

# SNSYC

## Race Committee Procedures for Dock Start/Finish

1. Organize at least 3 people.
2. Collect the R/C equipment from the computer room in the club house (it is the last room on the left upstairs in the club house). You need:
  - a. The bag of flag poles
  - b. A Velcro course board
  - c. The two VHF's which are normally in their charging cradles on the window sill
  - d. The blue box of RC equipment. It has the clip board and results sheets, air horn(s), binoculars, and other items that may be of use.
3. When picking up equipment check that all items are in the box as well as flags etc.
4. Check the air horns are not empty by shaking them. You only need one, but there are two just in case plus there is usually a spare canister in the blue box.
5. Bring spare pen, stopwatch/watch.
6. If possible, bring handheld GPS (for GPS time) or cell phone that shows time to the second. It is ideal to start the sequence on GPS (cell phone) time.
7. Check weather forecast night before and morning of race ([www.bigwavedave.ca](http://www.bigwavedave.ca), Environment Canada).
8. Check tide info for high /low and change times.
9. Be at the dock 1 hour prior to race time to set up and observe conditions.
10. Ensure that VHF is on Channel 09 and that racers can contact you.
11. Race course selection is tricky. Usually the club is open two hours before the start time for half an hour (only). This is for skippers to get a cup of coffee and for crew to meet skippers. It is also a good time to collect the RC equipment and to seek advice from the experienced skippers as to course selection.

Points to consider:

Course should be mostly windward/leeward with minimal reaching legs. Normally the first leg is to windward although this rule need not be followed.

Course distance must be considered with conditions in mind and set so that the fleet has an opportunity to finish within time limit.

In light winds or very heavy winds select a shorter course. In extremely light winds choose one of the bay courses.

In miserable weather (freezing cold or heavy rain) pick a short course.

Only pick a course longer than 14 miles if you are very confident winds will be consistently good.

If it is an In the Bay Series, choose one of the bay courses.

If in doubt of course length select a course that can be shortened.

Consider weather forecast vs. conditions that you see at the start area. Err on the side of caution for safety and time limit considerations. Be aware that should the forecast exceed 30 knots, the Racing Captain may contact you to cancel the race.

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Tide does play a significant role in course selection as faster boats will have an easier time sailing into a foul tide than slow rated boats. Be aware of tide direction changes that may occur during the race.

12. Post the RC flag when you arrive at the Beacon Wharf. This will be the start line flag and stays up throughout the race.
13. Set the course number on the course board. There is extra Velcro in the equipment box if required.
14. Post the course board at least 10 minutes prior to the warning signal to give racers time to view the selection. There are two bent nails on the Beacon Wharf from which you can hang the course board. They are hard to spot but you will find them on the inside of one of the rail posts, about half way along the rail.
15. Record on the score sheet all racers in the starting area.
16. 1 person on timing/horn  
1 person on flags  
1 person sights the start line, between the RC flag and the start buoy, for OCS (on course side) boats and is in control of sequence (see OCS procedure below).
17. The start sequence commences with the courtesy horn (3 horns) at 6 minutes prior to the race start. See Sailing Instructions (on the SNSYC web site) for details of the start sequence. There is also a copy of the sequence on the clip board.
18. If a mistake is made on timing or horns fly the postponement flag (AP) with two horns. Get yourself organised and when ready, drop the postponement flag (with one horn) and restart the 5 minute sequence exactly one minute after dropping the postponement flag.
19. Note the actual start time on the score sheet.
20. OCS Procedure: If one or more boats are on course side at the start gun, then post the individual recall flag, with a second gun, and attempt to announce the OCS boat(s) over the VHF. As each boat returns wholly over the line, announce that the boat name or sail number is clear.  
If there are too many boats OCS, post the general recall flag with two horns. Then, when all boats are back, drop the general recall flag with one horn and restart the 5 minute sequence exactly one minute after dropping the flag.
21. Once the race is started keep the VHF radio with you to be available to speak with boats. They may call you to announce that they are retiring.
22. If conditions are light and a shortened course option is available, always shorten the race if slower rated boats are struggling by posting the shortened course flag ("S" flag).
23. If boats contact r/c during the race for anything other than safety issues or to advise of retirement do not impart any information to them (outside assistance). Although it is acceptable in our races to answer anyone who is asking for clarification of the course or to know if the course has been shortened.
24. Finish the boats and if necessary contact them on VHF to advise that they have finished.
25. Note any shortages or breakage on the bottom of the results sheet.
26. Ensure the results sheet is filled out and is legible. Note if the race time is elapsed or clock time.
27. Return equipment to the club computer room. Put VHF's on charge.
28. Give results sheet to the Paul Stupka or to the Racing Captain or designate.
29. If in doubt about any items ask the Racing Captain or designate for help.

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## **Fun Races**

Boom and Back races are started the same as regular races. However the finish is more simple, you only need to record finishing position (1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>, .. etc). No need to record finish times.

## **Pursuit Races**

Download and print the Pursuit Race Instructions and associated documents from the SNSYC web site.