

## **DUTIES OF RACE CONTROL OFFICER for BeYC CLUB RACES**

These guidelines have been prepared by our regular Race Control Officer for the guidance of club members acting as RCO in the absence of regular staff. (They rely on the acting RCO having a good working knowledge of the current Racing Rules of Sailing, and the BeYC Sailing Instructions)

The guide is based on the race configuration as set out in the 2003-04 BeYC Sailing Guide with Division 1 for Monos, Division 2 for Trailables, Division 3 for Cats, and Division 4 for Cadets. Course 'A' is a triangular course with a gate on each lap to enable the Average Lap scoring system to be used as required to suit a wide spread of performance in divisions. As the racing area is restricted due to the low water level (see attached notice) course 'A' is defined in terms of race duration rather than the number of laps, in order to provide more flexibility.

### **DUTIES**

The RCO should be at BeYC Race Control by noon to study conditions, and discuss any special requirements for the event with the Race Committee. (The Race Committee is normally comprised of the RCO, RDO, & Metcalfe skipper, with the Sailing Committee chairperson as an 'ex officio' member)

If 'Campaspe' is not on the jetty, arrange to bring it in. (Will need the BeYC Club key to unlock the cabin and the mooring)

Set the 3 race-clocks (with velcro on the base) to time, [or get Alison or Ken Hill to set them]

Take the clocks, wind meter, & refreshment basket down to 'Campaspe'. Check fuel tank level. (diesel)

Get crew members on boats by 1 pm. (The RCO will need a current Boat Operator License)

Allocate duties to Campaspe staff.

Check that Blue-book, BeYC Sailing Guide, Clipboards with Lap-check sheets and Finish sheets, Biro's, Tape-recorder, Signal-flags, Barging-buoy, PFD's, Hooter, Loudhailer, Torch, etc, are available & ok. (Do a radio check to BeYC Control.)

Take anchor rope (stored in the cabin) up to the bow and attach to the anchor of Campaspe.

Motor to the middle of the Kimbolton Pool and check wind strength & direction - (work with Metcalfe and Control)

Instruct Metcalfe to lay the windward mark.

Anchor Campaspe about 200 metres upwind from where the leeward mark will be laid, and instruct Metcalfe to check the course area for suitable depth of water.

Instruct crew to rig signal flags on halyards as per list on stern of Campaspe while positioning the boat.

When Campaspe is anchored at the start line, put up the Orange 'start-line' flag on the port side using the black velcro tabs.

Put out the barging buoy attached to the stern of Campaspe.

Designate a crew member to set countdown raceclocks at 2:05pm on 10 minutes and tell you when this is done. (Reset if you have to postpone)

Instruct Metcalfe to lay the leeward mark and the flag mark at the port end of the startline, - line this mark up with the Orange flag for any port bias.

(Remember that Campaspe is always at the starboard end of the startline)

Start Flag should be in line with the windward & leeward marks. (not Campaspe)

Instruct Metcalfe to lay the wingmark - (if running out of time, lay the wingmark, then the leeward mark)

When all marks are laid satisfactorily, call BeYC Control & release Metcalfe to the Race Duty Officer for rescue duty.

Check that tape-recorder is working ok - (depress play & record buttons, and microphone button on side of mic)  
Connect hooter and check.

Timing list for start flags, hooter, etc, is available on a clipboard in the cabin - also flag signal sheet & sailing guide - on port side shelf. The Blue-book is on starboard side locker under the wooden lid.

Recall flags are on a double ended staff stored on starboard side shelf in the cabin.

Start the divisions following the procedure set out in RRS 26 and BeYC Sailing Instructions with starts at 5 minute intervals.

The start sequence as set out in RRS 26 and the BeYC Sailing Instructions will be-

SIGNAL	FLAG & SOUND	TIME (min before start)
Course	'A' or 'E', (with a Green flag for a starboard course)	Not later than 5
Warning	Division flag(s), with 1 hoot	5 min
Preparatory	P, or [P with I], with 1 hoot	4 min
One Minute	Preparatory flag(s) lowered, 1 short hoot	1 min
Start	Division flag(s) lowered, 1 long hoot	0 min
Warning, for next start	Division flag(s) for next start hoisted	0 min

**Individual recalls** will be signalled by displaying flag 'X' with one hoot. Flag 'X' to be lowered when recalled boats have returned to restart, but not later than 4 minutes after the start signal.

