

Race Committee

1. The Rear Commodore will contact you about a week before your RC duty to confirm time and place with you.
2. Show up at least 45 minutes before start time! The CORA Principal Race Officer (PRO) will direct all Race Committee personnel. Assisting crews will follow his/her direction and are responsible for ensuring all gear is returned to the storage locker in good condition.

ASSIST THE PRINCIPAL RACE OFFICER

When directed by the PRO, please help with the following items:

1. Connect the battery wires and test the air horn early so you won't confuse boats. If the electrically powered horn does not work, assemble and use a cartridge powered horn.
4. Place the orange starting line flag in the holder at the dock. Hail and have a boat set the start/finish buoy.
5. Put score sheet on clipboard, get radio tuned to channel 74 and begin checking in boats. If you don't recognize a boat or know its rating, always get its name and any other ID info possible (make, color, sail #) and write it down. Note what class it starts in. Fill in date/wind speed & direction info on form. Always fill in the actual start time for each class. This may turn out different from the published start time due to a postponement or general recall.
6. Help the PRO choose a course by ascertaining wind speed and direction and choosing the course from the Skippers Guide. The course should have at least one leg as close to upwind as possible. Make sure course length is consistent with wind speed i.e. use shorter courses for light wind days. PROPER COURSE SELECTION IS VITAL TO A GOOD RACE! Mark the course for each class separately on the course board even if the same course is used for two classes.
7. Remove other necessary flags: Arrange the class & "P" flags within easy reach of the flag person. Place code flags X, and first substitute within reach of person(s) sighting the line. Remove code flag AP. CODE FLAG AP IS YOUR ACE IN THE HOLE IF ANYTHING GOES WRONG DURING THE STARTING SEQUENCE. If somebody screws up the timing or drops a flag or anything, simply raise AP with 2 sound signals and you are off the hook. The race is then postponed until you can get your act together and begin the start sequence again. ALWAYS HAVE AP HANDY AND DON'T BE AFRAID TO USE IT!
8. Designate a flag person and explain the 5 minute start sequence (class flag up, "P" flag up, "P" flag down, then class flag down).
9. Designate a sound signal person and brief him or her on the apparatus (electric or cartridge horn) and the sound sequence. Remind them that the horn button is very sensitive.
10. Designate a person(s) to sight the line for boats over early. Code flag X should be in hand. Code flag First Substitute should be within reach.

THE STARTING SEQUENCE

1. The PRO is in charge and should manage the timing. The PRO/timer will be responsible for giving countdowns to the gunner and flag person throughout the starting sequence. It is good practice for the timer to have a backup air horn in hand in case of primary horn malfunction. The sound signal person should have the signal button in hand, and the flag person should be holding the appropriate class flag in the down position. Timer should give a countdown to flag person and gunner at ten-second intervals and last few seconds. Competitors appreciate it when the final seconds of the countdown is broadcast over the VHF.
2. At 6 minutes before the published start time, sound the horn several times in rapid succession. This is called a "gather" and is a courtesy to let boats and bystanders know that you will be going into sequence in one minute.
3. At 5 minutes before the start, the class flag should go up and the horn should sound. Remember,

visual signal (flag) prevails; as long as the class flag goes up at the right time, don't worry if the horn malfunctions, and keep the clock going.

4. If for some reason the class flag did not go up on time, raise AP and blow two blasts on the air horn. Reset the clock, get settled, and lower AP with one air horn sound exactly one minute before you intend to raise class again. (There is no "gather" after AP is lowered.)
5. At 4 minutes before the start, the horn sounds and the flag person should raise the "P" flag. Again the timer is responsible for giving a countdown for all flag changes.
6. One (1) minute before the start, lower the "P" flag with one air horn sound. Only the class flag remains up.
7. At the start, lower the class flag and sound the horn to signal the first start.
8. Whenever possible use rolling starts. That is call the start of one class as the 5 minute signal for the next class.

RECALLS

9. The person designated to sight the line must watch for boats that are over the line early. The line is defined as the staff of the orange flag and the orange starting mark. Stand right behind the orange flagstaff and watch for boats touching or being over this line AT THE INSTANT THE CLASS FLAG GOES DOWN. If one or two boats are touching (or completely on the wrong side of) the line at this instant, the person sighting the line raises code flag X and identifies the offending boats. This is called an individual recall. The person with the air horn should be watching those sighting the line and if X goes up, blow one blast. A general recall should be called by the PRO when the person sighting the line is unable to see who over and who is not. Usually a general is called when lots of boats are on the course side at time zero. It can also occur when one or two boats completely block the view of the person sighting the line.

9.1 Attempt to hail the offending boats via channel 73. (RC is not required to do this but it is a helpful courtesy.) Code flag X remains up until ALL of the offending boats come back and completely cross back to the pre-start side of the line or for four minutes, whichever comes first. CODE FLAG X DOES NOT AFFECT THE TIMING FOR THE REMAINING CLASSES.

10. If many boats are over early (too many to identify) or an incident occurs right at the start that totally fouls most of the class up, raise code flag First Substitute instead of X (blow two horns). This is a general recall and means that all boats need to come back and the NEXT CLASS sequence will start when the RC is ready. Again, attempt to hail the class as a courtesy on channel 73. RC resets watch and lowers First Substitute with one horn. The next class flag (with a horn signal) must go up exactly one minute after First Substitute goes down. You are now back at step 6 in The Starting Sequence (above).

STARTING SUCCESSIVE CLASSES

11. After the prior class(es) have cleared the line, and the RC is ready, the subsequent class will be rallied with a horn signal and radio broadcast at 6 minutes prior to start.
12. Follow the previous instructions exactly as before for successive classes.
13. Relax. The worst is over.

SCORING

1. Double check the actual start times for each class on the score sheet and correct if postponements or a general recall occurred.
2. Pack up the gear except for gun and orange flag and RC flag. When first class boat finishes, record the time and sound the horn. Record the time and use air horn for each remaining class boat. Repeat for other classes.

3. REMEMBER: After all boats have finished have the start/finish mark retrieved and returned to the RC. RC is responsible for ensuring the mark is returned to the storage locker.
4. Deliver score sheet to Rear Commodore or designated scorer. Remain available for any scoring questions.
5. Make note of any boats protesting and accept any protest forms.
6. Take race results when finished to any member of the executive committee. Be careful about where results wind up. If they get lost, the whole race is for nothing.

TIPS

Five minutes until start (class flag) is called the warning signal; four minutes ("P") is called the preparatory signal; class flag down is the start signal

Flag person should hold flags all the way down or all the way up - no in between. Flags should go up and down with a decisive motion.

For large classes or windy days, broadcasting the starting sequence on VHF Ch. 73 may be beneficial.

If conditions appear dangerous but it appears that they might clear up shortly after the published start time, put up AP with two horns at 6 minutes before the published start time. This lets everyone know what's going on (i.e. don't go home yet, we're going to wait and see what happens)

REMEMBER, CODE FLAG AP IS YOUR FRIEND. KEEP IT HANDY AND USE IT IF YOU EVEN SUSPECT SOMETHING IS NOT RIGHT.

Shipping traffic can be checked by contacting the Harbor Pilots at (843) 577-6695.