

Waldringfield Sailing Club

Race Management Guidelines

December 2019

Table of Contents

Contents

A few Key Points for the Race Officer	3
Pre Start Checklist	4
Course Setting & Advisors:.....	4
The Start	5
Committee Boat Starts	5
The Start Sequence & Flags.....	6
Postponement Signals	6
Individual Recall – Flag X	6
General Recall – 1st SUB	7
Race Control After The Start	7
Abandon -Flag N	7
Post Start Checklist.....	8
The Finish	9
Shorten Course – Flag S	9
Post Race Checklist.....	9
Scoring Abbreviations	10
Appendix 1 Course Setting Guidelines.....	11
Requirements for Racing	11
Courses	11
Target Race Duration.....	12
Trophy Races	12
Super Saturdays.....	12
Squibs 2 Race days	13
Appendix 2 Wednesday Evening Racing	14
The Course(s)	14
The Starts & Boats	14
Finishing	14
Special Cadet/ Topper Measure	15
Appendix 3 Pursuit Races	16
Start Sequences.....	16
Finishing a Pursuit Race	17
Appendix 4 Handicap Races	18
Appendix 5: 2 Squib Starts	21
Appendix 6 In the Event of a Protest.....	22

A few Key Points for the Race Officer

Even if you consider yourself experienced and read nothing else, please take a few moments to digest the following.

1. GREEN, YELLOW and RED FOLDERS

There are now 3 Folders, on the top shelf, in the cabinet in the Crow's Nest.

1. GREEN Folder = Race Management
2. YELLOW Folder = Course Setting and Sailing Instructions
3. RED Folder = Safety and Collisions

On a good day you will only need look at the GREEN Folder. This will guide you through your responsibilities as Race Officer: the people you need to talk to, the forms you need to complete and the tasks you need to deliver.

However you also have easy access to the 2 other files which you may need when things go wrong and may also be used by other members of the team on the day e.g. course advisors, Safety Officer.

2. Your Team

Remember you have a team of able volunteers to help you, including: Assistant Race Officers, Beach Master, Duty Safety Officer & Crew, Course Advisor, Class Captains

3. LASER RESULTS:

The Laser and (Laser) Radial are now back to having the same Start. Please prepare 2 separate 'Entry and Declaration' sheets for the Laser and the Radial. Please record Laser and Radials results in order together so that an overall series can be produced and a separate Radial series.

4. KEEP THE CHANNEL CLEAR IN THE HEIGHT OF THE SEASON

At around high tide in the summer, there are often many yachts and powerboats that navigate up and down river. Please try to ensure that the racing course does not have marks laid in a position that could obstruct these other river users.

5. PLEASE ENSURE THAT THE CROWS NEST IS MANNED

For safety reasons the Club requires that the Crow's Nest is manned at all times with someone who can act as a look-out and also be a hub for any radio messages that require attention on the shore.

The implication of this requirement is that if you do not have a 'Beachmaster', then you and your team will have to start and finish the racing from the Crow's Nest. You should aim to resolve this before the course is set.

6. COMPLETE A RISK ASSESSMENT FORM

As race officer you must complete **a risk assessment form before racing commences.** These may be found in the grey steel cupboard at the back of the Crow's Nest.

7. KEEP THE GALLEY INFORMED

The Galley staff rely upon you to help them plan and manage their day. Please let them know when you expect competitors back ashore after each race. If you are on the water, then relay the message via the Crow's Nest.

