Maroochy Sailing Club

Race Management Guidelines

A Guide to assist Race Officers of the Day and other Race Personnel

This set of guidelines was prepared to assist Race Officers of the Day to carry out their duties and follow the procedures we have adopted at our Club, based on World Sailing's Racing Rules of Sailing

RO's should familiarize themselves with the procedures for the type of event they are officiating.

An Index provides ready reference to procedures to follow if the event has to abandoned or shortened, and variations for a few different types of events.

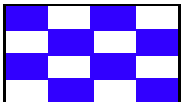
INDEX

Index, Emergency Situations	2
Overview, Alcohol & Drugs, pre-Race Check list	3
Principal Race Officers	4
Duties/Expectations	5
Signal Flags — An Overview	6/7/8
Flag Checklist for Start Boat	9
Starting Sequence — Flags	10
Starting Procedure—Detail	11
Using the Preparatory Flags	12
Finishing and Recording Times	13
Abandon Race	**14**
Shorten Course	**15**
Special Events - Short Course Racing	16/17
Special Events - Handicap Start	18
Standard Courses - Club Championship/Long Courses	19/20/21

Emergency Situations

In the event of an emergency,

1. Provide immediate assistance - **human life takes precedence**.
2. Advise a Principal Race Officer - off or on the water.
3. Abandon the Race - Code Flag "N"



An Emergency Response Plan has been prepared to assist in dealing with Emergencies.

The Plan is kept at the First Aid Station (Red Booklet)

It is implemented under the direction of a Principal Race Officer assuming the role of Rescue Co-ordinator

Overview

All Racing at Maroochy Sailing Club is under the overall supervision of **Principal Race Officers** who have completed a Race Management Course and are accredited by Australian Sailing.

(listed on Page 4)

If you have any queries regarding race organization and/or your duties, please discuss the issue with the a PRO, or in their absence another experienced Club sailor.
They will be pleased to assist..

Alcohol & Drugs

Maroochy Sailing Club has a nil alcohol and drug policy for all duty Race Management and Rescue Boat crew.

- **No alcohol or drugs consumption *(including prescribed medication that may affect your physical or mental health)* before or during the event**

If you are taking medication that may affect the performance of your duties, you must advise a Principal Race Officer.

PRE-RACE CHECKLIST

- **Rescue/Committee Boat - check fuel supply and anchor**
- **Launch and test run motor**
- **Check Boat Safety equipment:**
  - **Oars Bailer Tow rope**
- **Check First Aid Kit**
- **Test Radio Communication**
- **Course Buoys/ Start Buoy - pre-layed or on board**
- **Load Committee Boat Equipment:**
  - **Air Horn & Pump (or Bell) and Signal Flags (see page 8)**
  - **Race Management Box which includes-**

    Stopwatch, Manual, Notebook & Pen, Recording Sheets

Maroochy Sailing Club Principal Race Officers are certified through the Australian Sailing Official's Certification Scheme.

They have either -

(1) attended an Australian Sailing Race Officer Course, and successfully applied for Certification

or

(2) been granted Certification after being recommended by the Club to receive Race Officer certification on the basis of their extensive racing experience and their competency in carrying out Race Officer duties.

Certified Race Officers are listed in the Australian Sailing National Database of Race Officials, and their certification is valid for 4 years.

Current Principal Race Officers are

Peter Brodie

Graeme Hattrick

John Henry

John Ladewig

DUTIES/ EXPECTATIONS - Overview

The role of Race Officer of the Day is a crucial position at our Sailing Club.

You are not alone. Principal Race Officers and other experienced sailors are there to assist you in carrying out your duties.

Duties and Procedures outlined apply for most Race Series, but different Series have slightly different requirements due to different race formats. If in doubt, seek advice.

Preparing the equipment and laying the course beforehand does take time.

Race Officers should be at the Club at least by mid-day to prepare for the afternoon race.

Setting the Course

Lay the large orange buoys marking the course after consultation with a PRO. Factors influencing the course include:

- Format of the Scheduled Race eg Short Course, Club Championship etc
- Wind direction and strength
- Tidal conditions
- Fleet type - Spinnaker/ non – Spinnaker
- Skill level of sailors

Consider the impact of sandbars, wind shadows, Jet Ski area etc upon the course.

Try to include a substantial windward work (beat) into the course.

After laying a buoy, check that it is not drifting with the tide (esp. buoys close to the Motorway Bridge where the water is quite deep)

Briefing

Outline the Course and any particularities at the Pre Race Briefing.

Start

Lay the Start Line at right angles to the wind, with a beat to the first mark (if possible)

After anchoring, wait for a few minutes to check if the Start Boat or Yellow Start Buoy are drifting.

Layout the Start Flags for quick selection and commence the Starting Countdown by raising the Orange Flag. After approx 4 minutes, raise the first Class Flag.

After all boats have started, collect the yellow Start buoy, if not needed again.

Patrol/ Monitor

Check that all competitors are sailing without difficulty.

Respond to situations where assistance may be required - "standby" to give capsized crews opportunity to right their craft and rejoin the race.

Provide assistance/ towing where necessary.

Recording

Record laps completed for each boat on the Race Time Sheet. Individual lap times are not required, but laps should be "ticked off" to ensure all boats complete the course.

If necessary, Shorten Course so that the lead boat finishes within the time limit for that race.

Record the Finishing Time (as per Stopwatch) on the last lap

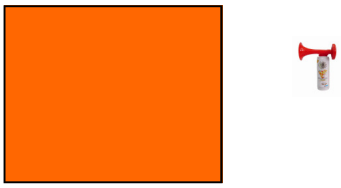
After the Race

After all boats have finished,

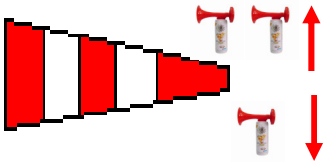
- Collect the marker buoys and store in Club House
- Stow the race flags on the Flag Rack
- Organise the recovery, washing down and motor rinse of the Start Boat.
- Pack all race gear in the Race Box and return it to the Committee Room
- Pass the Recording Sheet onto the Rear Commodore, Recorder or other Executive member.
- Assist with any debriefing.

Thank you for a job well done.

