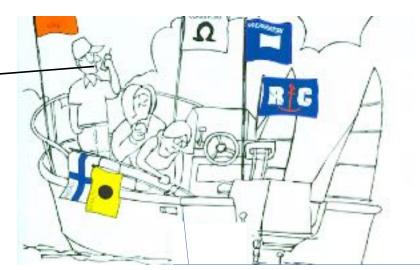


WHAT IT'S ALL ABOUT IN BRIEF

- HOLDING SAILBOAT RACES/ REGATTAS
- REGATTAS ARE OVER THE WATER COMPETITIONS BETWEEN SAILBOATS TO DETERMINE WINNER(S) IN AMATEUR EVENTS.
- REGATTAS ARE MANAGED BY RACE COMMITTEES TO PROVIDE ORGANIZED AND FAIR COMPETITIONS. THE COMMITTEES ARE ALSO RESPONSIBLE TO RUN EVENTS SAFELY.

The Race Committee at BSC HOW IS IT ORGANIZED?

WINDWARD MARK? YOU MEAN THAT WE HAVE TO SET ONE TODAY?



BSC USUAL MEMBERS OF A RACE COMMITTEE

PRINCIPAL RACE OFFICER (on committee/signal boat)

RECORDER (on committee/signal boat)

●MARK BOAT <u>DRIVER</u> 1 (on mark boat 1)

MARK BOAT SETTER 1 (on mark boat 1)

●MARK BOAT <u>DRIVER</u> 2 (on mark boat 2)

MARK BOAT <u>SETTER</u> 2 (on mark boat 2)

THE PRINCIPAL RACE OFFICER (PRO) HAS THE FINAL

RESPONSIBILITY FOR THE CONDUCT AND SAFETY OF THE RACE/REGATTA.



DUTIES INCLUDE:

- -ASSIGNING COMMITTEE MEMBERS THEIR POSITIONS
- -<u>DETERMINING</u> WEATHER CONDITIONS RE COURSES & SAFETY
- -<u>SETTING</u> THE RACE COURSE (directing all boat operations)
- -<u>CONDUCTING</u> THE RACES (includes SETTING SIGNALS & TAKING FINISH POSITIONS)
- -DRIVING THE COMMITTEE BOAT & ANCHORING IT
- -DIRECTING & PARTICIPATING IN RESCUE OPERATIONS



BUT WHICH PRO WILL YOU BE? THE KINDLY, SAAVY ADMIRAL OR CAPTAIN BLY WAITING TO THROW EVERYONE OUT OF THE RACE? EVERYONE REALLY COUNTS ON YOU TO DO WELL......

THE RECORDER MAKES A HARD, WRITTEN RECORD OF THE RACES.



DUTIES INCLUDE:

- REGISTERING COMPETITORS/ BOAT NUMBERS & CLASS
- RECORDING FINISHING POSITIONS/TIMES (WITH THE PRO)
- RECORDING WIND SPEEDS/ DIRECTIONS
- PROPER STORAGE OF FINISHING POSITIONS FOR SCORER
- <u>ASSISTING</u> IN THE OPERATION OF THE COMMITTEE BOAT AS MAY BE REQUIRED

NOTE: **THE RECORDER <u>DOES NOT DETERMINE THE PLACE SCORES</u>** OF FINISHERS. THAT IS DETERMINED BY THE <u>FLEET SCORER</u> WITH THE ASSISTANCE OF THE PRO. **BUT – ACCURACY COUNTS!**

MARK BOAT DRIVERS (1 AND 2) ARE RESPONSIBLE FOR OPERATING THE MARK BOATS*



THIS GUY MUST FOLLOW DIRECTIONS

DUTIES INCLUDE:

- FILLING THE MARK BOATS WITH FUEL
- TEST STARTING & RUNNING MOTORS
- <u>RUNNING THE BOATS</u> TO <u>MARK LOCATIONS</u> AS DIRECTED BY THE PRO (RADIO COMMUNICATION)
- <u>RUNNING THE BOATS</u> TO LOCATIONS NEEDED <u>FOR</u>
 <u>RESCUE</u>

*ALSO KNOWN AS CRASH BOATS OR RESCUE BOATS. MARK BOATS HAVE TWO ROLES: 1 – <u>SETTING</u>, MAINTAINING THE COURSE AS DIRECTED; 2 - RESCUE

MARK BOAT SETTERS (1 AND 2) ARE RESPONSIBLE FOR PLACING COURSE MARKS IN THE WATER AS DIRECTED



DUTIES INCLUDE:

- SETTING UP ANCHOR LINES AND MARKS FOR USE
- PLACING & ANCHORING MARKS FOR THE RACE COURSE
- REMOVING THE MARKS AFTER USE
- ASSISTING COMPETITORS WITH RESCUE OPERATIONS*
- NOTIFYING COMPETITORS WITH SIGNALING AS REQUIRED #
- HOOK UP FOR TOWING OPERATIONS OF COMPETITORS

A VERY IMPORTANT JOB!!

* BRINGING COMPETITORS ONTO MARK BOATS, ASSISTING IN RIGHTING CAPSIZED BOATS. # C mark and signals for port/starboard and length of leg

ADDITIONAL RACE OFFICERS (OPTIONAL)

IT'S ICING ON THE CAKE



SIGNALLER:

DUTIES – RAISE/ LOWER THE PROPER SIGNAL FLAGS WITH SOUND SIGNALS

SPOTTER:

DUTIES – CALL OUT <u>FINISHING POSITIONS</u> OF COMPETITORS TO THE RECORDER & PRO TO ASSIST RECORDING (ESPECIALLY CLOSE FINISHES).

EITHER OF THE OPTIONAL POSITIONS MAY ASSIST IN THE OPERATION OF THE COMMITTEE BOAT SUCH AS SETTING/ RAISING THE ANCHOR. AT BSC THESE POSITIONS ARE NOT USUALLY USED FOR SUNDAY RACES AND SOME REGATTAS.

