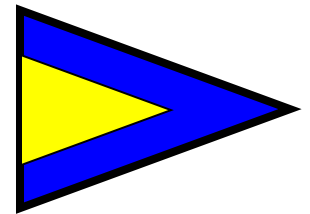
2 hoots +



- signal a postponement, then follow the procedure given on the 'Start page'

□ There's a problem which affects the fleet which has just started:

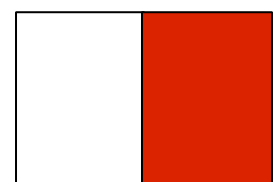
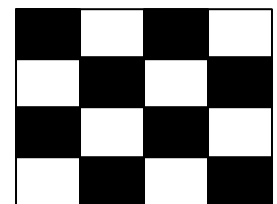
2 hoots +



- signal a general recall for that fleet
- if the problem affects other fleets yet to start then signal a postponement
 - fleets not affected can continue racing

□ Abandoning all races because of:

- error in starting procedure
- foul weather
- insufficient wind to finish within the time limit
- a missing mark
- anything affecting safety or fairness
- N / H with 3 hoots
 - see RRS 32.1





Organisation *Duties start at one hour and 45 minutes before first race start.*

☐ **Shore Team - Race Officer (RO) and Ass't RO:**

- Take charge of all shoreside activities, including starting and running the racing, timekeeping, presentation of results and securing all the fittings, buildings and both compounds after racing
- Pull conveyor belting down the beach
- Organise race signal boards, signing-on sheets and timesheets
- Write race info (e.g. who's on duty, race duration, forecast, HW) on whiteboard in club entrance foyer
- Switch on race box radio power supply at mains
- Prepare and check the radios (portables will switch on to the correct channel – make sure they are set to 'L', not 'H', set base station at 1W)
- Put the transit pole on the beach and align with start mark when laid
- Work together and liaise with the Helm and Crew on the RIB
- RO and Ass't should always stay on shore (unless RO organises replacements for them, in order to man the second RIB)

☐ **Safety Boat Helm, in conjunction with RO on shore:**

- Take all decisions regarding waterside activities, including whether or not to go to sea; final decisions regarding racing rest with the RO [Refer Note 1]
- Go to sea to lay an **offset** triangle/sausage course, with windward start (where possible)
- Decide on the number of safety boats required (minimum one on the water and a second boat with engine run up and ready at the top of the beach)
- Ensure that safety boats are prepared and crews available
- Stay at sea with the safety boat crew for rescue duties

☐ **Safety Boat Helm and Crew**

- Make ready one boat (full fuel tank in place, engine test run) for use
- Make ready the second boat (full fuel tank in place, engine test run) and leave at the top of the beach
- Take 2 radios (strapped on inside life-jacket) and burgee - hold handset ~15cm from mouth when speaking
- **Wear the kill cord when driving!**
- Note any problems with equipment and report later in Safety Log
- Get help launching - four helpers should be OK, but more are needed if it's very rough - if it's rough, you'll need to get the helpers to push you well out through the shore break - **no helpers, then no launch**

NOTE 1 – Remember, postponement to allow time for conditions to improve is an option. Clear decisions are welcome by all – e.g. review after ½ hr, 1 hr, or even 2hr preferable to missing racing or ambiguity. Weather forecast and tide times are the key inputs to this decision.



Please note:

- ◆ Ultimately, the safety of Safety Boat Crew, sailors and shore crew are the primary concern.
- ◆ RO should ensure that the Safety Boat Helm and Crew are up to the conditions on the day and have adequate clothing
- ◆ Portable radios should be set to 'L' (not 'H')
- ◆ Each RIB to have **two** radios (**but only one switched on at any given time**)

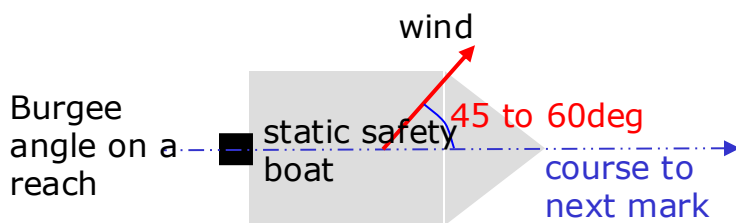
*If you would like **help or advice**, ask one of the **mentors**: see list on notice board in the race box.*

Don't Panic! - Use the Don't Panic sheet....

