

RBSA Race Management Instructions (revised April 2023)

1. INTRODUCTION

The success of RBSA depends to a great extent upon how well the On-Water Race Committee (RC) and race participants understand and follow the procedures the club has established for the management of the club's sailing events. The club posts a number of resources on the website at www.roundbaysailing.com including the Sailing Instructions and Race Management Instructions (this document). These Race Management Instructions provide guidance for the execution of successful RBSA races. The Sailing Instructions provide broader overall guidance on all club policies and rules. ON-WATER RC IS A RESPONSIBILITY THAT EACH SKIPPER/OWNER SHARES. WHEN IT IS YOUR TURN, YOU HAVE THE RESPONSIBILITY TO PERFORM THE TASK WELL. IT IS NOT PERMISSIBLE FOR YOU TO DELEGATE THIS IMPORTANT RESPONSIBILITY TO INEXPERIENCED PEOPLE.

Since RBSA uses volunteer race committees who rotate from among all active racers, the club has adopted a simplified race management plan designed to fit all levels of experience. The club uses a set of pre-established courses that the Club Race Committee Chair will select from and convey to the On-Water RC as the On Water RC is preparing to set up for the race based on the wind speed and direction. RBSA also employs a prerecorded starting sequence which is played on a Smartphone onboard the RC boat and broadcast over VHF at specific intervals as directed by the recording (see below).

These practices simplify the race committee's job and provide more consistency in racing.

All club members should read and understand these Race Management Instructions as well as the Sailing Instructions. Questions should be directed to the Club Race Committee Chair or Commodore or Vice Commodore.

There are 24 weeks of Wednesday races as well as several Friday/weekend races. The complete schedule is shown on the club's website, www.roundbaysailing.com, and includes race dates and On-Water RC assignments.

If the scheduled RC has concerns about how to handle their duties, they should contact the Club Race Committee Chair. If they are unable to make their assignment, they are responsible for arranging a replacement and informing the Club Race Committee Chair, Commodore and Vice Commodore of this change no later than one week prior to the assigned date so that the info on the website can be immediately updated and kept current.

VHF Radio Broadcasts

The On-Water RC will broadcast a recording of the starting sequence and give race related instructions on VHF Channel 68 to competitors. It is the responsibility of each skipper to follow instructions and other visual and/or audible signals; failure to receive VHF instructions shall not be grounds for protest or redress.

2. PREPARATIONS PRIOR TO RACE DAY

RC Boat

Line up a boat to use for On-Water RC; it is strongly preferable to use a powerboat so that you can change location, if necessary, faster than the racing boats. A committee boat provides the On-Water RC with the important ability to set a starting line that is square to the wind and also to shorten the race if necessary. Only under extraordinary situations should RC be conducted from the Linstead community pier. Anchoring, particularly in the vicinity of Mark A is notoriously difficult, particularly if there is significant wind. Ensure that your boat has an adequate anchor onboard, perhaps larger than normally required and get your anchor set a half hour before the first start.

Starting Sequence Audio File

RBSA uses a prerecorded starting sequence that provides the exact timing of the starting sequence for all three starts and queues the RC as to when to broadcast portions of the recording over the VHF and when to sound the horn. Days ahead of the race, download the RBSA Starting Sequence Audio file from the club's website, www.roundbaysailing.com to one or more of the smart phones that will be onboard the RC boat and practice with it ahead of time to ensure that everyone understands how it works. iPhones and Android devices have different quirks and are also affected by the settings you have in place. Don't wait until race day to figure out that the recording does

not play properly on your phone. HERE ARE THE KNOWN PROBLEM AREAS WITH PLAYBACK THAT WILL DISRUPT THE STARTING SEQUENCE:

- Save the file on your phone; do not play the starting sequence over a cellular connection as that may introduce timing delays
- Put the phone in airplane mode prior to commencing playback to avoid disruption during the starting sequence.
- Make sure that when your phone goes into screen lock mode that it does not stop playing the recording.
- Some playback apps will pause playback simply when you touch the screen.
- iTunes is known to have playback display time stamp irregularities that may confuse the user although the actual timing of the instructions is still correct.
- It is very helpful to be able to play the audio file over the RC Boat's speaker system if a Bluetooth connection is available. This allows your horn person to hear their cues and a boat speaker will provide a better input to the VHF during transmission of the starting sequence to the fleet.

