

COLNE YACHT CLUB RACE OFFICER & BATEMANS TOWER RACE MANAGEMENT PROCEDURES

- 1 Collect Batemans Tower key from key safe located under signing on board. You will need the combination number from a Sailing Committee member.
- 2 Collect the signing on sheet and other information from the Clubhouse one hour before the scheduled start of the race. At this point contact competitors by VHF M1/ channel 37 with information about Race cancellation or postponed start time if necessary.
- 3 The Race Officer will start the race at the given time when two or more craft have entered the race providing no UK MET Office gale warning (Force 8) has been issued for Thames area for the period of the race. The owner/person in charge of a boat is solely responsible for deciding whether or not to start or to continue racing .
- 4 Unlock the Tower. Lock the Padlock onto the hasp or staple to avoid being locked in and re-fasten the door with the chain.
- 5 Switch on the compressor on the first floor. Switch on the VHF Radio on the top floor at the mains socket on the wall and check the hooter.
- 6 Lift the two front windows to the right of the flag pole and very carefully hook up on the chains provided. You will then be able to open and hook up the two windows to the left of the flag pole.
- 7 Hoist the Club Burgee on the yard arm halyard, attached to the vertical window frame.
- 8 Put the signal board control lines on the appropriate cleats on the windowsill. Check the board display is in working order. Left hand trap is the Warning Signal cruiser class flag Charlie. Next trap is the Preparatory Signal Blue Peter. Next trap is Individual Recall signal X-ray. All these are permanent fixtures. The fourth trap is for the course indicator board and the fifth for average lap race indicator board. The shortened course, International Code Signal flag Sierra can be slotted into any trap in front of the permanent display as can the Postponement signal ICS Answering Pennant, the General recall ICS First Substitute or Race Abandoned ICS November.



- 9 To assist the OOD's view of the start line an angled rod is positioned on the exterior windowsill aligned with the transit marks on both the Brightlingsea and Mersea shores.

Sighting along it in conjunction with the transit beacons gives a clear definition of the start line. If working single handed move the clock to the hook on the window frame so it is in your line of sight when watching the start line.

- 10 Select a course by checking the wind direction and strength by observation. Consider tidal conditions, the standard time limit and the relative performance of the Yachts entered. Notes below will help with this decision but if in doubt ask for advice by VHF from any members of the Sailing Committee racing. By displaying course letter X you can put out an improvised course by VHF. Be careful to ensure that all competitors have full details of such a course. Put out the required course letter in the far fourth trap. **Take great care not to drop the indicator boards to avoid the risk of injuring people below.**

If it is an Average Lap race display ICS Yankee in trap 5.

- 11 Start the race as per the sailing instructions. 10 minutes before the start it is helpful to broadcast a time check on VHF, no sound signal.
 - 5 minutes from the start display the Warning signal, flag C with one sound signal.
 - 4 minutes display the Preparatory signal Flag P with one sound signal.
 - 1 minute cover the Preparatory flag with one sound signal.
 - At start time cover Warning flag with one sound signal.

Identify premature starters if you can, immediately display individual recall signal, flag X with one sound signal. Cover X when the competitors concerned return to the correct side of the start line. If they do not return across the line mark them as "OCS" on the signing on sheet. If any premature starters cannot be identified display General Recall signal, 1st Substitute with TWO sound signals. ASAP restart the start sequence by first giving one sound signal and withdrawing the general recall signal then going into the start sequence again.

- 12 After the race has started in normal conditions prop back the front door and display the "Tower Open" sign. Visitors should ring the bell before ascending so warn them to **take care on the stairs** before giving them permission to come up.
- 13 Watch the progress of the race. It may be necessary to shorten the course by displaying International Flag S and by notifying the competitors by VHF. Make this decision in good time so that all competitors are able to comply with the finishing instruction laid out in the sailing instructions without prejudice.
- 14 Take times as each yacht crosses the line on every lap for multi-lap races so that results can be calculated if course has to be shortened.
- 15 Finish the race. Take down and note the elapsed time for all competitors. Close down the Tower and return to the Club where the multiple handicap calculations can be done with assistance from a Sailing Committee member.

