

CYC Race Committee Instructions

1. Arrive at least 1½ hours before the first scheduled **Warning Signal** (“First Gun”). Plan to be under way at least one hour prior to the first **Warning Signal**. For Saturday and Sunday races this means arriving at noon.
2. Check that all course marks are in place. Starting & finishing lines are set by the Race Committee after the Race Committee boat is on station and should be completed by 1:00 p.m. You may need to set one or more race course marks and may have to adjust the starting line as well (see below).
3. Check the wind speed and direction before going to the Race Committee boat. (***use all means necessary...weather channel, the CYC Davis wind meter on shore, or the Race Committee handheld wind meter, cell phone app, etc.***) For races scored using the Portsmouth system (open centerboard fleet), take a wind reading at the start, middle and end of those races. **If the sustained wind speed rises above 25 mph, cancel all races (no further races shall be started; all races already underway shall be abandoned). See ABANDON, Page 8. Sustained wind speed is measured over a 5 minute period.**

PREPARING THE RACE COMMITTEE BOAT

1. Check to see that all required equipment is on board and ready before you leave the mooring.

The following equipment is stored on shore

- Hand held VHF radio (there must be two radios aboard: one to use channel 72 to communicate with Racers, and one to monitor channel 16 at all times)
- Starting Pin w/ anchor and rode : [Small Yellow Tetrahedron is the New “Y” Mark and a may be a mark of the course](#)
- Clock. Please Sue the Atomic Clock located in the RC Locker for ALL Races.
- Clipboard, Blank Scoring Sheets will be in a blue plastic box located in the RC Locker.
- A Gas tank full of fuel for the RC Boat. (The connection for the fuel is in the port fuel tank compartment)

The Following Items are stored on the RC Boat (under the seats)

Starting Flags on poles: Code Flag “P”, Ensign Fleet, Solid Color Flags: Orange, Yellow, Green, Blue

- General Recall Flag (this is code flag “First Substitute”, also called “First Repeater”)
 - Lifejackets (one per person plus one throwable)
 - Anchors (2 Danforth) and anchor lines.
 - Air Horns
 - Blue shape to establish finish line
 - Course Numbers
 - Race Committee Flag & CYC Burgee
 - Code flags: __“N”, __“S”, __“X”, and __“AP”,
 - Sailing Instructions
 - Registration Sheet (list of all boats expected to race)
2. Hoist the CYC Burgee over the Race Committee Flag on the middle pole of the Race Committee boat.
 3. Attach but do not hoist Code Flags “AP” and “X”, to the halyards on the front of the Race Committee boat.
 4. Take the Race Committee boat to the starting area.

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SETTING THE STARTING LINE

1. Tie the Race Committee boat to the "S" mark and set the larger anchor on the stern so the Race Committee boat does not move once the start/finish line is established. If you intend to use course 18 use the larger anchor on the bow and the smaller anchor on the stern. When using course 18, the Race Committee boat should be anchored between marks W and I. If you have a launch or dink with the Race Committee boat, tie it **alongside** the Race Committee boat by the bow and the stern on the opposite side of the start line. Do not let it stream behind the Race Committee boat.
2. Next, hail the boats on channel 72 to come within hailing distance so that sail numbers can be entered on the Scoring Worksheet. Include the boat type/name, skipper, fleet, and sail number. The scribe can be doing this while the chairman and assistant are setting the starting line.
3. Determine the appropriate course from the Sailing Instructions. Whenever possible, pick a course where the direction to the first mark is directly into the wind. When choosing short windward/leeward courses, be sure to take the river's current into consideration. Post the selected course number on the port and starboard sides of the Race Committee boat. The course numbers must be displayed prior to the **Warning Signal** of the fleet to which they apply. Select a course which theoretically allows approximately 1½ hours or more of racing for each fleet. **Do NOT choose the Short Course version of a course by flying Code Flag "S" at the Warning Signal. The Sailing Instructions state that Code Flag S will only be flown after the start.**
4. Set the starting mark (the pin end of the line) using a club launch. Use the yellow tetrahedral for the pin end of the line. The line should be set so that it makes a right angle to the wind direction and is approximately 40 feet times the number of boats in the largest fleet expected to race that day long (do not set the line too long nor too short). Postpone the start to reset the starting line if it is not approximately at right angles to the wind. Set any marks of the course as required.
5. Announce on the radio VHF channel 72 that communications among racers or with other boats are not to be conducted on channel 72 and that radio communications with the race committee are discouraged and may not be acknowledged.