Stopwatch/Digital Watch

Don't plan on using the same smart phone as you are using to play the audio file as your time source for the race as that is most certain to cause you to foul up the recording playback. Also, many clock displays on the smart phone do not display time to seconds as required for this job. Instead, bring a digital watch that you can display hh:mm:ss with stop watch function as your time source for recording times on the RBSA Score Sheet and to serve as a backup to the prerecorded starting sequence. Synchronize the digital watch to a trusted time source prior to the race. **START AND FINISH TIMES TO BE RECORDED ON THE RC SCORE SHEET MUST BE RECORDED WITH HH:MM:SS ACCURACY. BOTH START AND FINISH TIMES MUST COME FROM THE SAME TIME SOURCE.**

VHF Radio

If the RC boat is not equipped with a functioning VHF radio, bring a fully charged handheld VHF radio. Also, bring a backup VHF handheld radio. There will be multiple broadcasts to the fleet. **RBSA USES CHANNEL 68 FOR ALL NON-EMERGENCY COMMUNICATIONS WITH THE FLEET.**

RC Crew and Assignments

The On-Water RC requires at least three people onboard to run the race.

1. One person should work the VHF radio and smart phone which is playing the prerecorded starting sequence.
2. One person should sound the horn and sight the starting line for over early and read the time of day from the digital watch for the three starts and finish time for each of the finishers They should manage over-early and general-recall flags if needed.
3. One person should handle the clipboard and writing on the scoresheet and wind recording sheet and using the anemometer.

You may find that small adjustments to these assignments work better for the crew you have.

Use of Signal Flags

Know the starting process and use of the flags and signals for RC On-Station, Postpone, Abandon Race, Shorten Course, and Over Early. (Descriptions follow in this document) RBSA does allow use of starting sequence flags as an addition to the audio recording in the unlikely event that the wind and conditions make it impossible to communicate the recorded sequence via VHF; a guide to using these flags is provided in this document, section 10.

3. RACE DAY/ WEATHER MONITORING

Monitor weather conditions/predictions for the Round Bay area (radar, NWS). Take particular notice of the expected wind direction and strength during the time of the race and the likelihood of storms. Monitor the weather radar via a smart phone in advance of the race and during the race. Consider the likely starting mark for an upwind start (A, B, N, D, or V). The Club RC Chair will transmit to you via VHF the selected Starting mark and course number to display.

GET TO THE LINSTEAD COMMUNITY PIER BY BOAT TO PICK UP THE RC GEAR 1 HOUR BEFORE THE FIRST START. RBSA's RC equipment is stored under the Lifeguard stand secured with a combination lock. Contact the Club RC Chair, Commodore or Vice Commodore for the combo). Lock the lock back on the hasp to avoid mischief during the race.

Load two Race Course Display Boards in a canvas bag, one box of Letters, one box with horns and spare canisters, signal flags, clipboard and score sheets and pencils and RC Book, and one flag canvas bag. Be sure to return this equipment to the storage locker after the race.

Please be sure to check that the signal horn is working. Spare canisters should be in the box. If none is available there is hand pump horn and a whistle to be used as a last resort. AIR HORNS ONLY WORK WHEN HELD COMPLETELY UPRIGHT DURING DISCHARGE; ANY OTHER POSITION WILL LIKELY CAUSE THE VALVE TO FREEZE AND THE HORN NOT TO SOUND.

Confirm that wind speed and direction and weather matches what you saw in the forecast earlier in the day. If not, figure out why. It is not unusual for conditions on Round Bay to differ from the forecast; but, on days where T-storms are possible it is always prudent to watch the weather radar on your smart phone.