Variations

COCK OF THE RIVER SERIES is run on an average lap basis. Fast yachts do 2 laps, Slow yachts do one lap. One lap yachts should be indicated on the sign on sheet, watch and signal their finish at the end of the first lap and record their time. The Elapsed Time for one lap yachts is doubled and then corrected. Choice of course is restricted to the Average Lap or River courses OR a two lap course of your devising on displaying the X courses indicator board.

PURSUIT RACES For these you need the current list of start times. You will need to correlate this list with the signed on competitors and work out the starting sequence. At the published start time for the race (usually 18:15) run through the Warning, Preparatory, one minute, start sequence even if there are no Yachts starting at that time. For all subsequent starts simply make one sound signal at the appropriate time. It is helpful to warn each competitor of their start time and count down their start over VHF if conditions allow. Watch the progress of the race and try to be aware of who is leading at all times. Give a 1 minute finish warning and count down the finish over the VHF

CLUBHOUSE FINISH. Cockleshell and some other races may be finished at the Clubhouse line if conditions allow. If doing so display the Yellow board in the 5th trap. Close down the tower before the end of the race and make your way to the Clubhouse.

ADVICE ON COURSE SETTING

Beaufort scale

Wind speed 0- to 1 knot Force 0 calm

Wind speed 2- to 6 knots Force 1-2 light Airs

Wind speed 7- to 10 knots Force 3 light breeze

Wind speed 11- to 16 knots Force 4 moderate breeze

Wind speed 17- to 21 knots Force 5 fresh breeze

Wind speed 22- to 27 knots Force 6 strong breeze

Wind speed 28- to 33 knots Force 7 near gale

Wind speed 34- to 40 knots Force 8 Gale

The CYC courses are wind direction specific. They have been designed to give the fast section of our fleet a race of between 1.5 and 2 hours. The slower yachts in the fleet should in theory complete the courses in 2.5 to 3 hours. The factors to be considered when setting a course are:

1. The composition of the racing fleet. The split in potential performance.
2. The wind direction. Will the direction remain constant.
3. The wind strength, is the wind increasing or falling, acknowledging the force in the gusts will be at least one force higher than the average.
4. The tidal flow over the whole race area and over the estimated duration of the race.

In calm conditions postpone the start until an apparent reliable breeze comes in.

Light Airs. Set a 2 lap River Course. Have the option to shorten but still have a race of reasonable duration.

Light Breeze. If there is some reason to anticipate building wind and benign tidal conditions set an estuary course. If this is not the case go for an Average Lap course.

Moderate Breeze. First choice an Estuary course. Only set an Average Lap or River Course if there are strong indications that conditions will deteriorate.

Fresh Breeze. Initially set an Estuary course but consider the conditions in open water, use an Average Lap course if it will be rough at sea.

Strong Breeze. Probably on most legs the conditions will be testing. In general even if

conditions are benign use an Average Lap Course which should keep the race clear of the more testing potential sea conditions. If a significant proportion of the fleet is made up of smaller craft go for a River course.

Near Gale. Set a River course.

GALE CONDITIONS. Racing must be abandoned if a UK MET Office gale warning (Force 8) has been issued for Thames area for the period of the race OR if wind strength in the area is above 33 knots within 30 minutes of the start of the race.

For **Pursuit Races** always set a River Course.

For **Cock of the River** 2 laps of an Average Lap or River course has to be used, OR if you appreciate all the circumstances set an X course of two laps of your own devising.

Benign Conditions. Where wind and tide are together so that the sea is relatively flat. Where the tidal and wind direction and wind force are constant throughout the race.

Adverse conditions where wind opposes tide and a sea builds up, where wind force is fickle in direction, is gusty or is noticeable increasing or decreasing. Where the tide changes during the race. Be aware that conditions can change during a race. If you are unsure ask for advice from members of the Sailing Committee but treat with circumspection any unsolicited advice what ever the source!

You are in charge.