Nine Starting Flags



End of Start Line Marker
Start Sequence Warning Signal
(approx 1 or 2 minutes or varied at briefing)

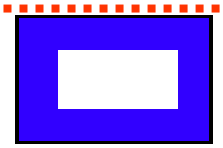


Postponement

When flown <u>Ashore</u> - Race will be postponed at least 20 minutes.

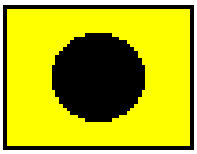
When flown <u>Afloat</u> - Race Postponed. Another signal will be made 1 minute after it is dropped.

Four Preparatory Starting Flags



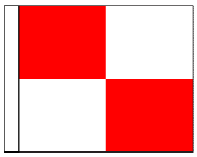
Code Flag "P"

or



Code Flag "I"
"Round the Ends" Penalty Rule applies

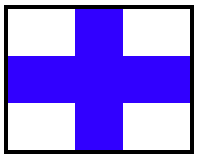
or



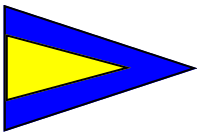
Code Flag "U"
"U" Flag Penalty Rule applies

or

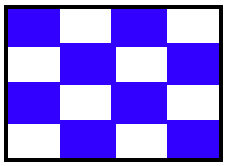
Black Flag Starting Penalty applies



Individual Recall



General Recall

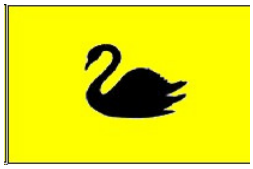


Code Flag "N"
Race Abandoned
after Starting.

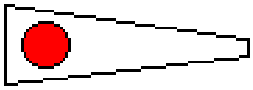
Some Further Signal Flags

(Necessary on Committee Boat)

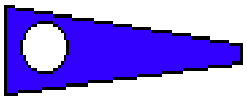
Sound Signal
on display or drop



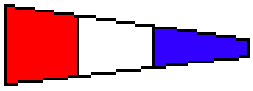
Maroochy Sailing Club Flag
Indicates that this is the Race Committee Boat of the Maroochy Sailing Club



Division One Flag (Lasers)



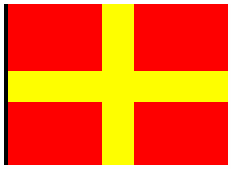
Division Two Flag (Sabres and Pacers, etc)



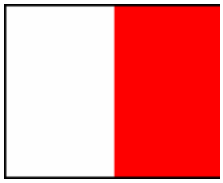
Division Three Flag (Optimists and Sabots)

Committee Boat "On Station" Finishing Flag
To signal that Committee Boat is Anchored and ready to record finishing times and positions. Replaces the Orange Flag used at Starts!

Also marks end of Finish Line.

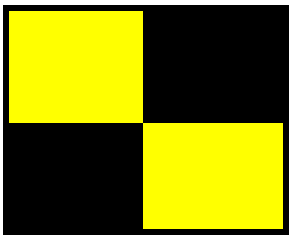


Code Flag "R" - " Race Over Flag"
May be waved when a boat finishes as a courtesy to competitors to advise them that they have crossed the finish line. No sound signal necessary!



Code Flag "H" - Return to Shore
"GO HOME" Flag
To signal Boats to return to the Club House . Usually displayed <u>under</u> either the "Race Abandoned" ("N") or the "Postponement" (AP)

SIGNAL FLAGS
(non starting)

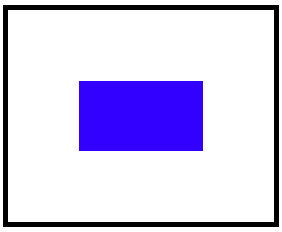


1 Sound Signal

Code Flag "L" - Notice to Competitors

Warning signal that a Notice of Importance to Competitors has been posted on the Notice Board; eg change to Sailing Instructions

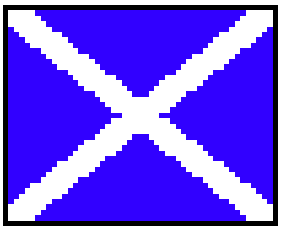
<u>Afloat</u>: Come within Hail and "Learn" something!



2 Sound Signals

Code Flag "S" - Shorten Course

Check Shortened Course Procedures to correctly finish current race.
Replaces Blue "On Station" Finish Flag.



Repetitive Sound Signals

Code Flag "M" - Missing Mark

If flown from a Club Boat, the boat becomes a mark of the course.

START BOAT FLAG CHECK LIST

These Flags are needed on the Start Boat

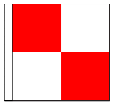
Maroochy Flag
Committee Boat Flag

Pre-Start Warning Flag

Answering Pennant
Postponement

Preparatory - Code Flag "P"

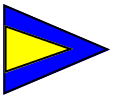
Preparatory - Code Flag "I"
"Round the Ends" Penalty



Preparatory - Code Flag "U"
"U Flag Starting Rule in effect"

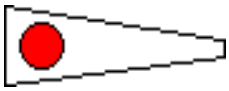
Preparatory - Black Flag
"Black Flag Starting Rule in effect"

Individual Recall

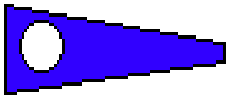


General Recall

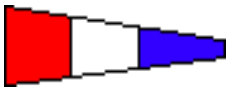
Code Flag "N" - No Race
Race Abandoned



Division 1 Start



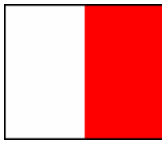
Division 2 Start



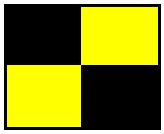
Division 3 Start

Finish Station Flag

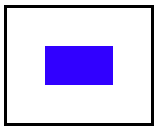
Finish Signal Flag
Race Over !



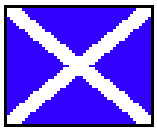
Code Flag "H" - Home



Code Flag "L" - Learn
(Notice to Sailors)



Code Flag "S"
Shortened Course



Code Flag "M"
Missing Mark

19 Flags

Race Starting Sequence

(as per RRS Rule 26)
(using Code Flag "P" and Division 3 Flag)

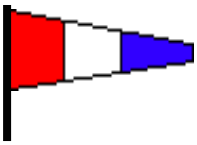
Maroochy Sailing Club Flag **Committee Boat Flag**

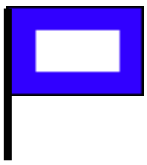
Warning Signal—Racing Starting Sequence is about to commence !
Fly for approximately 2 or 1 minutes before commencing Starting Sequence.
Also marks one end of Start Line.