BEGINNING THE STARTING SEQUENCE

1. For open centerboard fleet races, take a wind speed reading at the start, middle and end of those races.
2. **If there is NO wind (under 5 knots), DO NOT start the sequence; instead postpone for up to 90 minutes or until the wind is sustained 5 kts.** Use the Club wind meter on shore or the onboard wind meter to take a wind reading. If the wind dies during the sequence, postpone and wait for the wind to pick up. All races not started within 90 minutes of their scheduled start time are automatically cancelled. If the wind dies after some or all fleets have started, you may shorten course, abandon, or wait for the time limit to expire. See the instructions for Shorten Course, Page 7 and for Abandon, Page 11.

Note: The 90 minute limit for postponement is from the scheduled start time. For example, an A Fleet race scheduled to start at 1:35 p.m. is automatically cancelled if it is not started by 3:05 p.m.

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3. The Sailing Instructions prohibit boats from entering the Starting Area after the first **Warning Signal** until the time of their own **Warning Signal**. If any boat violates this instruction, hail it and instruct it to leave the Starting Area. If a boat ignores this hail, or interferes with boats that are starting, protest this boat and notify her that you have done so.
4. Avoid dependence on radio communication. Use the signal flags designated for the event you wish to communicate to the fleet. You may broadcast at will information about emergencies, recalls and abandoned races on VHF channel 72.
5. All times are taken from the visual signals, the raising and lowering of the starting signal flags. It is important to be precise.
6. Races are started using Rule 26 of The Racing Rules of Sailing. The starting sequence for each fleet is 5 minutes long and may be linked to the sequences of other fleets. Each fleet's sequence starts with a **Warning Signal** represented by a **Fleet Flag** accompanied by **one sound** made **five minutes** before the start of the race. The exact time of day should be noted at the raising of the first **Warning Signal** of the day. Each sequence continues with a **Preparatory Signal** represented by **Code Flag P** accompanied by **one sound** and made **four minutes** before the start. Each sequence then continues when **Code Flag P** is lowered accompanied by **one long sound** made **one minute** before the start. At the end of the five minute sequence, the **Fleet Flag** is lowered accompanied by **one sound** signifying the **start** of the race. The next **Warning Signal** (the Fleet Flag for the next fleet) **may** be raised simultaneously with the lowering of the previous start. When all fleets have started and the Race Committee boat is on station at the finish line, the Blue Shape is raised. For example, the regular CYC Series Race Sequence would be as follows:

Time	Event	Flag	Sound
1:30	A Fleet Warning	A Fleet Flag UP	1
1:31	A Fleet Preparatory	Code Flag P UP	1
1:34		Code Flag P DOWN	1 LONG
1:35	A Fleet Start and B Fleet Warning	A Fleet Flag DOWN and B Fleet Flag UP	1
1:36	B Fleet Preparatory	Code Flag P UP	1
1:39		Code Flag P DOWN	1 LONG
1:40	B Fleet Start and Ensign Warning	B Fleet Flag DOWN and Ensign Fleet Flag UP	1
1:41	Ensign Preparatory	Code Flag P UP	1
1:44		Code Flag P DOWN	1 LONG
1:45	Ensign Start and C Fleet Warning	Ensign Fleet Flag DOWN and C Fleet Flag UP	1
1:46	C Fleet Preparatory	Code Flag P UP	1
1:49		Code Flag P DOWN	1 LONG
1:50	C Fleet Start & Dinghy Warning	C Fleet Flag DOWN and Open CB Fleet Flag Up	1
1:51	Dinghy Fleet Preparatory	Code Flag P UP	1
1:54		Code Flag P DOWN	1 LONG
1:55	Dinghy Start	Open Centerboard Fleet Flag DOWN	1
	When finish line is established	BLUE SHAPE UP	None