RACE COMMITTEE EQUIPMENT

◆ 2 COMMITTEE BOATS (ONE AT MAIN DOCK – #

ONE AT SIDE DOCK)

- 2 MARK BOATS (UNDER ROOF SHEDS)
- 1 DOCK OUTDOOR STORAGE SHED # (GAS TANKS, MARKS & ANCHORS, LIFE PRESERVERS,

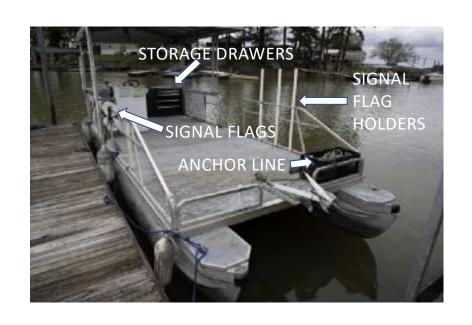
EXTRA LINES)

• 1 ROOFED SHED (BY THE AIR PUMP) # (RADIOS, BATTERIES, TOW LINES, EXTRA MARKS

KEPT LOCKED WHEN NOT IN USE.

The main dock committee boat has signaling equipment and the automatic starting sequence device, compass & hailer. It also has recording materials and storage drawers #.

BSC COMMITTEE OR SIGNAL BOATS





RC 1 RC 2

MARK BOATS (RESCUE BOATS)



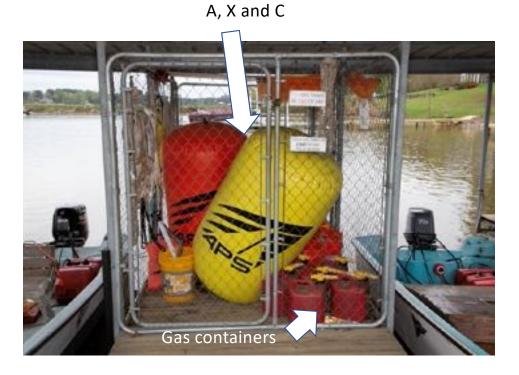


MARK 1 (MK 1)

MARK 2 (MK 2)

STORAGE

Contains: boat keys, radios, batteries, towing equipment, other material



Marks for



DOCK OPEN STORAGE CAGE

(KEPT LOCKED)

TRAILSIDE STORAGE SHED

(KEPT LOCKED)

RADIOS & POWER BOAT KEYS

RADIOS ARE PART OF RC EQUIPMENT THAT NEED <u>ATTENTION AND CARE</u>. THEY ARE HOUSED IN THE LOCKABLE (<u>TRAILSIDE</u>) SHED NEAR THE AIR PUMP. <u>EACH SHOULD BE KEPT ON THE CHARGERS WHICH ARE SET FOR 4 HRS AFTER USE</u>. RADIOS DO NOT FLOAT! <u>CAREFULLY</u>

TEST EACH ONE BEFORE USE AND SET ON A PREARRANGED CHANNEL FOR ALL COMMITTEE BOATS TO USE. THE CHANNEL USED MAY BE GIVEN AT THE SKIPPERS' MEETING. REPORT ANY RADIO PROBLEMS. NOTE KEYS NEXT TO RADIOS. THEY MUST BE RETURNED AFTER USE.







THE RACE COMMITTEE at BSC





HOW IS IT MANAGED? WHERE CAN YOU FIND OUT?

- * Service on RC helps!
- ♠ A good source for information.
- ♦ BSC's website.

RESOURCES FOR BSC RC MANAGEMENT

(WHERE TO GO TO)

THE BSC WEBSITE: RACE MANAGEMENT PROCEDURES

- 1) PRE RACE WHILE ON SHORE
- 2) DURING THE RACE ON THE WATER
- 3) POST RACE BACK ON SHORE

THESE THREE DOCUMENTS GIVE YOU THE "NUTS AND BOLTS" OF HOW TO RUN BSC RACES/ REGATTAS. THEY ARE AN EXCELLENT COLLECTION OF "WHAT TO DO" FOR THE RACE COMMITTEES (INCLUDING THE PRO). LIMITATIONS – THEY ARE NOT ALL INCLUSIVE.

PRE-RACE HIGHLIGHTS (FOR THE PRO)

- ARRIVE 1.5 HRS PRIOR TO START TIME
- WEATHER ASSESSMENT: TEMP & WIND
- MEET WITH OTHER RC OFFICERS/ASSIGNMENTS
- CHECK RADIOS SET OUT ANTICIPATED FLAGS
- CHECK FUEL LEVELS/ ALL BOATS RUN MOTORS
- CHECK CONDITION OF MARKS/ INFLATION
- AT <u>REGATTAS</u>: HOLD SKIPPERS' MEETING PRIOR
 TO GOING OUT (EXCEPT SUNDAY RACES)
- WHEN READY, ALL MOTOR TO "CENTER" OF COURSE

SEAMANSHIP: A NOTE ON ANCHORING

Good anchoring depends on setting the anchor line (length) at an angle to prevent pulling out the anchor itself. The distance from the set anchor to the boat is called the "rode." To set the anchor do the following:

- 1) Lower the anchor until it hits bottom......anchor line goes loose.
- 2) Determine the depth from the anchor to the boat (number of markers on line).
- 3) Set the rode needed by the formula: 3 x depth (for winds of < 6 mph)
 - 3.5 x depth (for winds ~ 6 mph)
 - 5 x depth (for winds > 6 mph)
 - e. g. depth = 25 feet & winds at 4 mph, rode = 75 feet
- 4) Pull sharply on anchor line to engage anchor. Watch that no drifting occurs.

ON THE WATER (FOR THE PRO)

- AT THE **CENTER OF THE RACE AREA**, HAVE BOTH MARK BOATS REMAIN CLOSE BY WHILE JUDGING WIND DIRECTION AND WEATHER.
- LOWER ANCHOR ON COMMITTEE BOAT, STABILIZE.
- DISPLAY CODE FLAG "L" FOR BOATS TO REGISTER (YELLOW/BLACK CHECKERBOARD).
- MAKE SURE WIND CONDITIONS/WEATHER ARE STABLE.
- HAVE MARK BOAT 1 MOTOR TO WINDWARD & DROP MARK IF CONDITIONS ARE STABLE (WIND POINTED AT COMMITTEE BOAT AS IN DIAGRAM A).