4. SCHEDULE, STARTING TIMES

PLAN TO BE ANCHORED ON STATION AT THE STARTING AREA AT LEAST 30 MINUTES BEFORE THE FIRST SIGNAL. THE CLUB RC CHAIR WILL ADVISE VIA VHF IF THE START MARK NEEDS TO CHANGE.

THE TIMING OBJECTIVE FOR WEDNESDAY STARTS IS 1800 FOR THE FIRST START, 1805 FOR THE SECOND START AND 1810 FOR THE THIRD START. (During the final Wednesday series, these times may be shifted earlier as posted on the website). The 1800 time does not have to be met precisely if you are still getting things in order; the audio file will ensure that the second and third starts are exactly five minutes apart.

THE PRERECORDED AUDIO STARTING SEQUENCE WILL GUIDE YOU TO THREE PERFECTLY TIMED STARTS AT 18:00:00, 18:05:00, AND 18:10:00 IF YOU COMMENCE THE PLAYBACK AT 17:52:00 AND DO NOT INTERRUPT THE PLAYBACK. PUT YOUR PHONE IN AIRPLANE MODE.

5. DECISION TO RACE

The Club RC Chair will select the course to be sailed and will serve as an advisor to the On-Water RC regarding the need to change the course prior to the first start due to changing conditions or to consider a shortened course after the boats are racing; however, the On-Water RC has the responsibility for management of the race and the decision as to whether to start the race, postpone the start, or cancel the race. During the race the RC has the authority to shorten course. Each skipper is responsible for the safety of their own vessel and whether to start or continue in a race. The On-Water RC will use the VHF Radio Channel 68 to communicate Postponement, Cancellation, and Shorten Course intentions.

Following is description of the pre start signal flags and their uses:

When anchored and securely on station, the RC will raise code flag “R” indicating that you are in place.



R

Yellow cross on red background

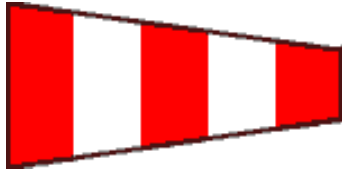
The RC then has three options relative to starting the race:

1. Run the race as scheduled. If the decision is to proceed with the race, the On-Water RC will follow the procedures laid out below.
2. Postpone the race. Races may be postponed at the discretion of the On-Water RC for a reasonable period on the given race day. Reasons may include a lack of wind, significant wind shifts or anticipated wind shifts, problems with course marks, etc.

DO NOT START A RACE IN 2 KNOTS OF WIND OR LESS

THE ON-WATER RC WILL INDICATE THAT A RACE HAS BEEN POSTPONED BY FLYING THE ANSWERING PENNANT “AP” FLAG WITH TWO SHORT HORN BLASTS.

When ready, the On-Water RC will initiate the playing of the RBSA Starting Sequence prerecorded audio file and follow the prerecorded instructions and timing to sound four horn blasts and lower the “AP” Flag and then continue with the prerecorded instructions to execute the three starts.

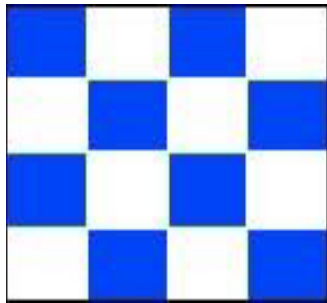


AP

Three red bars
Two white bars

3. Cancel the race. Races may be canceled at the discretion of the On-Water RC. Conditions requiring cancellation could be: too much wind, sustained lack of wind, lack of water, approaching violent weather conditions, less than three boats, etc.

RC WILL INDICATE THAT A RACE HAS BEEN CANCELLED BY MAKING THREE SHORT HORN BLASTS, HOISTING FLAG “N” AND DROPPING THE FLAG “R”.



