

Bantham Sailing Club

Race Officer Duty

How to run a race at Bantham

On arrival – setting up

Chairs and boxes of flags, hooters and stuff you need in the engine shed on the Quay.

Risk assessment – please complete the risk assessment document found in the folder with all the gear. Keep a copy.

Check the air horns and stop watches are working

Check both safety boats are operational and ready to assist. If we do not have two safety boats ready, you must not start the race. Ask for volunteers, make sure we have adequate safety boat cover – IE two.

Give the orange grab bag to the team doing Safety Boat in their own craft, it includes a throw line and a sharp knife.

Setting the course

Decide on three essential elements of the race and display them using the boards provided..

- The course for each fleet
- And how many laps
- Direction of start – always start into the wind (tacking), usually (but not always) down-river toward Jenkins Quay

Aim for a race where the first boats finish within 35-40 minutes of the start. Don't worry about setting too many laps, you can always shorten course (see later), but you cannot add laps once the race is underway.

The Class letters. Different classes can sail different courses even if starting at the same time. Faster classes can be asked to sail a longer course or complete more laps. The class letters to display on the wall at the Quay are as follows:

- | | | |
|---------------------------------------|------------|---|
| ▪ H = Bantham Boats | Class flag |  |
| ▪ G =fast handicap, Lasers, Yawls etc | Class flag |  |
| ▪ T =Toppers, Feva, Pico and cadets | Class flag |  |

The Course letters. We use different courses in the river. The course each class is to sail is displayed on the wall alongside the class letter (see above):

- B - denotes the short course
- A - denotes the long course, which includes sailing down to Villa Crusoe.
Diagram later in this document shows the two courses.
- **NEW IN 2023 – Course C.** We have a new racing mark which sits between the Cockleridge mark and Jenkin's Quay. This race mark is called 'Jenkins'. Course C is like course B (ie short course) but uses the new Jenkins mark and does not use Cockleridge. Eg - If the wind is coming from the sea, one lap of this new course is Jenkins-Aunemouth-Hexdown-start-line.

The final page in this book show a diagram of the courses to help.

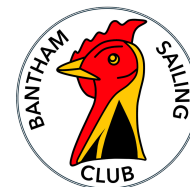


Lap direction. The course is always sailed anti-clockwise, leaving all marks to Port.

Laps. The number of Laps to be done is shown by numbers on the wall on the Quay alongside each class letter and the course. Examples;

- H A2B1 – means Bantham Boats, sail two laps of long course A then one lap of short course B.
- T B2 – Toppers sail two laps of short course B

Direction of start arrow. A BSC unique feature, but most helpful. On the wall on the Quay, you also need to put up an arrow indicating the direction of the start, up-river or down-river. This is decided based on the wind direction, with all races starting on an upwind leg (beating) if possible.



The Start

The start is at the advertised time in the BSC tide tables. So the 10 minute sound signal goes and flags go up 10 minutes before. (eg Advertised time = 9:30am, ten minute hooter = 9:20am)

How many starts? For all **Points Series** racing and the **Gala weekend**, there will be only **one start** for all classes. This is the norm. If on rare occasions there are too many boats wishing to race, you can make the decision on the day to have a second start for Bantham Boats and Toppers/Cadets together. This will be ten minutes after the first start. The race team must ensure Bantham Boats and Toppers are told about the second start if one is to be used. (Via Safety Boat?)

For **the Regatta**, there will be two starts..

- a. First start – Fast handicap (G)
- b. Second start - ten minutes after the first start. Bantham Boats (H), Toppers and Cadets (T)
- c.

Sound signals and flags before the start..