A **General Recall** will be signalled by displaying 'First Substitute' with two hoots. (It is recommended that a rescue boat be dispatched to confirm the recall signal where necessary) The preparatory signal (with 1 hoot), for the restart will be given 1 minute after the 'First Substitute' is lowered, (with one hoot).

**Before the start** RRS 27.3 allows the RCO to postpone or abandon a race for any reason, by displaying the appropriate signals.

**After the start** RRS 32.1 allows the RCO to shorten course or abandon a race for any of the following reasons- an error in starting procedure, foul weather, insufficient wind making it unlikely that any boat will finish within the time-limit, a mark being out of position, or for any other reason directly affecting the safety or fairness of competition. RRS 32.2 allows the RCO to shorten course to enable further scheduled races to be sailed. (See Race-management notes for further details)

**When all boats have started**, remove the barging buoy.

Lap-check sheets, Finish sheets, & biros, are on clipboards on port side shelves.

Get one person to record each division and give them a race-clock each. Call the boats as they come to the gate and record the time for each lap on tape-recorder and lap-check sheets.

**After approx 90-100 minutes elapsed time** in most conditions, the finish of the lead division may be signalled by signalling flag 'F' with the division flag and one hoot when the leading competitor has rounded the leeward mark. (In very light fluky conditions it may be necessary to get Metcalfe to finish one or more divisions by shortening course at a rounding mark)

Give staff Finish sheets to record all finish times in finish order regardless of division.

Record onto tape-recorder as you call each boat across the line, - state the sail number, and finish time. Give a hoot for each boat - but avoid hooting over the time announcement, as your staff will have problems hearing the time.

Signal the finish of the next division by hoisting the appropriate division flag with one sound signal as the lead boat rounds the leeward mark.

After all boats have finished be sure to complete all details on lap-check and finish-sheets - including the date, event, start time, recorders name, etc. On the bottom of the Finish sheet record any incident noticed & any protest flags displayed.

When all boats have finished - lower and remove all flags (including Orange 'on station' flag)

Raise anchor and proceed to the jetty. Send a crew member ashore with the results, and assist Metcalfe to put Campaspe back on its mooring. (Be sure to switch-off the radio and leave the bilge-pump in the 'AUTO' position)

Toddle up the hill for a well earned toilet stop.

Prepared by

Margaret J Grant

**RACING AREA RESTRICTIONS IN THE KIMBOLTON POOL**

With the present water level in L Eppalock (181.0 M) the attention of racing skippers is drawn to the need for care in the following areas:-

- Most of the visible tree-tops in the northern part of the Kimbolton Pool have been marked with various markers, but a few have not been so marked.
- The water within 20-30 metres of the westerly shore of the Kimbolton Pool may be less than 2 metres in depth and skippers should avoid sailing close to western shore of the Pool.
- The old house foundations etc, located off the NW point of Meridan Island where a group of yellow marker has been placed to warn skippers of several underwater obstructions with less than 2 metres depth of water. Skippers are advised to keep well clear of the area between the yellow markers and the NW point of Meridan Is.
- Several boats have hit an underwater obstruction about 100-150 metres WNW of the group of yellow markers mentioned in the previous bulleted paragraph. (This obstruction is thought to be a felled tree lying in an EW direction)
- The water within 30-40 metres of the westerly shore of Meridan and Token Is. is less than 1½ metres depth and has a number of underwater obstructions.
- The stretch of water north of Meridan Is toward Patrol Point is shallow within 40-50 metres of the island and should be left well clear.
- The water south of the Public Launching Ramp in the vicinity of Nankervis's and the Bendigo Power Boat Club is not suitable as a racing area and should be avoided.

The race committee will generally set courses to avoid the above mentioned areas and skippers are advised to avoid sailing in the identified areas while racing.

While the Race Committee will make every endeavour to set racing courses in safe areas, no responsibility will be accepted for damage to boats participating in club races in low water level.

Doug Carswell for  
Race Committee