

## Leigh S.C. Race Officer Guidelines

### General

- Bring a phone as a back-up timer and in case of the need to call for emergency assistance.
- Remember to bring keys from the office in the club. The office key is in box on wall opposite kitchen. Office is at East end of platform, key in box on the wall on the right as you go in.
- Bring a handheld VHF if advised that the fixed VHF is not working.
- If possible, bring somebody with you to spot and help.
- Bring paper and pen, although they should be available in the hut.
- Bring club camera from office (tripod is kept in race hut). It is best to check the camera and batteries a week or so before your duty date.
- Aim to be at the hut at least 30-40 minutes before the first start.

### Before Leaving Home

- Get a forecast, it is better to check more than one:
- WindGuru / XCWeather / Windy
- Met Office inshore
- Current conditions at the end of the pier and other local weather stations. A free account is needed for the Davies weather stations. (links on LSC webpage)
- Don't start a race if there is a F8 is forecast inshore unless it is in a forecast dropping phase. In a F7 or F6, it may be possible to race, but if so, the course should be adjusted to suit.
- If it is likely to be a neap tide (morning or evening high tide) you could check the Sheppey tide gauge (link on LSC webpage)

### On Arrival at Hut

- Check wind conditions as you are walking to hut.
- Set up horn and race sheets.
- Write down boat numbers on a plain sheet of paper as they appear. For lasers only last 3 digits need to be recorded.
- Hank on flags (class, P, X, First Sub)
- Raise Leigh burgee
- If you have one, set up camera in video mode to record start and finish. Zoom into distance mark on maximum optical zoom, but don't use digital zoom.

## Starting

- Try and avoid postponement, but if necessary, make as short as possible.
- Start is to OLM, all other laps to DM
- Be ready to do a “double beep” and raise the “X” flag in case of a boat being “On Course Side” (over the line).
- Check the program for the order in which the classes start. For combined starts just raise the “C” flag”.
- For a general recall, retain the fleet starting order.
- If there is a general recall and time is very tight, consider using the black flag rule:
  - 30.4 Black Flag Rule If a black flag has been displayed, no part of a boat’s hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, even if the race is restarted or resailed, but not if it is postponed or abandoned before the starting signal. If a general recall is signalled or the race is abandoned after the starting signal, the race committee shall display her sail number before the next warning signal for that race, and if the race is restarted or resailed she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score..*

## During the Race

- Maintain concentration, it can go very quickly from nothing happening to very busy!
- Take all boat times on every lap on your plain paper. Usually it is best to do this in the order they finish the first round as mostly the positions do not change much.
- Look for the last boat to decide if and when to shorten. If however, the last boat is really struggling, do not shorten too early for the main fleet. If the last boat(s) is a long way behind you can finish that boat(s) and record the number of laps for an average lap time. The Slow Handicap boats or boats that are well behind can be finished a lap sooner than the Medium / Solo classes.
- Aim for between 1½ to 2 hours race duration for the last boat. If it is early season or winter, consider shorter race duration. If two races are to be sailed, aim for about 45 minutes for the first race and a little longer for the second if time permits.
- Keep watch for boats that may need help and contact the support boat if required. If there is a threat to life, phone 999 and ask for the coastguard.
- When you have time, transfer the results to the standard race sheets.

## VHF Radio

- The club has a license to use the VHF radio as a shore station solely for use in running races and communicating with the support boats. We use channel M1, which is 37 on some radios. There is usually too much traffic on Channel 16 to keep a dual watch.
- Call signs: Jubilee, Leigh Support 1(red inflatable), Essex 1 & Essex 2
- Call protocol:
- Jubilee (or Leigh Support 1), this is Leigh Race hut, over
- Message..... Then over or out
- See VHF training for other phrases (e.g, “say again”)

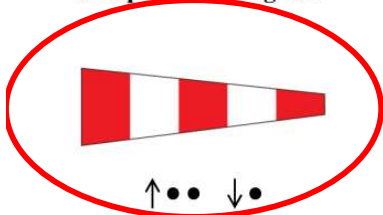
## After the Race

- Remember to put flags and boards away.
- Give or better send by email or SMS, the results to the Sailing Secretary to calculate or pin on the dinghy notice board.  
([scorbet@btinternet.com](mailto:scorbet@btinternet.com) )
- Protests; unlikely, but forms should be in office filing cabinet.