ON THE WATER (PART TWO, FOR PRO)

- DIRECT MARK BOAT 2 TO A LOCATION DOWNWIND
- OF MARK BOAT 1 AND ON A DIRECT LINE TO THE COMMITTEE BOAT.
 YOU SHOULD FORM A 90 DEG ANGLE BETWEEN THE POSITION
 OF THE COMMITTEE BOAT & MARK BOATS 1 & 2 (DIAGRAM B)
- HAVE THE MARK BOAT 2 SETTER DROP AND FIRMLY ANCHOR THE MARK AT A DISTANCE DETERMINED BY THE CHART ON THE COMMITTEE BOAT (DIAGRAM B) AND CHECK FOR STABILITY.
- IT IS IMPORTANT THAT THESE OPERATIONS BE ACCURATE TO SET A STRAIGHT LINE. USE THE ON-BOARD COMPASS TO ASSIST. IF THE WIND SHIFTS AFTER SETTING THE LINE, THE LINE MAY HAVE TO BE RESET IN ORDER TO STRAIGHTEN IT. DO NOT FOLLOW EVERY MINOR SHIFT, AN AVERAGE MAY BE TAKEN TO SET THE LINE.

DIAGRAM A: RELATIVE POSITIONS OF THE COMMITTEE BOAT & MARK BOAT 1 (INITIAL COARSE SET UP, WIND POINTS TO THE COMMITTEE BOAT)

MARK BOAT 1 COMMITTEE BOAT

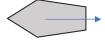


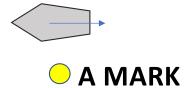






DIAGRAM B: RELATIVE POSITIONS OF THE COMMITTEE BOAT, MARK BOAT 1 AND MARK BOAT 2 (STARTING LINE SET UP)

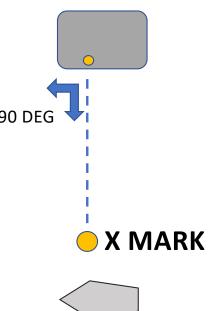
MARK BOAT 1





USE <u>AVERAGE OF WIND SHIFTS IF</u>
<u>NECESSARY</u> TO SET THE LINE AT
~ 90 DEG FROM: A-COMMITTEE-X.

COMMITTEE BOAT





ON THE WATER (PART THREE, FOR PRO)

- IF THE WINDS ARE > 5 mph, SET THE

 "C" MARK AT A POSITION TO WINDWARD

 OF THE STARTING LINE, BUT OFFSET (TO

 ONE SIDE) SO IT DOES NOT INTERFERE

 WITH THE STARTING/FINISH LINE (SEE

 DIAGRAM C).
- IF THE WINDS ARE < 5 mph, THEN DO
 NOT SET, COURSE IS A-X. THE PREFERRED
 BSC COURSES ARE:

"ACAX" WHEN WIND > 5 mph
"AX" WHEN WIND IS < 5 mph



How long should the starting line (between the committee boat and the X mark) be?

There is no absolute formula, but good judgement says that the boats starting should not be too crowded to block a good start, but neither should the line be so long that it makes it difficult for for spotters on the signal boat to see starters close to the X mark.

One suggestion from BSC is that the line should be equal to the sum of all the hull lengths of the boats starting plus 20% of that length. e. g., 5 Flying Scots will start in a given race. The estimate would be 19x5 = 95 feet + [.2 (20%) of 95] or 19 feet. The line should be 95+19 = 114 feet. Can you estimate that distance on the water? This time you're on your own, but experience will teach you.

DIAGRAM C: RELATIVE POSITIONS OF THE COMMITTEE BOAT & MARK BOAT 2 (SET UP FOR C MARK)

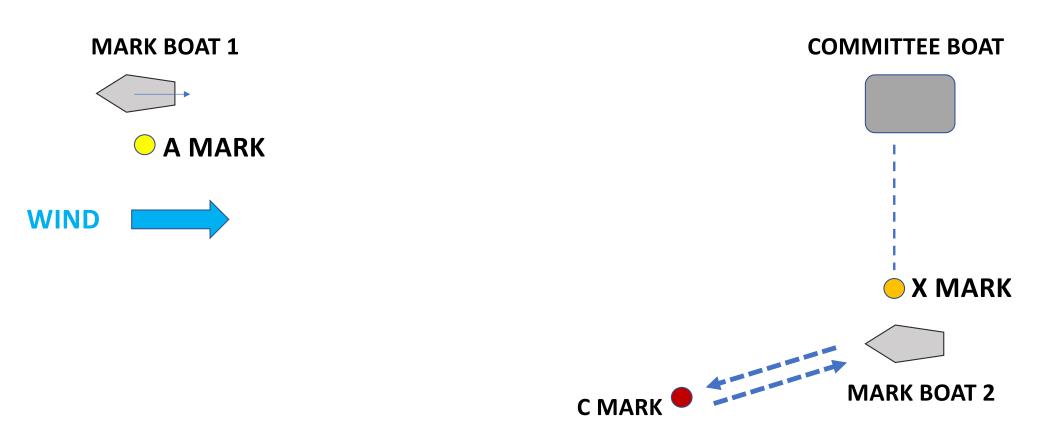
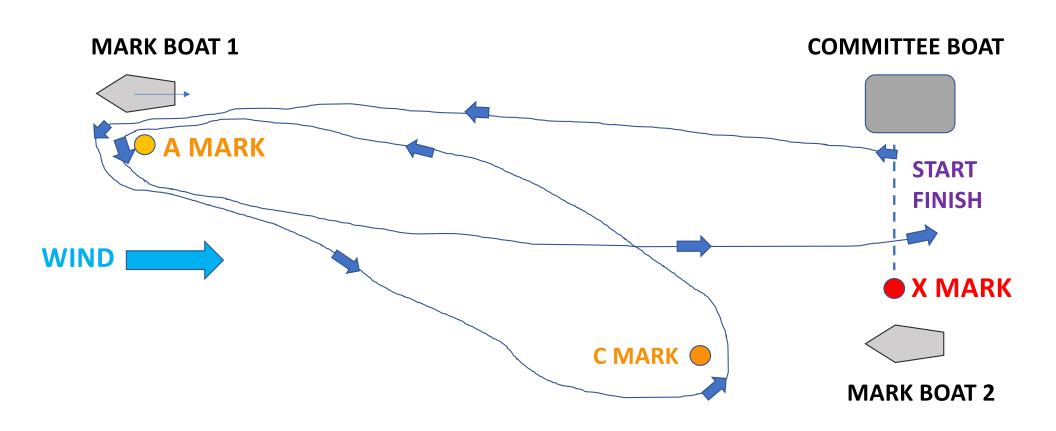


DIAGRAM D: COURSE IS NOW SET UP FOR "ACAX"



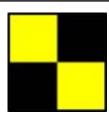
SIGNALLING AND SIGNAL FLAGS

THE PRO SHOULD BE FAMILIAR WITH THE FOLLOWING SIGNAL FLAGS OR CONSULT THE CHART MOUNTED ON THE COMMITTEE BOAT BY THE STEERING COLUMN.