Pre Start Checklist

1	Please aim to arrive at WSC 1hr 30mins before published start time.
2	Complete the Risk Assessment form and enter your name as Duty Race Officer in the Crows Nest desk diary.
3	Unlock Crow's Nest Patio door, turn on klaxon/radio/ PA systems.(switch is on southern wall)
4	Prepare and display 'Entry and Declaration' sheets for each class on the outside board. Blank forms are in one of the box files in the Crows Nest.
5	Take the Club Flag and the Red Ensign from the Crows Nest and display them on the Patio flag staff (if this has not already been done)
6	Read the WSC Emergency Procedure book.
7	Check Crow's Nest clocks are working. NB. All your clocks are radio controlled, all are in synch:
8	Test klaxon and PA systems
9	Identify and make contact with today's Safety Officer. Confirm with Safety Officer whether you consider it is safe to race. Please follow the advice of the Safety Officer.
10	Establish whether you have someone to man the Crow's Nest radio if you intend to use a Committee Boat start. If you do not have sufficient help, then you will need to stay ashore.
11	Confer with a Course Advisor to decide upon a suitable course for the first race of the day. The course advisors are there to help <u>you</u> to set the course. Please also See Appendix 1 for Course Setting Guidelines
12	Aim to have the course displayed 1 hour before the start – and as a minimum – ensure that you display the Squib course so they can get afloat in good time
13	Make a note of the Course and take it afloat with you. Note the number of laps and the finish line area.
14	Advise the Galley with regard to the day's race pattern, i.e. race start / finish times etc

Course Setting & Advisors:

See Appendix 1 for Course Setting Guidelines.

We have a small team of advisors whose role is to help you when setting the course and when possible to give guidance on the water.

- Roger Challis
- Neil Fletcher
- Gordon Harris
- Mike Pert
- Harry Pynn
- Ian Videlo
- Jonathan Penn
- Alan Krailing

The Start

It is the responsibility of the Race Officer to start all races on time and the responsibility of the competitors to be in the start area in time.

Committee Boat Starts

The Committee Boat must be on station, with the line set, at least 10 minutes before the starting sequence. Plan ahead, leave the shore early as these tasks take longer than you might expect.

Personnel

- The Crows Nest must be manned at all times while you are afloat and racing is taking place. If a regular member of the Crows Nest staff is not available, you may wish to designate a member of your team to man the radio and finish the boats if necessary.
- Confirm there is a Cox for the Committee Boat.
- Ensure that your team are dressed for the weather conditions and are wearing personal buoyancy.
- Get your team onto the Committee Boat in plenty of time.

Equipment

The following is already on the Committee Boat

- Official Clock
- Flag Roll
- Binoculars
- Note pad and pencil
- Copy of Race Management Guidelines
- Laminated Copy of start Sequence and Flags
- Loud Hailer
- Hand Bell and Hooter
- Outer-Limit Mark and Orange flag
- Wind Indicator

At the Starting Area

Proceed to the starting area. Check radio and sort out the flags that you will need.

Designate your team members to cover the following tasks

- Time Keeper
- Sound Signals
- Flag Display / Removal
- Line Watcher
- Premature Starter recorder

Prepare your Flag and Sound Signal Schedule (Confirm the Schedule is current)

Displaying the Course

The course should be displayed from the Committee Boat. The course shall be displayed at or before the first warning signal.

Once the warning signal has been displayed the only way a RO can change the course is to Postpone before the start or signal a General Recall or Abandon after the start.

Setting the line

In the start area look to set a start line that;

- is clear of the navigation route for Yachts and motor cruisers
- is long enough for the class with the largest entry
- has sufficient depth of water behind and around both ends
- Position the Outer Distance Mark (ODM) - an Orange flag, then motor across the wind and lay the anchor of the Committee Boat.
- Adjust your position using the Anchor Warp. A wind indicator may help to judge when the line is square to the wind.
- A support boat may be used to "fine tune" the ODM when the committee Boat is anchored.
- When the line is laid, display the On Station (Orange) Flag on the main mast.
- You may request a support boat to position itself in line with and beyond the ODM, to act as a line spotter and record boats over the line at the start.
- Radio contact with this support boat will ensure they are aware of the exact start time.

The Start Sequence & Flags

Follow the Start Sequence outlined in the relevant start sequence schedule e.g. for 1st Summer, 2nd start. There is a laminated version of this in both the Crows Nest and on Boudicea.

It clearly shows the times and the expected Flags.

Postponement Signals

Postponement Signals can only be used before the start of a race but for any reason, including:

- no wind or insufficient wind to start the race.
- a shifty wind - it is not possible to set a course because the wind is moving round the compass
- Race Committee not ready - a totally unacceptable reason but one which does occur sometimes

Do not postpone for competitors to reach the race area if they could have arrived with reasonable Diligence.

