



Lloyd Harbor Yacht Club

RACE COMMITTEE INSTRUCTIONS 2017 SUMMER/SUNSET SERIES

Dear RC Volunteer:

Thank you for volunteering to serve as race committee volunteer. Your service is greatly appreciated by the officers of Lloyd Harbor Yacht Club and the by competitors in the race you are about to conduct. It is your service that enhances the reputation of our club and of the events we run.

Without your help, there would be no racing!

Included below are this year's instructions for the operations of a Race Committee. Sailing Instructions and Scratch Sheets area available on the club website, and the finishing sheet will be provided by the Fleet Captain. A little preparation goes a long way – read these instructions and if you have any questions, please feel free to ask. Thanks again for your service to our racing program.

Thank You,

Cesar Vallejos

Rear Commodore, LHYC

Phone (347) 878-0258

E-mail: rearcomm@lhyc.org

Art Kelley

Fleet Captain, LHYC

Phone (631) 292-1451

E-mail: fleetcapt@lhyc.org

The Race Committee

The Race Committee should consist of at least three people. There can be two on the committee, but it is more difficult. The jobs to cover (some positions perform double duty as assigned) include: PRO (Principle Race Officer, the person in charge), Secretary, Timer, Line Spotter, Flag Raiser, Ollie Operator/Horn Blower.

The RC crew should discuss, at least 24 hours in advance of race day, the following points:

- Weather forecast and expected wind speed, direction and anticipate changes
- Course options. If it's a breezy day, use Course N for maximum competitive options
- Roles & responsibilities, especially the one person who will communicate to the fleet
- Announcement of the post-race gathering immediately before and after racing

A good venue to review these points is aboard whichever RC boat will be used.

The RC Boat

See the separate documents for operation of each RC boat. On Wednesday nights we will generally use the Melrose.

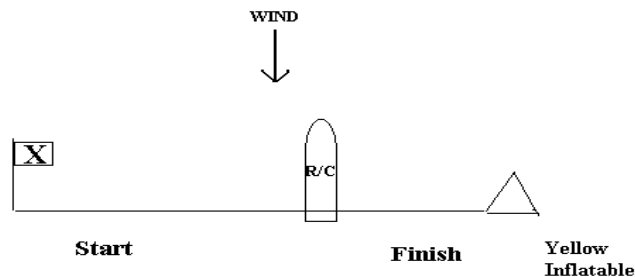
Be Early - 1st Gun is at 7:00 PM. You should be anchored & course set by 6:30 PM. Since it takes about a half hour to motor out to the bay, and you need time to set the marks, it is best to try to leave by about 5:30.

Inflate Marks (if necessary) while motoring out of the harbor inflate the mark(s). Use the electric pump by connecting to the battery located forward of the port seat on the Melrose, or using the cigarette lighter socket near the helm on Red Kite. Please note the following suggestions to help prolong the life of our marks:

- Do not fill marks all the way until they are firm - leave them soft for expansion due to heating, it also makes them easier to grab when picking up.
- Do not drag anchors with the inflatable – pull directly on the ground tackle.
- Take care not to puncture the fabric.

Setting the Course

1. Evaluate the Wind once you are out of the harbor for placing the windward mark. Place it mark directly upwind of where you plan to anchor the signal boat. If you are able, use a GPS to set a leg that is as close to a mile long as possible and to locate the windward mark after dark.



2. Setting up the Starting Line, looking upwind from left to right: Start Pin – RC Boat – an inflatable mark slightly to windward of start line, with enough room for finish.
 - a. Drop the Start Pin downwind about **1 mile** from the 1st mark (only in a very light breeze should we have legs under a mile). For comparison, Bell 8 is about a mile from the harbor entrances.
 - b. When the wind is from the east or west, make the distance to the mark as long as possible leaving sufficient 12 ft. depth surrounding the marks for the yachts to safely round.
 - c. In a Southerly, do not place the weather mark too far south; use an imaginary line from Gong #1 off Sand City and the Huntington Lighthouse as a guide, because the wind is weaker and not steady in the lee of the Bay Hills of Huntington.
 - d. Run about 500' to the right of the pin (~1 minute at 5 kts. or ~1.5 min at 3 kts.) and drop an inflatable slightly upwind of the start pin to serve as both the leeward mark and finish line. This set up facilitates shortening course to one lap when the wind dies.
 - e. Head back about 1/4 – 1/3 of the way toward the starting pin and anchor the signal boat **SQUARE to the WIND**. The starting line should be roughly 350'-400' long when you are done. If not square and you are running late, don't move; ask a LHYC boat to move the pin. Or, you can adjust the line by paying out or retrieving the anchor rode. Please note that the starting line needs to be long enough for the largest division. The official standard is 1.25 x aggregate length of boats in the largest division. In heavy wind, increase the length of the line (1.5x is the standard).

