

POOLE YACHT CLUB

RACE OFFICER INSTRUCTIONS

Edition 1 - 30th July 2014

Poole YC Dinghy Racing - Signing-On-Sheet

The purpose of the Signing-On-Sheet are three fold:-

- a) To indicate to the Race Officer (RO) who is racing.
- b) To inform the RO of any competitors under the age of 18.
- c) To help the Class Captains work out the results for Handicap and Laser Classes when different PY's are being used.

The use of Signing-On-Sheet above all are a Safety requirement. The RO must know who is racing and who is cruising or training. If they are training then it is more than likely that they will be under the responsibility of an Instructor. If cruising they will be looking after themselves and are not the responsibility of the RO.

For under 18 year olds the RO has a greater responsibility as far as the law is involved they are not obliged to make a decision to race or not. If under 18's are racing then greater consideration must be given to their safety, such as wind increasing and light winds and a strong tide. If conditions are worsening the RO must finish or abandon the race and get the youngsters ashore.

To accomplish this RO must :-

1. Have the Signing-On-Sheet available shortly after the race has started.
2. On the results sheet indicate the PY by stating sail size, for example
 - a) Topper Std (4.7) or Topper 4.2.
 - b) Laser Std, Radial or 4.7
3. Time of start on the results sheet.

AVERAGE LAP RACING (SI 12.4)

A number of PYC courses have now been designated Average Lap by the abbreviation Av. It is the responsibility of the RO to decide whether to finish the slower boats a lap before the leaders finish the race. (May get instructions from Class Captains).

Don't forget that especially in the Laser fleet that there maybe a number of reasons why a boat is behind every body else i.e. Slowest on handicap, new to Lasers and light in weight or heavy weight. We must not put them off from racing when they have to race for an extra 30 minutes more than the leader because they are new to the class.

Likewise as RO, it may be wise to advice the person deciding on the course to choose an Average Lap course if there are Laser 4.7's entered in the race.

If it is a general Handicap start and there are 420 and Toppers in the same race then definitely use an Average lap course.

AD-HOC COURSES '99' (SI A2.6) & (SI A2.7)

We shall have a Board for displaying AD-HOC courses. Especially when we have Southerly winds and using the Orange start line, an Ad-Hoc course can be created with the RO's permission.

Also a 'Temp' mark can be used say in the middle of the 'Triangle' were there are no marks that can be used as a 'Windward' mark. If this is used then the course must be drawn up on the 'Ad-Hoc Course Board'. So that it is understood by everyone.

ABANDONING A RACE BEFORE THE START

When the Race Officer decides to 'Abandon' a race before the start, please discuss with Class Captains or Sailing Committee member before doing so.

For very light winds situation, make sure the 'Forecast' confirms the present conditions. Ask a Safety Boat to go outside the Haven and report back the wind situation.

If you are unsure whether the conditions are suitable for racing, display the 'AP' (postponement signal) with 2 sound signals.

See if the wind increases or decreases. If you are sure that the conditions are not suitable then go for an Abandonment.

To Abandon before the start display N over A on the Club mast and repeat the signal at the Race Hut. (Boats may have gone out early). With 3 hoots.

Remember 'N' on its own means 'Return to the starting area'.

Editor Mike Robinson

Chief Race officer PYC

E-mail: mike.rob2@tiscali.co.uk

Mobile: 07775855051