

CRUISER RACE OFFICER (R.O) - DUTY BOAT

AT THE CLUB

- a) From the Racing Equipment Store in the Main Boat Shed below the Club House, collect the R.O. Duty Box, Auto hoot, Horn and Course Board.
- b) Check contents against list in box,
- c) Collect the I.D.M. Buoy from Main Boat Shed below the Club House.
- d) Consult with others over possible courses to be set, if you feel the need.
- e) Check that the racing marks are in place, as far as it is possible to do so. Lat/Long Positions of the club marks are shown on the notice board by the signing on sheet, where they are known to be missing or out of place this will be shown on this notice.
- f) Take into account special considerations, i.e. Fairway Trophy race must include the Fairway Buoy and the Ledge Trophy race must include the Ledge Buoy etc.
- g) Check number of yachts signed on, as this affects length of Start Line.
- h) Leave in plenty of time to lay the Line.

AT SEA

- a) Choose Courses and ensure suitable to prevailing and expected wind direction and speed, and will provide a windward start if possible
- b) Series Races: Class 1 and 3 will start together. Set courses appropriate for the classes, both classes should sail the same initial course, after crossing the finish line, Class 1 should then sail additional legs. Suitable Class 1 Series courses are listed in the course sheet with the suffix A.
- c) Trophy Races, Both classes sail the same course.
- d) Hawks. Where there is a separate Hawk Race, the Hawk fleet will normally start first.(Hawks will normally sail the same course as Class 3)

POSITIONING THE START LINE

a) Length of Line:

□□□ For safety reasons MINIMUM length should not be less than 1,1/4 times the total length of all yachts racing. Difficult to judge distances at sea and as there is no shortage of space, set Line length on generous side. (Approximately 10 metres, per yacht entered).

b) Angle of Line;

□□□ The line from the O.D.M. should be at right-angles to the wind and as near square to the general direction of the first mark of the selected Course. (Difficult to be exact when using fixed marks).

PROCEDURE

- a) Select Start Line position in relation to Outer Distance Mark (O.D.M.).
- b) Lay Inner Distance Mark (I.D.M.). This is merely a guard buoy. Competitors are not allowed to pass between Duty Boat and I.D.M. after the 5 min signal. (Penalty - instant disqualification).
- c) Anchor and drop back into position. Start Line is from the Duty Boat's main mast to the O.D.M.
- d) Chalk course numbers and Start Times on Course Boards and display on guardrails on side away from Start Line.
- e) Announce the Course, the Current Time and the Start Time on VHF Channel 77, The Timekeeper will use the call sign CSC One.
- f) A Course may be changed up until the 5 min signal. Hoist Flat L. Sound two blasts on air horn (see ACTIONS below).
- g) If no wind and a sea breeze expected, a short postponement may be needed, Hoist Answering Pennant. Sound two blasts on air horn. (see ACTIONS below).
- h) Should conditions warrant it, a cancellation can be made on either R.O's decision. Hoist Flag N. Sound two blasts on air horn (see ACTIONS below).

START COUNT DOWN (Hawk & Cruisers)

The Auto Hoot will automatically sound the horn signals in the correct sequence after being switched at the 5 minute signal. Additional sound signals can be made by pressing the red button on the auto hoot. [■◀))) indicates automatic auto hoot signal.]

- a) 5 Min before start, hoist Hawk Class Flag. (Start Auto hoot, turn black switch on) ■◀)))
- b) 4 Min before start hoist flag P on empty halyard. ■◀)))
- c) 1 Min before start lower flag P . ■◀)))
- d) Start Time. Lower Hawk class flag, Raise Class 1 & 3 class flags. ■◀)))
(If boats are over the line see h,i,j)
- e) 4 Min before start hoist flag P on empty halyard. ■◀)))
- f) 1 Min before start lower flag P. ■◀)))
- g) Start Time. Lower Class 1 & 3 class flags. ■◀)))
- h) If part or all of a yacht is over the Start Line, or on the wrong side of the Start Line, sound a second blast on the auto hoot (Red Button) and display flag X. The offending yachts should if possible be hailed and should return across Line.
- i) The X flag should be dropped only when returned boats have re-crossed the Start Line.
- j) If start situation is bad, sound General Recall. Two blasts on auto hoot (Red Button). Hoist first substitute. (see ACTIONS below).

