WALDRINGFIELD SC
SATURDAY RACE MANAGEMENT GUIDE

Preparation
- 48hrs before - Check forecast wind speed/direction
                        Check tide situation
- Think about racecourse scenarios

On the Day
- Re-check forecast - Any expected changes during the races?
  Any sea breezes developing? (It will bring in an Easterly - Southeast at Waldringfield)
- Consult with Safety Officer of the day

Timing
- **11.25am Arrival for Saturday Points series**
- Assemble the team who are asked to arrive by 11.50
- Complete Risk Assessment form in Crow's Nest
- Deploy Class Signing-on Forms

Liaise with course advisor & mark layers both off and on the water
- Display the starting area (and course if conditions allow) on shore at least 45 minutes before the first start. Set the course or a revised course on Boadicea, with Flag'R' to indicate it is a new course if it is different to the course displayed ashore. Advise the Safety Officer of the course and ensure the mark layers are aware of the purpose of each mark.

Deploy to Boadicea as early as possible - (aim to leave the beach by 12.15 latest)
  Unplug and **take the start sequence iPad** from the Crow's nest. Ensure there are pencils/paper for recording on board.
Delegate team tasks
- Flags, timing control, entry/result recorders/callers

ONCE AFLOAT
- Visualise the course/race area
- Once 'on station' fly Orange Flag (remove Red ensign)
- Liaise further with mark layers – show them the course, on paper if possible, and explain where you want marks placed
- Check all required flags are ready (AP, Class flags, 'P' flag, Recall flags)
- Prepare starting sequence using iPad tablet or Sequence Forms

SETTING COURSE
- **Seek to set a good first beat** – ideally windward mark to be PORT hand rounding. If the tidal flow is across the direction of the beat, then set the windward mark approximately 10 degrees away from dead upwind - in the direction of the tidal flow. It may help to set a longer first beat before reverting to a tighter course to avoid first fleet starters coming through later fleet's starts.
- **Consider** setting a separate leeward mark for slower classes to avoid congestion

Placing Racing Marks - AVOID: -
- Moored boats
- Exclusion zone off the boat yard (inc channel mark 1A)
- Wind shadows/ shallow water depth for race duration
- **Ideally** avoid use of channel marks as **turning** marks but can be part of course
Then:
- Display course on board Boadicea if different to that shown ashore, or is a new course. Double check it is correct (deploy the board on the non-course side) Liaise with safety and mark boats about course and advise Fynlass if required for finishing.
- If the course is changed, fly flag R to alert racers
- **Remind** competitors to keep clear of start line until their class start.

SETTING START LINE
Set a good line
- ➤ 90° to the wind (square to the wind) with a little port bias/making allowance for tide (use wind indicator on mast head for wind directions)
- ➤ In clear water (not in moorings, and preferably not across the channel)
- ➤ Ensure line is long enough for 1.5 times the combined length of the largest class
- ➤ Pin mark with orange flag to be set at the port end of the line
- ➤ Use AP if necessary, to delay sequence until you are ready
- ➤ Check all course buoys are in place before starting

STARTING SEQUENCE
Set start sequence on iPad tablet (www.waldringfieldsc.com)
- ➤ Select Start time for the first start. - (the tablet will set the sequence and the timing for all subsequent actions)
- ➤ Select 'Saturday' and the Classes that will be starting
- ➤ There is flexibility to drop **K start** out if there are no Toppers, Larks, Dragonflies or to drop any other no-show classes.
- ➤ If you don't want to use the iPad, then there are traditional hard copy sequence sheets on Boadicea.

If AP is deployed – lower with one sound signal 1 minute before commencement of sequence
- ➤ Flags – Raise and lower on time – use sound signal to draw attention to flag action
- ➤ For individual recalls (any part of HULL ONLY over the line) – Make 1 extra sound signal and raise flag X. Remove when **all** premature starters have returned, or at the Preparatory Signal for next start, when boats that did not return must be recorded OCS
- ➤ General recall – (too many boats over to identify all) make 2 extra sound signals and fly 1st Sub flag
- ➤ Continue sequence – recalled classes to be restarted at the end of the sequence

Restarting after General Recall. - Option to use penalty flags in place of P flag for any boat over the line at 1 minute signal either: -
- ➤ Z flag – 20% results penalty
- ➤ I flag – returning boats need to pass 'around the ends of the line'
- ➤ U flag – disqualified unless the race is restarted due to General Recall
- ➤ Black flag – disqualified from race even if it is restarted
- ➤ Record any recalled boats that did not return as OCS

RACE MANAGEMENT
During the race
- ➤ Check timing of boat laps
- ➤ Aim for 50 minutes duration for leading boats.
- ➤ Consider moving marks if wind has shifted and time permits. Ideally signal the change on a Safety Boat at the previous mark with appropriate flags (ie red flag for change to port, or green for change to starboard) and sound signals. A bell is suitable for this

Finishing
- ➤ Fly blue flag. If necessary, fly Shorten Course (S flag) and Class flags with two sound signals, after leading boat has rounded the last mark and is approaching the finish line. Advise Crowbase and Safety boats.
- ➤ Consider deploying Fynlass (with ARO if time) to finish the race at 90° to the line of the course at any mark (ideally the windward mark)
- ➤ Delegate recording of results to ARO's – Record any boat seen NOT to have sailed the correct course as NSC
- ➤ It's the boat's Hull crossing the line that determines its finish
- ➤ Check all boats are accounted for

BETWEEN RACES
Wherever possible: -
- ➤ **Please stay afloat between races to set up start position and course of the 2nd race**
- ➤ Talk to course advisor about possible changes to course for 2nd race
- ➤ Send ashore anyone who needs a shore break
- ➤ Post and display race results on correct forms once ashore