N

Blue and white Check

6. SELECTING THE STARTING MARK AND COURSE

The Club RC Chair will be on their boat on the race course as a race participant in the hour ahead of the first start. In their absence, the Commodore, Vice Commodore, and Past Commodores will be the substitutes. THE CLUB RC CHAIR WILL SELECT THE PROPER COURSE DESIGNATION FOR THE WIND DIRECTION AND STRENGTH FROM A PREDETERMINED MATRIX OF 65 OPTIONS AND WILL CONVEY THAT SELECTION TO THE ON-WATER RC. EXPECT THE CLUB RC TO ASK YOU TO GIVE WIND READINGS FROM THE HANDHELD ANEMOMETER THAT IS IN THE ON-WATER RC BOX. The course designation starts with a letter which is the starting mark followed by a number that corresponds to the selected course from the matrix. Long Course and Standard Course boats will consult their cue cards to know what marks of the course they will sail based upon the posted number.

After having received the selected course from the Club RC Chair and while in transit to the starting Mark, the On-Water RC will transmit an announcement on VHF CH 68:

“RBSA RACE BOATS, THIS IS RBSA RACE COMMITTEE, START WILL BE AT MARK (A, B, N, D, or V), FOLLOW ME TO THE START MARK”

Repeat until it is obvious that the RBSA competitors are finding and following you.

While in transit, prepare the two course boards with the course designation and prepare to display those boards one on the port and one on the starboard side of the RC Boat as high above the water as is reasonable

Anchoring the RC Boat to Establish the Starting Line

The starting line is defined as being between the RC On-Station Flag on the RC Boat and the Starting Mark (the pin end of the line).

The following steps should be used to set up the starting line:

1. Determine the wind direction and decide where to position the RC boat relative to the starting mark.
2. The RC boat shall be anchored relative to the starting mark such that the starting line is perpendicular to the prevailing wind direction and to the right side of the starting mark as facing the wind such that boats will leave the starting mark to their port side while starting. **MOST COMMON MISTAKE:** creating a line that is perpendicular to the course to the first mark; instead, the line should be perpendicular to the prevailing wind direction.
3. **SECOND MOST COMMON MISTAKE:** The line must be long enough for the number of boats in the largest starting fleet, a minimum of 30 feet per boat.
4. Both Port and Starboard tack boats should be able to cross the line sailing close hauled at about equal angles to the line if you have set up your position properly.
5. Either the pin end (starting mark) or committee boat end will be slightly closer to the first mark or closer to the area of better wind. This is the favored end of the line and the knowledgeable sailors will try to start at the favored end. For the protection of the RC boat and so that starters don't crowd the RC Boat, it is desirable to skew the starting line slightly by moving the RC boat slightly downwind so that the pin end (the starting mark) becomes the favored end of the line; however, skewing the line so that one end is heavily favored will defeat the purpose of a long starting line and will create dangerous situations.
6. If boats still are sailing too close to your boat, consider putting out a standoff buoy tied to and about 15 feet off of your transom.
7. Confirm that your anchor is holding and do not commence the start sequence until you are certain. Take a sighting approximately perpendicular to the wind to two fixed points on land on that same line, perhaps a pier and a tree or house directly on the same line behind the pier. Sight this continuously for 10 min, the alignment will swing through a small range of angles as your boat swings on the anchor but it should be an oscillation. If the sighting angle changes and keeps moving in the same direction, you are drifting and need to reset your anchor.
8. **DISPLAY THE RC-ON-STATION FLAG (CODE R) WHEN YOU ARE STEADY ON ANCHOR.**

Display the Course

Assuming the race will proceed, the On-Water RC's next step is to display the course boards previously prepared. The selected course should be displayed no less than five minutes before sounding the four short horn blasts. This allows time for all participants to sail past the committee and get the posted course.

The courses are designed for the average wind direction and velocity on Round Bay during the race. If the wind is less than 2 kt, do not start a race. **POSTPONEMENT** is an option if wind is forecast to build or **CANCEL** if no wind develops within ½ hour of the first intended start.

Selection of Mark Colors

The preset course matrix involves all port mark roundings. Note that boats will cross the finish line on the most direct course from the previous mark meaning that if the starting mark was to port, they will leave the finishing mark (physically the same mark as the starting mark) to their starboard. The exception will be if you shorten course and set your RC boat up differently relative to the new finishing mark.