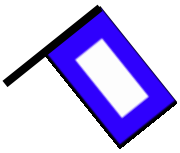
STARTING SEQUENCE — COUNTDOWN

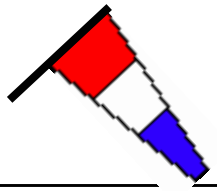
Minutes to Start

Short Course Variation

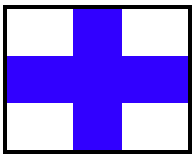
5 **3**  **1 Sound Signal** **Division Warning Flag raised**

4 **2**  **1 Sound Signal** **Preparatory Flag raised eg "P"**

1  **1 Sound Signal** **Preparatory Flag drops**

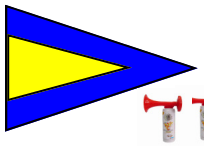
0  **1 Sound Signal** **Division Warning Flag drops**

OTHER FLAGS THAT MAY BE DISPLAYED IMMEDIATELY AFTER THE START



1 Sound Signal

"X" Individual Recall
One or more boats are identified as being over the start line prematurely. ("I", "U", "Black" - within last minute !)
Fly flag until all premature starters have started correctly, or for 4 minutes (then record PS as OCS [On Course Side of Line])



2 Sound Signals

"First Substitute" General Recall
The Start is recalled, as there are a number of unidentified premature starters.
Drop with 1 Sound Signal and raise new Race Warning Flag one minute later.

RACE STARTING PROCEDURES

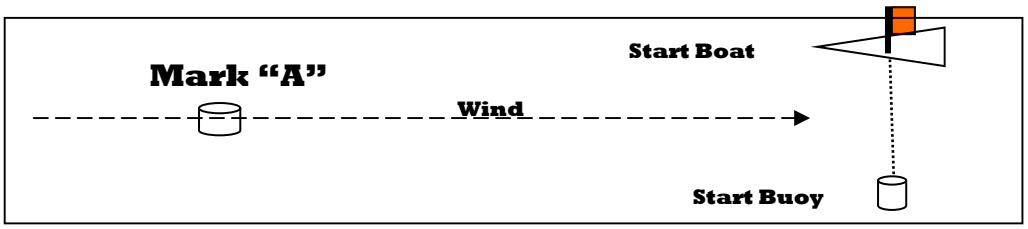
Introduction

The Start is a very important part of any Sailing Race. It is important that it be fair and accurate to give all competitors an equal chance of success.

Laying the Start Line

If possible, lay the Start Line directly downwind from the First mark of the Course, and at right angles to the wind. The Line should be long enough to generously accommodate all the starting fleet. Anchor the Start/Committee Boat on the Starboard end of the line and check for a few minutes that the Pin Buoy and the Start Boat are not drifting with the tide.

If it is obvious that you have not layed the line correctly, postpone the start and move the Start Boat forward or back. Often it is easier to ask the Race Support Boat to move the Pin Buoy for you.



Often itt is impossible to lay an ideal Start Line - just do the best you can!

THE START COUNT DOWN

Lay out the Start Flags you are using (having chosen the Preparatory Flag), so that they are readily at hand with the AIR HOOTER/ BELL beside you , and have the STOPWATCH where you can easily see it.

The two Recall Flags must be ready to be raised if there are Premature Starters.

- Raise the Orange Flag to indicate the actual end of the Start Line, and that you are ready to start the sequence. Wait approximately 2 minutes—less for Short Course Series. (1 minute)
- Start the Stopwatch and raise the Division Warning Signal with a Sound Signal.
- After 1 minute, raise the "P", "I" or "U" Preparatory Flag with a Sound Signal (usually "P")
- After 4 minutes, drop the Preparatory Flag with a Sound Signal
  Continually check the Starting Line in the last minute to detect any premature starters.
  NB. The Start Line stretches from the Orange Flag to the Yellow Pin Buoy.
- After 5 minutes, drop the Race Warning Signal with a Sound Signal. The Race has started.
- Immediately raise the Division Flag for the next race(if any). No need to repeat Sound Signal.
- Allow the STOPWATCH to continue to Run because you will need to record the Finishing Times.
- After all boats have started, drop the Orange Warning Flag.

RECALLS

INDIVIDUAL RECALL

If you have **identified** Premature Starters, Display Code Flag "X" with one Sound Signal, until all premature starters have restarted correctly. If they do not return to restart, record them as OCS (On Course Side of Line) after 4 minutes.

GENERAL RECALL

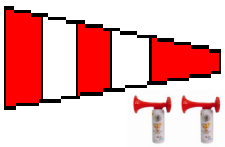
If there are **unidentified** Premature Starters, Display the "1st Sub" with 2 Sound Signals. After boats have returned to the Starting area, drop the "1st Sub" with 1 Sound Signal and recommence the Countdown with the Race Warning Signal one minute later.

If you have a problem

At any stage before the Start, you can abandon the Start Countdown and postpone the race by flying the Postponement Flag (AP).

Drop all other signal flags. If no other race has already started, stop and reset the Stopwatch! If races are already underway, restart that race countdown at a convenient time one minute after lowering the Postponement Flag (1 Sound Signal)

- eg 10 or 15 minute minutes etc. Note new Start Times on Finish sheet.



General Recall and Postponement "AP" Sound Signals— 2 up ↑ ; 1 down ↓

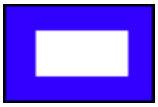
THE STARTING PREPARATORY FLAGS

The different Preparatory Flags indicate to sailors which starting rules are in place for the current start.

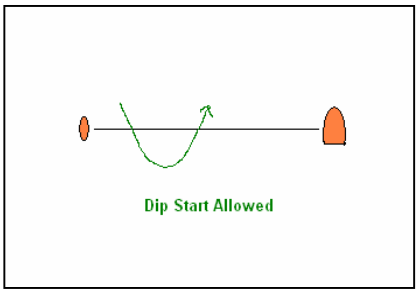
RRS rules allow the use of 5 Preparatory Flags to warn sailors how their race is about to commence. Maroochy Sailing Club does not use Code Flag "Z" which imposes percentage penalties for premature starts.
Preparatory Starting Flags "P" , "I" , "U" and the Black Flag impose increasingly restrictive penalties on premature starters.

