

I would like to thank Angelo for providing the additional Guidelines for the Race Committee.

Hello Race Committee.

Attached you should find the following, which have all been updated from the RC manual/doc's you will find with the Racing Gear:

- 1) starting sequence script (in PDF form) (**note that Series 6 is different, please refer to Wed Night Sl's**).
- 2) updated Magothy Marks Chart with the updated Preferred Courses overlaid (Rev#5 in JPG form)
- 3) 2005-2008 RRS's (in PDF form)
- 4) A link to the latest Race Entry Check-in form (found here: <http://spreadsheets.google.com/pub?key=pt01F098AABBgUKFOLzniWQ>)

PLEASE, PLEASE, PLEASE READ AND FOLLOW THESE GUIDELINES I'VE PROVIDED (read them once now and then review again before heading out).

PRINT THEM OUT AND TAKE THEM WITH YOU (review them with your RC crew on the way out).

RC ERRORS THIS SEASON COULD HAVE BEEN AVOIDED IF THEY SIMPLY FOLLOWED THESE GUIDELINES FOR RC OPERATION AND COURSES.

Please send me a reply confirming your receipt of this message.

Wolfgang Harbauer

RC Co Chair

Serenity

IMPORTANT INFORMATION REGARDING POSTPONING, ABANDONING or CANCELLING RACES

It is the absolute prerogative of either YOU (the RC on duty), or any of Race Management (the RC Chair, the Rear Commodore or the Commodore) to postpone, abandon or cancel a race due to conditions on the water. Typically, if weather is questionable, the acting RC Chair will be in contact with you (the RC on duty) prior/during the race to discuss the conditions, forecast and options, but communication with Race Management or approval IS NOT NECESSARY.

If at any time you (the RC on duty) feel that conditions warrant cancelation, postponement or abandonment, YOU, THE RC ON DUTY, HAS THE ABSOLUTE AUTHORITY AND RESPONSIBILITY TO DO SO WITHOUT ANY PRIOR OR ADDITIONAL APPROVAL.

Abandon Race: "N" Flag with 3 Sounds (preferably gun sounds), 1 sound when lowered.

Postpone Race: "AP" Flag with 2 Sounds, 1 sound when lowered.

Please refer to the last page of the 'Starting Sequence Script' (attached) as well as the first page of the RRS's for postponement and abandonment signals (both attached to this email).

Race Management does have access to the robo-call Race Information System, so if communication with them is possible, it will facilitate getting the word out to the fleet.

Contact information for Race Management (hail on CH 72 or):

Craig Coltharp, Rear Comm (443) 822-7595

Bruce Mitchel RC Co Chair (410-916-2061)

Wolfgang Harbauer RC Co Chair (410-991-9141)

CREW ASSIGNMENTS and PREP WORK*

To make it easy, you'll want at least 5 people (or 6 is even better).

For the start, it works well if you have one person assigned to ...

- 1- Timer (GPS time is preferable) – they call out times and do count downs to flag and sound events. This can also be the script runner if you are short handed.
- 2- gun signal – on the bow with the gun. For safety reasons, don't double duty this person.
- 3 - horn and over-early flag (** see note) – they are responsible for the “horn sound signals” and are prepared with the over-early flags if needed (individual and general recall flags are mounted on the opposite ends of the same stick)
- 3- script runner (calling out what's coming next) – this could also be the timer if you are short handed. They are in control of what's happening.
- 4- 1 person on the class & prep flags – the class flags and prep flags are mounted on handles .. locate the stick – mounted A,B, NS1, C, NS2 flags and lay them on the deck in order. The flag-bearer will raise the prep flag at the 4 min mark and lower it at the 1 min mark for each start with one hand .. while holding the class flag in the other.
- 5- Lineman on the bull horn for calling “all clear” or declaring “over early” (** see note) and ID'ing the boats by number. They also typically call “over” during the finish.
- 6- Entry Logger - Before the race, it's best to try to record boats as they arrive. Boats in later starting fleets will show up in the middle of the A/B/C starts ... so it's best to have someone just focused on ID'ing boats as they show up and checking them off until all the boats are started. Also some sailors switch between spin and non-spin fleets .. so have them look at the flags and note if there's a change. Print-out and bring the Race Entry Check List which is sorted by sail # to make finding them in the list easy
<http://spreadsheets.google.com/pub?key=pt01F098AABBgUKFOLzniWQ>. This person usually is the time recorder during finishing.

** "Over Early" Note:

Both a "sound" and a flag are required when calling a boat over early and "hailing" a boat over-early does not constitute a "sound" under the rules. This is why it is useful to have the person on the horn also on the over-early flag and ready to signal at the starts (from Case 71, 2005-2008 ISF Casebook .. '*A hail is not a 'sound signal'*)

SELECTING AND SETTING THE COURSE

At set-up .. pick the course and decide where you want to start from.

