



## Race Committee at NBYC

What a typical race looks like at NBYC:

- Windward-leeward, once, maybe twice around
- Inflated and government marks
- A starting line, committee boat, mark boats

Weekend/one-design racing (2 PM)

- Multiple fleets (whoever shows up)
- Multiple races
- Start races when convenient
- Finish in order

Wednesday Night Series (6 PM)

- Two PHRF groups plus any one-design fleets
- One race
- Rolling starts beginning at 6
- PHRF classes are recorded on a clock and scored in corrected time.
- One-design boats finish in order

What a race committee does:

- Set up the course
- Communicate with fleets (courses, special conditions)
- Start, monitor and finish races
- Record results
- Deal with incidents, exceptions, protests
- *Return the results to the office*

## Timelines:

### Weekend Series

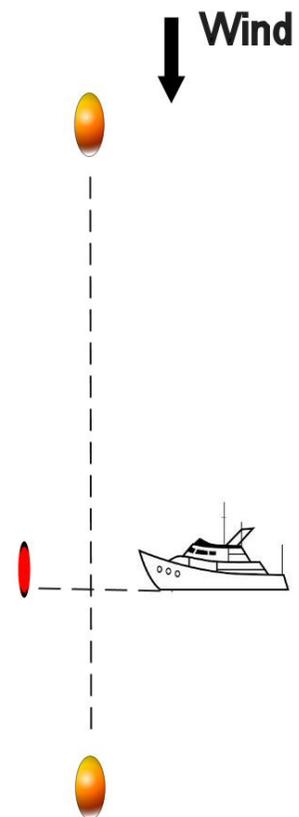
12:30	<i>Look after marks, anchors, horns, score sheets, flags, helpers (could be a steward). Need someone comfortable with Lady Ev.</i>
1:00	<i>Committee boat Lady Evelyn and mark boat depart to set up the race course</i>
1:45	<i>Lady Ev is anchored on the right end of the starting line. Courses are posted. RC flag, line flag in place. (Red flag?)</i>
~2:00	<i>First class' 3-minute sequence begins</i>
3:45-4:00	<i>Typical wrap-up time</i>
4:30	<i>No races may be started after this time</i>

### Wednesday Night Series

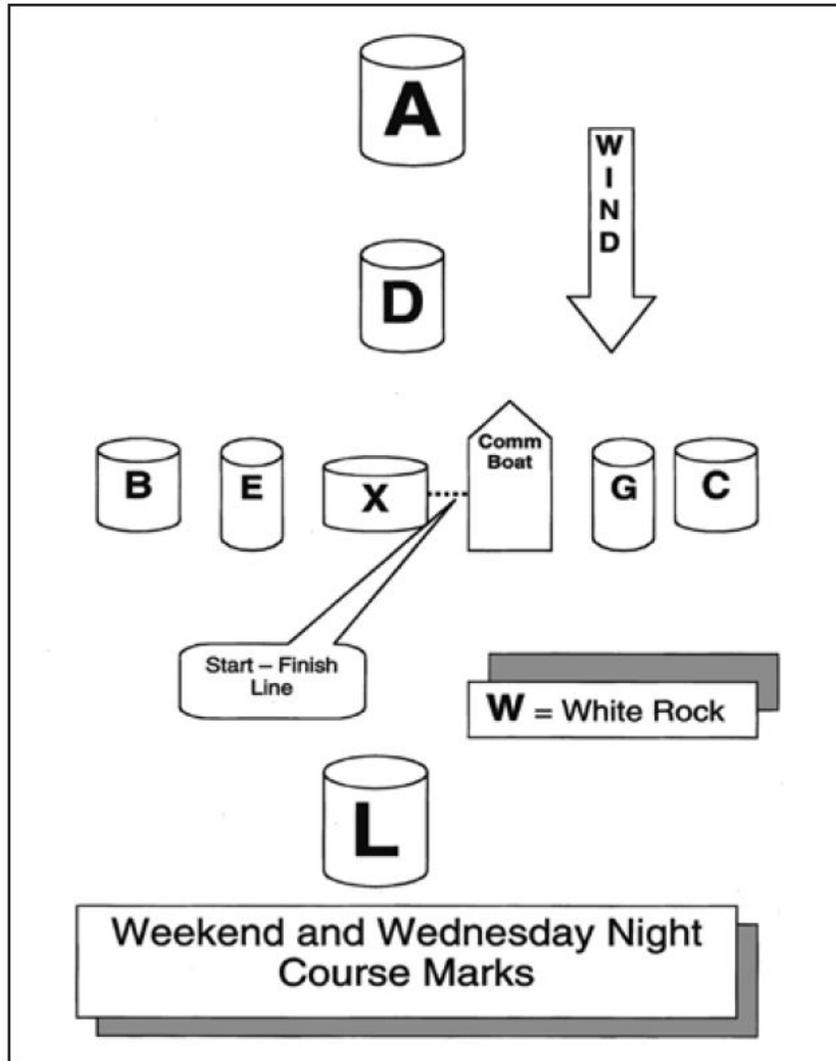
4:30	<i>Look after marks, anchors, horns, score sheets, flags, helpers (line person, clock person, flag person, driver, someone who can set and pull marks, someone to drive a mark boat (could be a steward))</i>
5:00	<i>Lady Evelyn and mark boat depart to set up the race course</i>
5:45	<i>Lady Ev is anchored on the right end of the starting line. Courses are posted. RC flag, line flag in place. (Red flag?)</i>
6:00	<i>First class' 3-minute sequence begins; rolling starts</i>
7:30	<i>If nobody has finished, all racing abandoned.</i>
8:00	<i>Anyone who hasn't finished is DNF</i>