Code Flag "P" - the least restricted of the Preparatory Flags—is the usual first choice for Race Officers.

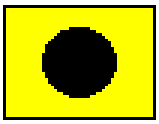
Code Flag "P"



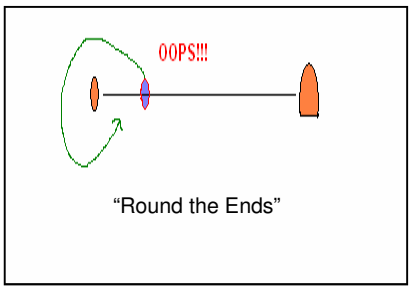
1. There are few restrictions with Code Flag "P" other than that the boat, crew and equipment must be **wholly behind the Start Line after the starting signal** and before commencing their race.
2. It allows the use of the commonly known "Dip Start", either before or after the Starting Signal, providing the requirements of (1) are met.



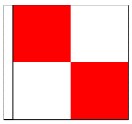
Code Flag "I"



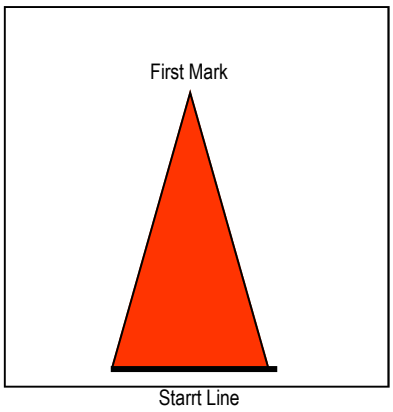
1. Code Flag "I" imposes a penalty for being over the Starter Line **in the minute before the Starting signal.**
2. Boats over the line **in the last minute** must return to the Pre-Start side of the line by sailing around the ends of the line before starting correctly (ie they cannot just dip back)
3. Race Officers should
   - observe that Premature Starters do return correctly before starting
   - Raise the Individual Recall Flag until all boats have started correctly.



The "U" and Black Flags



1. The strongest weapons in the armoury of Race Officers to control flighty fleets!!! Use sparingly, but ruthlessly!!
2. Boats must remain completely outside the triangle formed by the Start Line and the First Mark for the **last minute** of the Starting Sequence.
3. Identified Infringers are disqualified without a hearing (UFD or BFD), unless there is a General Recall or Abandonment. (See point 5)
4. U Flag—If there is a Restart of the race, offenders are allowed to Restart.
5. Black Flag - If there is a subsequent General Recall and re-start , the offender(s) are notified, must not take part in this race, and leave the course area.
6. "U" and Black Flag is usually only used after "P" or "I" starts have resulted in General Recalls.



FINISHING and RECORDING TIMES

As our race results are calculated from Yardsticks (Handicaps) based on completion times, recording the correct Finishing Time for all boats is most important.

A Recording Sheet should be completed for each race and handed to the Rear Commodore or Recorder or Proxy at the end of the day.

TIMES

The Stopwatch is set at the commencement of the Starting Procedure—raising the first Division Warning Flag of the Day.

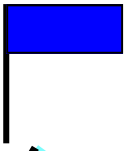
As a back-up to Stopwatch failure (it can happen!), take a note of your wristwatch time. as the Warning Signal is raised.

Each Start Sequence is normally 5 minutes (Short Course - 3 Minutes). This time is automatically deducted from the Finishing Time when results are calculated. If there is a variation to the Starting Procedure Time, please note it on the Recording Sheet.

Once the Stopwatch is running, it runs until after the last boat has finished.
Be aware that the display on our Stop watches will change after one hour. Initially they display **Minutes, Seconds and Hundredths of a Second**. ***After one hour*** the display alters to **Hours, Minutes and Seconds.**

As each boat completes a lap of the course, a tick is placed against their name. This is a check that all boats have completed the required number of laps. An alternative is to note the stopwatch time each lap is completed. This can provide some interesting comparisons between boats and lap performance, but is not essential.

If finishing on-water, raise the Blue Flag to indicate the boat end of the finish line, and to signal boats you are ready to record finish times/positions.



If using the Finish Line between the Clubhouse and a Red Finishing Staff on the Northern Bank opposite the Club House, display the Blue Flag to indicate the Clubhouse end of the Finish Line.

As each boat finishes, signal with Code Flag "R" (Race Over) or very short sound signal , a longer sound signal for the first boat in each division, and record the Stopwatch time.

HINTS:

- Work as team — eg one reading times and giving signals, other recording.
- Record Bow Numbers if displayed, or Sail Numbers, and times on a temporary worksheet and transfer them later to the Recording Sheet. In busy, tight finish situations, try anticipating, or part sail number (….569), or boat or skipper identification (blue hull, red vest, yellow cap etc) and work out as soon as you get a gap in finishers.

Do not attempt to deduct the Pre-Start time.
The time format 1h 45 min 24 sec (1:45:24) is preferred for data entry purposes.

FINALLY—Note on the Time Sheets the Clock Time when the last boat finishes the last race of the day - This is needed in case a Protest is lodged—1 hour time limit!!!

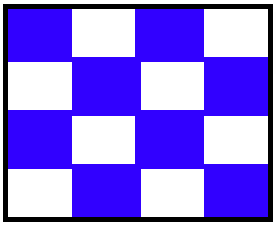
Results are calculated by an Excel –like computer program from your Finish Times.

Finish Time *less Pre-Start Time* = ***Elapsed Time***

Elapsed Time *divided by* ***Class Yardstick*** *and multiplied by 100* = ***Corrected Time***.

Corrected Time *gives us the comparative* ***Placing*** *of each boat in the Fleet.*

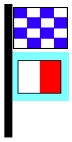
ABANDON RACE



Code Flag "N" - Race Abandoned

3 Sounds - Return to Starting Area

4 Sounds - Return to Club House
(when flown above "H")



The decision to abandon a Race is made by the Race Officer of the Day.

If a race has been underway for some time, it may be more appropriate to Shorten the Course and record Finishing Times for participating boats.

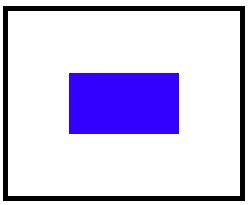
Depending upon the circumstances, the RO may call boats back to the Starting Area to re-start the race, or direct boats to return to the Club House (presumably abandoning racing for the day).