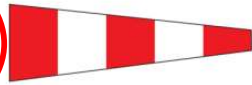
# RACE SIGNALS

The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑ ↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

## Postponement Signals



**AP** Races not started are *postponed*. The warning signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.



**AP over H** Races not started are *postponed*. Further signals ashore.

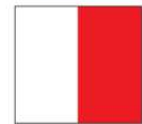


**AP over A** Races not started are *postponed*. No more racing today.

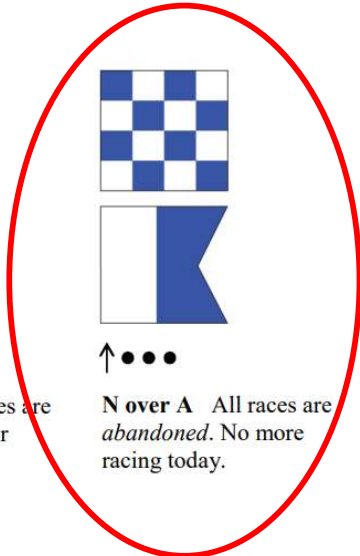
## Abandonment Signals



**N** All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.



**N over H** All races are *abandoned*. Further signals ashore.

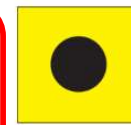


**N over A** All races are *abandoned*. No more racing today.

## Preparatory Signals



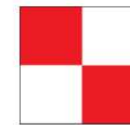
↑ • ↓ —  
**P** Preparatory signal.



↑ • ↓ —  
**I** Rule 30.1 is in effect.



↑ • ↓ —  
**Z** Rule 30.2 is in effect.



↑ • ↓ —  
**U** Rule 30.3 is in effect.



↑ • ↓ —  
**Black flag.** Rule 30.4 is in effect.

## Recall Signals



↑ •  
**X** Individual recall.



↑ • • • ↓ •  
**First Substitute** General recall. The warning signal will be made 1 minute after removal.

## Shortened Course



↑ • • •  
**S** The course has been shortened. Rule 32.2 is in effect.

## Other Signals



↑ •  
**L** Ashore: A notice to competitors has been posted. Afloat: Come within hail or follow this vessel.



-----  
**M** The object displaying this signal replaces a missing *mark*.



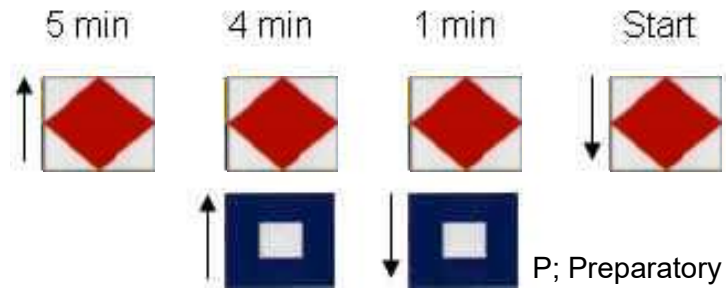
↑ •  
**Y** Wear a personal flotation device (see rule 40).



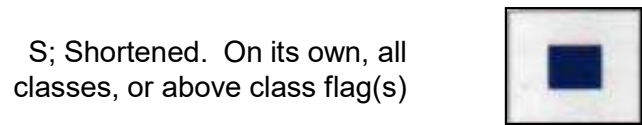
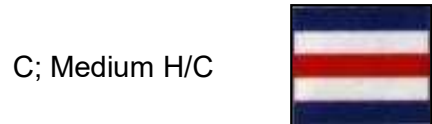
(no sound)  
**Blue flag or shape.** This race committee vessel is in position at the finishing line.

**Flag Signals**

Fast Handicap Start Sequence (Code Flag "F"). Note; Local Sailing Instructions allow the Race Officer to change the course up until the 4 minute signal

