

Pennant Series Race Officer's Guide. Dated May 2021

Background

HISC has been running these 'Pennant Weekend's for many years. The concept was developed so that members would have one weekend a month when the racing management equipment and expertise was being used for members rather than for visitors, giving HISC members Open Meeting style racing. It would also provide a focus for all classes enabling members to agree to all go racing on the same weekend rather than in dribs and drabs.

Date

Mostly Pennant weekends are set on low tide weekends so that if the weather conditions are suitable racing can be held in the bay. It is expected to race in the bay, subject to the usual risk assessments etc. However, tide and time wait for no race officer and often make it difficult to set both days in the bay making harbour racing the only suitable option.

Eligibility

These weekends are for members only.

Safety

Safety is paramount and the 'Daily Condition Risk Assessment' must be completed in detail before racing occurs.

Please note that if conditions change significantly during racing the risks should be reconsidered. Wind strength and direction are very important when racing in Hayling Bay. These wind strengths are considered by Racing Cttee to be significant thresholds:

Dinghy – 20 knots

Keelboat – 25 knots

Format

Start times are usually Saturday 1300, Sunday 1100 and we have 4 races with 3 to count for each weekend. We schedule 2 races per day, at various times in the past we have scheduled 1 race only on Saturday so that members can qualify on Sunday only. However current thinking is that we hope members will make the effort to do both days.

For a 2 race day the Sailing Instructions allow a 90 minute time limit.

However, the target time is 45 minutes for the lead boat.

In practice each Committee Boat has a range of boats sailing different courses making it very unlikely that all classes will get the same length race so the expectation is for a race length of between 45 and 60 minutes for every race.

Committee Boat.

There will be 2 committee boats each running a sequence of starts. Lady G is Committee Boat 1 (CB1) and will run races for the larger and faster classes. Juno is Committee Boat 2 (CB2) and will run races for the smaller and slower classes.

So CB1 will use the course farthest from the club whilst CB2 will set up nearer the club.

Combining Committee Boats on one course.

Sometimes there is simply too much wind to race in the bay. If you have drawn a low tide weekend then there is also no water in the harbour.

On these occasions we should combine the teams and run a single, simple course in the harbour and /or harbour entrance .

To do this the race officers need to design a course using one CB to run all the starts and the other to run all the finishes. The course design will have to be arrived at on the day but should feature both Committee Boats at the same end of the course so that they can easily see what is happening on the other boat and thus keep in contact.

Courses

The diagram below shows the suggested course layout for both CB1 and CB2.

For CB1 then there are 3 courses to set.

Medium Handicap and Fifteens will do the triangular course 1(p) , 2(p),3(p),gate , 1(p), 3(p) gate .. etc

Please use an internal gybe angle of 90 degrees.

RS Elite will do a windward/leeward course 1(p), 3(p), gate .. etc

Skiffs , 29ers and Moths will do a windward /leeward course 1(p), 4(p), gate etc

For CB2 there are 2 courses to set.

Solos and slow handicap will do the triangular course 1(p) , 2(p),3(p),gate , 1(p), 3(p) gate .. etc

Please use an internal gybe angle of 60 degrees.

RS 200will do a windward/leeward 1(p), 4(p), gate etc.

A good ratio is to have the triangle / sausage races doing 2 laps (so that is a 20 – 25 minute lap) and the asymmetric classes doing 3 laps (a 15 minute lap).

The distance from CB1 to mark 1 will vary with the conditions but will usually be between 0.8 and 0.6 nautical miles.

The distance from CB2 to mark 1 will vary with the conditions but will usually be between 0.4 and 0.6 nautical miles.

Both courses need to have mark 3 being about 0.2 miles to leeward and mark 4 being about 0.1 miles to leeward of CB1& CB2. It is important to keep close to these distances and do not set the leeward marks close to a Lee Shore!

Please ensure that there are 2 leeward marks 3 and 4.

The asymmetric spinnaker classes must be kept away from the others at the leeward mark as the two different types of boats will mess each other's racing up if they all use the same leeward mark.

