

General guide to aid Race Officers at Scarborough for Setting a Course

**Please Note: Full Instructions are pinned on the Race Station Board
Also SYC Racing Manual/Risk Assessment**

The ideal would be to have equal amounts of on the wind (beating) and off wind (run or reaching) sailing, with all boats having a fair chance of finishing the set course within the time limit. This is not always possible so we have to try and make the best of the weather conditions on the day.

Due to Scarborough having a fixed Start Line it will not be possible to Start to Windward on a high number of instances, therefore it is better to aim for a decent beat and off wind mix through the duration of the race.

In very light conditions the Southerly Buoys are usually used, picking either the Easterly, Wheatcroft or Cayton marks to try and achieve a finish.

Again in Very Strong winds with rough sea conditions the Southerly Buoys are usually used to keep the boats in sight.

On normal Bay Races, run over a tide, the tidal flow will be from North to South and obviously the higher the tide the stronger the flow, bear this in mind in Light winds as some courses will be unachievable.

The compass course to and from each buoy which are listed in the SI's are good to use as a help with picking the upwind /downwind legs.

If in doubt about the wind ask one of the boats, as they leave the harbour, on the VHF to go outside the No2 buoy and give you a wind direction reading.

There is a list of standard Bay courses in the SI's but an X course can be used, for example if buoys are missing etc. Boats need to be informed to have pen and paper ready to note the buoy rounding sequence.

Coastal races are usually run on a falling tide with boats out over low water and returning on the rising tide so this needs to be factored into

the course decision, especially if winds are light. However boats can take their time at each buoy rounding to give a race result.

If in doubt about setting a course, consult a member of the Sailing Committee or a Flag Officer. (A list of these names is available in the Race Station).

Prior to setting a course check, as best as possible, that the Marks are in place, if a buoy is missing consult as above.

To Abandon a race prior to it's start, for poor weather/strong wind or other reasons (i.e. fog or no wind) consultation with a Sailing Committee member before the race would be advisable.

Work out time limit of race from info on SI's sheet.

Put race boards out and make course announcement at first 10 min and 5min horn.

Pursuit Racing

A Standard Pursuit was designed for a beat and two shorter off wind legs lasting approximately 45minutes of sailing time for the faster boats in the fleet.

Apart from in very light winds, a variation of the Southern triangle should be sailed or Scalby and back if a beat is involved.

This would be of 1 lap.

For a Combined Pursuit course a variation of the Southern triangle plus a return to either Wheatcroft or Cayton and back should used or the full Northern triangle.

Boats that start early will be recalled by informing on VHF at their correct Start time.

Starting

Class racing - If only 1 boat in a Class, inform them by VHF to start with the nearest Class in the start sequence.

No1 and No2 Buoys in place.

Boats must start between the buoys (these could be lying either side of the line due to wind or tide) and if any part of a boat or boats are on the course side of the line at their start, press the recall and inform them on VHF (the whole boat must re cross the line) before it can start.

No1 or No2 or both Buoys missing.
Consult the Sailing Instructions

Recalls are only for the 1st instance. If a boat has been recalled it is their responsibility to make a correct restart. If they do not fulfil their obligations, make a note of the infringement then take their times as usual, then bring this to the attention of the Sailing Committee at the end of the race. (After considering the Race Officers report on any such incident a decision will be made about disqualification or other penalties).

If a boat starts in a wrong class i.e.: 5 or 10 minutes early, it should be recalled at its correct Start time.

Boats, which are late out of the harbour and are either paddling or motoring after their 5-minute preparatory time limit, can perform a 720-degree manoeuvre on the non-course side of the line before starting.

Starting / Finishing:

If any boat has in your opinion has not Started or Finished correctly note their time on the form as usual but do not give them a finish. Then report the infringement to the Sailing Committee at the end of the race.

On any lap of the Course if you notice a boat not rounding the No3 the No8 or the No2 buoy correctly note the infringement as above and inform the Sailing Committee at the end of the Race. If the boat or boats in question think this is incorrect it is their prerogative to prove otherwise.

The Finish line is between the diamond on the Race Station and the No2 buoy when laid, if it is missing consult the Sailing Instructions.

Fog:

1. If the Start Line Buoys (No 1+2) cannot be seen prior to the Start Postpone the Race start for half an hour and consult SI's, if in doubt check with Members of the Sailing Committee.

If the Start Line Buoys are still not visible after the set period Abandon the Race.

2. During a Race

If when sighting along the finish line Buoy No2 is not visible due to Fog for a period of 15 minutes Abandon the Race, and inform the Fleet on VHF channel M1.

If the Starting Computer is not available (e.g. Power cut) a separate timing system would have to be used (Clock in Race Station) with either a count down over the VHF radio or Flag hoist and drops to give time indications. It would be normal procedure to announce a delay to the Race Start and talk to a Sailing Committee member if you need advice etc.

All Autumn and Winter Series + New Years Day Race

Lifejackets must be worn by all competitors (Y flag to be flown prior to start). In Summer races in strong wind and or poor sea conditions the Y flag should also be flown. Inform competitors on the VHF at the 10min race brief.

Shorten the course for any Class as felt necessary.

Ideally fly S flag with Class flag or S flag on its own if all Classes are shortened and inform on VHF. If not possible just announce on VHF e.g. during Autumn /Winter SYC Class will usually sail 1 lap whilst the other Classes sail 2. The leading boat in the Class is informed by VHF as they approach buoy 3 or 8.

Please fill in the Risk Assessment form with the Result form and note 1st over in each Class.

If any boat reports a Protest, make a note on the Result Sheet and report to a Sailing Committee member.

Further / additional information can be obtained from the **Racing Instructions** which are pinned on the Race Station wall, these give the full instructions to running a Race.

Safety: Boats / Crew in danger - Refer to **SYC Racing Manual/Risk Assessment** - Monitor, if you are asked to help liaise with other boats or the emergency agencies.

There are 2 VHF radios in the Race Station 1 should be on ChM1 and the second on Ch16. The second radio is there in case the Port Control or Coastguard are trying to contact the fleet usually with traffic in the harbour entrance info or safety issues.

Please do not switch of the race computer after the race.