NBYC almost always sails windward-leeward courses:

- Take note of wind direction. Where will a course fit in the bay? Can a government mark be part of the course? Is the wind going to hold? How long can the course be?
- Mark boat takes windward mark upwind. Windward mark is dropped under (radio) direction of the race committee—usually a big yellow cylinder
- Lady Ev. crew drops a leeward mark dead downwind of the windward mark—leeward mark is usually a big yellow cylinder.
- Lady Ev. heads upwind along the imaginary line extending from the windward mark to the leeward mark. A quarter to a third of the way up to the windward mark, the race committee establishes a starting line:
  - Drop a 'pin' mark for the left side of the starting line (as viewed facing windward), 30 to 50 yards or so to the left of the imaginary line. This will be a small orange cylinder, typically. A bigger fleet or heavier wind require a longer starting line.
  - Bring Lady Evelyn 30 or 50 yards or so to the right side of the imaginary line, a little bit to windward of the pin. Drop the anchor and fall back



The resulting starting line should be 'squared' to the imaginary line running from windward to leeward, except that the pin should be slightly farther to windward after the committee boat falls back on the anchor line. This will make the pin-end the advantaged side of the line and keep starting boats away from the committee boat.



The marks at NBYC have names: A, L, X, W...

Typical course board:

Class	Course			
<b>A</b>	<b>A</b>	<b>L</b>	<b>2</b>	<b>X</b>
<b>1</b>	<b>A</b>	<b>L</b>	<b>2</b>	<b>X</b>
<b>2</b>	<b>A</b>	<b>L</b>	<b>X</b>	
	<b>“</b>			(ditto; same as above)

Atlantics: Windward-leeward twice, then finish

Class 1: Windward-leeward twice, then finish

Class 2: Windward-leeward, then finish

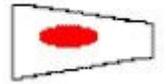
Ensigns: Windward-leeward, then finish

## Running a weekend race:

- Record the sail numbers of all boats that have checked-in/are racing
- Be sure the Ollie horns are set for 3 minutes
- Be sure that the course(s) are displayed on the committee boat well in advance
- Communicate with the fleet(s) before the start of sequence if you need to clarify the course or clarify which class is starting. Use radio and/or hailer.
- Provide some short blasts on the Ollie box as a gather signal to warn that the sequence is about to start.
- Start the sequence
- Sight the line at the end of the sequence, looking for boats that are *on course side* at the start. Call out the sail number of any boats that are OCS. Verify that they come back over the line and start(!). (We almost never have a general recall for club races, but know where the flag is.)
- Record sail numbers in order of finish.



