

# NCSC Race Officers Forum 21st March 2024

## Key points from Forum discussion

### Changes to SI's affecting Junior racing

2024 Club sailing instructions permit single entrants for all Junior starts and for their result to count in the series. When Juniors sign on they are meant to indicate if they are competing in the Junior race rather than one of the adult races. Race teams will need to check signing on sheets to establish which race they are in.

Less experienced sailors may be coached by a recognised club coach during Tuesday and Saturday races.

All competitors are allowed to continue racing after assistance to recover from a capsized.

Slow Handicap warning flag is now Numeral Pennant 2

### Setting courses

Ideally the first beat should be as long as possible.

In shifty conditions use a moveable mark (A, T & X) which can be quickly adjusted to set a true beat. Ask early arrivals to sail to windward and along a reach to help judge true wind direction and boat speed on the likely course.

Equip the safety boat positioning the windward mark with a burgee to help them judge the wind direction back to the start line.

When forecast indicates wind will shift during the day consider setting two beats in the course with one aligned to the anticipated direction.

Minimize number of crossovers, especially in front of Start line. Keep Running legs away from Start line but include at least one in the course.

Set last mark downwind of gate and close enough to see finishing boats coming.

Make course length sufficient to keep fast boats from Start line at the end of the 1st lap (unless the wind is dropping).

In light winds avoid using marks in sheltered spots under the far river bank and the clubhouse.

Set moveable marks further away from the shore to avoid wind shadows.

In strong winds minimise the number of gybes and avoid Mark 5 if dead downwind.

Sailing Sec will revise recommended courses file and re-publish folder to be kept on Triton. It will also contain bullet points on setting courses.

RO's will be asked to send the Sailing Sec an email with photographs of the course board used for each race and a record of the wind direction & strength. This will help build a library of courses.

Taking the course board back on board after each race has finished avoids the need for a "change of course" signal if there is an alteration for the next race. Once the board is displayed before the start changes must be signalled.

### Setting Start lines

Ideally the line should be square to the wind but erring to a Port bias in shifty conditions.

A compass and / or a set square may assist in judging 90° to the wind direction, sighting to a transit on the shore. Sailing Sec will check they are provided with a flag on board.

Small angle adjustments can be made quickly (up to the 3 minute) by altering the anchor chain length. If more chain is let out use Triton's motor to gently pull her back so the chain doesn't pool on the lake bottom.

Recommended Line length is at least 1 boat length \* the greatest number of starters, longer in windy conditions.

The design and light construction of Triton's rear step precludes any way of fitting a stern anchor.

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## Recording finishing times & positions

Noted that many members assigned to Race Clerk duty have little or no experience or racing and find the task daunting. RO's need to ascertain how much support the clerk will need before racing is underway. The work can be split with the Assistant RO and should be agreed at the outset.

The Sailing Sec will review the policy for tagging new members with the Membership & Duty secs. Two Race clerks will be assigned when possible on Triton for the Summer Sunday races. The Commodore recommends the RYA approved method of recording the position of each boat in sequence every time they go through the gate. This is detailed in the race team instructions along with the recording sheet traditionally used at NCSC. Either is acceptable provided at the finish the number of laps sailed and finishing time is written down against sail number and boat type in handicap races. Non-handicap classes on Sunday simply require finishing position and number of laps.

A record of the times the leaders take to 1st mark and complete the first lap helps in predicting when to shorten course. On Sundays the Menagerie fleet is the most difficult to track and shorten, noting that boats in that fleet don't have to finish on the same lap.

The Sailing Sec will arrange re-instatement of the on line video for Race Clerks and will check the downloadable instructions are up to date and linked with duty reminders. He will check a functioning Dictaphone is on Triton so a back-up recording of times called out at the finish can be made by the RO. The Time Stamp app (<http://www.timestampcamera.com/>) can be used on Mobile phone videos to display the time in the recorded screen.

JL demonstrated the log function on the club race timer which records the elapsed time from the first start each time the horn is used. The data is held in memory and can be accessed even when subsequent races have been run.

## Volunteers for Race & Safety teams

Sailing Sec to find out how popular giving incentives for undertaking extra voluntary duties would be.

RO's need confirmation that everyone on their duty roster will attend. Many telephone their team if they get no response to an email. Duty Secretary will investigate feasibility of using SMS messages sent by SCM in place of the final email reminder to team members.

Commodore stressed the need to arrive 1 ½ hours ahead of race start, agree who leads Safety team and assign mark laying duties. Ideally Triton should be in the course area 1 hour before the first start to assess conditions.

## Safety considerations

In rough weather the RO and ARO's need to monitor conditions, watching for capsized boats and communicating with Safety boats and the shore. If possible find a volunteer who will stay within earshot of the Race Office radio and / or the Club telephone by the Bar so emergency assistance can be sought. Take a Mobile phone on Triton.

Commodore stressed that if the Race Team have any doubts that the Safety team can cope with the number of boats likely to be in difficulty they should abandon the race and render assistance.

## Flags

There is a list of flags required for each series and for all races in the waterproof white folder normally kept on Triton. One set of flags is kept on Triton with a spare set in the Race Office. Please report lost flags to the Sailing Sec

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## **Club sailing documents**

Guides for Race management, Safety boat operation and specific race series on can be downloaded from the race management page on the Website. They are also linked on the SCM Calendar and duty reminders.

Laminated copies are in the white folder kept on Triton

## **Operation of Triton**

Sailing Sec will ask for the switches on Triton to be labelled.

Both Battery isolators below the driver's seat must be on / off at the beginning / end of the day respectively. Detailed Instructions in are in the white folder.

Jet wash taps in stern should not be confused with steering linkage.

*John Sears Sailing Secretary 23-03-2024*