



## Race Officer Guidance

These notes are for guidance only. If you have questions, or feel you would like to know more of the technicalities, then please contact the sailing secretary who can direct you to one of our more experienced race officers

Check weather forecast to see what the wind/weather is expected to do

Arrive at the club by 10:00 - 10:15

Meet recorder and safety boat team

Discuss weather conditions and probable area for start and course.

Make sure signing on sheets are on a clip board and available for racers.

Collect committee boat key from shed next to safety boat shed.

Take committee boat off its mooring and tie up in front of club house

Check you have enough fuel

Collect what is needed from shed next to safety boat shed.

- Box of Flags
- Stop watch (inside flag box)
- Course card box and course board.
- Yellow first aid/emergency box and throw line
- From Topper/Oppi shed collect radio (ensure safety boat has theirs)
- Electric horn
- Forms to record results, pen, spare pen and paper.

Set committee boat with flags

Take a **mobile** phone as well as radio. A mobile phone is better for emergencies / 999 calls / secure calls.

Carry out a radio check. There should be a shore radio if there is a person available to work it. Call Sign "Committee Boat". The Safety boat(s) is(are) "Safety Boat 1 (2, 3 etc.)". Shore is "Shore".

Assess wind conditions from end of the jetty, or if the wind is erratic, then a trip down the lake in the safety boat or leave the club early so you can assess the best place to start.

In the summer there are issues with weed and the general public especially at the West / Club end of the lake to take into account. If you are unsure, please ask members who are racing for advice on a course.

Leave the jetty at least 20mins before the first signal (which is at 11:25) and head to start area.

Sound the horn a couple of times as this motivates the competitors to launch if not already done so.

Wear the kill cord and buoyancy aids

Your start area should be where you can observe the whole of the race course (this provides extra sets of eyes to support safety cover) And to give as long a first windward leg as possible.

Anchor the committee boat so that it will be at the starboard end of the line. Check the anchor is holding before laying the pin mark (port end of the line)

The safety boat should follow instructions from you lay the pin end of the line as near to 90 degree to the wind as possible, given that Llangorse has shifty conditions. Boats generally prefer to race rather than wait for a perfect line.

Your start line should be approximately 6 times the number of boats in metres i.e. 10 boats need 60 metres.

It is better to have a longer line than too short.

Once the line is laid the safety boat may position itself so they can observe boats leaving the club for the race area.

## **Course**

The morning race should be at least an hour

2 starts - general handicap followed by novice/junior.

Set for the prevailing wind conditions and safety cover

If when the wind direction is difficult for a windward first leg to a fixed mark ask the safety boat to lay a moveable X mark.

The novice junior course should be shorter than the general handicap course. This can be done either by a different / movable windward X mark to give a shorter windward leg or removing some of the later course marks.

**ALL MARKS MUST BE ROUNDED IN THE SAME DIRECTION FOR ALL FLEETS**

Put the course cards out, remember which way competitors are to round the marks and to have Distance (pin) as the last mark so the fleet go through the line each lap

Last board is the number of laps. It is easier to put up more laps than you expect to be done as you can shorten course.

Hoist orange on "station flag".

When fleet have arrived and as near to 11:25 (though may at times have to postpone (AP) if wind conditions go light)

Count down is Sound + flag at 5,4,1, and start time

- 5 mins. General handicap flag (G) hoisted
- 4 mins. I flag hoisted (Round the Ends Flag).
- 1 mins. I flag down.
- 0 min. General Handicap flag down

Display the Novice/junior course straight away and start the 5 min sequence as soon as possible

Count down is Sound + flag at 5,4,1, and start time

- 5 mins. Novice/junior flag (J) hoisted
- 4 mins. I flag hoisted (Round the Ends Flag).
- 1 mins. I flag down.
- 0 min. Novice/junior flag down

If any boat is over the line show (X) and an extra sound. It is a good idea to have (X) ready on a hoist just in case. This is lowered once the early starters have re-crossed the line. If not all return, it must be lowered after 3 minutes so the next race can be started. If you cannot identify all the boats over the start, then you can use the general recall flag (1<sup>st</sup> Sub) with two extra sounds.

Afternoon racing has three starts. Same starting sequences extended to include Flying 15s first (F), then General Handicap (G) followed by Novice / Junior (J).

If a fleet only has 1 or 2 boats, they can be started with another fleet at your discretion.

During racing, observe the fleets and help the safety boat to keep track of competitors who may want assistance.

As each competitor crosses the line at the end of a lap, record the lap, sail number and time.

When the leading boat rounds the last mark before the finish, hoist the blue flag in place of the orange flag.

If it is obvious that fleets will not finish all the laps, look at the gap between fast and slow boats to help decide when to shorten course. With average laps this does not have to be when the leading boat of a fleet is approaching the line. Show the (S) flag with two horn sounds as the lead boat rounds the last mark before the line.

Races can be abandoned (N) (3 sounds) if the conditions become unsuitable or unsafe.

**As race officer, if you feel that the conditions are unsuitable (too much wind, or not enough safety cover) you can abandon racing for the day (N).**