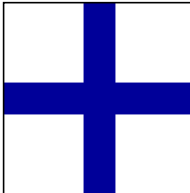
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NOTES: It is NOT necessary to link the starting sequences together as shown in this table. For example, if a fleet is slow to cross the starting line on a light wind day, you can consider delaying the next fleet's Warning Signal. In this case there is no need to postpone. Simply do not raise the next fleet flag when the earlier fleet starts. Later, raise the next fleet flag and resume the normal sequences.

If you have a problem during a five-minute starting sequence which will affect the fairness of the start or of the race itself, you should abort the sequence by raising the Postpone flag (Code Flag "AP"). If you abort the sequence, you must begin again with the Warning Signal of the fleet that was about to start. See the instructions for Postpone, Page 6.

Note: If there is NO wind, do not start the race. If there is a light breeze sufficient for the A fleet to sail, you can start that fleet, but do not start the fleets which cannot make way.

7. Be sure to note the exact time of day when each starting sequence is started and at each start and write the times down in the proper place on the scoresheet.
8. As each fleet starts, make sure that no boat is over the line early. If any boat is over early, raise Code Flag "X", give one sound signal, and use the radio and bull horn to call out the sail number of each boat that is over early. Fly Code Flag "X" until all the boats that were over early are on the pre-start side of the line or **until four minutes after the start whichever is earlier**. When a boat returns to the pre-start side of the line, you should inform her when she is completely on the pre-start side of the line. If there are too many boats over early to call out all the numbers, or if any boats are over early whose sail numbers you cannot see, you must signal a **General Recall**. See the instructions for General Recall, Page 6.
9. Check the Scoring Worksheet and record whether each boat that came to the starting area has started properly. Mark any boats that did not start properly as "**DNS**" (Did Not Start).
10. Watch for storms. **If lightning is seen from the Race Committee boat, abandon all races.** See the instructions for Abandon, Page 8.
11. When all races have started, calculate the time of day when each race's time limit will expire. The time limit is measured from the start signal of each fleet and is two hours for the open centerboard fleet and three hours for all other fleets. If no boat finishes within the time limit, try to notify all the boats in that fleet. Do **not** signal that the race is abandoned unless the time limit has expired for **all** fleets. See Abandon Procedure, Page 8. If at least one boat finishes under the time limit, the race continues until all boats either finish or retire. If it appears that no boats will finish within the time limit, consider shortening the course. See the instructions for Shorten Course, Page 7.



Code Flag "X"

RECORDING FINISHES

1. If the Race Committee boat must leave the finish line for any reason before a race is completed, leave the pin end of the line in place. Replace the committee boat with a second mark so that boats may record their own finish times.

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2. As each boat finishes, give one sound signal, and enter the exact time of day (hours, minutes and seconds) on the right hand side of the Scoring Worksheet. **Record the order of all finishers and their finish times as they occur and regardless of fleet.** To avoid confusion and errors, record finish times even for one-design fleets. Recording finish times for every boat that finishes allows determination of the place or finish time of any boat that is missed by the Race Committee at the finish line.
3. If a boat sailed about in the starting area but did not properly start, mark it DNS (Did Not Start). If a boat you hailed as over early did not return to the pre-start side of the line and properly start, mark it OCS (On Course Side). Mark a boat that retires or never properly finishes the race DNF (Did Not Finish).
4. Note on the Scoring Worksheet any boat flying a red flag at the finish. File protests for infractions noted by the Race Committee where you have attempted to notify the boat involved of the Race Committee's intention to protest.