DUTY BOAT RACE START

- a) The Duty Boat, which is going to race, has a maximum time allowance of 10 min after the start signal and may make its start before very latecomers reach the Start Line.
- b) The Duty Boat may use its engine but must do a 720 turn under sail before crossing the Start Line (IDM -- ODM).
- c) The Duty Boat takes note of its own start time to leave it in the box for collection by the Class Captain for result working.

TIME LIMITS

On Short races the first yacht must finish 15 min _before second high water. The race will then also be valid for yachts finishing within 30 min after second high water. Unless stated in specific instructions for that race. (*Evening Series races will normally have a 21.00-hour time limit*) Tide times to be taken from those printed in the Club Programme.

SHORTEN COURSE

The R.O. has the power to shorten the course at any mark of the course set. Hoist Flag S and sound two blasts of the Auto Hoot (Red Button) as each finisher approaches. ((see ACTIONS below)).

AFTER FINISHING

Collect the Inner Distance Buoy.

AT THE CLUB

- a) Be sure the Duty Boat's start time is in box for collection.
- b) Return Duty Box to Race Equipment Store.
- c) Return Inner Distance Buoy to Main Boat Shed

ACTIONS

CHANGE OF COURSE

- a) A change can be made up to 5 minutes before the advertised start time.
- b) HOIST FLAG L. SOUND TWO BLASTS ON Auto Hoot (Red Button)

POSTPONE START

To postpone the Start for an indefinite time after the scheduled start time

HOIST ANSWERING PENNANT WITH TWO BLASTS ON Auto Hoot (Red Button)

To end indefinite postponement - LOWER ANSWERING PENNANT WITH ONE BLAST ON Auto Hoot (Red Button), ONE MINUTE BEFORE BEGINNING START PROCEDURE.

CANCELLATION OF RACE

HOIST FLAG N. SOUND TWO BLASTS ON Auto Hoot (Red Button).

INDIVIDUAL RECALL

Sound Second Blast on Auto Hoot (Red Button), fly flag X, Hail Yacht if possible.

GENERAL RECALL

If situation should warrant, recall all yachts.

HAIL GENERAL RECALL SOUND - TWO BLASTS ON Auto Hoot (Red Button). HOIST FIRST SUBSTITUTE. Repeat full start procedure when all yachts have returned, after all other starts have completed.

SHORTEN COURSE

- a) R.O. yacht to take up position off the mark, which will now form the Finish Line, before the first competing yacht rounds it.
- b) FLY FLAG S. SOUND TWO BLASTS OF Auto Hoot (Red Button) AS EACH FINISHER APPROACHES.
- c) Time the yachts across the Finish Line