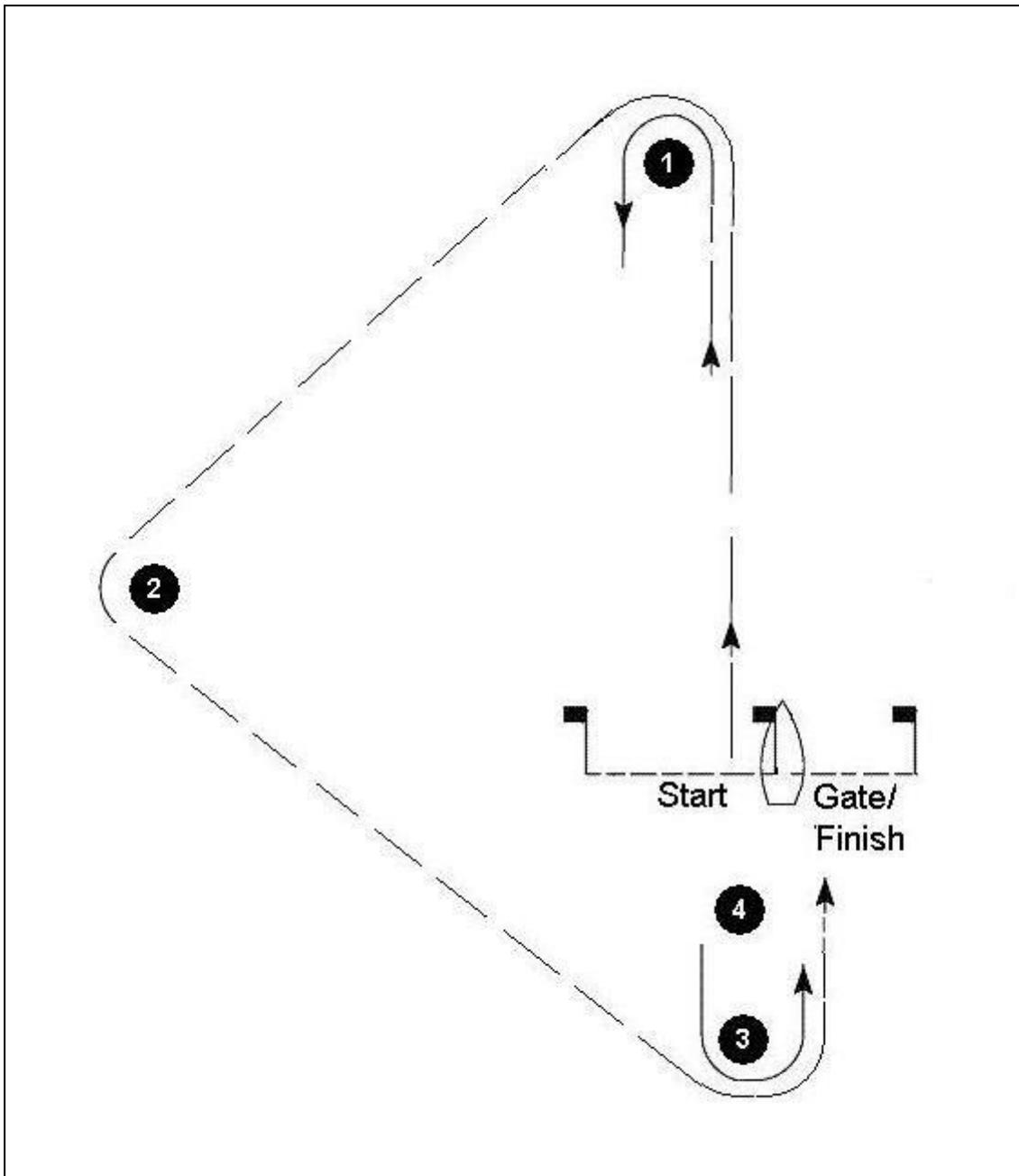
Please ensure that classes cannot lay the finish line from the leeward mark, so to do this these marks need to be set on the wind reciprocal to ensure a proper beat back to the gate.

Also, it is important to make sure that mark 4 does not end up on the tack line from mark 3.

Do not make the gate as small as a dedicated finish line might be. If it is too small then it will restrict racing for classes on following laps.

Unless there is an obvious wind change do not change number of laps between races as that will probably confuse a lot of boats. Instead adjust the size of the course.

COURSE DIAGRAM



Division of classes between Committee Boats.

The classes are divided between the Committee Boats to enable racing for all classes, from 49ers to Toppers.

The rationale behind these sets is as follows:

CB1 These are the faster boats that can reach a race course further away from the club.

They also need more room and are not a comfortable fit in a busy harbour

Accordingly, they need to be raced in the bay if at all possible.

Often this course will be the outside course in Hayling Bay West or Hayling Bay South

The 2 Keelboat fleets are able to sail in the bay in up to 25 knots with limited safety cover.

The Dinghies are generally ok up to 20 knots, but this is considered a significant threshold when racing in the bay.

Fast Handicap mostly consists of fit people who anticipate regular calamities and can look after themselves well.

The Medium Handicap includes many classes and sailors who will want to do triangular courses in rough seas

On Spring tide days these classes are fast enough to launch into the flood and make the start in timely fashion and also stable and fast enough to handle the bar on the return.

We have a separate Moth event because the class is so different it does add complications to running the Fast Handicap despite both having the same course.

In marginal conditions the Medium Handicap can race with CB2

CB2 These are the slower boats that will take a long time to reach a distant course.

They can be raced in the harbour when conditions demand.