LINE MARKER/ID SIGN IN

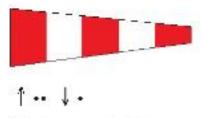


LINE MARKER (END OF STARTING AND FINISH LINE)

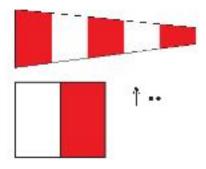


COME WITHIN HAIL
RAISED FOR
REGISTRATION, BUT
LOWERED BEFORE
STARTING SEQUENCE
(NO SOUND)

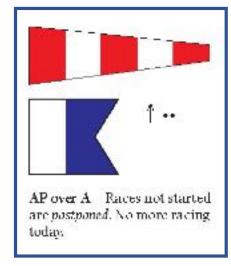
POSTPONEMENT SIGNALS



AP Races not started are postponed. The warning signal will be made 1 minute after removal unless at that time the race is postponed again or absordanced.

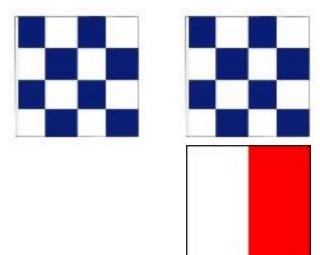


AP over II Races not started are postpowed. Further signals ashore.

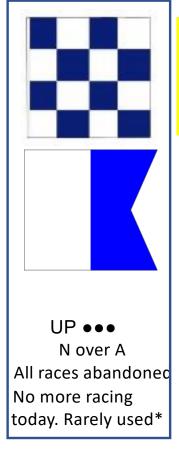


MORE SIGNALLING II

ABANDONMENT SIGNALS



UP ●●● N ABANDONMENT Race abandoned, return to starting area UP ●●● N over H Race abandoned. Further signals ashore.



SEQUENCE STARTING SIGNALS



UP —
YELLOW
Warning
five minutes
until start,
lowered at
start



P
Preparatory
four minutes
until start, then
lowered 1 min.
before start



UP ● DOWN —
I (I flag rule)
Do not cross
starting line
one minute
before start.
alternate
preparatory
signal. Others
possible*

*Not used Sundays

THE STARTING SEQUENCE (use automatic starter)

FIVE MIN BEFORE START FOUR MIN BEFORE START **ONE MIN BEFORE START AT START** "warning signal" "one minute signal" "start signal" "preparatory signal" **RAISE YELLOW FLAG RAISE P FLAG LOWER P FLAG LOWER YELLOW FLAG** WITH 1 SOUND SIGNAL WITH 1 SOUND SIGNAL WITH 1 SOUND SIGNAL WITH 1 SOUND SIGNAL

NOTES ON THE STARTING SEQUENCE

- 1. THE <u>SIGNALS</u> (NOT THE SOUND) COUNT. <u>BE ACCURATE</u>.
- 2. IF THERE ARE SEPARATE CLASS STARTS (INSTEAD OF ALL CLASSES), REPLACE THE SOLID YELLOW FLAG WITH:



for Flying Scots



for Thistles

- 3. ANY OPEN CLASS
- (i. e., EVERYTHING ELSE) USES THE YELLOW FLAG.

RECALLS

WHEN THE PRO DECIDES TO CANCEL PART OR ALL OF A STARTED RACE, THEN A RECALL IS USED. IT CAN BE APPLIED TO ONE, SOME OR ALL OF THE CONTESTANTS. IT IS USED WHEN PREMATURE STARTER(S) GO OVER THE STARTING LINE AHEAD OF TIME.

SIGNALS USED ARE:









X Individual recall.





First Substitute General recall.

The warning signal will be made 1 minute after removal.

NEW AUXILIARY BOAT TO CONTROL OVER-EARLY COMPETITORS is being considered



INDIVIDUAL RECALLS

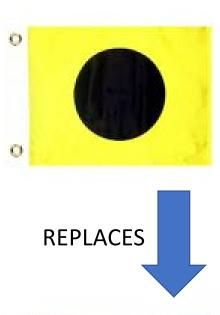
ALL INDIVIDUAL RECALLS ARE DONE BY
THE PRO WITH THE RAISING OF THE X FLAG AND ONE SOUND
SIGNAL. THE BOAT(S) INVOLVED SHOULD BE HAILED IMMEDIATELY.
WHEN BOATS OVER EARLY. WHEN THEY HAVE RETURNED TO THE
PRESTART SIDE OF THE COURSE, X FLAG IS LOWERED (4 MIN LIM).

GENERAL RECALLS

ARE MADE WHEN AN UNDETERMINED NUMBER OF COMPETITORS HAVE STARTED EARLY. GEN. RECALLS ARE DISCOURAGED. IF > ONE GENERAL RECALL, THE STARTING LINE SHOULD BE EXAMINED AND POSSIBLY RESET (IF INACCURATE) OR THE "I" FLAG SHOULD BE USED AS A PREPARATORY SIGNAL.

THE "I" FLAG AND THE "I" FLAG RULE

THE "I" FLAG IS USED TO DISCOURAGE OVERANXIOUS STARTERS AND PREVENT RECALLS. IT IS USED AT REGATTAS AND REPLACES THE PREPARATORY SIGNAL. THE "I" FLAG RULE (RRS 30.1) STATES THAT WHEN ANY PART OF A COMPETITORS HULL IS OVER THE STARTING LINE AT 1 MINUTE OR LESS BEFORE THE START, THE COMPETITOR MUST SAIL AROUND EITHER END OF THE LINE BEFORE STARTING. FAILURE TO DO SO IS DISQUALIFICATION FOR THE RACE. THERE ARE OTHER STARTING PENALTY FLAGS AS WELL, BUT THEY ARE NOT IN COMMON USE AT BSC.