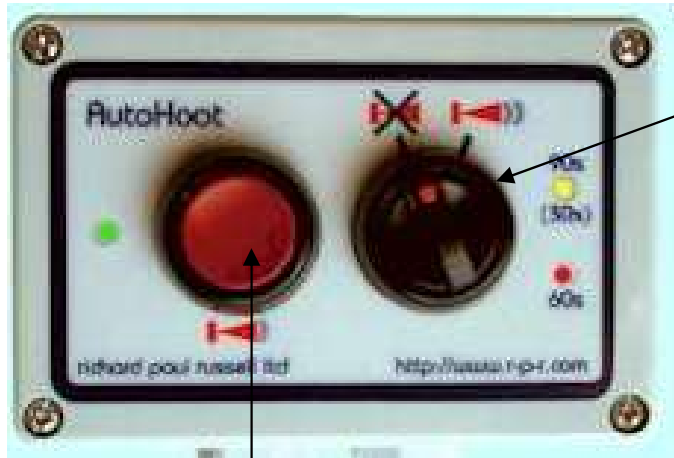


**Other Class Flags**



## Sound Signals

Turn-on to start the five minute sequence; will continue to run through sequence unless turned off



Manual hoot for recalls and finishing. It may be handier to use the remote, especially if there is only one person in the race-hut.

The gas horn and battery need to be connected prior to the race.

## Recommended Courses:

The attached sheets should help you to choose a course with a fair beat in all wind conditions. If the wind is varying a lot, then do the best you can, it is generally not worth delaying the start due to our restricted amount of tide. If the beat is N-S or S-N, then bear in mind the tide when setting the course. Slower boats will drift 200 – 300m on the full flood or ebb. Thus the windward mark should be set to the west on the flood and the east on the ebb.

If possible, avoid setting the beat along the shore to avoid interaction with moored boats and tenders. The shoreline also reduces tactical options, and thus opportunities for place changes. But don't worry too much about this

## Setting Course

- Check for missing marks; it may be necessary to ask a support boat to check.
- Always try and set a fair beat, this should be possible in all wind directions.
- The EODs like large triangular courses. They also only do one race on two race days.
- Check the programme for start order. On two-race days, check the programme notes for classes that have two starts.
- If the wind is very light (drifter), consider using a short course for all classes except Fast Handicap & EODs.
- Avoid "West" buoy on neap tides for the deeper draft boats; fast handicap and EODs
- To get the wind direction, try and observe boat sailing angles as the wind offshore may be different from at the race hut.
- On two-race days, it is usual to set a different course for the second race as tide/wind conditions will have changed and it also gives some variety.

## Course Selection

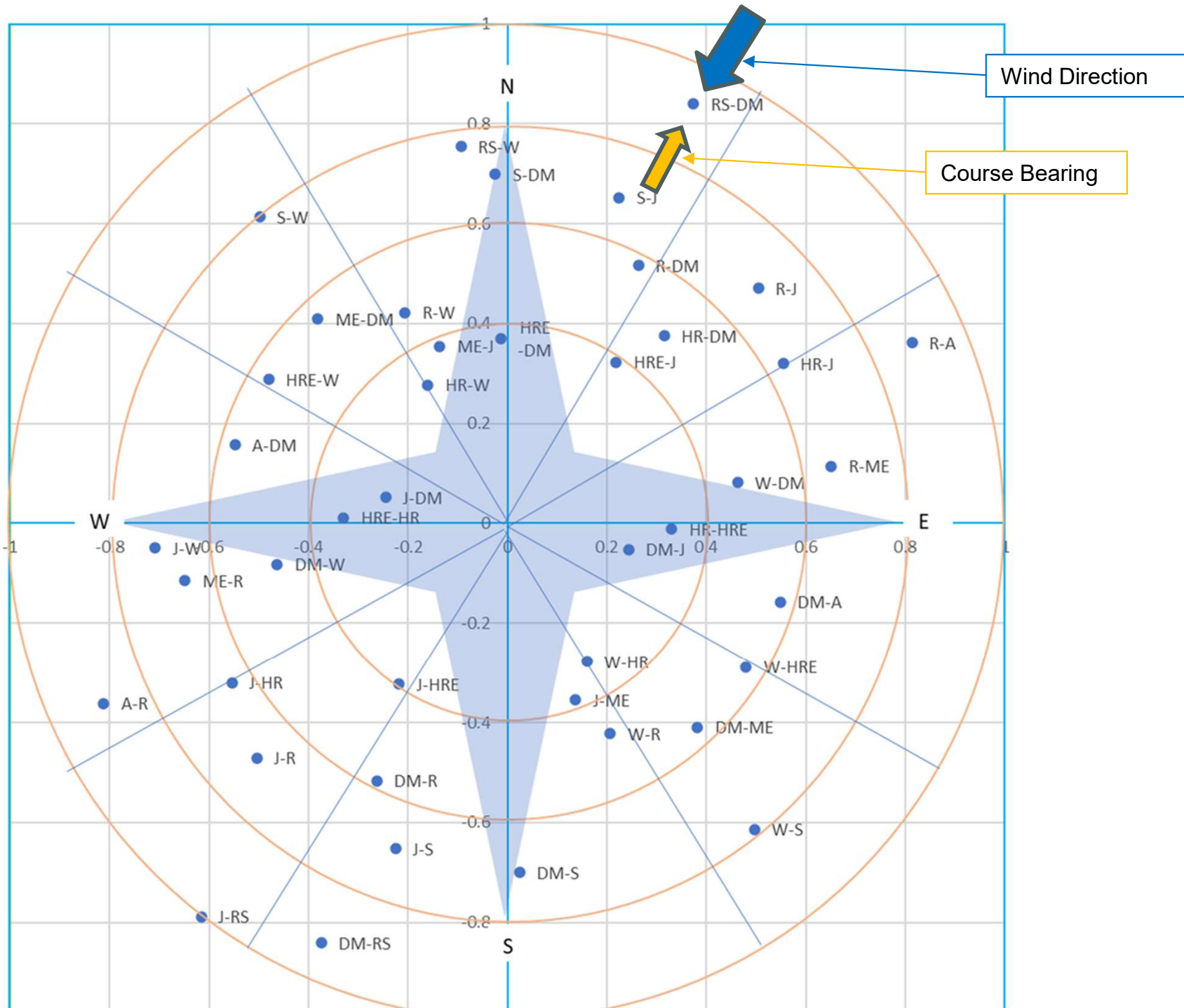
The following chart and course selection grid is intended to help you choose a course with a fair beat and suitable length.

