

## Hints and Tips for Race officers

### Overview

This document tries to provide some general information as a reminder to those of us that do not regularly carry out the race officer duty. The sailing instructions in the club calendar also provide useful info.

### Race Types

Generally the more serious racing takes place on Wednesday evenings and Sunday mornings. The Sunday afternoon race is meant to be more light hearted (Unless a specific Cup race) and also an introduction for those new to racing on the Sea. An extra cup is also awarded from the summer pm series for family sailors with more than one generation in the boat!

Thus on Sunday afternoon the course should be simple, generally just a triangle (no sausages) and not too long a race, say 45 - 60 minutes.

On Sunday mornings there are often two races held back to back, and so that boats do not have to wait too long between races it is advisable not to make the course for the first race too long for the conditions and shorten course after 45 minutes finishing each boat after it crosses the line irrelevant of number of laps sailed. This allows the second race to start promptly aiming to get every one back in the club by 1:30pm at the absolute latest. Please be sure to liaise with the galley staff as timing the end of racing with the roast dinner is not easy!

Once a month there is a cruiser race, for members of both NSSC and Newhaven Yacht Club, which usually starts 30 minutes before the main fleet start. You can choose whether to use the electronic system set to single start or flags. If you use the electronic system you will need to re-set it for the main race. Alternatively use the 'O' flag for the fleet. For those who have forgotten the flag sequence:

5minutes	O Flag up
4 Minutes	Blue Peter up
1 minute	Blue Peter down
Start	O Flag down
Individual recall	X Flag
General Recall	First Sub

You will be given guidance on the course from Rupert, however the only part of the course that must be laid is the start line and possibly a wing mark, the cruisers will then sail out of the bay aiming to return after the dingy fleet finishes. Please note finish times and the recorder will sort out the results. At present we don't know all the handicap numbers so you can't work them out anyway, however latter on in the session there may be an update.

### Electronic race control system

There is a manual for this system in the race box but a quick overview follows, it uses a touch screen for all controls but don't push down on it too hard it is not indestructible and only needs light pressure to detect your finger.

The system allows you to create any of the race signals you would normally need including, start the race sequence, postpone a race, shorten course or abandon a race without the need for flags.

You can also do both individual recall and general recall for races.

It is important to make sure the loudhailer is connected up as this can be clearly heard by the competitors in most conditions, so if you do an individual recall please call out the boat and sail number with the tannoy as it can be difficult to tell on the water.

The system uses the 5 minute sequence

## Start / Finish line

Don't forget that it is standard practice to start the race using a transit, but finish the race on a line straight to the buoy. Try to get bias on the line so that the fleet do not bunch at one end, this is difficult unless the wind is along shore but a good amount of bias can be set and it then does not disadvantage those trying to keep out of trouble too much. Transit should be set on or just behind the start mark. We can use a lane mark to split the fleet so that the squibs and cats use the outer lane and dinghies the inner for safety. In these circumstances the outer marker is the course mark and so the lane mark is not a mark of the course for subsequent laps, it's sometimes useful to get a rescue boat to lift the lane mark after the start to avoid confusion.

If there are a lot of boats, and its windy start the fleets separately suggest Cats first followed by dinghies and then squibs other wise everybody ends up bunched together early on in the race.

## Courses

This is obviously down to you but things strongly recommended not to do are:-

- Don't use a single mark for two separate legs of a course it causes confusion
- Don't set a mark such that boats have to swing through more than 270 degrees

Both of these can be dangerous as boats can end up crossing from opposite directions and rules get a bit complicated! (A keel boat will probably win the argument!)

Things to do:-

- Make sure there is a beat
- Try and reduce bias on the start line
- If in doubt keep it simple

## Results

Don't forget to put the start time on the results sheet

Always record times for each lap, so if there is any confusion after the race, checks of previous lap times can often save you a lot of hassle.