On Spring tide days, they cannot launch into the flood and get to the start in good time. They also cannot be relied upon to get back over the bar safely.

These classes include a fair number of novices and elderly sailors who will not take part or will get into trouble if racing is too extreme.

Accordingly, they need to have the inside course in Hayling Bay West and can race in the harbour mouth if sufficiently windy to get over the tide.

On Spring tides and / or in marginal conditions they can race in the harbour.

There is scope to take on Medium Handicap and Moth if required.

Marks

Ask the office for which marks you have been allocated. If the other race area with similar marks is adjacent try and make sure that your fleet knows which is your mark. Also please talk to the race officer on the other course to keep adequate separation between the courses.

Class Flags

These are listed in the documentation and available on the Club Racing Fixture page of the HISC Website. Make sure that you have the flags in the flag roll on the CB before you leave the shore.

Sequence

These are listed in the documentation and available on the Club Racing Fixture page of the HISC Website. If you need to make changes remember that it is important that classes doing a windward / leeward course do not arrive back at the line before the sequence is complete. So if, for example, the Fifteens request to do windward / leeward courses, then should you agree to this their place in the start sequence must be changed as well as the course.

The sequences are kept short to reduce the time spent between racing so please do not add more starts.

Finish Line

Do not make the gate as small as a dedicated finish line might be. If it is too small then it will restrict racing for classes on following laps.

Detailed Schedule of Timing:

This is a guide to how the timings will probably work on the weekend, as you can see planning and adequate time are important.

This schedule assumes that racing is in the Bay.

Before the weekend.

1. Familiarise yourself with the club racing sailing instructions, flag sequences, start times and tide times..
2. Familiarise yourself with racing rules of sailing (RRS) .'Racing Signals' and Part 3 -' Conduct of a Race' are the relevant bits.
3. Check with Sailing Secretary who your race team and confirm they will be coming. Agree time when key race team members will be arriving at the club. Decide how you will organise the team
4. Find out what the state of the tides will be during the race times for each day.
5. Follow the weather so that you have a good idea of the weather for the weekend.
6. Consult the calendar and see what else (open meets etc) is happening at the same time.
7. Arrange a chat with Racing Committee in the week prior the event.

On the Day

1. Report to the Club Office at least 3 hours before the first scheduled start.
2. Collect duty list, weather forecast & CRO's handbook & Daily Conditions Risk Assessment.
3. Arrange a meeting with RO's, Marine Department Duty Person and Race Box co-ordinator three hours before the first start. Decide on the format for day bearing in mind wind direction and strength and tidal conditions.
4. Complete the Risk Assessment & discuss resources before the Safety Briefing (ideally a member of Racing Committee should join this chat).
5. Confirm with Marine Department that equipment resources (buoys, radios, hooters etc) are in place and you know where they are. Collect equipment from Marine Department.
6. Check your safety team resources and that adequate safety cover is in place for the entries on the day.

2.5 hrs before start:

1. Display the courses on the Official Notice Boards.
2. Check that the sign on/off sheets and the flag schedule is posted on the ONB
3. **Brief your team.** Find out every team member's race management e experience. Explain format for the day and expected area to start
4. Allocate duties. Delegate Patrol Boats to course setting and start line boats.
5. Ask patrol boat drivers to go to the marine office & sign out boats and equipment including inflatables
6. Explain that a radio check with Race Box is needed before you leave the shore / mooring

2 hrs before start.

1. Check the flag roll on the CB and ensure all flags are present.
2. Check that CB has all equipment required - paper / pens / chalk / blackboards / hooter etc
3. Start to mobilise the team to leave beach in plenty of time to reach the racing area and set the course before the first start time.
4. Proceed to the start line area. Confirm contact with shore and other boats via another radio check.
5. Double check conditions are as per your risk assessment and amend plans if needed. Hopefully with good shore side prep and planning this should not be necessary.
6. Get your course laid and be ready to start on time (provided conditions are good of course!)

Do that race officer thing!

After the racing

- 1 Ensure that you have legible results for each race and deliver to Office. Keep a copy for yourself. If a race had no starters or no finishers make sure that the office knows this.
- 2 Check the results and sign in sheets and confirm with office that every boat has returned to shore.
- 3 When assured that every boat is ashore then ask the patrol boats to come ashore and put their equipment away.
- 4 Tell the Marine Dept that the CB is finished with for the day and they can return it to moorings.
- 5 Report any equipment defects to the Marine Dept.
- 6 Retreat to the bar and buy the team some beers. If you've been good you may even get some bought you! Be prepared to explain actions taken to competitors if they ask.

After the weekend

- 1 Watch the website and ONB and check the published results. If the Office has made a mistake then get them corrected. It was probably your handwriting anyway.
- 2 Keep notes so that next time you do the job you can refer back to the day's events.