Pre-Start

1. Race flags that should be at the ready include: Division flags one through five, the Prep. (P) and

the individual recall (X). The orange line spotting flag is mounted on a pole and should be placed in the port side holder; the AP flag is also mounted on a pole and should be readied for a postponement. The 1st Repeater should be ready for a general recall.

3. Put up the course board with chosen course. Ensure board will not fall if in a rolling seaway.

COURSES - Please note that courses are designated for **LONG** and **SHORT** classes for the faster divisions to sail extra legs and slower divisions to finish first (see the Course section in the Sailing Instructions).

Short course divisions are not expected in 2016. Post placard for the desired course:

- Use Course “A” for average to light winds;
- Use Course “B” if you as RC are inclined to relocate for a windward finish;
- Use Course “C” if weather from N-NW prevents setting an inflatable mark;
- Use Course “D” for a windy day and a longer race.

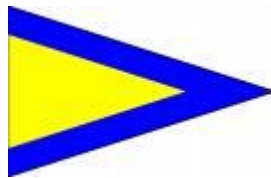
4. Check-in boats. You can put check marks next to each boat on the finishing sheet, or use the separate check-in sheet.
5. Take Your Positions: 1. Timer/Coordinator 2. Flag Hoister 3. Spotter – Line.

Start

Necessary equipment to have on hand and ready: Automatic Ollie Starting System (on ceiling of the *Melrose* cabin top), handheld air horn, “X” signal flag, 1st repeater flag, time clock, pen and paper.



“X” For Individual Recall



First Repeater for General Recall

SEQUENCE: Press start on the Ollie automatic race sequence timer at 18:59:40 (A series of audible beeps followed by a sequence of horn blasts will announce to racers that the start sequence will begin in 20 seconds as illustrated below.)

TIME	STAGE	SOUND	VISUAL SIGNAL
19:00	Class 1 warning	Horn	Class 1 flag displayed
19:01	Class 1 prep	Horn	“P” flag displayed
19:04		Long Horn	“P” flag removed
19:05	Class 1 start	Horn	Class 1 flag removed
	Class 2 warning	Horn	Class 2 flag displayed

NOTE: A boat is over early if any part of her hull, crew, or equipment crosses through a line between the staff of the orange flag on the signal boat and the course side of the staff of the pin, at the water line. If any boat is over early, spotter sounds the air horn immediately, flag hoister raises the “X” flag, and PRO hails the boat(s) over early if possible on VHF channel 72. If it is not possible to clearly identify all OCS boats, a General Recall is in order.

19:06	Class 2 prep	Horn	“P” flag displayed
19:09		Long Horn	“P” flag removed
19:10	Class 2 start	Horn	Class 2 flag removed

	Class 3 warning		Class 3 flag displayed
19:11	Class 3 prep	Horn	"P" flag displayed
19:14		Long Horn	"P" flag removed
19:15	Class 3 start	Horn	Class 3 flag removed
	Class 4 warning		Class 4 flag displayed
19:16	Class 4 prep	Horn	"P" flag displayed
19:19		Long Horn	"P" flag removed
19:20	Class 4 start	Horn	Class 4 flag removed
	Class 5 warning		Class 5 flag displayed
19:21	Class 5 prep	Horn	"P" flag displayed
19:24		Long Horn	"P" flag removed
19:25	Class 5 start	Horn	Class 5 flag removed
	Class 6 warning		Class 6 flag displayed
19:26	Class 6 prep	Horn	"P" flag displayed
19:29		Long Horn	"P" flag removed
19:30	Class 6 start	Horn	Class 6 flag removed

(Note: Classes may be combined for Sunset Series to account for fading breeze & light)
Important: Record the actual starting time of each division for scoring purposes.

