

COMMITTEE BOAT INSTRUCTIONS

Tri-Club's Ensign/Star Summer Series

Dear RC Volunteer:

Thank you very much for volunteering to serve as race committee. Your participation is greatly appreciated by the officers of our respective clubs, as well as the participants in the race you are about to conduct. It is your service here that allows for the races to be held and enhances the reputation of our fleet and of the events that we run.

Included herewith are instructions for the management of the race; operation of the RC boat, the Lady Hawke, shall reside with a club appointed driver/operator, who, while part of the RC team, is primarily concerned with the safe operation of your race management platform. The Sailing Instructions are your operating instructions and are written to provide information to the fleet, thereby freeing you up to observe wind and weather conditions and enable you to make the executive decisions, i.e., the PRO role, to pick a course(s) for the Stars, Ensigns and any other fleet that has the potential to join. A little preparation goes a long way – read these instructions, know the SI's thoroughly before you are on board the RC vessel and if you have any questions, please feel free to ask. Thanks again for your service to our racing program and congratulations, you will have now served as a Principle Race Officer!

Sincerely,
Richard Rubel
CYC Race Chairman

Contact Info:

Days (212) 630-7240 Eves. (631) 754-0891 E-mail: rubel.richard@gmail.com

The Race Committee should consist of at least three people. There can be two on the committee, but it is more difficult and will definitely be hectic.

1. Be Early - 1st warning is at 9:30 AM. You should be anchored & course set by 9:00 AM.
2. Inflate Marks (if necessary) While motoring out of the harbor inflate the mark(s) that can be dropped in locations at your discretion. E.G., motoring out of Northport Harbor, dropping mark "A" on your way out at the head of the harbor gives you another option for a southerly mark and can be picked up on your way back to the club. Use the electric pump by plugging into the cigarette lighter at the cabin entrance.
3. Evaluate the Wind once you are out of the harbor. Stop and evaluate the wind direction, ascertain where to anchor and what you will choose as your windward mark (inflatable or fixed club mark). It should be directly upwind of where you plan to anchor and if windy approx. one mile away, half to three quarter miles in less or a diminishing breeze.
4. Setting up the Starting Line
 - A. Drop the Start/Finish pin to the port side of the RC boat where it will anchor; leave enough room on the line for the number of boats starting in the larger division.
 - B. Anchor the boat **SQUARE to the WIND** with the pin; If not square and you are running

late, don't move; ask one of the racers or a mark boat to reposition the pin. You also have latitude to adjust your fore and aft position on the line by paying out more anchor chain to drop back some. You can also ask a racer to go head to wind to check squareness; if the pin end is slightly favored that is good, as it will attract the majority boats to that end, as opposed to the boat end being favored which invites barging and increases the potential of a collision with the RC boat.

5. Pre-Start

- A. Put up the RC Flag, bend on the class warning flags and AP flag (just in case), post the course placards with chosen course and insert the orange flag for establishing and spotting the line;
- B. Check-in boats, hand out circulars with the pole and clip as requested;
- C. Establish Roles: 1. Timer/Coordinator (PRO usually) 2. Flag Man 3. Spotter - Line.
- D. The RC should not get in the habit of answering questions, especially if you are in the midst of a start sequence and it distracts from the job at hand. It is also protestable that information that may not be given to the whole fleet is provided only a favored few. All questions can (or should be) answerable from the SI's! Providing basic info and or warnings on the VHF or loud hailer is admirable, but is a courtesy only.

6. Start:

Necessary equipment to have on hand and ready: Horns (air horns or the remote operated horn mounted on flying bridge seat back), X flag, 1st repeater flag, pen and paper and VHF.

The Start Sequence is as follows: The SI's stipulate a 9:30 warning - a radio announcement before that time and/or a rallying series of horn blasts advising that you will be starting on time is in order. Failure to make that time means that at 9:30 the AP flag is hoisted to advise of a postponement (FYI, nothing is more galling to racers and expresses RC disorganization than to have breeze and the RC is not ready to start on time!) A typical start sequence for two classes is as follows:

<u>CLASS</u>	<u>TIME</u>	<u>ACTION</u>	<u>SOUND</u>	<u>VISUAL SIGNAL</u>
1	9:30	Class 1 Star warning	Horn	Class flag displayed
	9:31	Class 1 prep	Horn	"P" flag displayed
	9:34		Long Horn	"P" flag removed
	9:35	Class 1 Star start	Horn	Class flag removed

NOTE: If any boat is over early (OCS- on the course side), the line spotter shall sound the horn, raise the "X" flag, and hail the boat(s) over early on VHF channel 72 and /or the loud hailer. The X flag comes down only after all OCS boats have crossed the line to the prerace side of the course; as a courtesy you can individually advise each boat if they are clear to restart. It is not necessary, and in fact can be misconstrued, to shout "All Clear," so *please don't do it*; the absence of the Individual Recall Flag with a horn will advise that all have started properly.

Class Two, the Ensigns, should receive their warning signal five minutes after the Star start (this is not proscribed in the SI's, but should be), or to eliminate any confusion and questions from the fleet and allow you to start at any time, the AP can be hoisted and with a horn blast at its lowering, the fleet should know their warning will occur promptly in one minute.

<u>CLASS TIME</u>	<u>ACTION</u>	<u>SOUND</u>	<u>VISUAL SIGNAL</u>
2 9:40	Class 2 Ensign warning	Horn	Class flag displayed
9:41	Class 2 prep	Horn	"P" flag displayed
9:44		Long Horn	"P" flag removed
9:45	Class 2 Start	Horn	Class flag removed

Record the actual starting time in case the wind dies and the race reaches its two-hour expiration.

7. Postponement – If Necessary:

**If anything goes wrong, e.g., time sequence, wrong flag, severe wind change, change of course and you are not ready on time, POSTPONE.*

**At any time, blow two horns and raise AP Flag to postpone remaining classes.*

To restart sequence:

1. Blow Horn & Drop AP Flag;
2. Exactly one minute later you will raise the warning flag for the next class in the sequence – Remember to note new start times.

8. Finish

- If so inclined, or visibility necessitates, reset the finish line making it shorter than the long starting line you had set. Again, if it is not difficult you can square up the line to the last mark of the course and to be square you may only need to adjust the anchor line.
- Assign one person to spot the line and provide a horn for each finisher, and one to serve as scribe to record sail numbers in the order they finish. A good back –up is to have two people record this information.
- Note the time of the division winner should subsequent finishers not finish within their 30 minute time limit.
- Write down any protests that may be brought to the RC's attention. Note if a protest flag was displayed.

10. End

When all boats have finished:

- Pick up the pin and any dropped inflatables;
- Deflate the inflated marks;
- Remove all of the race flags and stow them for next time;
- Empty the cooler of any food stuffs you may have brought.

11. Race Results

Please get the results to both myself and the fleet scorekeeper/webmaster, Walter Wohleking, by email **wgw5hd@gmail.com** or by phoning it in **(631) 757-0580** as soon as feasible after the race. If neither of these works for you please let me know and you can leave it on the Lady Hawke and if advised I will know to pick them up.

THANK YOU – For a Job Well Done!