Record Participants on RBSA Score Sheet

Blank RBSA Score sheets are provided in the race box. As boats arrive in the starting area, the On-Water RC should record boat name, sail number, and spinnaker/non-spinnaker declaration of all participants. All boats will be scored using a spinnaker rating unless the committee is notified prior to the start that a boat will be sailing non-spinnaker. RC must verbally acknowledge any participant hailing their intention to race non-spinnaker. **MAKE SURE TO IMAGE THE SCORE SHEET AND SEND TO THE PERSON INDICATED ON THE SHEET BEFORE YOU LEAVE THE RACE COURSE.**

Wind Recording Sheet

Blank Wind Recording sheets are provided in the race box. Use the hand held anemometer to record the wind approximately every 10 min from 1800 to the time of the last finisher. Watch the anemometer for 30 seconds each time you make an observation and record the range observed on the appropriate lines on the sheet. THESE DATA FEED INTO THE DETERMINATION OF THE BOAT HANDICAPS FOR THE SCORING OF THE RACE SO MAKE SURE IT GETS IMAGED AND SENT TO THE PERSON INDICATED ON THE SHEET BEFORE YOU LEAVE THE RACE COURSE.

7. STARTING THE RACE

The On-Water RC must have a digital watch to record the time of day for each of the three the starts and the finish times of each finisher in hh:mm:ss. They must have the RBSA Starting Sequence Audio file on their smart phone. This provides the timing for the starting sequence and cues for when to key the VHF microphone to broadcast portions of the recorded countdown leading up to each horn signal. The audio file also gives the queues for when to sound each horn blast. Competitors shall take times from the VHF transmission of the countdown prior to each horn and the horn signals.










The following table shows exactly what the RBSA Starting Sequence audio file will guide you to do. Remember to key the VHF mic in a position where it will hear the playback when the recording says “KEY THE MIC” and hold it in that position. This works best if your smart phone is linked via Bluetooth to your boat radio and the VHF is positioned close to a boat speaker when you key the mic on the VHF. This will broadcast the next portion of the recording which is an announcement of the next horn signal and a countdown to that horn signal. Remember to unkey the VHF mic just as you hear the recorded word “Now” which is also exactly when your assistant will sound the horn. This will prevent transmitting the air horn sound via VHF which will create a confusing echo effect for the competitors.

The Countdown Time column in the table below supports the use of a countdown timer function on your watch as a backup timer to the recorded starting sequence. If you choose to do this, set up the countdown timer to start at 15:00 and trigger it at the first warning signal.

Record the actual starting time for each class (example: 18:00:00) on the Score sheet.

If all boats are fully on the pre-start side of the line at the starting signal, hail “ALL CLEAR”

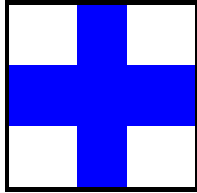
If any boat is over the starting line early, follow the Over Early Procedure listed below.

Countdown Time	Audio File Time Counter	R/C Signals and Actions	Horn Sounds
	00:00:00	Start Playback of the Starting Sequence Audio File on the Smart phone	
	00:02:00	Notice of intent to begin sequence Four Horn blasts	4 x 
	00:02:50	On command: Key the VHF mic next to the Smartphone speaker	
00:15:00	00:03:00	Warning – Long Course Unkey the VHF mic One Horn blast	
	00:03:50	On command: Key the VHF mic next to the Smartphone speaker	
00:14:00	00:04:00	Preparatory – Long Course Unkey the VHF mic One Horn Blast	
	00:06:50	On command: Key the VHF mic next to the Smartphone speaker	
00:11:00	00:07:00	One Minute – Long Course Unkey the VHF mic One Horn blast	
	00:07:50	On command: Key the VHF mic next to the Smartphone speaker	
00:10:00	00:08:00	Start: Long Course Unkey the VHF mic Warning- Chesapeake Class	
	00:08:50	On command: Key the VHF mic next to the Smartphone speaker	
00:09:00	00:09:00	Preparatory – Chesapeake Class Unkey the VHF mic One Horn Blast	
	00:11:50	On command: Key the VHF mic next to the Smartphone speaker	
00:06:00	00:12:00	One Minute – Chesapeake Class Unkey the VHF mic One Horn blast	
	00:12:50	On command: Key the VHF mic next to the Smartphone speaker	
00:05:00	00:13:00	Start: Chesapeake Class Unkey the VHF mic Warning- Standard Course	
	00:13:50	On command: Key the VHF mic next to the Smartphone speaker	
00:04:00	00:14:00	Preparatory – Standard Course Unkey the VHF mic One Horn Blast	
	00:16:50	On command: Key the VHF mic next to the Smartphone speaker	
00:01:00	00:17:00	One Minute – Standard Course Unkey the VHF mic One Horn blast	
	00:01:50	On command: Key the VHF mic next to the Smartphone speaker	
00:00:00	00:18:00	Start: Standard Course Unkey the VHF mic One Horn blast	

