

Guidelines - Tuesday Night Dinghy Racing

* Arrive to the club no later than 6.15pm, for a 7pm start

Before you go out on the water:

- ❖ Read the Tuesday Night Dinghy Racing sailing instructions and this document
- ❖ Check the weather forecast
- ❖ Bring the safety box and OOD box
- ❖ Bring a handheld VHF in case the rescue boat VHF fails
- ❖ Check the wind speed with the hand held anemometer in the race officers cupboard

Time Keeping: It is important that competitors keep good time. Every participant must be ready to go by 6.45pm fully rigged. If we are not consistent then we will end up getting too late.

Make sure the OOD box has the following:

- ✓ A laminated copy of these instructions
- ✓ A laminated results sheet
- ✓ A chino graph pen
- ✓ A fog horn
- ✓ Replacement fog horn gas canister
- ✓ Stopwatch

Flags: Orange "1" flag, Orange "2" Flag. Both flags will be kept on a long bamboo stick and kept with the rest of the race officer equipment.

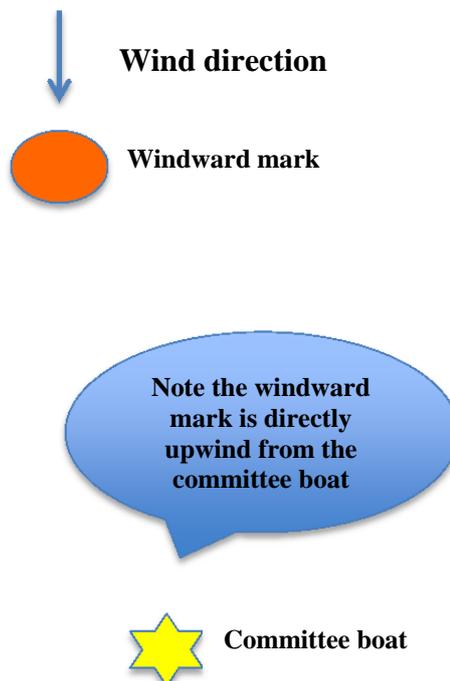
Safety issues before you go out on the water

1. Make sure there is a sufficient rescue boat/dinghy ratio for the conditions.
2. Carry out a radio check on all RIB's
3. Ensure every RIB has a fully equipped safety box
4. Ensure every RIB has sufficient fuel
5. **RECORD ALL SAIL NUMBERS OF DINGHIES BEFORE THEY GO OUT ON THE WATER**
6. If you believe the wind to be over 20 knots, you may either hoist code flag AP on the club battery (indicating a postponement if you believe the wind speed might decrease), or you may hoist code flag N (indicating racing cancelled for the evening). Dinghies should not be sailing in over 20 knots
7. When you are satisfied all rescue boats are ready, and have all sail numbers recorded, you may release sailors from the slip way
8. Always ensure there is **AT LEAST ONE RESCUE BOAT** on standby, that is shadowing sailors between the slip way and race area

Race area and setting the course

- The race area will normally be between Braddock Island, Conly Island and Trasnagh Island.
- The racecourses shall be triangle – sausage format.
- Aim to have races lasting 20-25 minutes.
- Drop the anchor of the rescue boat/ committee boat in an area that is spacious enough to allow a triangle sausage course.
- The committee boat acts as the **RIGHT HAND MARK OF THE START LINE**

To set the windward mark



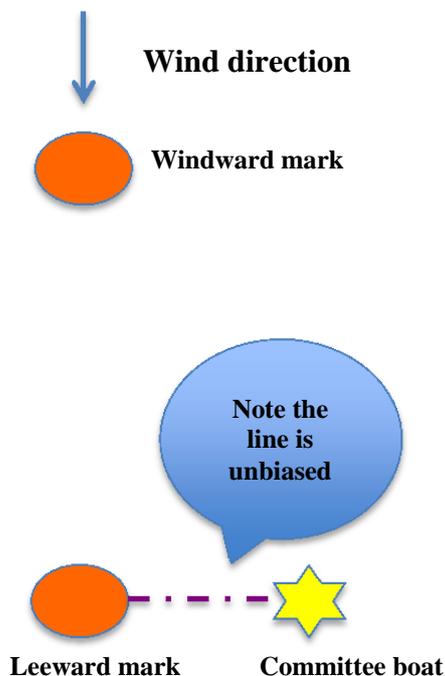
- Use a flag on a stick to identify where the wind direction is.
- Once you have found the wind direction, inform a rescue boat of where you want them to lay the mark, and how far away it is to be (this is fine tuning). Once again, for those race officers less experienced, it is perfectly acceptable to ask a dinghy sailor how long the windward leg should be.
- Be in radio contact with the mark laying boat, and advise them of where exactly you would like the mark laid.

To set the leeward mark

- The leeward mark also acts as the left end of the start line (the committee boat being the right end)
- Ensure the line is long enough to enable all boats to start. If in doubt, ask the dinghy sailors if it is too long/short
- The start line should be unbiased: both ends of the line should be equally far from the windward mark