OTHER SIGNALS, PART ONE



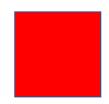
AT REGATTAS, NOT SUNDAY RACES, THE C FLAG MAY BE DISPLAYED BY A MARK BOAT TO INDICATE THAT **THE POSITION OF THE NEXT MARK HAS BEEN CHANGED**. REPEATED SHORT SIGNALS ARE GIVEN TO CALL ATTENTION TO THE CHANGE. PRO DETERMINES THIS.



TO STARBOARD



TO SHORTEN IT

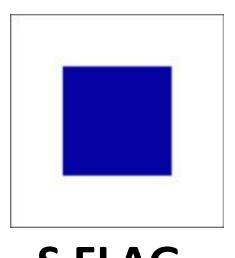


TO PORT



TO LENGTHEN

OTHER SIGNALS, PART TWO (AGAIN NOT SUNDAY RACES)



IT'S NOT THE P FLAG!



S FLAG

WITH TWO SOUND SIGNALS

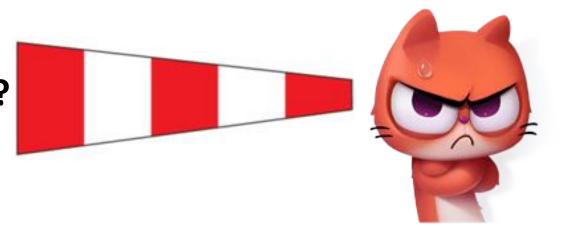
THE S FLAG IS FOR "SHORTEN COURSE". THE RACE ENDS BETWEEN THE S FLAG AND LAST MARK CROSSED. PRO DECIDES.

WHEN THINGS GO WRONG!

THE PRO AND HIS/HER
COMMITTEE HAVE TO BE
ALERT AT ALL TIMES AND
NOT HESITATE TO ACT
QUICKLY WHEN A
PROBLEM ARISES. SOONER
OR LATER, IT WILL.



TO RACE OR NOT TO RACE?
IT MAY BE THE QUESTION.

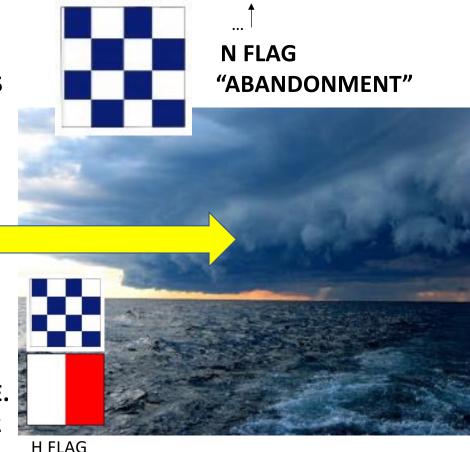


MANY CONDITIONS CAN CHALLENGE THE PRO TO DECIDE WHETHER A RACE SHOULD BE STARTED OR POSTPONED. IT IS THE PRO WHO MAKES THE DECISION, SOMETIMES WITH ADVICE FROM COMMITTEE MEMBERS. EVEN THOUGH THE OBJECTIVE IS TO RUN GOOD RACES, SAFETY SHOULD ALWAYS BE THE TOP CONSIDERATION.

WHAT COULD GO WRONG? IT'S A NICE DAY AND THE BREEZES ARE PUSHING THE BOATS ALONG AT A GOOD PACE.....

SOME EXAMPLES:

- 1) THUNDER STARTS ON THE OPPOSITE SIDE OF THE LAKE OR.....
- 2) THE WIND DIES OR ITS OVER 95 DEG.
- 3) AN INEXPERIENCED SAILOR CAPSIZES HIS/HER BOAT.
- 4) TWO BOATS COLLIDE CAUSING DAMAGE.
- 5) A SINGLE-HANDER FALLS FROM HIS/HER BOAT.

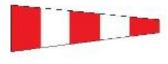


USED WHEN ABANDONING A RACE AFTER THE START MEANS RACE IS CANCELLED - RETURN TO STARTING AREA (OR TO SHORE IF N IS OVER H FOR FURTHER SIGNALS)



WHEN THE WIND DIES

Postponement Signals





AP Races not started are postponed. The warning signal will be made 1 minute after removal unless at that time the race is postponed again or abundaned.



May be used when the wind dies <u>after a start</u>. HOWEVER, IT DOES NOT POSTPONE RACES FOR THE DAY. Replaced by the AP flag when it seems that that wind will return.

N Abandonment Signal ↑... ↓ .

HIGH WINDS OR TEMPERATURES

Sailboats have decided limits when it comes to wind speed. A lot depends on the class of boat and



the experience of the crews (competitors). In general, a race committee can expect Thistles may capsize when the wind passes 15 mph and Flying Scots to capsize when the wind passes 20 mph. In a Flying Scot an *experienced crew* can keep its boat upright in wind speeds up to 30 mph. For a PRO, one should keep one eye on the anenometer and the other eye on the competitors as the wind increases. It is the PRO's responsibility to decide whether to run or abandon a race due to high winds. Temperature can also be a factor, when the outdoor temperature begins to approach temperatures ~ 90-95 deg, then heat exhaustion becomes a consideration. Not only are the competitors at risk, but so are crews on the mark boats. PROs can cancel/postpone races at reasonable discretion.

CAPSIZE, COLLISION, OVERBOARD

The primary, immediate concern in any capsize, collision and overboard incident is to account for all involved and their safety. The secondary concern is for the rescue/righting of overturned/damaged boats.

Mark boats 1 or 2 should come to









the incident as soon as possible while keeping the PRO informed of the conditions. The PRO should come to the scene if needed even if he/she needs to abandon the race. Rescue and recovery should begin at once.

RESCUE

PROCEDURE-1 (competitor rescue)

When a competitor boat capsizes during a race, the mark boat closest to the incident should immediately go to that location. The other mark boat needs to watch out for other capsizes on the course. The PRO should be informed of all incidents by radio. If more than one capsize occurs, weather may be a factor for the PRO to consider abandoning the race and even assisting in the rescue of other boats. Extra rescue boats (might be used.......)

The mark boat at the scene, first determines if all competitors are accounted for and safe. The crew of the mark boat takes aboard any competitors who wish to and then stands by the capsized boat to assist in righting and, possibly, towing the capsized boat.