8. OVER EARLY PROCEDURE

It is the responsibility of the competitor to determine if the On-Water RC has called them over early.

If one boat is over early, **display Flag “X”, sound one horn blast, and call out her sail number and “OVER EARLY”**. Repeat this information over the VHF radio. When the boat has fully returned to the pre-start side of the line, call out the sail number and “CLEAR”.



X

Blue cross on white background

If you are unable to identify all the boats that are over early, **display the “First Repeat Flag”, sound two horn blasts** and thereby signal a general recall for that class. **Repeat this information over the VHF**. After the remaining classes have started, restart the RBSA Starting Sequence Audio file and advance it to about the 2:30 timing mark. Be prepared for the recording to instruct you to key the mic in preparation for the Warning horn starting at the 2:50 timing mark. The Warning horn for the restart occurs at the 3:00 timing mark of the audio file.



General Recall (First Repeat)

Yellow triangle within blue triangle

9. DURING AND AFTER THE RACE

You must be aware of the Long Course and Standard course being sailed. Look at the laminated cue card in the RC Box to see the actual marks of the courses. If the progress of boats around the course makes you suspect that the course will take too long to complete or if radar indicates an approaching storm, consider shortening the course using the procedure below. You need to keep an eye on the progress of both the Long Course and Standard Course boats to make this assessment.

As each boat crosses the finish line (defined as when the instant when the bow of the boat hull crosses the finish line), sound one horn blast; call out the sail number and hail the boat as “over”. **THE FIRST FINISHER IN EACH OF THE THREE CLASSES GETS A SINGLE HORN BLAST INSTEAD OF THE VERBAL HAIL.**

Record the finish time for each boat in time of day in hh:mm:ss on the Score Sheet.
USE THE SAME TIMEPIECE AS USED TO RECORD THE START TIMES
DO NOT RECORD ELAPSED TIME

Record any protests, penalties, withdraws, failure to return to start after being over early or other things that you think will be important to the scorer and RC Chair on the RBSA Score sheet.

It is occasionally necessary to score competitors as TLE. The time limit expiration rule is as follows: Any boat not finishing within 45 minutes of the finish of the first boat in her same starting fleet will be scored TLE (Time Limit Expired) except that this 45 minute TLE scoring does not apply to the Chesapeake Class. Announce the approaching time limit for the Long Course and Standard Course over the VHF Radio.

Before you return to Linstead pier to stow the RC gear: Check the RBSA Score Sheet and Wind Recording Sheet for completeness and photograph them and text the Score Sheet image to the RBSA scorer at the phone number is located on the Score Sheet and the Wind Recording sheet to the RBSA point of contact identified on that sheet. Keep the paper score sheet and wind sheet with you in case there are any questions that come up later.

Shorten Course Procedure

Shortening the course for one or both of two separate fleets who are sailing different courses using mostly the same marks is not trivial. You will need to be familiar with the paragraphs below to handle the shortening of the course as summarized here:

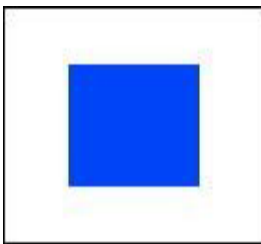
1. Decide to shorten well before arrival of the first boat(s) in the fleet(s) who will have their course shortened.
 - a. Determine new mark used by both courses.
 - b. Be on-station before first boat arrival.
2. Notify racers via VHF radio to make it clear if one or both course are shortened and how.
3. Fly "S" flag.
4. Sound the horn once as the first boat in the fleet(s) whose course(s) is/are shortened is within range to hear the horn.
5. Record the shortened course(s) on the score sheet with explanatory notes.