Once a Race has been Started, it can only be halted by a Race Abandoned signal.

SOME REASONS FOR ABANDONING A RACE

- Wind dies to a prolonged calm after the Start.
- Boats are unable to reach the first mark within a reasonable time period.
- Unsafe sailing conditions caused by :
  1. High Winds (> 30 knots or 35mph as measured by our wind gauge.)
  2. Storm lightning
- Need for Start/Finish boat to respond to boat/crew in distress and so unable to time boats finishing **(Don't hesitate—Safety First)**
- Stopwatch error means no time available.
- Unfair situation develops immediately after start eg
  1. Capsized or stalled Hire Cat inhibits part of fleet immediately after Start
  2. Drifting First Mark not able to be secured before boats round.
- Other marks moving in a manner to preclude fair sailing.
- Other situations where Danger is apparent or the fairness of sailing is compromised.

SHORTENED COURSE



Code Flag "S" - Shorten Course

2 Sound Signals

The RRS and our Sailing Instructions include provisions to shorten the Course if the race is unlikely to be completed within the time limit, or to allow scheduled races to be sailed.

If this situation occurs, the RO should Shorten Course, using one of several options (Method A is preferable)

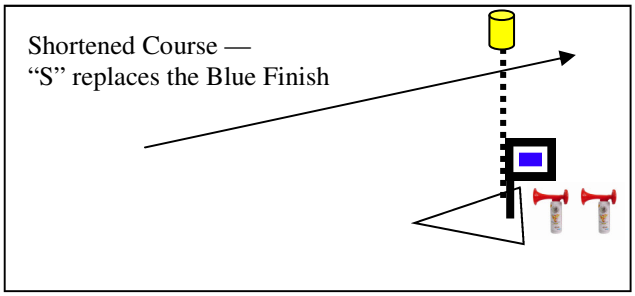
The RO *may* direct a Support Boat to advise **all** competitors that the Course has been shortened.

PROCEDURES

. In all cases Code Flag "S" should be displayed with two sound signals, as leading boat approaches the new Finishing Line. Code Flag "S" replaces the usual Blue Finish Flag.

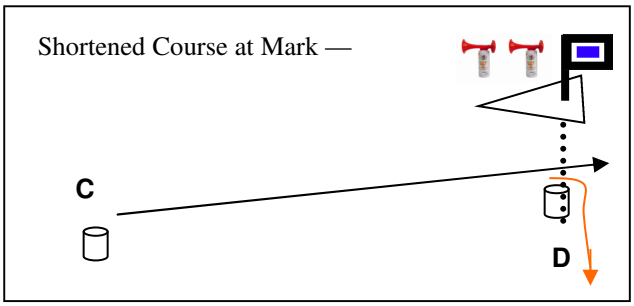
A. Using usual Finish line - on water or ashore.

The Shortened Course signal is displayed, and sound signal given, well before the lead boat approaches the vicinity of the existing Finish Line. The method shortens 3 laps to 2 laps, or 1 lap etc.



B. From a Boat at a Mark

The Race Boat is positioned close to a Mark of the course. The Shortened Course signal is displayed and boats will finish between the mark and the Race Boat, coming from the direction of the previous mark.
Time boats as they cross this Finish Line.



C. Across the Course

A new Finish Line is layed across the course, so that all boats must pass through it eg almost bank to bank of the river. Display "S" and Finish boats as they cross this line.

SHORT COURSE RACES

The Short Course Racing involves a number of separate races instead of the usual longer races.

Usually we try to sail 5 Short Course races in an afternoon, with each race lasting around 10-15 minutes.

Because of the different nature of this event, some special conditions are implemented:

1. The Course is usually layed as an Olympic triangle, with a windward beat and a wing mark, **preferably to the port side of the beat** to avoid congested starboard roundings at the Windward Mark.
2. The Start line is located approximately half way up the windward beat, at right angles to the wind. Lay the Pin buoy and anchor at the Starboard end as usual.
3. Races are of two laps of the course, and may include a windward and return.
4. The Start Line may be a Gate for the start of the second lap, and the Finish Line at the end of that lap; ie boats sail may through the start line every lap.
5. *An alternative Course is a Trapenzoidal Course with three windward/returns as per the diagram.*
6. A modified starting sequence is used:
   - Racing warning signal (Orange) - approx 1 -2 minutes
   - 3 Minutes - Division Flag
   - 2 Minutes - Preparatory Code Flag—"P" usual
   - 1 Minute .– Preparatory Code Flag drops
   - 0 Division Flag Drops. Raise next Division Flag

   ∗ Individual Recall Flag is displayed for 2 minutes only (1 minute before next start)