To Postpone Raise flag AP accompanied by two sound signals.

When the flag AP is displayed on its own there is no time limit on, but there is a recommendation that this should not be displayed for longer than 1 hour.

This signal requires one sound signal when it is removed.

Individual Recall – Flag X

When there are clearly identified boats OCS, flag 'X' is displayed with a sound signal as soon as possible after the start.

This sound signal and the visual signal must be made at the same time and within 5 seconds. If there is a delay in making the signal for an individual recall, it is best to abandon the race and start again.

Flag X remains displayed until

- All the boats identified have returned to the pre-start of the start line
- Until 1 minute before the next start signal

General Recall – 1st SUB

A General Recall should be used when the RO is not satisfied that all boats over early have been identified. It shall be displayed with two sound signals.

In the event of a General Recall(s), the Class(es) shall be started after the last scheduled Start, in order of their recalls. The recalled Class Warning Signal shall be displayed at the Starting Signal of the last scheduled Class Start.

Race Control After The Start

There are various techniques that the RO can use to ensure that the race reaches a satisfactory conclusion, including:

- shorten the course – S.
- adjust the course to a new wind.
- replace a missing mark.
- abandon the race – this is the very last resort!

Abandon -Flag N

Care must be taken with these signals because when displayed alone they apply to all classes. It may be necessary to qualify them with a class flag.

All Races are Abandoned - Return to the Start Area
Raise Flag 'N' accompanied by three sound signals

When displayed alone, flag 'N' can only be used after the start. It means that the race is abandoned, competitors should return to the start area and a new start will be made as soon as practical.

Removal of Flag N is accompanied by a single sound signal and followed one minute later by the warning signal of the restart

Post Start Checklist

1	Advise the lead support boat of the number of starters in each fleet.
2	Keep a listening watch on the radio – whether afloat or in the Crow's Nest. Always use correct radio procedure. Call signs are in the Race Management Folder.
3	Keep a record of current leading boats in each fleet, together with the number of laps completed.
4	Record the time each leading boat takes to complete a lap. This will give you a good indication as to how long the race will last.
5	Fynnlass is equipped to act as a finishing boat. If you need her to finish one or more classes, you must give her plenty of warning. Confirm that she has the correct class flags and the Race Finish pack.
6	If you are afloat, proceed to the finishing area and lay a finish line.
7	Whether ashore or afloat, you must have the correct flags either displayed or at the ready before the leading boat rounds the last mark. See the Race Management Manual for the correct flags.
8	Advise the Galley (via the Beachmaster) as to when the first boats are likely to return ashore.
9	Record boat numbers as they finish, together with the finishing time of the first and last boat in each class.
10	If you are running a Handicap race, you will need to record the finishing time of every boat.
11	Advise the lead support boat when all boats have finished.
12	If this is the first race of a two-race day, consult a course advisor regarding the course for the next race.

The Finish

The finishing line should be set before the first boat starts the final leg. The Blue flag should be displayed, without a sound signal, when the first boat commences the last leg to the finish line.

Shorten Course – Flag S

If possible, display the Shorten Course signal as soon as the leading boat commences the leg to the shorten course finishing line

NOTE: The finishing flags might be different to starting flags if Toppers /Dragonflies (W)/Larks are finished separately.

Post Race Checklist

1	Prepare the Results sheets, one for each class, for each race.
2	The competitors have 30 minutes from the end of the race to sign the Entry/Declaration sheet. (See also Sailing Instruction 16.) A little encouragement over the PA may be needed at this point.
3	Enter all the support boat names used on your day in the Crows Nest diary.
4	Collect the Entry/Declaration sheets.
5	Using the Declaration sheets, the number of starting boats and the finishing order records, complete the Results sheets. Use the correct terminology for boats that did not complete the race (see below)
6	Post a copy of the Results sheets on the Results board on the outside patio. Put the remaining sheet along with the Declaration sheets into the Completed Race Results Box File located in the cupboard at the back of the Crows Nest.
7	Confirm all race signal flags have been removed and stored on their correct hooks
8	Thank the Support Boat crews and your team.
9	Lock the Crows Nest outside door, turn off the PA/Radio.
10	Collect your reward from the galley – Egg Butty, Cake and a mug of tea.