Course Laying

Offset Trapezium - also next page

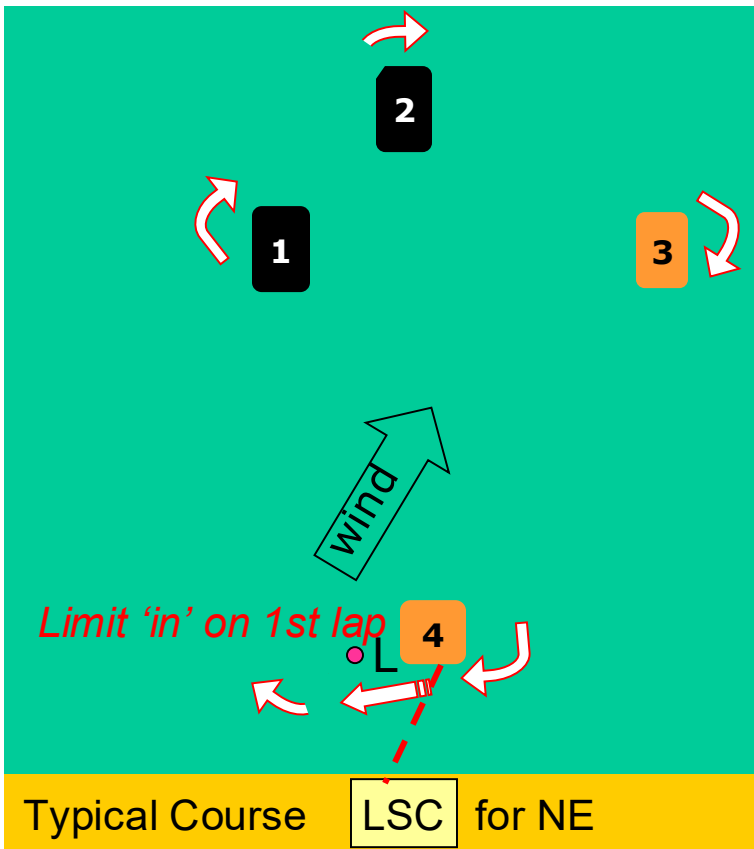
- ❑ Marks: anchor over the side first - make sure the rope and chain stream freely
- ❑ Start and finish buoys about 50m apart: check / adjust after laying the rest of the course, **to achieve an unbiased start line**
- ❑ **On-shore wind** within 0 to ~30 degrees of along-shore => **true start line at 90 degrees to the wind** (see green sectors on diagram below - use the burgee that you have with you) and **no need for the limit mark on lap 1 - position it slightly off-shore of the start mark**
- ❑ **Off-shore wind** or within ~60 degrees either side of square on-shore => **limit in on lap 1**, so lay the start line so that it takes an equal length of time to sail (beat, reach or run) from either end of the line to the limit mark, consistent with you being able to sight along the line from the Race Box. For NE or NW, angle the start line (dotted) back a little as shown; for onshore winds, ~SE through to ~SSW, angle the start line back at as small an angle to alongshore as possible (~60 degrees), but so that you can sight along the line from the race box. **For all cases where the limit is 'in', position the limit mark a bit in-shore of the start line mark.**
- ❑ **On-shore wind:** beat => fetch => run => reach
- ❑ **Off-shore wind:** reach => run => fetch => beat
- ❑ Windward mark roughly 2/3 of the way to Beecham's Buoy in a SW3 - aim for lap times of ~15-20 minutes for an average boat
- ❑ The **fetch** should be at 90 degrees to the direction of the wind (tide effect?)
- ❑ The **run** should be dead downwind (or with a tidal adjustment)
- ❑ With the safety boat static on the **reach** the burgee should point between 60 degrees (light wind) to 45 degrees (strong wind) from the line of the reach
 - if it's rough most boats will be surfing fast - so not too tight
- ❑ Check and adjust the start line bias, if needed
- ❑ Try to allow for the tide biasing the beat and reaches, especially at half tide springs
light winds



