

Ballyholme Yacht Club – Club Racing Battery Procedures



Overview

- Racing Format
- Before the Day Procedure
- What to Bring
- Timing is Everything
- Before the start - Preparations
- Before the Start – Course Setting
- To Sail or Not
- Start Sequence
- Recalls
- During the Race
- Finishing and Recording
- Tidying Up.

Racing Format

At Ballyholme we run club racing on Tuesday evenings and Sunday afternoons during the summer. Sunday racing usually does not take place when we are running an open meeting or championship. Racing is run under the *Racing Rules of Sailing* and our own Notice of Race and Sailing Instructions. Copies of these documents should be available in the Summer Battery. We race around fixed marks, laid in and just outside Ballyholme Bay, and run our racing from the Summer Battery in the north park.

We have a great variety of sailing skill levels at our club and we try to satisfy the desires of as many people as possible.

Before the Day Procedure

At the start of the season look at the battery duty list and work out when you are on duty – put it in your diary right away! The Dutyman system will send you two reminder emails nearer to the time. So - no excuses for not knowing about your duty times. You will also be able to see who else is on duty with you on the Dutyman system – take a note of the names. We strongly recommend you contact the other members of your team before the day to ensure they are all aware of the dates and times. If the date does not suit please arrange a swap with someone else and let us know so we can amend the list and Dutyman.

Starting a couple of days before you are on duty, start looking at the detailed wind forecasts for your duty day. It is also a good idea to get together anything you think you might need on the day to help you run racing. One last thing – make sure you know the number of the combination lock on the battery!

What to Bring

In the battery, there should be all the equipment you need to run racing including flag boards, horn, clock, recording sheets, pens and pencils, binoculars etc. You may want to bring your own count down watch and even binoculars. If you have a Dictaphone or smart phone that records dictation - this will also be useful.

Timing is Everything

The first signal is at 1900 on Tuesdays and 1430 on Sundays so you need to be there well before this time to set up the flags, test the horn, get out the course boards and allocate jobs to your team. We recommend you be at the summer battery forty-five minutes before the first signal – 1815 on Tuesdays and 1345 on Sundays.

Before the Start – Preparations

On arrival – Collect a hand-held radio from the office. Unlock and open up the battery. There is a check list of what to get ready attached below. The system for displaying the flags has changed this year (2018) and you will need to lift the flag holder out of the battery and hang it on its bracket on the south side of the window. The flags will now need to be loaded into this holder starting from the last one to be displayed (blank board) which goes in the front slot. See the sheet in the attachment below:

Flags P, S, AP, X and 1st Sub should be brought out ready for use.

It is not necessary to bring out the course boards at this stage, but check they are ready and stacked in order. There are two types of course boards: The boards for the short courses are wooden with white writing on blue background and the boards for the long course are two-sided foam plastic with red writing on white for R courses on one side and white writing on black for W courses on the other.

Check the clock is running.

Bring the horn out hang it on the bracket below the window and test it – instructions for use are on the horn itself. Connect the remote switch and lead inside for the timekeeper.

Conduct a radio check with the rescue boats.

If you have to postpone the start, say for lack of resources – at 1900 (1430 on Sunday) display flag AP (on the bracket just below the main flag board holder) with two long hoots. When ready to start the sequence remove flag AP with one long hoot and one minute later start the sequence. The timing is important.

Before the Start – Course Setting

Now that the equipment is ready we need to start thinking about which course to use. You need to use all the local indicators to give an idea of the wind direction: Boats already launched are your best indicator, wind indicators at the top of the masts of boats on the hard, etc.

It is important to pick a course that gives, as near as possible, a good beat to windward on at least one leg of the course. There are course cards in the battery and attached to this document showing diagrams of the courses. You have two types of courses to choose: The dinghies will use the short courses and the cruiser/racers the long courses. Important also to think about how long the wind will last (particularly on Tuesday evenings when the breeze may die with the sun) – use shorter courses in less breeze.

When you have decided on which course to use, bring out the relevant boards and put them in the course board holders on the north side of the battery window. The long course boards go in the top holder and the short course boards go in the bottom holder.

You may decide to change the course to be used during the sequence – in this case it is important to change the board over quickly, immediately after the previous class start.

You can change the course for any class at the end of a lap.