Scoring Abbreviations

These scoring abbreviations shall be used for recording the circumstances described:

- DNC Did not start; did not come to the starting area
- DNS Did not start (other than DNC and OCS)
- OCS Did not start; on the course side of the starting line at her starting signal and failed to start, or broke rule 30.1
- ZFP 20% penalty under rule 30.2
- BFD Disqualification under rule 30.3
- SCP Took a Scoring Penalty under rule 44.3(a)
- DNF Did not finish
- RAF Retired after finishing
- DSQ Disqualification
- DNE Disqualification (other than DGM) not excludable under rule 90.3(b)
- DGM Disqualification for gross misconduct not excludable under rule 90.3(b)
- RDG Redress given

Appendix 1 Course Setting Guidelines

The Race Officer is ultimately responsible for setting the course and should consider the advice from the designated Course Adviser.

Requirements for Racing

1. Get to the Club at least one hour before the Start to assess conditions
2. Squib and Dragonfly crews need plenty of time to get to their moorings, so endeavour to get a Course on the Course Board, or a confirmation of a Committee Boat Start, a minimum of 45 minutes before their Start
3. In setting a Course, remember that the Squibs can only sail behind the island for a maximum of 60 minutes either side of high water. Other classes may be able to sail a maximum of 90 minutes when running or reaching, but think of the tail end of the fleet who could be 20 minutes astern of the leaders.
4. Ensure that the Course Board has the Race to which it applies indicated at the top of the written description.
5. If a Course is to be set on the Committee Boat, indicate the general position of the Start Area at the Clubhouse.
6. Tell the Safety Boat crews the position of any Special Marks and their intended purpose within the course so that they may advise the Race Officer, on arriving at the position, if it doesn't appear to achieve the purpose
7. Establish good communication with the Special Mark layer to ensure, especially, it is the best Beat that we can give the competitors for the prevailing conditions.
8. If wind conditions change after the Course has been set the Course Adviser should confer with the Committee Boat to help set a new Course.

Courses

Location

9. For Saturday racing Committee Boats starts should be the norm, preferably in open water to avoid the moorings, but if conditions are suitable consideration should be given to starting from the Club Line. Use a Biased Start Line if it makes the line more even.
10. All classes should start from a common Starting Line where possible to ease pressure on the Race Management team.
11. Whenever possible use Special Marks as Turning Marks, rather than Channel Marks as Turning Marks.
12. If possible, avoid using a red or green flag in a position where a cruising yacht may mistake it for a Channel Mark,
13. Try to avoid placing Special Marks or Starts in the fairway at high water or near any moored boats.
14. Always be aware of wind shadows under the cliffs and by the Rocks.
15. Some of the membership would like to see the fleets sailing past the Clubhouse; others would like us not to sail through the moorings at all. In order to resolve this conflict, courses should only pass through the Club Line when conditions are appropriate.
16. Mark 'D' is only navigable for most classes upto 3 hours +/- high tide. Be careful when using Mark D as a turning mark.

Course Geometry & Classes

17. If it is very windy keep the Course simple and within sight of the Crows Nest so that it can most easily be covered by the Safety Boats and always discuss the situation with the Duty Safety Officer.

18. Avoid fetches for all classes i.e. do not have a long leg of the Course that is too tight to fly a spinnaker.
19. Lasers prefer smaller courses with multiple laps and do not like long runs in non-planing conditions. However, in planing conditions, Lasers do want reaches.
20. Squibs now favour regular racing courses like any other fleet with a balance of windward and leeward legs, but if possible, there needs to be a reasonable degree of separation from the other dinghy fleets.
21. Avoid sending Squibs to Greenpoint and back whenever possible.
22. Be aware of the depth restrictions of using mark ' F' and to a lesser extent 'D' unless fairly close to High Water, especially for Squibs.

Windward Leg

23. Use Special Marks for the Windward Marks.
24. Windward Marks should preferably be left to Port, however sometimes the best course will dictate a Starboard rounding
25. It can help to separate the Classes to set them a different Windward mark. Use, for example, a yellow flag for the Windward Mark for Larks, Wayfarers and Squibs, and a black flag for the Windward Mark for the Lasers, Dragonflies, and Cadets.