PROCEDURE-2 (righting boats)

If a boat overturns (on its side for either a Thistle or Flying Scot), it is relatively easy to right it back up by competitors or with the help of race committee officers.

However, if the boat "turtles" (mast down), it can be more difficult to right it. Essentially a line should be attached to the side stay at the bottom side deck of the boat from the back of the committee boat. The prevailing wind should be at 90 deg to the boat's attached side stay (see boat righting diagram). Then the committee boat's motor should be used to pull the boat's mast to the surface and then upright. A boat crew should stand by to board the BACK of the boat when this happens. The boat can be slowly bailed/towed at this point.

RIGHTING DIAGRAM (BIRD'S EYE VIEW)

STEP 1- ATTACH LINE OVER THE SIDES (SAILBOAT SIDE STAY TO REAR OF RESCUE BOAT – ONE CREW TO STAY WITH SAILBOAT)



WIND
(BOAT MUST
BE AT 90 DEG
TO THE WIND)

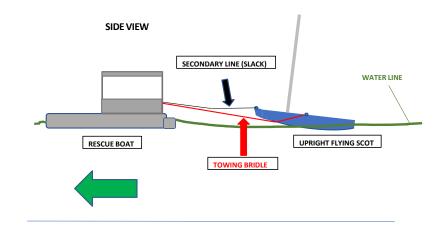
STEP 2- PULL UNTIL THE BOAT IS RIGHTED (ONE CREW SHOULD BE IN THE WATER READY TO BOARD THE RIGHTED BOAT)

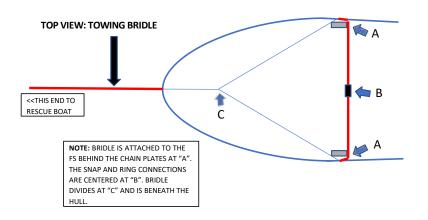
PROCEDURE-3 (towing after capsize)

After a <u>Thistle</u> has been righted and needs to be bailed out, Thistle crews can usually bail out their own boats. A mark boat should stand by as the crew recovers in case a tow is needed.

A swamped <u>Flying Scot</u> (FS) should be towed <u>slowly</u> back to the dock before It is completely bailed out. Special towing bridles are available for this purpose that attach the FS through the side stays to the front of the boat and the towing line (see FS towing diagram). One person needs to stay in the back of the FS while being towed <u>to help steer the boat behind</u> the mark boat or committee boat. In general at races/regattas, it is rare that a FS will capsize unless it is quite windy and/or the crew is inexperienced.

TOWING DIAGRAM FOR FLYING SCOTS





Turtled FS in 2016, crew accounted for......



Righted FS in 2016, crew staying with boat.



A mistake, the crew let the main loose while taking it down! Difficult recovery....



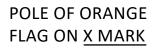
THE RECORDER & TAKING FINISHES

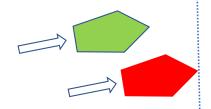
- A CRITICAL PART OF RACES/ REGATTAS IS RECORDING THE FINISHES <u>ACCURATELY</u>. NOTHING WOULD DISCOURAGE COMPETITORS MORE THAN THE THOUGHT THAT THE RC HAD DONE A POOR JOB IN TAKING FINISHES AND MIS-CONTRIBUTE TO THE FINAL RESULTS.
- AS BEFORE, THE RECORDER DOES NOT SCORE THE FINAL RESULTS, BUT ONLY MARKS THE FINISHING PLACE POSITIONS OR THE TIME IT TOOK EACH COMPETITOR TO COMPLETE THE COURSE.

WHO/WHAT ARE INVOLVED WITH TAKING FINISHES?

NORMALLY, THE <u>PRO</u> (ACTING AS A SPOTTER) AND THE <u>RECORDER</u>. IT COULD ALSO BE ANOTHER SPOTTER WHO BACKS UP THE PRO – ESPECIALLY IF THERE ARE CLOSE FINISHERS.

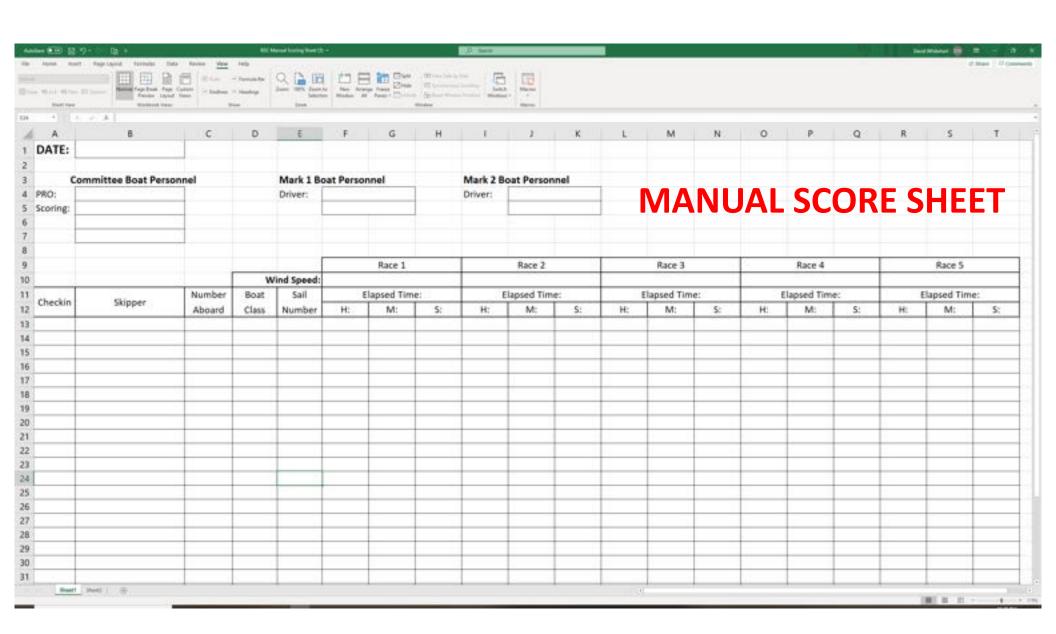
IN <u>FLEET RACES</u>: THE <u>FINISH POSITION</u> IS TAKEN. IF THERE ARE <u>MIXED BOATS</u> (OF DIFFERENT CLASSES): THE <u>TIME</u> IS TAKEN IN HOURS – MINUTES – SECONDS (e. g., 00:42:23) FOR EACH COMPETITOR.