RETURN TO MOORING

1. When all boats that started have either finished or retired, pick up the starting mark and any CYC marks that were put out for the day and return the Race Committee boat to its mooring. Record on the Scoring Worksheet the time of day when the Race Committee reaches shore (protests must be filed within 30 minutes of that time).
2. Put away all the equipment. Take down all flags. Close and lock all lockers on the Race Committee boat and the CYC Race Committee locker in the South Point Boathouse. Don't forget the fuel tank
3. Check the Scoring Worksheet to be sure that you recorded the date, wind speed and direction, course number(s), and the names of all of the personnel on the Race Committee boat.
4. Collect the Protest Forms from anyone filing a protest. Note on the form the time of day when it was filed and whether the Race Committee saw the protesting boat flying a red protest flag at the time of its finish. Put the forms in the Race Committee locker and notify the CYC Fleet Captain. The Race Committee Chairman should serve as a member of the Protest Committee unless he or she is an interested party.
5. Report any damaged or missing equipment to the CYC Fleet Captain.

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POSTPONE

POSTPONE means: All races not yet started are delayed and may be started later.

PROCEDURE:

1. Hoist Code Flag "AP" (Answering Pennant), and give **two (2)** sound signals.
2. When the reason for postponing has been corrected, or disappeared (the wind comes up, or you have recovered from whatever mishap caused the postponement), get ready to start or restart the sequence. You must start with the **Warning Signal** of the fleet that was about to start.
3. Lower "AP" and give **one (1)** sound signal.
4. One minute after lowering the "AP", raise the original **Warning Signal** (the Fleet Flag) of the fleet that was about to start, give **one (1)** sound signal and resume the normal sequence. Be sure to note the exact time of day at this **Warning Signal**.
5. Hoisting "AP" from shore: The RC can postpone races from shore by hoisting the "AP" on the flagstaff and sounding 2 horns. One minute after lowering the "AP" is NOW changed to no LESS THAN 30 Minutes



If a postponed race is not started within 1½ hours of its **scheduled start time**, that race is **automatically abandoned**. When the 1½ hours has passed for the first fleet, you may skip that fleet and wait for the 1½ hours to be up for each succeeding fleet, or you may simply abandon and cancel all racing for the day. See Abandon, Page 8.

GENERAL RECALL

GENERAL RECALL means: all boats in the fleet that just started are called back for a new start.

PROCEDURE:

1. Replace the Fleet Flag with Code Flag "First Substitute" (also called "first repeater") and give **two (2)** sound signals. Note: these are in addition to the sound signal given with the start. Note and record the exact time of day.
2. When ready (it is recommended that you wait until four minutes after the aborted start or later as conditions mandate), lower the first substitute flag and give **one (1)** sound signal.
3. One minute after lowering "First Substitute", raise the original **Warning Signal** for the fleet which was recalled, give **one (1)** sound signal and resume the normal sequence. Be sure to note the exact time of day at this **Warning Signal**.



You may use General Recall whenever you are unable to identify the individual boats that are over the line early or there are so many boats as to make it impractical to notify them individually. You may use General Recall to restart a race that you feel did not have a fair start for any reason, but **do not** use General Recall as a favor to a boat or group of boats that started improperly through their own fault.

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SHORTEN COURSE

SHORTEN COURSE may be signaled with Code Flag "S" **only** after the start:

- If Code Flag "S" is flown at a nearby rounding mark, it means: Finish between the nearby mark and this flag.
- In a dying or light breeze, or in the event of an impending storm, the Race Committee may shorten the course by finishing the lead boat at any turning mark. This will be indicated by displaying Code Flag "S" (Blue Rectangle in center of White Flag) on the Committee Boat or Mark Boat, and signaling by sound signal for the first yacht to finish. Shortened courses will also be signaled by two sound signals once the Committee Boat is on station for the finish. This finish line shall be crossed in the direction from the last mark rounded

TWICE AROUND

When a twice-around course is signaled (ex. FID-WID), yachts shall complete the first lap by sailing through the Start/Finish line. Racers are advised to be alert for a Shortened Course signal, should the committee choose to make such a decision at this point in the race.