- i. IF ONE START ONLY – all sound signals at five minute intervals...
 1. Ten minute horn – warning first start
 - a. Class flags B  G  and T  are flown
 2. Five minute horn – preparatory – P flag also hoisted.
 - a. Class flags still up B  G  and T  and also P 
 3. Start horn.
 - a. All flags down
- ii. IF THERE ARE TWO STARTS –all sound signals at five minute intervals...
 1. Ten minute horn – warning Fast Handicap.
 - a. Class flags G  flown – Fast handicap
 2. Five minute horn – preparatory first start– P flag also hoisted.
 - a. Class flags still up G  and now also P 
 3. Start horn. – Start for Handicap and also the 10 minute warning for Bantham Boats and Toppers/Cadets
 - a. P  and also  come down, and
 - b. Class flags B  and T  should go up – warning signal for Bantham Boats and Toppers
 4. Five minute horn for second start – Preparatory flag flown
 - a. Class flags still up B  and T  and also P 
 5. Start horn – second start
 - a. All flags down.

If there is any boat **over the line** when the start sound signal goes off, make a second blast on the horn and take a note of the boat and its number. It is the responsibility of the



competing boat to judge if it is over the line and needs to come back to recross the line before starting again. If they fail to come back to the line and re-start it is disqualification.

Once the race is started, don't touch the stop watches, leave them running, treat them like sacred objects. At the end of the race you need to record elapsed time from the stop watches.

During the Race

It is important to stay focused when running a race, try not to get distracted.

It is good practice to know at all times where the lead boat is and also the tail-end boat, in each fleet.

This will give you a good idea on how many laps they might complete in the planned 35-40 minutes, and if you might need to shorten course.

It is also good practice to use the race result sheets to log each boat as they complete each lap. Places will change on subsequent laps, but it means you generally have the boat numbers written down already in roughly the order they might finish.

Again, don't fiddle with the stop watches! (You don't want to reset them in error).

The Finish

At the finish give each competitor a 'hoot' and record their result.

Use a separate results sheet for each fleet.

Record the following...

- **Bantham Boats (H)** – record only the finish position, 1st, 2nd 3rd etc. Also note on the results sheet if each boat is a 'Classic' or a 'New' Bantham Boat.
- **Toppers (T)** – If there are only Toppers in the race, then record only the finish position, 1st, 2nd 3rd etc. BUT if there are other classes like a **Pico or Feva** then please record the elapsed time they have taken to complete the course (results need to be calculated from timings)
- **Fast Handicap Fleet** – record the elapsed time for their completion of the race from the stop watch. Remember to subtract 10 minutes IF the stop watch was started at the 10 minute sound signal.
- **Fast Handicap Fleet** – for **Lasers** please also note whether the boat had a full sized sail, a Radial sail, or the smallest '4.7' sail. It impacts the handicap applied.

AVERAGE POINTS Make a note on the results sheet of any race officer or safety crew requesting 'average points' for the series, if they have been on Safety Boat duty. As Race Officer, you can also request Average Points if you are trying to qualify for that series. The results simply need to contain something like "Fred Smith – Bantham Boat number 22 – average points, safety boat duty".



Shortening course if needed

If you become aware the fleet will not complete the course inside about one hour, and there is not enough wind to complete the course you set, then you can shorten course.

This should be done when the lead boat in a fleet rounds the final race buoy before you intent to finish them.

1. **Sound the hooter twice.**

2. Hoist flag 'S' from the quay.



Abandoning the race if needed

You can abandon a race if the wind disappears and is unlikely to return OR of course if conditions become too windy, you have multiple capsizes and safety boats are over-stretched. Safety of participants always comes first.

1. **Sound three long blasts on the hooter.**
2. Hoist flag 'N' from the quay. 
3. If possible get Safety Boats to order competitors to return to the beach or their moorings, especially if it had become too windy to sail and there is an issue of safety. "No joy riding, get ashore please."

Finalise Race Results

Once all the times and positions are recorded, please add **your name and contact email or phone number**, in case the team processing the results have any questions.

Take a photograph of the final results sheets, so they can be send electronically and give your finished paperwork to a member of the committee so we can get them to Donna Timmis who processes the results for the whole season.

Courses

- A – Long course
- B – Short course
- C – Short course – longer first leg