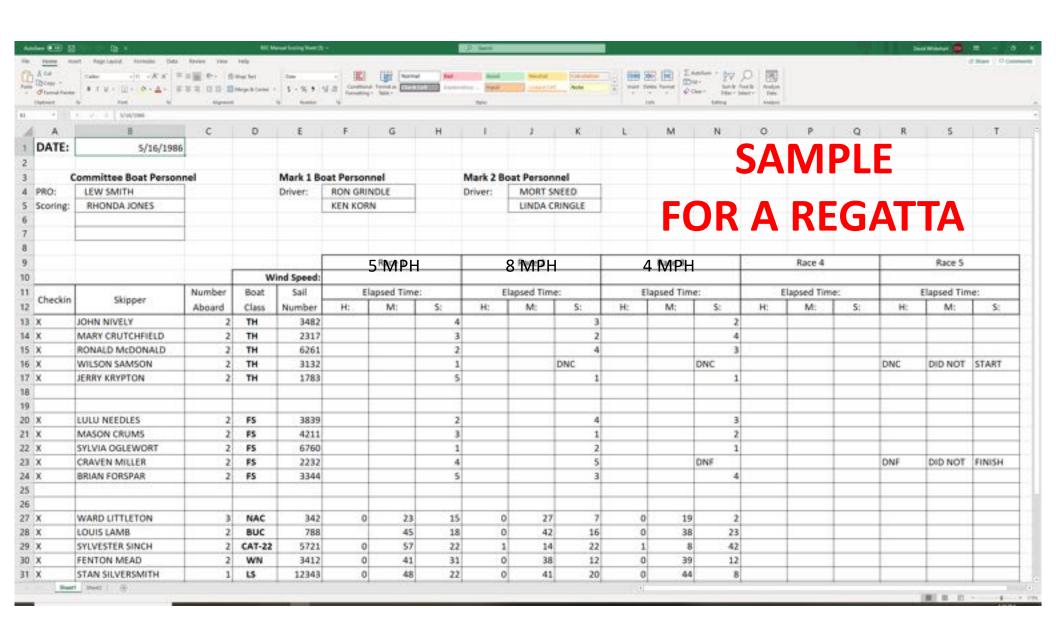




WHEN THE HULL
TOUCHES IMAGINARY
LINE BETWEEN THE
COMMITTEE BOAT
AND THE X MARK,
THE BOAT HAS
FINISHED (RRS, 2021)







NOTES ON RECORDING AND SCORING:

FOR A SUNDAY RACE – THE RECORDED RESULTS ARE TO BE CHECKED ASAP BY THE PRO FOR NEATNESS AND LEGIBILITY, THEN LEFT ON A LOCKED TRAY ON THE COMMITTEE BOAT FOR THE SCORER.

FOR REGATTAS — THE RECORDED RESULTS MAY BE CALCULATED BY THE SCORER AND/OR THE PRO BY PRE-ARRANGEMENT. MIXED FLEET RESULTS ARE CALCULATED BY COMPUTER USING PORTSMOUTH NUMBERS DETERMINED BY BOAT TYPE AND WINDSPEED. FLEET RACES ARE SCORED BY PLACE FINISHES AND ADJUSTED FOR *DNC* AND SIMILAR DESIGNATIONS (SEE RRS, 1921, p 59).

PROTESTS

A PROTEST IS A <u>COMPLAINT OF A RULES VIOLATION</u> IN A RACE/ REGATTA. IT INVOLVES A HEARING HELD BY A PROTEST COMMITTEE, A SKIPPER MAKING THE COMPLAINT OF A RULES VIOLATION AND THE SKIPPER ACCUSED OF THE VIOLATION. IT WAS ONCE FAIRLY COMMON TO HOLD PROTEST HEARINGS IN <u>REGATTAS</u>. IN FACT NOW, HARDLY AT ALL FOR ANY SUNDAY RACES OR REGATTAS.

CHANGES IN THE RRS HAVE BEEN DIRECTED TO THE <u>DISCOURAGEMENT</u> OF PROTESTS. A PRO MAY BE INVOLVED IN A PROTEST. IF HE/SHE CHAIRS THE PROTESTCOMMITTEE. A SMART PRO WILL APPOINT/REQUEST SOMONE ELSE TO SERVE AS CHAIR OF A PROTEST COMMITTEE.

REDRESS......COULD THE RACE COMMITTEE MAKE A MISTAKE?

IF A COMPETITOR(S) CONSIDER(S) THAT THE RACE COMMITTEE HAS ERRED, IT MAY REQUEST REDRESS BASED ON SEVERAL POSSIBLE REASONS.

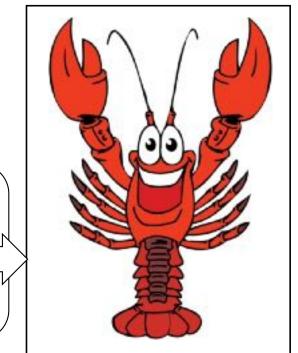
Examples: THE COUNTDOWN SEQUENCE IS INCORRECT

A FINISHER IS SCORED INCORRECTLY
THE RC IGNORES A RULES VIOLATION

"JOHN, I DEFINITELY THINK THAT IS THE OVER EARLY SIGNAL!"

"NO MARY, CRAWFISH ARE NEVER OVER EARLY!"

"WE SHOULD REQUEST REDRESS FOR A RC MISTAKE!"



THE RESULTS OF THE REDRESS COMMITTEE HEARING COULD BE UNPREDICTABLE – BE SURE BEFORE YOU FILE FOR A REDRESS

WHAT EXPERIENCE SHOULD YOU HAVE BEFORE REQUESTING TO BE A PRINCIPAL RACE COMMITTEE OFFICER (PRO)?