## Running a Wednesday Night Race:



- Class flags need to be on poles beforehand. General and individual recall flags need to be on poles beforehand.
- Record sail numbers of boats that have checked-in/are racing.
- Be sure the Ollie horns are set for 3 minutes
- Make sure that the stopwatch is on, printer power is on and stopwatch is zeroed, unlocked and ready.
- Note the delay on the Ollie box; it may be 17 seconds or it may be 20 seconds.
- At either of 5:59:43 PM or 5:59:40 PM, depending on which of the Ollie horns, press the sequence start on the horn.
- At 6:00 press the start/stop button on the stopwatch, and push the 'lock' button. The first class flag goes up.
- At the start of each race, press the 'lap/split' button to record the race start on the stop watch. Change the class flag for the next one.
- Sight the line at the end of the sequence, looking for boats that are *on course side* at the start. Display the individual recall flag and call out the sail number of any boats that are OCS.
- Record the finish of each boat with a tap of the lap/split button and a simultaneous record of the sail number on the score sheet. The stopwatch tape and the score sheet are the key to scoring handicapped boats. One-design boats will be scored in order of finish.



<http://lists.nbyc.org:6293/DorisStopwatch.mp4>

# Wednesday and Weekend Racing

## Equipment Use and Care

### Marks

- You can use any color or shape marks. Best to use the larger marks further away from the RC boat so they can be seen more easily.
- Marks should be inflated by the stewards and should be fully inflated but soft – they should not be hard like a beachball. If you have to inflate a mark, using the “blower” side of the shop vacuum is the quickest way. Unscrew the air plug and hold the vacuum hose against it. You do not need to insert the hose into the hole or use any special fitting. Remove the hose and screw in the plug. It will not deflate quickly enough and should definitely not be under enough pressure that the air rushes out so quickly that you lose inflation before you can screw in the plug. There are several different size fittings on the various marks – be sure you are using a plug with matching threads. The appropriate plug should be tied onto the mark.
- Towing marks. Round marks do not tow well at any speed. They have a lot of drag which is likely to rip the mark and they rotate causing a twisted mess of the tow line. Do not tow them. Put them in the back of the boat. If need be, to create some space, drop one or more off on their anchor while you drive the boat around the bay doing wind checks. Then come back, put the mark in the boat and move it to its position.
- Mark anchors. Mark anchors are located in the stern lockers on Lady Ev. Check to be sure you have adequate (and a spare) before you leave the dock. Additional are in the store room. The 15 to 20 pound “River Mushroom” anchors (3 lobe mushroom) hold adequately in almost any weather in the bay. Water is 15 to 20’ deep throughout the bay so an anchor line of 30’ is adequate. The anchors all have approx 30’ lines attached. Tie the line to the mark with a bowline.
- Pick up buoys. These are 8 – 10’ lines with a small float used to assist in pulling the anchor. Tie the line to SAME ring on the mark as the anchor.
- Counterweights. These are 5 to 10 pound mushroom anchors (round mushroom – no lobes) with a short 2 to 5 foot line attached. They are used with cylinder shaped marks to make the mark stand upright rather than lie on its side for better visibility and to keep the anchor line at the bottom of the mark and less likely to be snagged by a boat rudder or centerboard. Attach this to the SAME ring as the anchor and pick up buoy.
- To drop the mark, get in position with the mark rigged as above, make sure the anchor line is free and not tangled or looped around feet or equipment. Push the mark out of the boat first, then lower the anchor over the side. Be sure the anchor line is clear of the propeller before motoring away.
- To pick up a mark, approach from downwind (motoring up into the wind). Approach very close to the mark – having the mark bounce off the side of the boat is OK, just do not snag the mark with the anchor roller or run over the mark’s anchor with the prop. Pick up the pick-up buoy with boat hook or snag the anchor line with boat hook. Pull the anchor line into the boat and control the mark with the anchor line, pulling the mark into the boat. Do NOT pull on the mark itself to pull the anchor line – it is not strong enough. Then pull the anchor into the boat. Do NOT bang the anchor against the side of the boat!!!

## Course Board

- Courses are posted on the course board. The letter and number cards are in 2 boxes on Lady Ev. Slide the cards into the slot in the board. Normal format is to display the class, an empty space, then the course. Top row is the first class to start, next row second, etc. Most right handed people slide in the cards from the stern forward. If you do that, don't forget that the first card you slide in must be the last card in the sequence. Lean over the side and look at the course to be sure you have it correct! Use the small gray wire nuts as pegs in the letter slot to lock them into place. Do not try to use anything larger.