The On-water RC must decide to shorten course well before the arrival of the first boat(s) in the fleet(s) whose course(s) is/are to be shortened (i.e., Long Course, Standard Course, or both) and the **RC boat must be in position at the new finish line in time to record the finish times for all boats.** Do not change what was posted on the course board at the start; but, write on the score sheet exactly how the course was shortened for each fleet.

In general, you have the freedom to shorten the course to any existing mark of the course that both Long Course and Standard Course fleets will be coming to and for which the lead boat(s) for the fleet or fleets to be shortened has/have not yet reached. The obvious limitation is that you can't be in two places at once so you have to pick a single mark that can be used for both fleets based on your knowledge of the courses and where the lead boats are on the course. In some cases, you may be able to stay at the existing finish line and allow the fleet that has most of its boats ahead to finish the full prescribed course while shortening the course for the fleet that is behind to finish at the next arrival at that same mark when the prescribed course has that fleet coming to that mark more than once during the race. This will require sounding the horn once when the first boat is within range to hear the horn, by displaying the "S" Flag and making a clear and repeated **VHF announcement (e.g., RBSA RACERS THIS IS THE RACE COMMITTEE; THE LONG COURSE IS BEING SHORTENED TO YOUR NEXT ARRIVAL AT MARK BRAVO; THE STANDARD COURSE WILL REMAIN AS THE FULL PRESCIBED COURSE)**

If conditions are such that both Long Course and Standard Course need to be shortened, the preset courses are set up to minimize the complications of shortening both the Long Course and Standard Course simultaneously. All but the shortest of the preset courses include the same final 2, 3, or 4 marks of the course for both the Long Course and the Standard Course. The On-water RC's easiest option is to move back up the course either 1, 2, or 3 marks so long as you can be in position at the new finish mark before the lead boat in either fleet arrives. The RC shall sound the horn once when the first boat is coming within range to hear the horn, shall display the "S" Flag, and make a clear and repeated VHF announcement (e.g., **RBSA RACERS THIS IS THE RACE COMMITTEE; BOTH THE LONG COURSE AND STANDARD COURSE ARE BEING SHORTENED TO YOUR NEXT ARRIVAL AT MARK NOVEMBER**)

An important aspect of a shortened course is that the required side of the new finish mark may change from "leave to port." Boats are required to cross the new finish line on the most direct route from the preceding mark which may require leaving the finish mark to starboard.

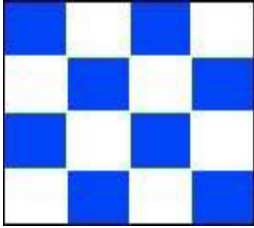


S

Blue rectangle on white background

Abandon Race Procedure







A race in which no boat has finished by 2030 hours on Wednesdays shall be abandoned. The RC may also decide to abandon a race if weather conditions deteriorate which make it unsafe for the RC to remain on station (e.g., lightning). The committee will fly Flag "N" with three horn blasts to signify that a race in progress has been abandoned. The RC shall make an announcement of the abandon race over the VHF radio. If necessary for the safety of the competitors, the RC boat should leave its station and proceed to all racing vessels with the "N" flag hoisted.