IMPORTANT NOTES:

If shortening to a mark of the course, you must shorten for all fleets and the mark must be a mark that all fleets have in common. When shortening to a mark of the course, whenever possible, take the committee boat (rather than a launch) to the finishing mark and make your signals there. **If shortening to the Hyphen, course may be shortened for individual fleets. Signal the fleets that are shortened via VHF and signal each boat in the fleet that is shortened as finished and record their times.**

You must not shorten to the Short Course after any boat has begun a leg of the course which will now include the start/finish line, unless it a hyphenated clourse where ALL boats MUST sail thought eh start/finish line.

You cannot shorten some races to once around and others to a turning mark, More specifically, do NOT shorten in any manner that would result in more than one finish line. Remember to consider the impact of shortening course when some fleets are sailing only once around.

Do not raise the "S" flag until you are on station at the new finish line!

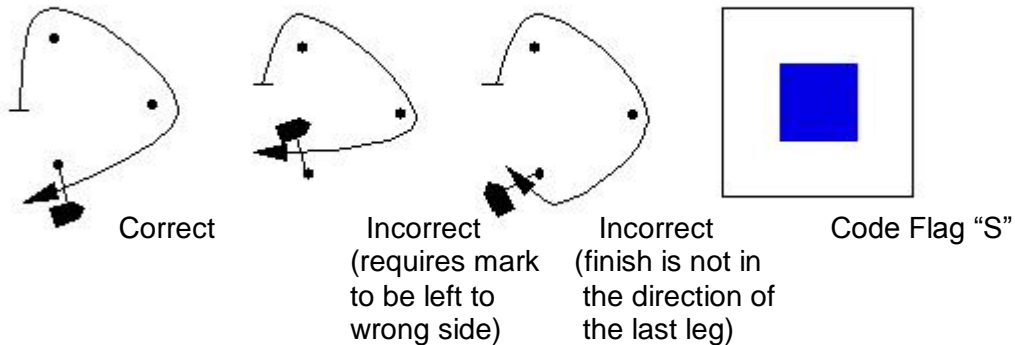
You may shorten course when the course being raced cannot be completed within the time limit.

PROCEDURE:

1. To signal after the start that a course has been shortened to the "Short Course", raise Code Flag "S" with **two (2)** sound signals. This applies to **all** fleets and should not be done if any boat is already on a leg of the course that would now include the start/finish line.
2. To Shorten Course to a mark of the course after the fleets have started, move the Race Committee boat to the intended mark and then hoist Code Flag "S" with **two (2)** sound signals.

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When shortening course to a turning mark, it is important to position the Race Committee boat so that a boat sailing in the direction from the previous mark will leave the mark that is now the finishing mark to the same side as required if the course were not shortened.



ABANDON

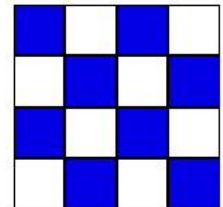
ABANDON means: all races are abandoned and there will be no more racing today. It may be flown at any time.

The Race Committee **must** Abandon **all** races when:

- there are sustained winds above 25 mph (use the onboard wind meter and/or the wind meter on shore)
- lightning can be seen from the Race Committee boat
- no races are started within 90 minutes of their scheduled start time
- If no boat in any fleet has finished within the time limit

PROCEDURE:

1. Hoist Code Flag "N" with three (3) sound signals.



Code Flag "N"

2. Use the VHF radio to announce on Channel 72 that all races are abandoned

COMMERCIAL TRAFFIC:

If commercial traffic is seen northbound or southbound, contact the captain on VHF ch. 13. Let them know you are running a race and that the racers are aware of their presence and that they will stay clear. This is very helpful to the commercial captain and will eliminate many of the unnecessary 5 blast warnings from them.