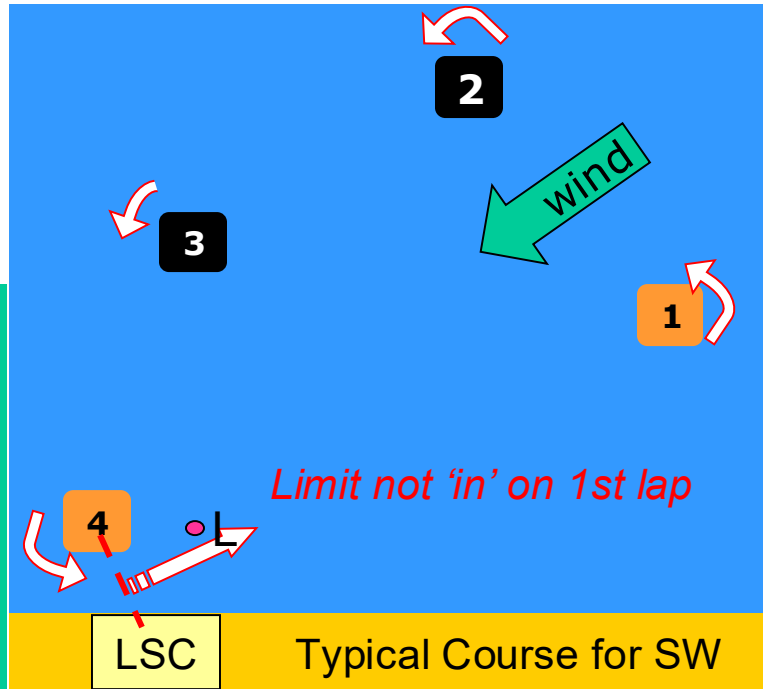


Course Laying

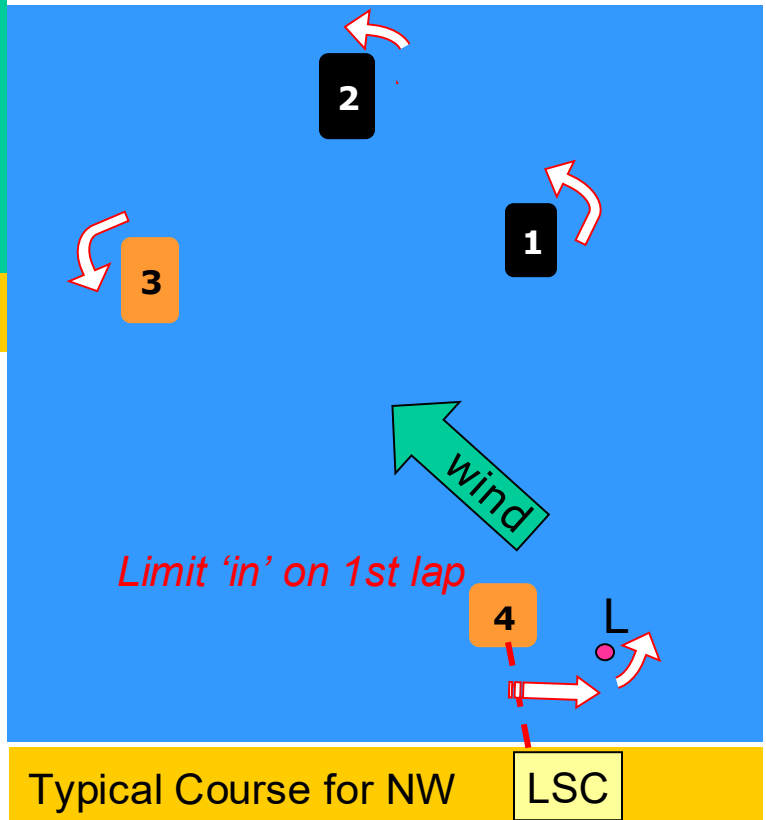
Offset Trapezium
use Black Marks for
outer leg (the run)