Please, PLEASE, refer to the new attached preferred course chart which lists preferred courses and starting marks based on wind direction and speed.

A, C or D are the primary preferred starting marks, but for some wind directions F or J make more sense and are indicated on the preferred course chart.

Please choose a "Red" course (port roundings) if at all possible.

Our SI's also dictate:

- i. “The Committee Boat will post the finishing mark of the course, regardless of the number of laps posted”
- ii. “A change in course after the start will be limited to ‘shorten course’”

Be mindful of the requirements of the "string rule". MRSA SI's define all marks as "rounding" marks as we do not have the ability to designate a mark as a "passing" or "boundary" mark. The courses in the Preferred Courses sheet have all been check to satisfy the "string rule" if the indicated colors (rounding direction) are followed.

We have MUCH LARGER FLEETS THIS YEAR .. so MAKE THE LINE LONG!! (shoot for 75-100 yards). Here is a great trick to set the line distance. While still under power and at a steady, slow speed, pass by the pin in the direction of your *intended* anchor location *with the* wind off your beam. Count how many seconds it takes to pass the pin bow-to-stern, keep going in that direction for 10x that length of time.

Please set a LONG, GENEROUS LINE, SQUARED TO THE WIND ... NOT THE 1st MARK.

Picking a course that is either 2x or 3x is always nice as it is easy to shorten (flag and 2 guns well before the 1st shortened fleet's finish and fly the shortened fleet's flags).

Try to let the fleets go twice if there is wind and daylight. The time limit is 2hrs for the 1st boat in each class and then 2.5hrs if one boat in the fleet crosses in less than 2hrs. So if the 1st laps in a fleet are crossing at 45 min's or less, then it's probably a safe bet to let them go twice unless the wind is really dying.

After all the boats have started, you should make sure to square the line to the last rounding mark for the finish (as opposed to square-to-the-wind for the start). This is usually necessary when setting triangle courses other than W/L . Also, if the last letter in the course was green, it is less confusing for competitors if you move to the port side of the line for the finish (but not necessary under the rules).

CHANGING THE COURSE PRIOR TO STARTING BUT AFTER POSTING

If you find it necessary to change the course prior to the start, but after it has already been posted (because of a dramatic last-minute wind change or to fix an improperly posted course), what you need to do will depend on where in the starting sequence you are. This is because our SI's state:

"If the Committee Boat makes a change to the course after posting it, the RC shall display a code flag 'L' (come within hail) at least ten minutes before the next start and continue to display it for the duration of the starting sequence."

Case #1: Prior to the "Attention Signal" (which is 10 min's prior to the A-fleet start).

If you change the posted course prior to the "Attention Signal" (usually 6:05 pm on Wed nights .. which is 10 min's before A-fleet's start), all you need to do is make the change and fly the 'Lima' flag through the remainder of the starting sequences. It's that easy.

Case #2: After the "Attention Signal"

If you need to change the posted course after the "Attention Signal" then you will need to signal a postponement ("AP" flag + 2 sounds) and delay the starting sequence by at least 5 min's (4 min delay + 1 min to next warning signal) to provide the total of 10 min's required before the next start (5 min total delay + 5 min class sequence). The AP flag is lowered (w/1 sound) 1 min prior to the next class's warning signal (raising of its class flag).

So, assuming that you intend to have the minimum 5 min delay for the course change, do the following:

1. Raise the "Lima" (L) flag (keep this flying throughout the remaining starts)
2. Raise the "AP" flag with 2 sounds
3. Make the course change
4. After 4 min's, drop the "AP" flag with 1 sound
5. 1 min later (5 min mark), raise the class flag for the next start w/ 1 sound (this restarts the starting sequence where you left off .. the next step is raising the "P" flag 1 min later .. and so on).

FINISHING

At the finish, you have the lineman calling “over”, the timer calling out times, and the other people are recording sail numbers and times. Typically the timer will call out the HRS and MINS .. and then count-up the seconds out-loud until the lineman called “over”.

If you can see a multiple boat, close finish about to occur, separate the tasks and get the times down first and accurately and have others dedicated to just keeping the order of finish straight and assign the boats to the times after the fact.

You just record them as they finish (don't worry about breaking them up into fleets).

If you have a pocket voice recorder or if your cell phone has voice recording capabilities, you can make an audio recording of the times so that you can go back later and check if discrepancies or questions come up later (which happens at least a few times each year).

The Scorer, Mike Mullarky, may wait until after the race in a white J-35 “Eighth Deadly Sin” to collect the time sheets on the water, so please have them ready for him if you see him “hanging around”.

Please do not leave extra print-outs in the RC manual unless requested by the RC Chair. If you do, the manual becomes a mess and the next RC doesn't know what is important and what can be thrown-away and the manual becomes useless.

Thanks again for volunteering.

Sincerely,

Bruce Mitchel RC Co Chair

Wolfgang Harbauer RC Co Chair

410-916-2061 for race day communications