Off-wind legs

26. A good off-wind leg provides the opportunity for overtaking and challenges to defend
27. In light airs a good windward / leeward course works well for ALL classes except Lasers
28. At Waldringfield the prevailing winds and sea breezes can lead to a high proportion of reaching, hence with other wind directions, every opportunity should be taken to minimise processional reaches.
29. Avoid obvious conflicts between boats approaching a mark and boats leaving a mark
30. A good spinnaker reach in a F3-4 will be 90-120 degrees to the wind
31. A good reach in a non-spinnaker boat will be 80-100 degrees (wider if F4 and above).

Tidal Compensation

32. It is essential the RO and Course Advisor understand the issues created by the tide within the course area.
33. As a Rule of Thumb: for winds of 10 knots or more with 1 knot tide at 90 degrees to the wind set the Windward Mark down-tide by approximately 15 degrees.

Target Race Duration

34. 2 race Saturdays - 50 minutes.
35. Wednesday evenings - 45 minutes (longer rather than shorter on nice evenings).
36. Saturday Squib single races - 90 minutes.
37. Pursuit races - consult race management guidelines.
38. For Saturday all-in-start handicapped races consider using average lap times to achieve target race duration for all.

Trophy Races

39. When conditions are good use the Traditional Courses for the all-in Trophy Races as shown in the OOD's Guide in the Crows Nest. When setting the longest of these, consult the Squadron Leader who may wish to have a shorter Course set for the Cadets.

Super Saturdays

40. NEW FORMAT. Every Fleet races 3 Races.

41. Likely to be 2 back to back races, followed by an onshore break and then a third race.
42. We will experiment with sailing Inner and Outer Loops of a Trapezoid course to help separate classes

Squibs 2 Race days

43. Seek to give the Squibs 2 race starts (as close to back to back as possible) in the window 1335 to 1450
44. Try writing the course for the 2nd race at the same time as you write the course for the 1st race. Alternatively display the Squib course on the C/B or use VHF radio to communicate the course
45. To avoid contention minimise the use of Special Marks in the 2nd race as these will be used for the other classes AND at that stage we do not know (P) or (S)..
46. You may use either the C/B or the C/L for the second start, depending on the conditions and resources available on the day

Appendix 2 Wednesday Evening Racing

The format for Wednesday evening racing is different to Saturday racing. However the racing is still governed by RYA Racing Rules of Sailing and our own local SI's. Hence much of what the Race Officer has to do is the same as Saturday racing and you can still use (with a bit of common sense) what's already described in the Green Folder.

However there are 2 main differences that do impact what the Race Officer must do:

- There is Handicap racing on Wednesday Evening, with results being split into a Fast Handicap Fleet and a Slow Handicap Fleet.
- It is important to **finish all boats WELL BEFORE IT GETS DARK** and you will need to take into account that the wind usually drops as the evening progresses.

Gordon's Boards

Please use Gordon's Boards to signal the start and finish of the racing to competitors. The boards are a lot more visible from the river and help avoid confusion. The boards are in the Crows Nest by the side of the cabinet. The boards can simply be hung on the glass in front of the Crows Nest however please ensure competitors can't see them until the correct time.

The Course(s)

Consult with the Course Advisor. Aim to make the race last around 45 minutes for the first finishers, so that all boats have a chance to finish in just over 1 hour (longer rather than shorter on nice evenings).

The Starts & Boats

18.54pm *Laser & Radials*
18.57pm *Dragonfly*
19.00pm *Fast Handicap*
19.03pm *Squib*
19.06pm *Slow Handicap*

If the actual start time varies from this you will need to record it to be able to work out the Handicap. The boats you can expect to find in the handicap fleets are

<i>Fleet (PYN)</i>	<i>Boats to Expect</i>
<i>Fast Handicap (upto 1159)</i>	<i>Finn, Fireball, Lark, OK, Wayfarer</i>
<i>Slow Handicap (1160 to 1440)</i>	<i>Cadet, Mirror, Topper</i>

Finishing

You need to plan ahead - by 19.20 start thinking about when/ where to finish the fleets.