Course: L, 1, 2, 3, 4, L, 1, 2, 3, 4, L, etc..



Course: 1, 2, 3, 4, L, 1, 2, 3, 4, L, etc..



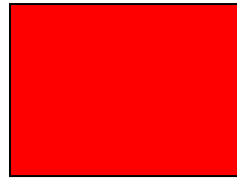
Course: L, 1, 2, 3, 4, L, 1, 2, 3, 4, L, etc..



Start

Boards displayed on West Balcony

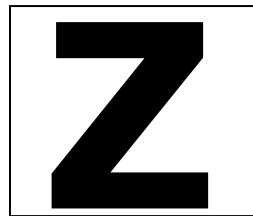
Marks to Port



or Starboard



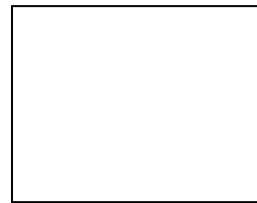
Course Type



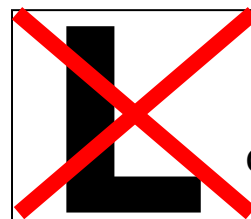
Do make
sure all
necessary
boards are
out on the
balcony,
hooked on
and ready
to use...

Limit Mark

- is a mark of the course
 - no board shown



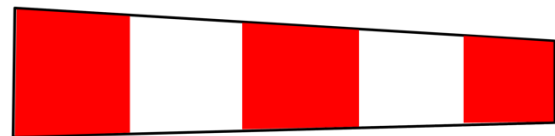
- is **not** a mark of the 1st lap



course on the
to use...

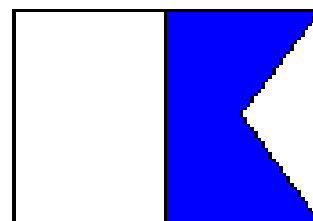
Postponement: **AP**

- 2 hoots when shown
- 1 hoot when removed
- warning signal 3 minutes later



Change of Course: **'A'**

- 4 hoots when displayed





Start

Boards displayed on East Balcony

TIME

'F' = fast fleet start
time

F-6min



F-3min



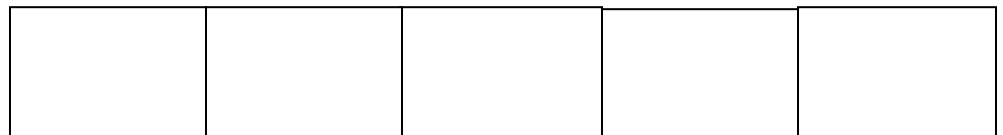
F

Fast Start



F+3min

Slow Start



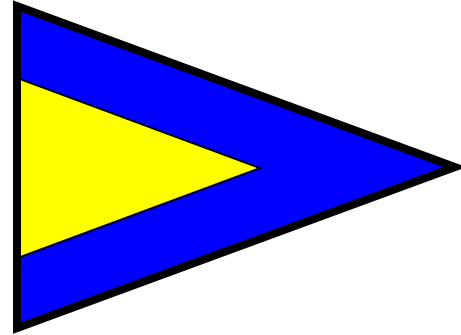
Make sure all boards are ready to use, including postpone and both recall boards!

