



THE BRISBANE EIGHTEEN FOOT SAILING CLUB

AIMS AND JOB DESCRIPTION FOR THE COURSE LAYER AND PATROL BOAT

AIMS...

.... To provide a safe and fair racing environment, and ensure all competitors return safely ashore.

1: JOB DESCRIPTION.....

.Follow the directions of the Race Officer.

The first job for the Course Layers and Patrol Boats is to create a WayPoint on your GPS once the Start Boat is anchored.

Race Officer will advise the course length and bearing to enable the Top and Bottom buoys to be placed, it is always advisable to check with the Race Officer to confirm your position is satisfactory, prior to placing a buoy (Length and bearing to marks will be confirmed by GPS).

2: LAYING THE START LINE.....Course layer will proceed at 90 degrees to the wind from the Port side of the Start Boat, using the GPS to achieve the correct length. The Start /Finish Buoy will be streamed out until the crew is just holding the anchor, course layer will slowly move forward (head to wind), and when the mark is actually in the correct position, the Race Officer will request the anchor to be dropped. This method will ensure we have a perfect Start Line.

FOR INFORMATION PURPOSES .. We will be using a ratio of 1.5 times the overall length of the boats, times the number of boats. An 18 footer the overall length is 12 metres, and a 12 footer the overall length is 8 metres, with the number of boats currently sailing a line length of approx. 90 metres is sufficient.)

3: LAYING THE GATE... Course layer will proceed at 90 degrees to the wind from the Starboard side of the Start Boat using the GPS to achieve the correct length of 75 metres. Again the buoy will be streamed, and when in the correct position the Race Officer will request the anchor to be deployed.

4: SETTING THE TRIANGULAR COURSE.... This course is now easier to lay, we now have a set of tables giving us the distance from the Start Boat to the Wing Mark (Mark 2). Course layer will now proceed at 90 degrees to the wind at a prescribed distance (confirmed by GPS) from the Port side of the Start Boat.

(For example if we have a 1nm windward length course, the distance from the Start Boat to the wing mark is 0.29nm as per the chart)

Full information is provided in the hand out TRIANGLE COURSE.....METHOD FOR SETTING THE WING MARK.

5: COMMUNICATION WITH THE PIN END OF THE START LINE. . . .Course layer should be in place at the Pin end of the start line. It is almost impossible to line up the pin end with the Starters Mast; hence it is up to the Race Officer to make contact if he has any queries concerning boats starting early. At no stage is the Pin Boat to initiate radio conversation.

6: THE FINISH LINE. For Club Racing there is no need to move the Start / Finish Pin, for a Regatta where a longer start line is required the finish line length should be reduced to 90 metres.

7: RACE MANAGEMENT PROCEDURES. . . . It is important for safety reasons that we have a RIB managing the top half of the course, and another managing the bottom half, it is not envisaged that this would ever change, unless in an emergency, or instructed by the Race Officer.

The Race Officer requires constant feedback from the Patrol Boat / Course Layers, and this should include wind changes , capsizes , confirmation of number of boats on the water, safety issues etc. It is unlikely that a change of course will ever take place during a race as boats will be all over the race track , but it is my intention to ensure that all on water volunteers eventually have the tools and ability to change and shorten a course , plus know the procedures when a buoy moves, or is missing.

8: SAFETY.At the end of the days sailing, shore base will be advised that the Competitors are heading for home and the Patrol Boats are following , it is our responsibility to ensure everyone arrives home safely. There may be the occasion where it is prudent to leave the buoys in the water, follow the boats home, and thence return to the course.

Jc june 2014