Finishing position must be recorded for all boats. Finishing times must also be recorded for all boats in the handicap fleets.

Special Cadet/ Topper Measure

Those Cadets competent and fast enough to finish should be allowed do so and be given a handicapped position. Those struggling should be finished on the water and given positions below all boats who have validly completed the course. It's for the discretion of the Racer Officer who needs to be finished on the water but we believe more often than not it will be clear who is struggling.

Appendix 3 Pursuit Races

Start Sequences

We have a tool that will help you work out the pursuit race start sequence

On the Crows Nest PC navigate to: <http://bit.ly/wscquick2>

The Table below shows the start times for a 70 minute pursuit race.

PY Number		Start time (rounded to nearest 30 secs)	Relative Start Time		
9	http://bit.ly/wscquick2				
1457	Cadet	13:00:00	00:00:00	Start time	13:00:00
1409	Mirror	13:02:30	00:02:30	Finish time	14:10:00
1358	Topper	13:05:00	00:05:00	Length	1:10:00
1303	Dragonfly	13:07:30	00:07:30	First Start	Cadet
1260	Dragonfly (Epoxy)	13:09:30	00:09:30	Rounding (seconds)	30
1167	Squib	13:14:00	00:14:00		
1130	Laser Radial	13:15:30	00:15:30	Instructions	
1131	OK	13:15:30	00:15:30	1) Enter the target start time	
1112	Laser	13:16:30	00:16:30	2) Enter the target finish time	
1101	Wayfarer	13:17:00	00:17:00	3) Select class of first start	
1091	Wayfarer (Hartley)	13:17:30	00:17:30		
1073	Lark	13:18:30	00:18:30		
1060	Finn	13:19:00	00:19:00		
1046	RS200	13:19:30	00:19:30		

Using the Cadet's handicap, enter the desired race duration for that class and the spreadsheet will calculate the start sequence for each class.

If a class not included above wishes to participate, then you will need to work out their start time based on their PYN.

Search for "Portsmouth yardstick" in a search engine to find the current RYA data for all classes.

Finishing a Pursuit Race

As the 70 minute finishing time approaches, form a moving line with the Committee Boat and a RIB each side of, and perpendicular to, the course of the leading boat. Should this occur on a windward leg, a line of sufficient length should be made perpendicular to the wind. At 70 minutes stop both the Committee Boat and the RIB to establish the finishing line, noting the finishing order of all competitors. The time need be taken of only the last finisher, in case a protest should occur.

The line should not move after the 70 minutes

Appendix 4 Handicap Races

As an alternative to a hand-held calculator, there is a spreadsheet on the WSC website that will help you to quickly convert an elapsed time to a corrected time.

To access this spreadsheet, on the PC in the Crow's Nest, open a web browser* and type in the following address <http://bit.ly/wscquick2>

*NOTE: this will work best in CHROME web browser

This will open up a spreadsheet which should look something like this....

9	http://bit.ly/wscquick2				
PY Number		Corrected			
1457	Cadet	00:22:03	Start time		15:12:00
1358	Topper	00:23:39			
1303	Dragonfly	00:24:39	Hours	Mins	Seconds
1260	Dragonfly (Epoxy)	00:25:29	15	44	7
1167	Squib	00:27:31			
1130	Laser Radial	00:28:25	Instructions		
1131	OK	00:28:24	1) Enter the start time		
1112	Laser	00:28:53	2) Enter the finish time		
1101	Wayfarer	00:29:10			
1091	Wayfarer (Hartley)	00:29:26			
1073	Lark	00:29:56			
1060	Finn	00:30:18			
1046	RS200	00:30:42			

Using the Quick Handicap Results Calculator

The calculator should be straightforward to use.

The way it works is to convert a real finishing time into the corrected time that would apply to each of our classes. It is up to you to look up the appropriate class and note down the corrected time to use.

This will save you repeated calculations on a hand-held calculator.