***Top tip: write boat numbers down on the results sheet in the order that they complete the first lap: also include all who retired after 3 minutes before their start.**



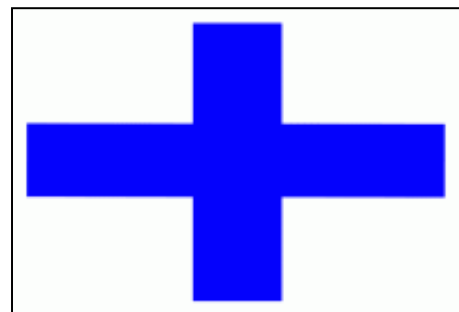
Recalls

Boards displayed on West Balcony



□ General recall

- 2 hoots when shown
- recalled fleet:
 - either goes to the end of the queue (if other starts)
 - board withdrawn - no hoot - 1 minute before next start
 - or starts 4 minutes after recall signal withdrawn with 1 hoot
 - recalled fleet's warning and preparation signals shown together - one hoot - at 3 minutes to go to the start



□ Individual recall

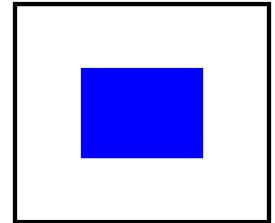
- 1 hoot when shown
- remove when boats have returned or after a reasonable time



Finish - First Race

□ After ~ 45 - 60 minutes

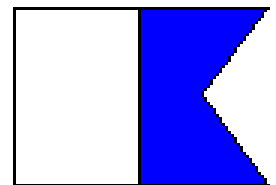
- **commence finishing process for both fleets**
 - if possible, try not to split the leaders in either fleet
- display 'S' board on the West Balcony



- 2 hoots when first boat to be finished rounds the penultimate mark
- hoot & flash the first 3 finishers of each fleet
 - then flash only for other boats

□ **As soon as the last boat has finished**

- check in with the safety boat to confirm all on the water are in good order in cold challenging conditions
- instruct safety boat to make any major course changes or start line adjustments
 - don't bother with minor adjustments
 - make any necessary changes to course boards on the West Balcony - use change of course sequence ('A' board + 4 hoots)
- commence start sequence for second race



Finish - Second Race

□ After ~ 45 - 60 minutes

- same procedure as above
- marks to be recovered after all boats have finished



Organisation

□ Shore Team - Race Officer and Ass't RO:

- Ensure all are safely ashore before safety boat lands
- Assist in safety boat recovery / winch up beach
- Calculate results, using LCF adjusted PY H'caps.

$$\text{Corrected average lap time} = \frac{\text{Total elapsed time} \times 1000}{\text{LCF H/Cap} \times \text{No. of laps}}$$

- Check that all who started racing have been included
- Put results sheet on notice board in foyer scan and email to sailingsec@lancingsc.org.uk
- Tidy up race box after putting boards etc. away, leave board framework upright in corner, close shutter
- Switch off power supply but leave radio chargers on timer
- Lock up race box
- Check that annexe hut and gate are locked
- Pull conveyor belting doubled up to the top of the beach
- Put boards in at top of ramp if high tides are likely
- Check that club is secure (or delegate) before leaving



Organisation

□ Safety Boat Helm and Crew:

- Remove marks from RIB but do not disconnect fuel tank
 - return marks to garage
- Run up engines that have been used in blue water tank to flush cooling system
- Close fuel tank breather
- Wash boats, external engine and controls, trolley - avoid getting water in engine air intake
- DO NOT spray the engine with WD40 – no longer done!
- Drain ALL water before re-housing
- Turn off battery isolator switches
- Lock security posts garage and boat sheds
 - **return keys**
- *Radio handsets – switch off, wipe over with a damp cloth, then **dry thoroughly** and put into chargers / connect charging leads in Race box (ensure that they are charging)*
- **Make comments in Safety Log on boats, equipment, incidents etc. (discuss with RO – file in race box)**