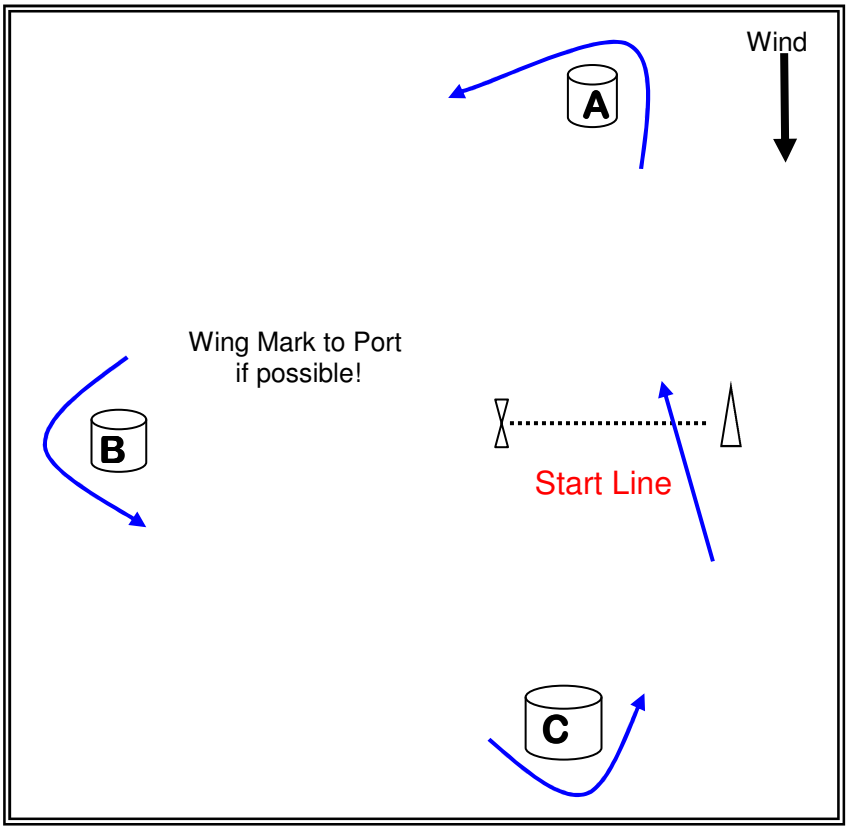
   This gives a Pre-Start Sequence of 3 Minutes.
7. Remove Orange Flag after all boats have started.
8. Check each boat completes the course.
9. Shortly before the first boat is to finish, raise the Blue "On Station" Finish Flag.
10. Note the Finish Time of each Boat on the multi-race Recording sheet.
11. After all boats have finished, and a short interval, reset your Stop Watch and commence the Prestart sequence for the next race with a 1 minute (approx) Orange Flag.
12. **WARNING**: As racing and starting in these short races is usually very competitive, have your Signal Flags readily at hand (esp Postponement, Individual Recall, General Recall and Race Abandoned)
13. **Time Limit:** Time Limit for Short Course Races is 10 minutes from the first boat in each Division to finish.
14. **Alternative Penalty:** For Short Course Racing, infringements incur a 1 Turn Penalty rather than the usual 2.
15. **Check Finish Times.** If boats are taking longer than 15 - 20 minutes to complete the course, reduce the size of the Triangle or Trapenzoid before the next race, or omit a leg of the course. **Use Code Flag "L" to inform all competitors of a change of course.**

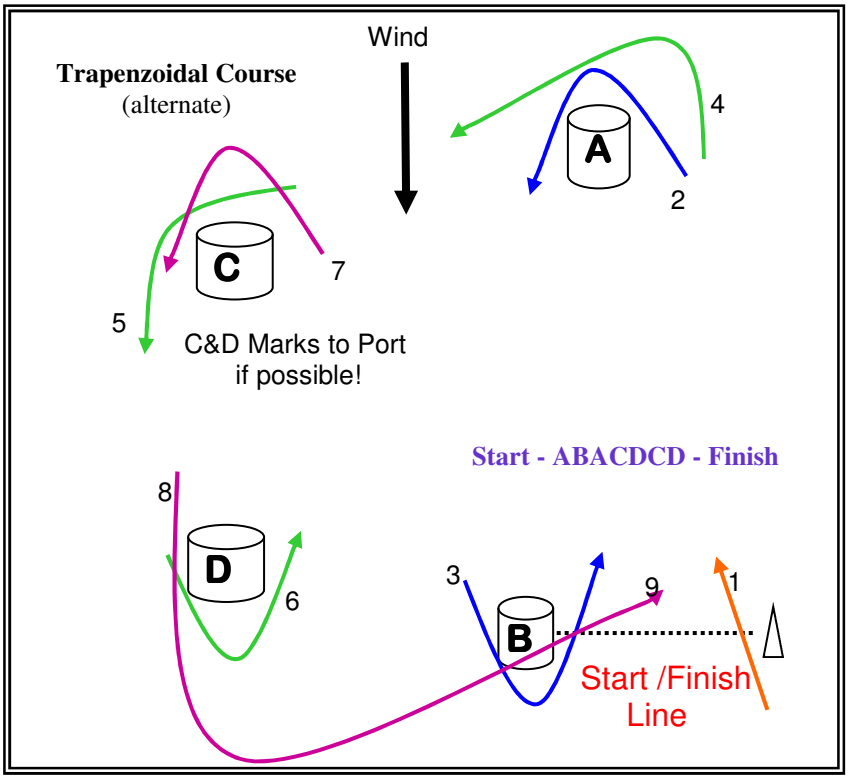
DISTRESS: If a boat or crew is in distress,

Abandon the current race and render assistance.

TYPICAL SHORT COURSE LAYOUTS

Olympic Triangle





HANDICAP START or PURSUIT RACES

Handicap Start Races are started with boats at different times according to a pre-allocated handicap. Boats with slower yardsticks and Novice skippers will start first, followed by speedier boats and more expert skippers.

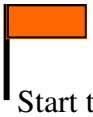
Each skippers is advised of their Handicap at the pre-race briefing.

Starting Procedure

It is usual to have a shore based start for these races. The Pin buoy is placed about 50 metres offshore, but clear of any sandbanks in front of the Club House, allowing navigatable water around the Start Line.

The Starting Station is set up on the shore adjacent to the ClubHouse. The Starting Station is a Display Frame (usually kept in the Control Tower) and a set of Numbers on Plywood sheets.

The Start Line is between the Start Station and the Pin Buoy.



Commencing with “0” each number is displayed for 1 minute. Start the Stopwatch as “0” is removed from the Frame and replaced with “1”. If there are several boats starting on “0”, a simple Prestart warning signal can be given.

After 1 minute, replace Number “1” with “2”, and so on.

Each boat starts when their Handicap Number is removed from the Frame.ie their number drops. eg Handicap “5” starts when “5”is removed from the frame.

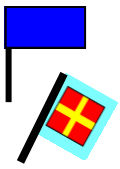
Continue to change numbers each minute, until all boats have started.

Note: Recall any Premature Starters by displaying the Individual Recall flag.

Finishing

Handicap Start races are unusual in that instead of a set number of laps, the fleet will sail for, say 100 minutes, after the “0” Start.Signal. Handicaps are worked out on a race time of approximately 100 minutes—by which time the faster boats should have caught the early starters, meaning most of the fleet finishes about the same time.

As Race Officer, you need to monitor the lap times of representative boats in the fleet, and be aware of who is the leading boat. This may change as the backmarkers move through the fleet.



Just before 100 minutes of racing, position the Committee Boat just in front of the leading boat at that stage. After 100 minutes, move quickly back down the fleet, finishing each boat and noting their finishing place. An assistant to note positions is very useful!

Maroochy Standard Sailing Courses
LONG COURSE

The following longer courses are suggested as guides to Principal Race Officers and Race Officer of the Day in laying Long Courses (Club Championship) in the Maroochy River.