The leg directions can be seen on the compass rose chart. For example Ray Sands to DM is at circa 20 degrees and just under a mile.

The chart on the following page is a grid containing the course legs and the courses to which they relate. Thus for the RS-DM example, it can be seen that this is only on course 8.

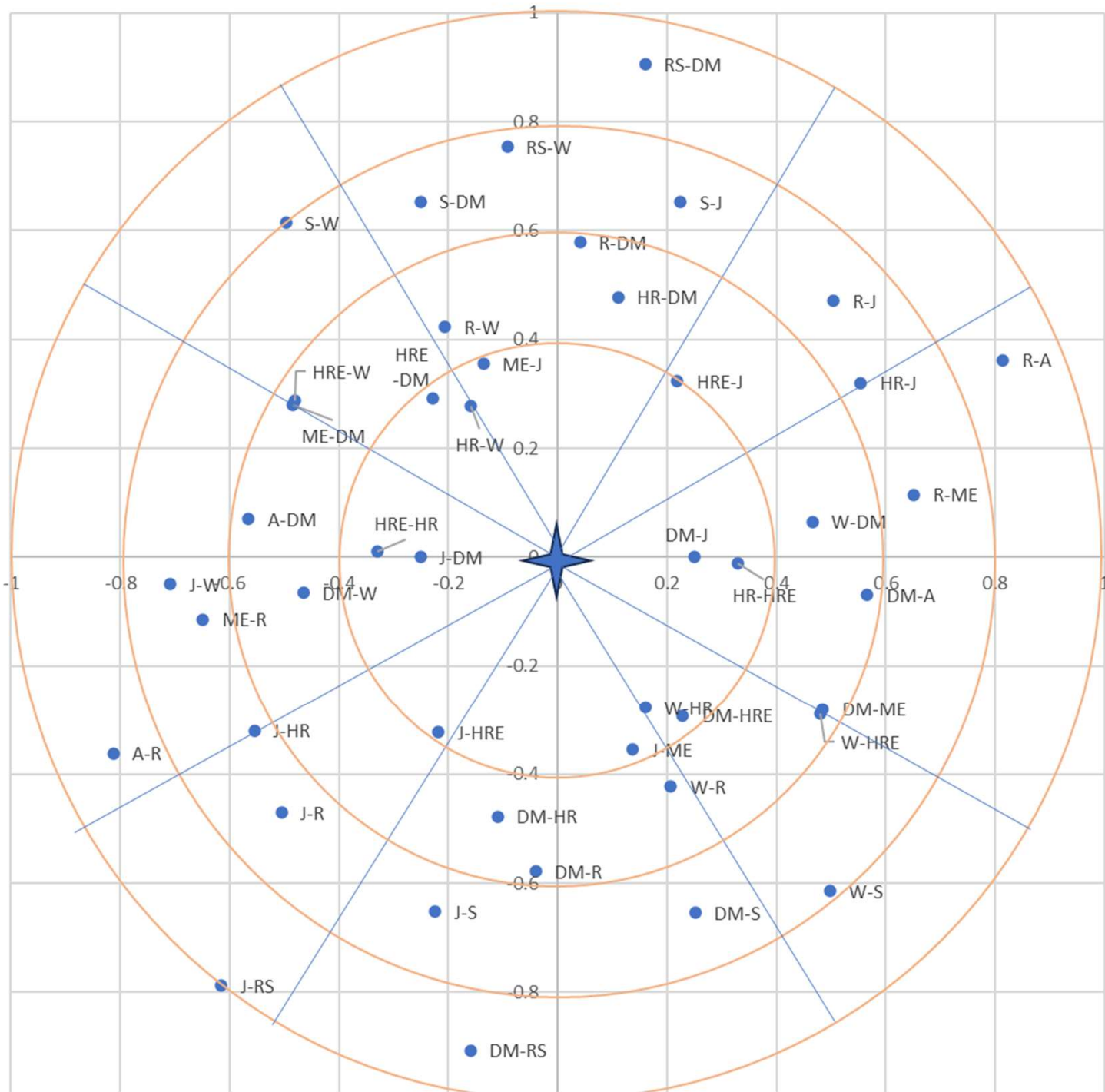


# LSC Courses; Compass Rose showing wind direction / best beat options





# EYC Course Bearings



**2024 LSC / EYC Inshore Courses**

Course No.	Course	Start Dir.	No. Rounds	Rounding
1	J - R - W - DM	E	4	S
2	W - R - J - DM	W	4	P
3	J - HRE - DM	E	4	S
4	W - HRE - DM	W	4	P
5	J - HR - DM	E	4	S
6	W - HR - DM	W	4	P
7	J - ME - DM - ME - R - DM	E	4	S
8	J - RS - DM - RS - W - DM	E	4	S
9	J - S - DM - S - W - DM	E	4	S
10	J - R - DM - R - W - DM	E	4	S
11	W - R - DM - R - J - DM	W	4	P
12	A - R - DM - R - W - DM	E	3	S
13	A - R - W - DM	E	4	S
14	W - R - A - DM	W	4	P
15	J - HRE - W - DM	E	4	S
16	W - HR - J - DM	W	4	P
17	J - HR - W - DM	E	4	S