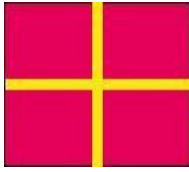


N

Blue and white check

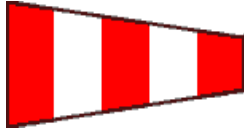
10. ALTERNATIVE INSTRUCTIONS FOR STARTING A RACE WITH FLAGS AND STOPWATCH

Countdown Time	Stopwatch Time	R/C Signals and Actions	Flags Displayed / Sounds
00:16:00	00:00:00	Notice of intent to begin sequence Four Horn blasts	4 times 
00:15:00	00:01:00	Warning - Long Course Raise Class A flag One Horn blast	 
00:14:00	00:02:00	Preparatory - Long Course Raise Preparatory Flag One Horn Blast	  
00:11:00	00:05:00	One Minute - Long Course Drop Preparatory Flag One Horn blast	 
00:10:00	00:06:00	Start - Long Course Warning - Chesapeake Class One Horn Blast	 
00:09:00	00:07:00	Preparatory - Chesapeake Class Raise Preparatory Flag One Horn Blast	  
00:06:00	00:10:00	One Minute - Chesapeake Class Drop Preparatory Flag One Horn blast	 
00:05:00	00:11:00	Start - Chesapeake Class Warning- Standard Course One Horn blast	 
00:04:00	00:12:00	Preparatory - Standard Course Raise Preparatory Flag One Horn Blast	  
00:01:00	00:15:00	One Minute - Standard Course Drop Preparatory Flag One Horn blast	 
00:00:00	00:16:00	Start - Standard Course One Horn blast	



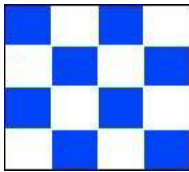
1. On Station

After they are anchored and securely on station, the committee will raise code flag “R” indicating that they are in place



2. Postpone Race

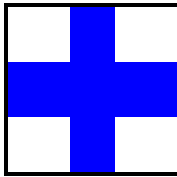
The committee will indicate that a race has been postponed by flying the Answering Pennant “AP” Flag with two horn blasts. When ready, the Race Committee will lower the “AP” Flag with one horn blast and restart the starting sequence at the warning signal (five minutes) with one horn blast.



3. Cancel Race or Abandon Race

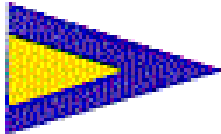
The committee will indicate that a race has been cancelled by making three horn blasts, hoisting Flag “N” and dropping the Flag “R”.

The committee will fly hoist Flag “N” with Five Sounds to signify that a race in progress has been abandoned.



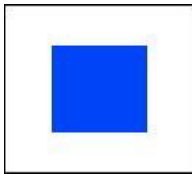
4. Over Early 1 boat

If one boat is over early, display Flag “X”, sound one horn blast and call out her sail number. When the boat has returned and re-crossed the line, call the sail number and “clear”.



5. General Recall

If you are unable to identify all the boats that are over early, display the “First Repeat Flag”, sound two horn blasts and thereby signal a general recall.



6. Shorten Course

The course may be shortened by displaying the “S” Flag with two horn blasts, then hailing “over” to each boat as it crosses the line.

11. ADDITIONAL HINTS AND SUGGESTIONS

- USE THE VHF RADIO ONLY AS NEEDED TO GIVE CONCISE COMMUNICATIONS TO THE ENTIRE FLEET. Excess communication over VHF creates confusion; say only what is directed within these Race Management Instructions.
- DO NOT GIVE VERBAL INSTRUCTIONS to an individual boat.
- Do not take on-water instructions from anyone other than the Club Race Committee Chair, or in their absence, the Commodore or in their absence, the Vice Commodore.
- Don't change the course after the warning signal without postponing the race by displaying the "AP" Flag with two horn blasts.
- Don't feel beholden to begin the starting sequence exactly on time. A minor delay is acceptable to make sure you are prepared.
- Be exact with the timing of the starting sequence. This is the purpose of the RBSA Starting Sequence Audio File so please use it.
- Use the same time piece to measure class start times and individual finish times and record the as time of day in hh:mm:ss, not elapsed time.
- Remember to deliver images of the legible RBSA Score Sheet and the Wind Recording Sheet immediately after the race via text to the number indicated on each sheet. This will help RBSA to post the race results within two to three days of the race.
- Remember that we are guests of the Linstead Community who are generously permitting us to use their pier to store our RC gear. Let your actions reflect this appreciation.
- Remember that we are all out for fun; the sailors, and even the Race Committee!