Exact positioning of marks will depend upon wind direction and strength and tidal flow. For moderate to fresh breezes, the Leeward Mark should be in the vicinity of the fifth jetty. For light conditions, the Windward and Leeward marks should be layed closer to the central Start Line., thus shortening the course.

The positioning of the "cross river dogleg" (usually B – C) needs careful consideration of likely wind swings and varying tidal flow, as well as whether competing yachts will be carrying spinnakers on downwind legs (it needs to be broad enough for these yachts to carry their spinnaker across the river).

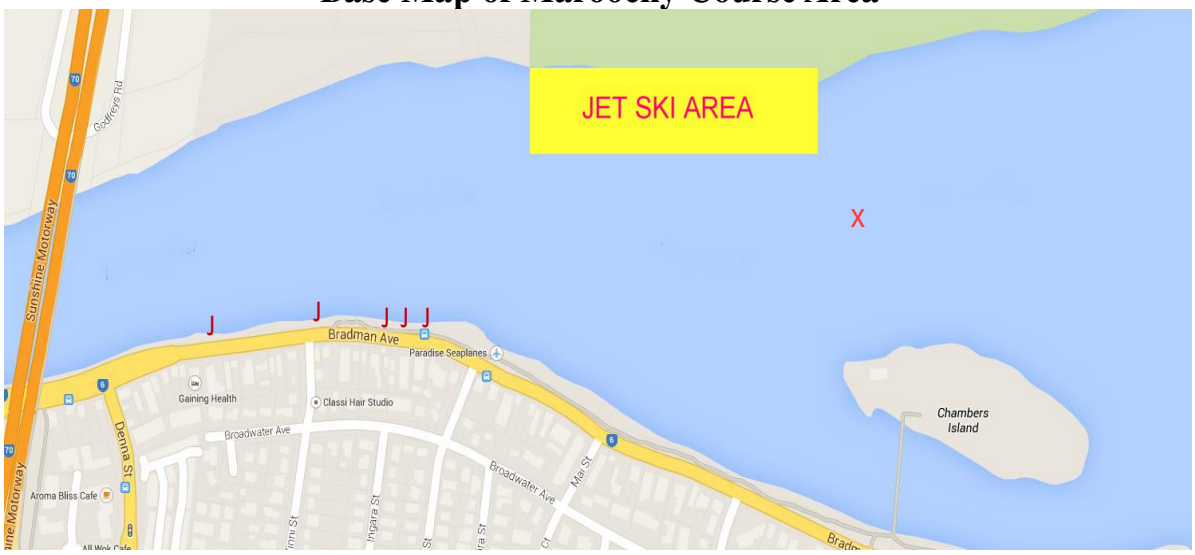
NOTE : Juniors observe Buoy "D" and not Buoy "E" Seniors observe Buoy "E", not Buoy "D"

(This will change for the alternate ESE , NNE courses)

Most common courses are the SE and NE courses.

The Courses with wind from the West are rarely sailed. Please consult a Principal Race Officer if faced with Westerly, Southerly or Northerly breezes.

Base Map of Maroochy Course Area

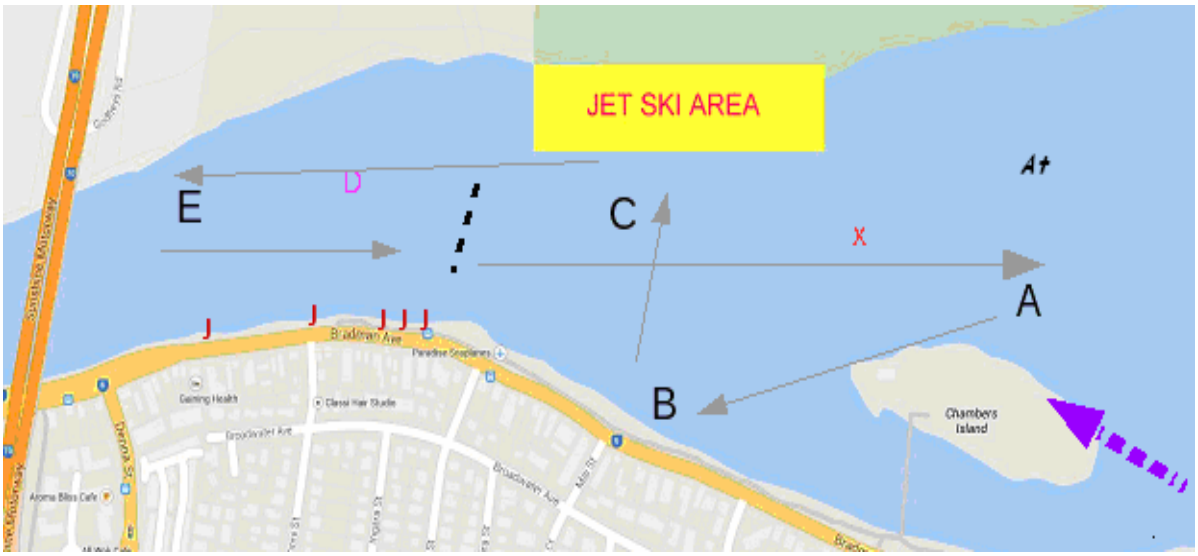


X – Channel Marker **J – Jetties/ Boathouses**

East/ South Easterly Course 1.

