

Running Races at SLSC 2015

Safety – This is always priority one

It is each sailor's responsibility to decide whether or not to race. The race committee should not influence sailors' decisions to race.

At least two race committee boats (usually the flat-top and a skiff) are needed to conduct a race. Each boat needs to be staffed by at least two people and except for the flat top not more than three.

Watch for trouble (capsize, etc.), especially for boats at the back end of a fleet.

Normally, the more maneuverable skiff should be used to assist disabled or capsized boats.

In any emergency situation, make sure everyone (including race committee) is wearing a life jacket.

Make sure the engine is off if anyone in the water is near the propeller.

When in doubt take the conservative approach.

Preparation

Preparation takes time. Get started at noon on Sunday (5 PM on Wednesday).

Place a sign-up sheet on a table in the clubhouse porch. Remind sailors they must sign up before the race. Place any announcements next to the sign-up sheet.

Instructions describing fuel, oil, electrical and starting procedures are on the race committee boats.

Each race committee boat should be equipped with life jackets, anchor, towline, compass, radio, and shorten-course and abandon-course flags.

The flat-top should have signal flags, placards, a wind-strength indicator, an electric bull horn, stop watches, a calculator, finish forms with pencils, and a course description card.

Inflate the tetrahedral marks with the orange battery-powered blower or the Shop-Vac. These are stored in the race shed.
Properly inflated marks are soft and droopy. Overinflating will result in a damaged or destroyed mark as the air in it will heat up and expand as it sits on the water. Attach the marks to small anchors using the D-rings before taking out to the committee boat.

Test the radios using Channel 19-lo.

Setting the Course

Try to set some (or all) of the course marks before the half-hour signal.

Leave ample extra anchor line for each mark to prevent dragging.

Use an offset at the windward mark for windward-leeward courses as specified in the sailing instructions.

If weeds are abundant, locate the course in deep water to minimize inconvenience.

Avoid placing marks too close to shore.

Place placards indicating the course Code and first 2 of the 3 digits of the compass direction to the first mark in the bracket at the side of the flat top. For example, with an Olympic course with the windward mark at 140 degrees an "O" with the digits "1 4" should be displayed.

Start and Finish Lines

Sunday races are scheduled to start at 1:30 PM, and Wednesday races are scheduled to start at 6:30 PM, except August when the last three races start at 6:00 PM. Make one long sound one half-hour before these scheduled start times.

If you cannot start on time, make two sounds and display flag "AP" (red and white stripes). This flag should be lowered a half-hour before the start time, accompanied by another long sound.

If you decide the racing should be abandoned, display flags "N" (blue and white checks) with three sounds.

Display the RC flag before the start, but lower this flag just before commencing the start sequence.

Sunday races can be started as late as 4 PM, but often sailors will not wait that long. It helps to establish a deadline, after which the race will be abandoned. Wednesday races must be started no later than 7 PM, except the last three races in August when the latest is 6:30 PM. Consider the weather forecast and what you observe.

Wake up the sailors with a few brief toots before initiating the start sequence.

START THE TIMING WATCHES AT THE START OF THE RACE!!!!!!

AT FINISH WRITE DOWN ELAPSED TIMES - LEGIBLY!!!! PLEASE!

RACE CHAIR DOES NOT HAVE A CRYSTAL BALL!

Starts will be run in accordance with RRS 26 (sequence below) on Sunday and Wednesday Club races, as well as many regatta races. On Sundays, there are normally three starting divisions, but the race committee can consolidate divisions by displaying more than one division flag simultaneously if weather or poor attendance warrants a change.

Signal	Flag	Sound	Minutes before Start
Warning	Division flag	1 sound	5
Preparatory	"P" flag (white square on blue background)	1 sound	4
One-Minute	Lower "P" flag	1 sound	1
Start	Lower Division flag	1 long sound	0

The starting signal for Division 1 is the warning signal for Division 2, etc. So between division starts, lower the first and quickly raise the next division flag.

NOTE: If more than one recall has occurred, adjust the starting line and fly flag "I" (yellow with black circle) may be substituted for flag "P". With the "I" flag, boats which cross the line or its extension in the last minute before their start must go around either end of the line before starting. Display flag "L" (black and yellow quadrants) at the end of a race if another race will follow. Lower this flag (with one sound) one minute before the warning signal for the next race. An anti-barging buoy may be attached to the stern of the race committee boat. Boats racing may not touch this mark, nor pass between it and the race committee boat.

Except for a formal change of course, do not alter the position of the starting line or any marks of the course after the starting sequence has started (division (warning) flag for the current start.)

After the Start

Recall individual premature starters by sounding one horn blast and displaying flag "X" (white with blue cross). Try to notify boats that were over the line early. Notify a returning boat when it sailed completely behind the line. Lower the "X" flag after all boats have started properly (or 4 minutes after start). Any boat that doesn't return to make a clean start will be

marked as "DNS" on the score sheet and are not given a horn or an "Over" hail as they cross the finish line. If individual over-early boats can't be identified, recall all the starting boats with flag "first substitute" (blue and yellow triangle) and two sounds. The warning signal for a new start for the recalled Division should be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding Division shall follow the new start. The starting signal for a recalled Division is the Warning signal for the next Division, and so on. Be careful to correctly record the starting time of any recalled division relative to any divisions(s) already underway. Shorten the course if it appears unlikely that the racers will finish within the two-hour time limit. Try to station the flat top or if not possible a race committee boat at a rounding mark. This boat should display Flag "S" (blue square on a white field) and repeat two audible sounds. The finish line will be between the "S" flag and the course side of the nearby mark. Work out a method to record finishing times accurately. Communicating finishing times by radio to the flattop is probably the easiest way to do this unless the flattop is at the new finish line. Abandon a race if the time limit is exceeded. Of course, you can abandon in adverse weather or for any emergency. Abandonment is signaled by the flag N (blue and white checks) and three sounds. If a significant sustained wind shift has occurred, the position of a mark can be changed after the start by displaying flag "C" (horizontal and blue, white and red stripes) at the appropriate mark. Inform sailors of the compass direction to the next mark. Direction changes are seldom done for Saratoga Club races, do this only if you are confident you can do it properly.

Finishing – PLEASE WRITE LEGIBLY – RC CHAIR HAS TO BE ABLE TO READ THE BOAT #'S & ELAPSED TIMES

Record the class, sail number and total elapsed time of each finishing boat. Use two stop watches for reliability.

REPEAT – PLEASE WRITE LEGIBLY OR THERE MAY NOT BE ANY FINISHES FOR THAT RACE.

The "finish forms" will help you to record the correct times. Record the mean wind speed on the finish forms. In very light winds (or other unusual circumstances), you may assign positions to stragglers and tell them they have finished. These boats will score the same finishing time for overall handicap considerations.

Cleanup

Return equipment as appropriate.
Marks deflated and hung up in the shed
Flags rolled and in the tubes
Clip boards, watches, binoculars etc. in the storage bin on the flat top.
Please lock the flat top storage box.