Ricardo D Cobelli

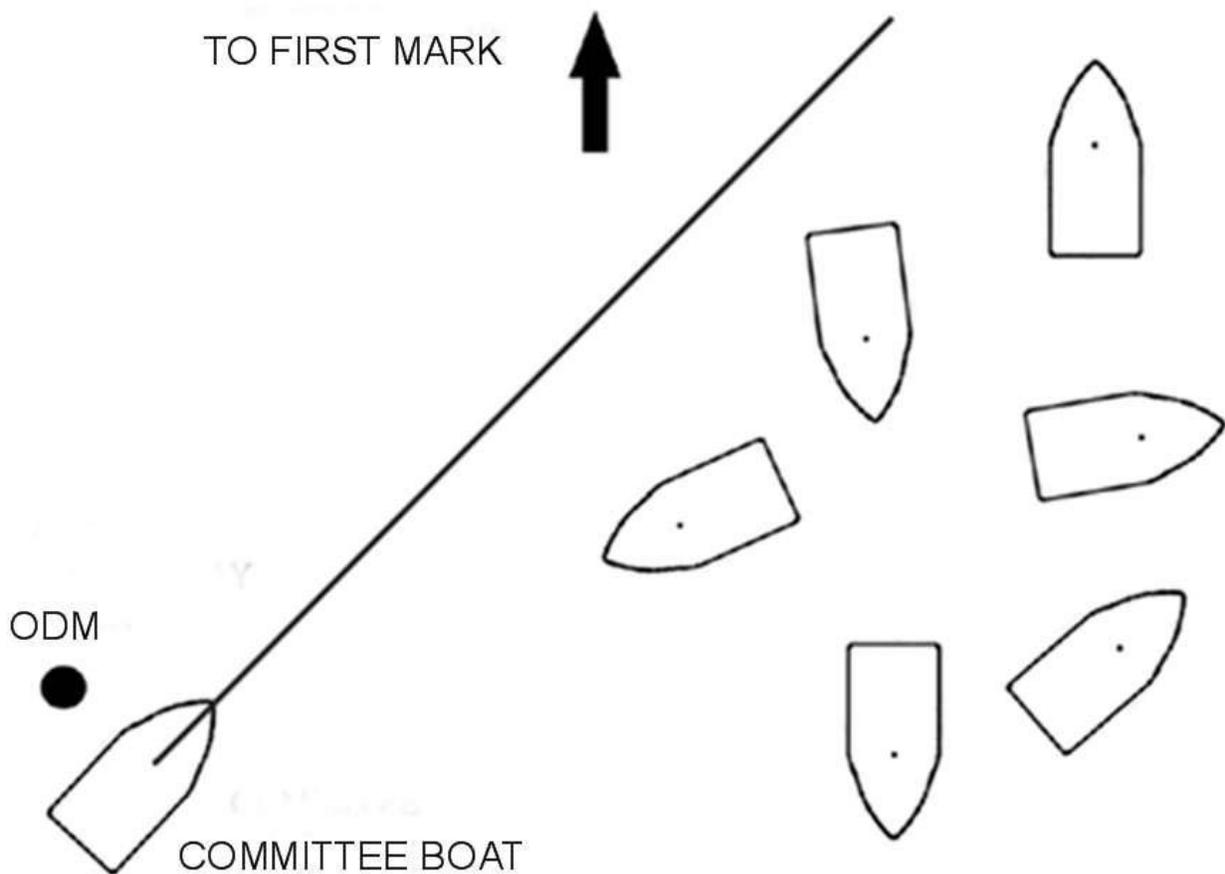
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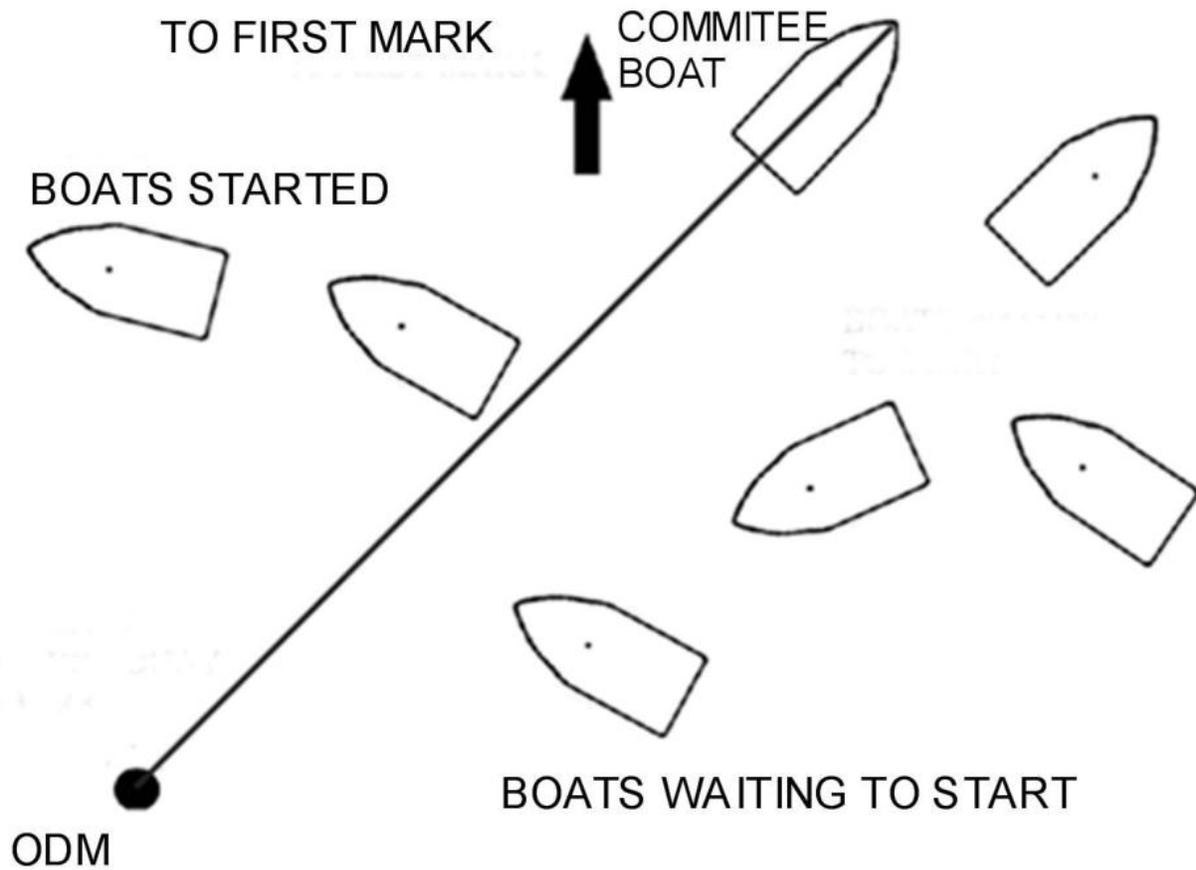
E: ricardo@cobelli.co.uk