Start – ABCE – ABCE –Finish

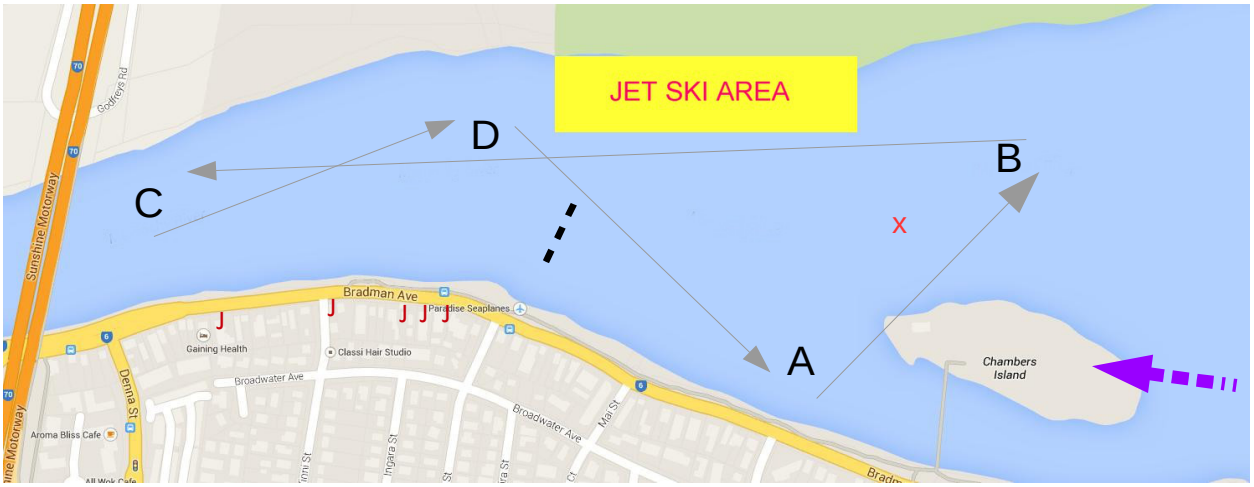
"A" Mark involves a potentially "interesting" Starboard rounding, especially in large or very competitive fleets.



An alternative is to include a small turning buoy – a short wing mark 50m to the North or NorthWest of "A" and change "A" and the Turning Buoy to Port roundings. This spreads the congestion and makes for cleaner sailing

East/ South Easterly Course 2

Start – ABCD ABC – Finish

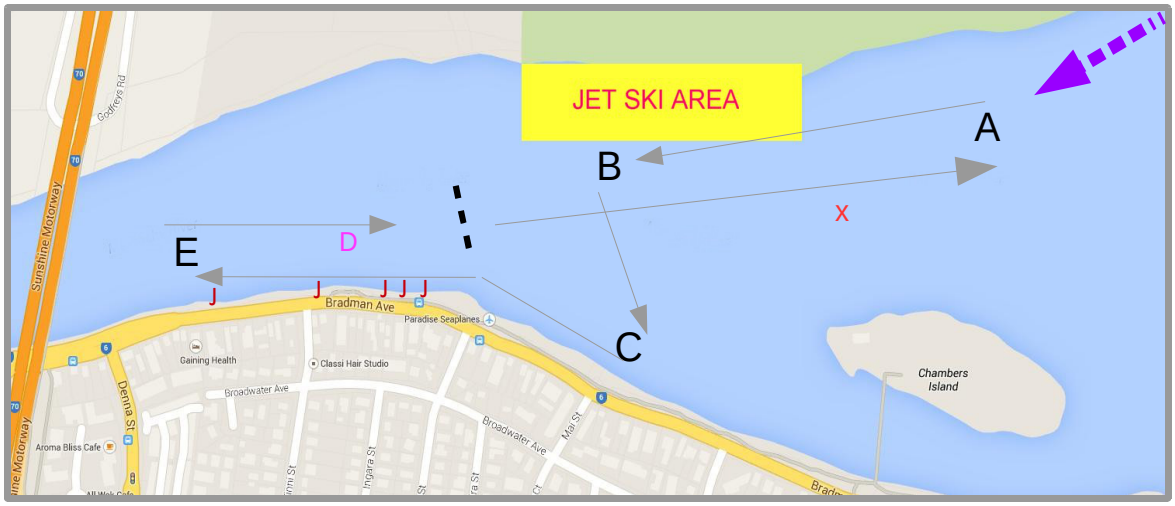


This "Double Beat" Course worked quite well in an ESE when the CD leg became a beat. Note: The last leg is directly from C to the Finish Line. Buoy "D" is rounded only once. No Junior Buoy – They sail 1 full lap

North Easterly Course (1)

Start – ABCE– ABCE–Finish
More Easterly aspect to wind – single long Beat

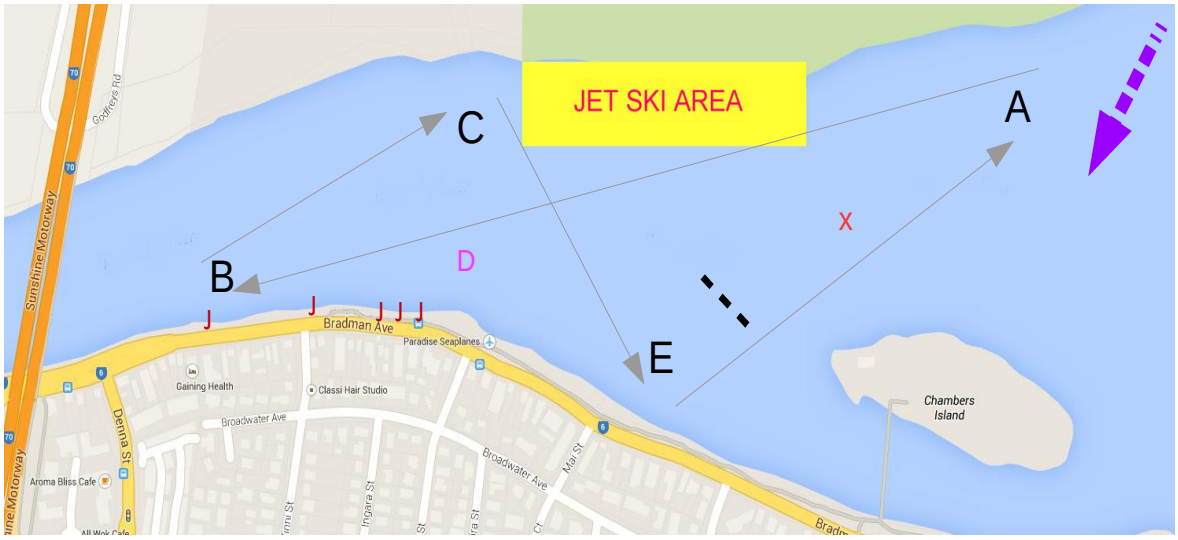
This course could also be set with an Easterly Breeze.
Note: Most Easterly midday breezes rotate to the NE in the afternoon.



Nor' Nor' Easterly Course

Start – ABCE – ABCE –Finish

Juniors sail Start - ADCE – ADCE – Finish

More Northerly aspect to wind – Double Beat course

Roundings at A and B can be reversed to gybe roundings, but this does create a "crossover" of traffic and congestion close to the mark.