Postponement – Abandonment - Shortening (If Necessary):

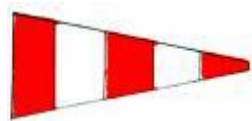
If anything goes wrong, e.g., time sequence, wrong flag, severe wind change, change of course and you are not ready on time, POSTPONE. IT IS FAR BETTER TO HAVE A PROPER COURSE, SQUARE START AND TRUE UPWIND LEG- THAN TO START ON TIME! When in doubt, in lieu of pulling the anchor up, resetting and re-anchoring, you may use the radio and ask LHYC boats to help and if needed, listen to boats offering help!

- At any time, sound two horns and raise AP Flag to postpone remaining classes.

To restart sequence:

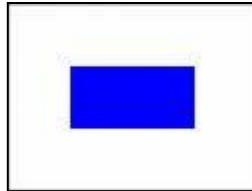
1. Blow Horn & Drop AP Flag
2. 40 seconds later, press the start button on the *Automatic "Ollie" Starting System* to restart the sequence beginning with a 5 minute warning for the next class in the sequence – **Remember to note new start times.**

AP Flag for Postponement



- Races are *abandoned* with the sounding of three horn blasts. Should the boats that started be off and floundering on the course you should supplement the horn with a radio announcement as a courtesy.
- Races can be *shortened* if the wind dies and you are able to finish the remaining boats. Signal with repeated horn blasts and raise the code 'S' flag for shortening. You should also supplement the horn with a radio announcement as a courtesy. Remember you can shorten A or D to an odd number of legs like B by moving the signal boat to starboard of the weather mark. This is especially encouraged during late Sunset Series when it is getting dark early.

Code Flag S for Course Shortening



Finish

- Reset the finish line to the inflatable mark to be square to the wind. To be square you may only need to adjust the anchor line.
- Set the **blue** flag on the side of the signal boat closest to the finish mark – usually starboard side.
- If using Course B or shortening the course to an odd number of legs, move boat to a position to the right of the upwind inflatable mark. In this case, the blue flag is set on the port side of the signal boat.
- A boat finishes when any part of her hull, crew, or equipment **in normal position** crosses through a line between the staff of the finish flag on the signal boat and the course side of the finishing mark. Spinnakers frequently break the plane of the line before the hull, so should be observed. A boat may break the line, then return to the course side (dipping the line) and is still considered to have finished. If a boat touches the finish mark or signal boat (excluding anchor line) prior to completely clearing the line she must complete a penalty turn (one tack & one jibe), return completely to the course side of the finish line (in either order) and re-cross.
- Assign one person to spot the line and another one to record sail numbers and finish times in the order of finishing on the Finishing Sheet provided. If you have spare hands, a good back-up is to also record the sequence of finishers on the scratch sheet. Do not worry about the different divisions, the scoring program has that info and all that is needed are the sail numbers and finish times. Use clock time (hrs., mins., secs.), not elapsed time, for example:

Sail #	Finish Time	Comment (if needed)
11258	19:45:12	Blue Boat
44156	19:46:10	Pied P
21358	20:01:06	First non-spin

After Racing

When all boats have finished:

1. Pick up the Start Pin and the inflatable marks
2. Stow flag staffs as described in the boat-specific instructions, rolled and with staffs facing forward.
3. Place course boards in cabin on starboard side.
4. Place marks deflated and rolled up forward.

See the boat specific instructions for further information regarding securing the boat for the night.

Race Results

If possible, take a high-resolution photo of your finish sheet(s) and email them to fleetcapt@lhyc.org. Please drop off the results to any LHyc flag officer at the designated post race club gathering site, usually announced via email on Mondays and Wednesdays during the Series. Additionally, you can reach the Fleet Captain by cell phone at **(631) 292-1451**.

THANK YOU – For a Job Well Done!