IN GENERAL, US SAILING RECOMMENDS THAT YOU

- 1. HAVE BEEN A COMPETITOR (SKIPPER) IN REGATTAS
- 2. HAVE SERVED IN ALL OF THE OTHER POSITIONS ON A RACE COMMITTEE:
 - A. RECORDER
 - **B. MARK BOAT DRIVER**
 - C. MARK SETTER
 - D. SIGNALLER
 - **E. SPOTTER**



KNOWING AND LIVING WITH THE RRS, THE PRO HAS TO HAVE A REASONABLY GOOD KNOWLEDGE OF THE RRS.



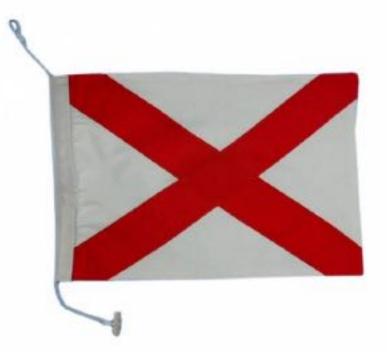
THIS YEAR SOME RULES ARE CHANGED (EVERY FOUR YEARS). SO WHAT CHANGES MAY BE SPECIFIC FOR RACE COMMITTEES?

- 1) A <u>BOAT FINISHES</u> WHEN, AFTER STARTING, ANY PART OF HER HULL CROSSES THE FINISHING LINE FROM THE COURSE SIDE. (RRS, p. 3) (3 EXCEPTIONS)
- 2) A <u>MARK</u> INCLUDES ANY OBJECT THAT A BOAT MUST LEAVE ON A SPECIFIC SIDE, THE COMMITTEE BOAT SURROUNDED BY NAVIGABLE WATER AND <u>ANY OBJECT INTENTIONALLY ATTACHED TO IT</u>, EXCEPT THE ANCHOR LINE. (RRS, p. 4)
- 3) A <u>BOAT STARTS</u> WHEN ANY PART OF HER HULL CROSSES THE STARTING LINE AT OR AFTER THE STARTING SIGNAL. (I-FLAG RULE EXCEPTION, 30.1, RRS)

WHAT? THERE'S MORE?

- 4) IN ORDER TO FINISH IT IS

 NOT REQUIRED FOR THE BOAT
 TO CROSS THE FINISH LINE
 COMPLETELY. (RRS 28.1)
- 5) ERRORS IN SAILING THE COURSE CANNOT BE CORRECTED <u>AFTER</u> <u>FINISHING</u>. (RRS 28.2)
- 6) WHEN CODE FLAG "V" IS DISPLAYED, MONITOR THE RACE COMMITTEE RADIO FOR RESCUE OPERATIONS. (IF POSSIBLE, RRS 37)



V FLAG WHEN USED – **NOT THE ALABAMA**

STATE FLAG! - IT MEANS RESCUE OPERATION IN PROGRESS MONITOR GIVEN RADIO CHANNEL FOR INSTRUCTIONS.

THE UNITED STATES SAILING ASSOCIATION ("US SAILING") DETERMINES THE RULES FOR RACING.

IN THE UNITED STATES. IT WAS FOUNDED
IN 1897 (UNITED STATES YACHT RACING
UNION OR USYRU). HDQTRS = BRISTOL, RI.
THE WORLD SAILING ORGANIZATION IS
ITS PARENT ORGANIZATION. US SAILING PRESCRIBES ALL RULES
USED FOR COMPETITIVE SAILING IN THE US USUALLY AT YACHT

AND SAILING CLUBS (INCLUDING BSC).



US SAILING MAINTAINS A WEALTH OF INFORMATION ON SAILING AND COMPETITIVE SAILING

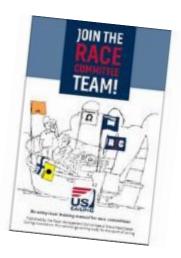
ABOUT SAILING AND RACING FOR ITS MEMBERS.
IT ALSO TRAINS AND <u>CERTIFIES RACING OFFICERS</u>
AT VARIOUS LEVELS OF EXPERTISE SUCH AS <u>CLUB</u>
RACE OFFICER AND OFFICIAL JUDGES FOR REGATTAS.

US SAILING PUBLISHES A <u>RULE BOOK</u> AS WELL AS THE RRS ON LINE/ e.mail FOR US SAILING MEMBERS. (www.ussailing.org and <u>info@ussailing.org</u>).

A HELPFUL INTRODUCTION TO BECOMING A CLUB RACE OFFICER IS FOUND IN THE PUBLICATION:

JOIN THE RACE CLUB COMMITTEE TEAM.





WHY YOU SHOULD CONSIDER CERTIFICATION TO BECOME A US SAILING RACE CLUB OFFICER....... (CERTIFICATION GOOD FOR 4 YEARS)

- 1. IT ENHANCES YOUR REPUTATION WITH YOUR SAILING CLUB.
- 2. THE TRAINING THAT YOU RECEIVE INCREASES YOUR ABILITY TO RUN ANY CLUB REGATTAS UNDER ALL CONDITIONS.
- 3. YOU GET TO SHARE YOUR EXPERIENCES WITH OTHER RACE CLUB OFFICERS.
- 4. IT FORCES YOU TO KEEP RECORDS OF YOUR PAST PERFORMANCE AS A PRO.

WHAT'S INVOLVED IN BECOMING A CERTIFIED, US SAILING RACE CLUB OFFICER?

- 1. BECOMING A MEMBER OF US SAILING.
- 2. A ONE DAY INSTRUCTION WORKSHOP FOR RACE CLUB OFFICERS.
- 3. TO <u>PASS AN ONLINE EXAM</u> BASED ON MATERIAL IN THE WORKSHOP (passing grade = 80%; sample questions are available ahead of time)
- 4. MAINTANING AN ONLINE RECORD OF YOUR PRO SERVICE AT BSC.

ARE THERE ANY QUESTIONS? THERE ALWAYS ARE......



MAKE YOURSELF HAPPY:

FILL OUT THE PRO OBSERVATION FORM AND BE A PRO OBSERVER FOR THE DAY

- 1. SIGN YOUR NAME AND e-mail address.
- 2. I will get in touch with you for an "assigned" day with a BSC PRO.
- 3. Include any further questions you may have and I will answer them before your "assignment".



HAPPINESS IS A WELL RUN REGATTA WITH CONTENTED SAILORS & A SATISFIED RACE COMMITTEE



THE PRINCIPAL RACE OFFICER MAKES IT HAPPEN!