To Sail or Not

Last decision to make is whether to start racing or not. There are some general principles: If there is no or very little breeze – never abandon - start them anyway. They may not finish but more usually than not some breeze will arise. The requirement for rescue cover is also much reduced and as long as there is at least one boat on the water in very light airs – OK. If wind does not fill in and the fleet have only reached the first mark after say 30/40 minutes – then abandon. Three hoots and display N flag. For the cruisers, announce the abandonment on the radio.

The more normal situation is having to make a decision when there is a lot of breeze. Some sailors love big breeze and we have to try and cater for them but there are other considerations. Have we got three rescue boats? – this would be the probable minimum for 17/18 knots plus. Can the fleet launch? In north easterlies or easterlies with lots of breeze it may not be possible to get off the slip. If in doubt ask advice from the more experienced sailors. Sometimes the sailors newer to the sport may not appreciate what the conditions may mean so sometimes a tactful word, maybe asking if they are happy enough to sail in 18 knots, will make them decide to stay ashore.

As Race Officer the call is yours. A dose of common sense is usually all you need.

Start Sequence

This is fairly straightforward, just follow the sequence chart below. It seems obvious, but It is important to make signals at the correct time. Once the first start has happened everything becomes very easy. For your timekeeper – the battery clock is radio controlled and shows British Summer Time. It is not a countdown clock. This means that a certain amount of concentration, without distractions, is required by the timekeeper. You may want to start your own countdown watch or clock to help keep the timing correct.

The sequence is:

At 1900 exactly (1430 on Sun) make one hoot (approximately 2 seconds) and push the first flag board across fully to display the first class flag - T flag.

At 1903 exactly (1433 on Sun) make one hoot (approximately 2 seconds) and display P flag. P is not in the holder – it is placed in the slot on the front of the flag board holder below the class flag. P will remain displayed until the last class start. It is removed when the last class flag is covered up.

At 1906 exactly (1436 on Sun) make one hoot (approximately 2 seconds) and push the second flag board across fully to display the second class flag - V flag.

From here on, at three minute intervals, push the next class flag across to display it.

On the final start, push across the blank board to cover all class flags and remove flag P.

NOTE: As classes start – Ideally record their sail numbers or, if not possible to get them all, take a note of the number of boats starting.

Recalls

When the start signal is made for a class and there is one or more boats on the course side of the line (OCS) you MUST recall them by making a second sound signal and holding up flag board X.

Identify the boat's sail number and watch it to see if it returns. When the last boat identified as OCS returns to the pre-course side of the line – remove flag X. Even if they have not returned, flag X should be removed two minutes after their start (one minute before the next start) without a sound signal.

If you cannot identify all the boats that are on the course side of the start line at the start signal you MUST recall the entire class by making two additional hoots and displaying flag 1st Sub. This should be displayed for two minutes and then removed (one minute before the next start) without a sound signal. This will mean that the recalled class will start last in the sequence after all other classes. Your signal man will need to extract the flag for this class and replace the blank board with this class flag. When they finally start you will need to cover up or remove this final class flag.

Once you have all the classes started you can remove all the flag boards and stow them in the battery except for the S flag which will be needed later. Do not remove the flag board holder yet.

During the Race

It is most important to keep track of where the leader in each class is on the race course. Keep a constant lookout and use your team to keep track of the competitors.

Next question is how long should a race last? No straightforward answer but a race time of around fifty minutes to an hour is probably about right – thirty minutes is definitely too short! Of course, it depends on the

weather and on a cold, breezy day times could be a little shorter. Keelboats will always cope with windy conditions better than dinghies. Another consideration is the age and competence of the competitors – again common sense is a great help.

If the wind changes direction or speed during the race you may decide to change the course by changing the course board. Ensure that the course board change is made before the first boat in a class passes through the line. The problem will always be that one class has passed through the line and is sailing say course 4 and we change the course for the following class to say course 3. A backmarker in the first class comes through the line with the second class boats and it is not possible to change the course boards for that back marker. Do not worry about this as, according to the Sailing Instructions, the course is displayed for the first boat in any class and the rest should follow that boat.

As the race progresses you will need to keep thinking about when to finish so knowing the time a class takes to complete a lap is very useful information. Next section tells how you get this information.

Finishing and Recording

As the race progresses it is essential to record the sail numbers of the boats as they pass through the start/finish line on every lap. For boats racing on handicap it is also essential to record their times as they pass through the line on every lap.

You need to record sail numbers and times for: Fast Dinghy Class – this will include RS 400, RS 200, RS Aero, Laser 2000 etc. Also need to record times for the Multihulls, Quarter Ton Class and the NHC Cruiser Class.