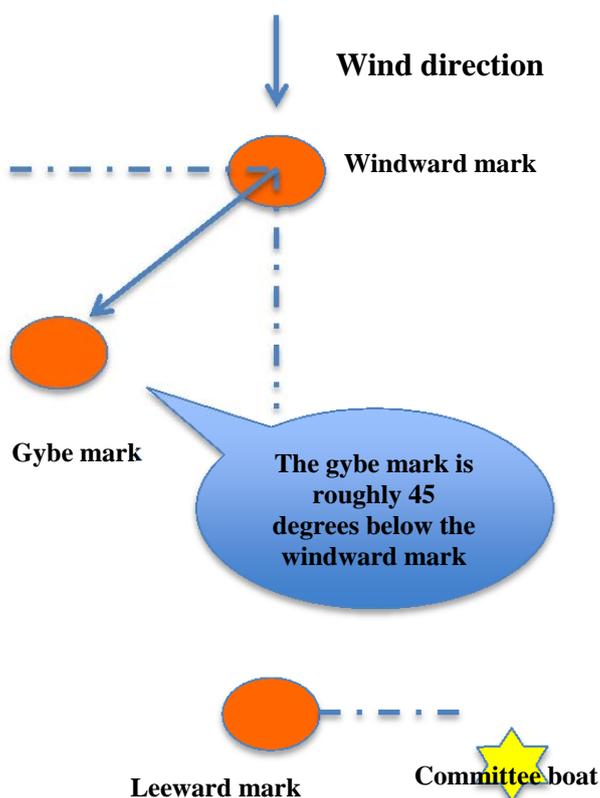
For an unbiased line:

- ✓ Put your right arm straight out in front of you
- ✓ Put your left arm straight out to your left side
- ✓ Your arms and body will form a right angle
- ✓ With your right arm straight in front of you, line it up with the windward mark
- ✓ Look left along your outstretched left arm: this is where the leeward mark should be placed.



To set the Gybe mark

- The gybe mark should be positioned to the left of the windward mark (as viewed from the committee boat), about halfway between the windward mark and leeward. It should therefore complete the triangle: **SO MAKE SURE THE COURSE WILL LOOK LIKE A TRIANGLE AFTER LAYING THIS MARK!**
- It is roughly 45 degrees below the windward mark.
- The length of the legs (windward mark – gybe mark, and gybe mark to leeward mark) should be sufficiently long for the conditions.
- Inform the rescue boat the general position to lay the mark, and then hail them on VHF to fine tune your position.



Start Sequence

	Description	Flag	Sound
1	Raise the Orange 2 Flag, sound the horn once and start the stopwatch for two minutes (One minute until the Topper start, 2 minutes to the Laser Start)		1 Hoot
2	With one minute to go drop the Orange 2 Flag and raise the Orange 1 flag and sound the horn once. This is the Topper Start.		1 Hoot
3	One minute later, drop Orange 1 and sound the horn once (this is the Lasers start)		1 Hoot

Countdown: In order to help the sailors judge the time call out when 30 seconds to the start, 20 seconds and then count down the last 10 to zero.

Individual Recall

Some boats may be “OCS” or “on course side” before the start. If this is the case, once you have sounded the horn for the start and raised/dropped flags, you must make one sound with the horn and call out the sail number/s of those boats that were over.

General Recall

- If the majority of the fleet are over, once you have sounded the horn for the start, sound the horn again - twice in quick succession and announce “General Recall”.
- You will need to **restart the entire fleet** if this happens to the Topper start.
- If it is the second (Laser) start you will just need to **restart the Laser fleet**. If this happens begin with just a one minute countdown.

After the start and at the finish

- Once the races are underway, be aware the sailors will sail a triangle – sausage course
- The finish will be on the downwind leg, and the finish line is between the leeward mark and the committee boat anchored (this is just the start line)
- On finishing, record the sail number of the boat and its position.
- For every boat that finishes, sound the horn once. For boats that were over at the start but did not redeem themselves by dropping below the start line, do not provide a finish horn and record their sail number as “OCS” on the results sheet. For boats that have not sailed the course properly (missed a mark etc.), they too do not get a hoot at the finish. In this instance, record their sail number as “DSQ” on the results sheet.
- Note that boats may be subject to a protest from another boat(s). This will not affect their finishing order, but any boat that wishes to protest another boat must inform the committee boat of their intention to protest a sail number as soon as possible after they finish a race. This means that a boat cannot decide to protest a boat at the end of race 2 for an incident in race 1.

What to do in case of wind shifts

- If there is a shift in the wind, you may need to move the marks slightly. If it is a very big shift you may decide to shorten the course and finish boats early in order to reset the course for the next race. Use the shorten course procedures laid out below.
- **YOU CANNOT RELAY A MARK WHEN A BOAT IS CLOSE TO THE MARK AND IS SAILING TOWARDS IT**
- However, if boats are sufficiently far away from the mark (use your judgement to make sure the boat in question will not be penalized by sailing farther than competitors behind them), try to relay it as quickly as possible.

What to do for shortening the course

- If the wind speed drops, shifts dramatically, or has been low for the duration of the race, you can shorten the course and finish the fleet at a mark of your choosing.
- Identify where the lead boat of Laser Fleet and Topper fleet are, and decide upon a race mark in front of them for which you wish to finish the race at.
- Drop your anchor by the mark, to create a finish line. Ensure it is long enough to allow a group of boats alongside each other to finish
- As the lead boat approaches sound the horn twice and announce "shortened course". This informs the fleet of the course being shortened, and the finish line having moved to its new position.
- Record the finishing boats as laid out in the finishing procedures of this document.

Starting new races

1. There will be three races per night. After the last boat has been finished and its sail number recorded, try to start the new race as soon as possible.
2. If you need some time to re-lay the course and settle yourself before the next race, do not feel rushed: better a few minutes delay than doing something wrong.
3. Carry out the starting sequence as detailed above.

After all three races are over

1. Make sure there is rescue cover on standby and shadowing boats between the racecourse and the slipway.
2. Make sure all marks are collected and put in their buckets
3. Ensure there are no boats left in the race area before heading in
4. **ONCE ASHORE, CHECK THE NUMBER OF BOATS THAT STARTED THE NIGHT MATCHES THE NUMBER OF BOATS AT THE END OF THE NIGHT**