## Rigging Flags

- The flags are found in a tray in one of the drawers on board Lady Ev. The only flags usually used are an RC flag, orange line flag, X for individual recall, first substitute for a general recall. Note that Appendix Q start (3 minute sequence) allows verbal instructions, flags not needed. One Wednesday evenings only we fly class flags during each classes starting sequence as a courtesy.
- Flag poles are in the light green tube on Lady Ev cabin top. Remove as many as you need. Close and lock the hatch so additional do not come flying out. There is a cleat with a line tied to it on each pole. Do NOT untie the line. Hook the top of the flag onto the hook at the top of the pole. Put the line through the bottom of the flag, use the line to tension the flag like a downhaul and then cleat it. Two flags can be flown from the same pole if needed by hooking them together with a snap.
- Poles ONLY – NO FLAGS – are to be stored in the tube on Lady Ev. Furled flags place in this dark, moist, warm tube will be black with mildew in just a few weeks.

## Ollie (orange box) Horn

- Horns should be fully charged and on Lady Ev. The box sits on the stern in the cleats. If the race is a timed handicap race note the time delay before starting written on each box (they are different).

## Announcement Horn

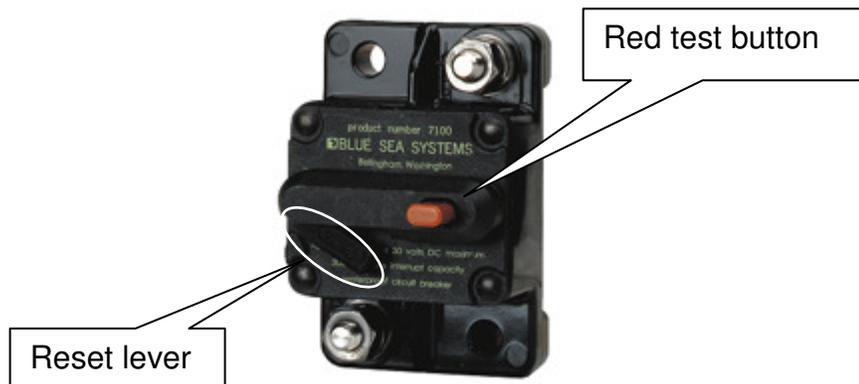
- The hailer is located overhead, just inside the cabin door, starboard side. Rotate the "Listen" knob clockwise to turn it on just to the point where it clicks on – do not turn it up. Turn the "PA" volume knob up fully clockwise for maximum volume. Pushing the "MAN" manual button will result in a tone when you push the microphone button. Pushing the PA button will broadcast your voice when you push the microphone button and speak.

## VHF Radio

- The radio is located overhead at the driver's station and an additional control station is outside, behind the driver's station. Don't be afraid to use it to keep racers informed.

## Lady Evelyn

- Main batteries are located in the bilge just forward of the engine in a locker. There is a battery selector switch in the compartment, port side.
- Anchor windlass control switch is starboard side of the driver's station. First – be certain the safety lanyard is disconnected from the chain between the anchor and the windlass. To lower the anchor push the control switch up. To raise the anchor push it down. The anchor line and chain will come in quickly. Use short bursts of power once you are at the chain - do NOT jam the anchor into the anchor roller.
- When letting the anchor out do not get too far ahead of the boat's drift resulting in too much slack. The rode will jump out of the winch and you must go forward and replace it.
- Do NOT use the windlass to move the boat forward when retrieve the anchor. Use engine and idle forward taking the load off the windlass and just using it to coil in the line. Same for breaking the anchor free if set hard. Tighten the line then use a little engine power to slowly break the anchor free. Be patient and the anchor will come up easily and with little mud.



- If you overload the windlass you trip its circuit breaker. There are 2 breakers. The most likely to trip is located immediately above the switch. The red button is a test button that will trip the breaker. There is a black swing down lever to the left of the red button. If it is down it is tripped. Push it back up to reset. There is an additional breaker in the battery locker just forward of the battery switch.

## PLEASE ~

If ANYTHING breaks, doesn't function correctly, falls overboard or is missing PLEASE REPORT IT to Mike or a flag officer. Do not let the next crew go out without the proper equipment!!!