



THE BRISBANE 18 FOOT SAILING CLUB

AIMS AND JOB DESCRIPTION FOR THE RACE OFFICER

AIMS..... To provide a safe and fair racing environment for all competitors, (things such as depth of water , clean winds, sufficient space between other club courses, and allowances for tidal flows, must all be taken into account .)

A: JOB DESCRIPTION.....

Locate suitable Race Area

If starting from a RIB, would suggest you take the bottom mark , dropping in a suitable position, then create a WayPoint on your GPS, proceed up wind for approximately one third the proposed course length and check your bearing back to the bottom mark, deploy your anchor, wait a few minutes to ensure the anchor is set.

At this point your Patrol / Course Layer boats will come alongside the Start Boat and create their own Way Points.

(The course will now radiate from the Start Boat, THIS WILL ALLOW US TO ADJUST THE COURSE, WITHOUT MOVING THE START BOAT).

1: LENGTH OF START LINE..... We will be using a ratio of 1.5 times the OVERALL length of the boats, times the number of boats. An 18 footer, overall length is 12metres, a 12 footer, the overall length is 8 metres, with the number of boats we currently have sailing, a line length of 90 to 100 metres is sufficient, would increase this slightly for heavy weather.

2: LAYING THE START LINE.....Course layer will proceed at 90 degrees to the wind from 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 actual mark is in the correct position, the Race Officer will request the anchor be dropped. This method will ensure we have a perfect start line.

3: BIAS ON THE START LINE..... Personally I prefer to have about 5 degrees bias on all my lines, and the reason for this is that the competitors will generally utilise the whole start line, instead of racking up behind the Start Boat.

Example.... Wind direction 100 degrees, a normal line would be set at 90 degrees to the wind ie 10 degrees , with 5 degrees bias this would make the line bearing from the Start Boat, 15 degrees.

4: SETTING THE COURSE..... At this point you need to check the wind bearing, and if all is OK have your Course Layer drop the top mark at the prescribed bearing and course length . I always suggest you check the course visually prior to a start, to ensure all is set up correctly.

5: SETTING THE LENGTH AND POSITION OF THE GATE..... A length of approximately 75metres will be sufficient, and again would have the Course Layer stream the buoy out to ensure it is set at an angle of 90 degrees to the wind.

6: SETTING THE TRIANGULAR COURSE..... This course will be made far easier to lay, we now have a set of tables giving us the distance from the Start Boat to the Wing Mark, the course layer will now proceed in a direct line from the Start Boat past the Start / Finish Pin, (90 degrees to the wind) for the required distance , thence drop the mark. (The internal angle of the Triangle will be 30 degrees.)

7: RACE MANAGEMENT PROCEDURES..... It is not proposed to cover Starting / Recalls / Starting Penalties etc, as this is well documented in the Blue Book.

8: COMMUNICATION WITH THE PIN END OF THE LINE..... Course Layer, should be in place at the Pin end of the start line, it is up to the Race Officer to make contact if he has any queries, concerning boats over the line at the start, at no stage is the Pin Boat to initiate Radio conversation.

The Race Officer requires constant feedback from the Safety and Course Layer Boats , which should include wind changes, pending safety issues .It is unlikely that a change of course will take place during a race , as boats will be all over the race track ,but it would be wise to ensure crews have the tools and ability , to change ,and shorten a course , additionally it would be beneficial for Patrol Boat Drivers to know the Rules once a mark has moved or missing.

9: THE FINISH..... 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 should be reduced to 90 metres.

Take care to ensure the Blue Flag is raised once the first boat has rounded the last mark.

10: SAFETY..... Before leaving the Course Area, ensure all competitors are heading for home, and the Patrol Boats are following them, at the end of the day it is YOUR responsibility to ensure all Competitors and Volunteers arrive safely ashore.

Jc May 2014