Decide whether to work in “Time of Day” mode or “Elapsed Time” mode

The calculator will allow you to express the finishing time, either as the actual time of day, or in the elapsed hours, minutes and seconds since the start.

To work with the actual time of day, set the start time to the time at which the race started.

In this example we are working in “Time of Day” mode, and the race started at 1:25pm.

13		1035	Laser 2		1:04:44
14		1175	Laser 4.7		0:57:01
15		1095	Laser Bahia		1:01:11
16		1130	Laser Radial		0:59:17
17		1006	Merlin Rocket		1:06:36
18		1409	Mirror		0:47:33
19		940	Osprey		1:11:16
20					
21	Start time			13:25:00	
22	Finish time			14:32:00	
23	Elapsed			1:07:00	
24					
25					

To work with elapsed racing times, simply set the start time to 00:00:00.

Enter each boat’s finishing time

For each boat, simply enter the finishing time in the large yellow boxes, and note down the corrected time that applies to that class. Then repeat this for each boat in the race. The boat with the lowest corrected time is the winner.

For example, a Squib finishing after 1 hour, 2 minutes and 34 seconds will have a

corrected finishing time of 53 minutes and 50 seconds.

PY Number		Corrected	Finish time		
			Hours	Mins	Seconds
1073	Lark	0:58:18			
1101	Wayfarer	0:56:49			
1303	Dragonfly	0:48:01	1	2	34
1107	Laser	0:56:31			
1069	Finn	0:58:31			
1457	Cadet	0:42:56			
1260	Dragonfly (Epoxy)	0:49:39			
1162	Squib	0:53:50			
1131	OK	0:55:19			
1087	420	0:57:33			
982	Fireball	1:03:42			
1035	Laser 2	1:00:27			
1175	Laser 4.7	0:53:14			
1095	Laser Bahia	0:57:08			
1130	Laser Radial	0:55:22			
1006	Merlin Rocket	1:02:11			
1409	Mirror	0:44:24			
940	Osprey	1:06:33			
Start time		0:00:00			
Finish time		1:02:34			
Elapsed		1:02:34			

Appendix 5: 2 Squib Starts

The Squibs are going to be having 2 starts on these Saturdays, in a similar manner to other classes. The challenge is to keep the time the Squib sailors have to wait between races as short as possible (as it is not practicable for them to come ashore for the tea break).

- For the first Flight the Squibs will be started and finished by the Race Management Team, using the same start line and finish line(s) as used for the dinghies.
- The Squibs will be started at the end of the sequence and finished with the aim to give them a similar length race to the dinghies. The course will be displayed either on the club board or on the committee boat.
- The aim is to commence the Squib 2nd start sequence shortly after the last Squib has finished the 01st Race i.e. back to back. Hence the 2nd Squib Start is likely to be from where they were just finished AND is not be linked to the 2nd start sequence for the rest of the Fleets.
- To help the Squibs with the timing of the 2nd Sequence hoist the AP soon after the last Squib has finished race 1. Then drop it exactly 1 min before you intend to start the sequence for the second race.
- The course will be as indicated on the Course Board before the Squibs go afloat. If there is a change of course, it should be communicated by radio to one of the Squibs for onward communication verbally amongst the fleet.
- In the event of a change of course from that displayed at the Clubhouse before the Squibs went afloat, the Squib Class Flag and Code Flag R should be hoisted as soon as possible pre-start, to indicate that a change of course has been made

Appendix 6 In the Event of a Protest

Please refer to the Sailing Instructions for the Protest procedure for both Formal Protests and Informal Protests. However basically The Race Officer should:

- 1) Establish the protest is going ahead and that the Protest form has been completed
- 2) Record on the Protest form the TIME that it was handed in and if possible an estimate of the finishing time of the last competitor to finish. This could be necessary as the protest may be between boats of different classes.
- 3) Communicate that there is a Protest at the first opportunity, after racing, to King Crow. If the King Crow is not present communicate the Protest to the Club Captain, Vice Club Captain or a Flag Officer.

The King Crow or an Officer of the Club will then:

- 4) Appoint a 3 person Protest Committee
- 5) Agree a time for the Protest to occur

Note the Course Advisor or any present Flag officer can also be asked for advice and support.