CSC GATE START PROCEDURE

An alternative to the normal start procedure is the Gate Start, particularly when the wind strength makes anchoring difficult. It ensures that the committee boat starts at the same time as the rest of the fleet and its crew does not have to worry about raising an anchor and sails before starting. In addition, it eliminates the time allowance claimed by R.O.'s getting their boats away after starting a race. The committee boat will not anchor before the start, but will sail, fully rigged, in the vicinity of the starting point, but on the port hand side of the course, furthest from the first mark. The Committee Boat will fly Flag G to indicate a Gate Start. The R.O. will signal the 5, 4 and 1 minute warnings as usual. As the start time approaches the committee boat should be on port tack with the aim of passing close by the starting mark (ODM) which will be left to port. The committee boat should pass the mark (ODM) as the starting signal is given or soon afterwards and continue, close hauled, on port tack until rest of the fleet has started. If necessary, the committee boat can use her engine to reach the mark in time but must switch it off as she passes it by.



Before the start, the rest of the fleet will congregate on the starboard side of the course, to starboard of the committee boat's anticipated track. As the latter proceeds, competing boats start by sailing, on starboard tack, across an imaginary line between the stern of the committee boat and the Starting Mark (ODM). The committee boat has all rights over all other competitors, even though she is on a port tack until the starting procedure is complete. Hindering the progress of the committee during the starting procedure will result in disqualification. Any boat finding herself on the 'wrong' side of the committee boat's path at the starting gun will be considered to have made a false start. To rectify this she should go round the Starting Mark to port before proceeding.



Once the R.O. considers that all competitors have had a reasonable opportunity to start he should give one more sound signal and lower flag G to indicate that the starting procedure is complete. At this point he/she will be subject to the normal racing rules. Competitors arriving late for the starting signal can start their race by passing the starting mark to port and proceeding to the 1st mark as usual.

Note: That the committee boat's start is not delayed under this procedure. Therefore the R.O. cannot claim any time allowance for starting the race.