18	W - HRE - J - DM	W	4	P
19	J - HRE - HR - W - DM	E	4	S
20	W - HR - HRE - J - DM	W	4	P
21	J - S - W - DM	E	4	S
22	W - S - J - DM	W	4	P
23	J - W - DM	E	6	S
24	W - J - DM	W	6	P
25	J(S)- R(P)- ME(P)- R(S) -DM (S) x1 R(P)- ME(P)- R(P)- ME(P) -DM(P) x3	E	4	S & P
26	J(S)- R- ME- J- DM (x1) R- ME- J- DM - (x3)	E	4	S & P
27	W(P) - HRE(S) - HR(S) - J(P) - DM(P)	W	3	S & P
28	J(S)- HR(P)- HRE(P)- W(S) -DM(S)	E	4	S & P

**2024 Offshore Courses**

A	CO - RS - DM- ME -R- DM - J - R-DM	W -E	1	S
B	J(s) - CO(s) - RS(s) - J(p) - DM(s)- RS(p) - J(p) - DM(p)	W -E	1	P&S
C	CO - WLM - DM - ME - RS - DM	W -E	1	S
D	L(s) - RS(s) - DM(s) - CO(s) - RS(s) - J(p) - DM(p)	W -E	1	P&S
E	J(s) - WLM((p) - L(p) - DM(p) - RS(p) - J(p) - DM(P)	W -E	1	P&S
F	CO(s) - C(s) - RS(p) - DM(s) - CO(s) - RS(s) - J(p) - DM(p)	W -E	1	P&S
H	L(s) - C(s) - RS(p) - DM(s) - ME(s) - R(s) - DM(s)	W -E	1	P&S
K	CO(s) - C(p) - L(p) - DM(p) - R(p) - ME(p) - DM(p)	W -E	1	P&S

# CHART SHOWING APPROXIMATE POSITION OF MARKS