You do not need to record times for the Toppers, Topper 4.2s, Laser 4.7s, Fevas, Lasers, Laser Radials or the Waverleys as these classes are racing as one design and we only need their sail numbers in the order that they cross the line. Having said that – recording the times of the first and last boat in a one design fleet will give you good information as to the time taken to complete a lap.

A note on how to record sail numbers and times: Record the boats sequentially as they go through the line with times for the handicap classes. Do not attempt to record them separately as classes. The reason for this is that if we miss say an RS200 Sail number and subsequently the sailor says – “I finished alongside Laser 140001” – this will give us an excellent idea of where to place that boat in the results. If the Laser results had been recorded separately this would be of no help.

If there are more boats than will fit onto one sheet down a column – use a second sheet. As the boats come around to finish the second lap, use the second set of columns and so on. Some classes e.g. Multihulls may do more laps than the slower classes. You can use the comments column to record the type of boat or anything of interest e.g. first boat, last boat etc.

To stop all boats racing – Display the S flag (set it into the bracket on the front of the flag board holder used previously for the P flag)- No sound signal required – The S flag will stay displayed until all boats have finished. To stop one class only, display S flag with the class flag. You can remove the course boards at this stage if you wish.

When finishing boats – give each boat that started the race correctly a short toot on the horn as it crosses the line to finish – this is just a courtesy. Normally we will not give a hoot to boats that were OCS and did not return. When short-handed it is usually easier for the line caller to press the button for the horn using the remote push button.

Tidying Up

Now that all boats have finished we need to transfer the finish times and places to the official club duplicate record books. For this we do record the classes together. When finished transferring the information, take off the top page (the white page), bring it into the club and pin it on the racing noticeboard opposite the gents loo. The class captains are responsible for recording and collating their own class results.

Any remaining flags should be removed and stored, preferably in order, in the summer battery. Course boards, if not already removed should be stored in the summer battery – again, in order would be most helpful for the next team. The flag board holder can now be lifted off its brackets and stored inside the summer battery.

Ensure the horn system is switched off and the clock, binoculars and any other equipment is stored away out of sight.

Please close and lock the battery door with the combination lock and give the hand-held radio to the bar staff behind the bar.

Now go to the bar and have a pint and receive the thanks of all the competitors you have enabled to race today.

THANKS AGAIN FOR VOLUNTEERING TO RUN CLUB RACING AT BALLYHOLME

Summer Battery - On Arrival Check List

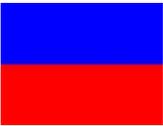
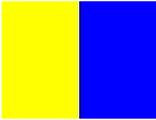
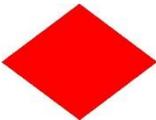
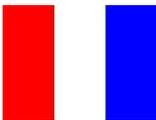
- 1 Collect a Hand-held radio
- 2 Open up the Summer Battery
- 3 Hang flag board holder on brackets on south side of battery window
- 4 Load flags into flag board holder – see list
- 5 Lift out additional flag boards P, S, AP, X, 1st Sub
- 6 Check course boards are stacked ready – preferably in order
- 7 Check Clock running
- 8 Bring the horn out, hang on its bracket and test it – instructions on horn.
- 9 Conduct a radio check with the rescue boats
- 10 Display the courses

Loading the flag board holder – Preparing flags for use

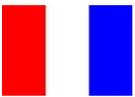
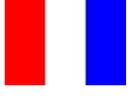
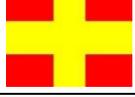
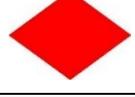
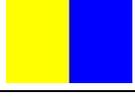
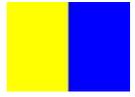
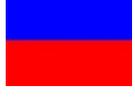
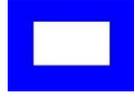
There are eight slots in the flag holder – it is easiest to load the last board to be displayed, first, in the front slot.

Flag Boards P, S, AP, X and 1st Sub should be brought out ready to use but these flag boards are not pre-loaded in the holder.

Ensure the flags are facing the water!

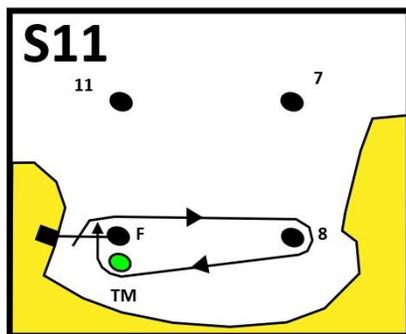
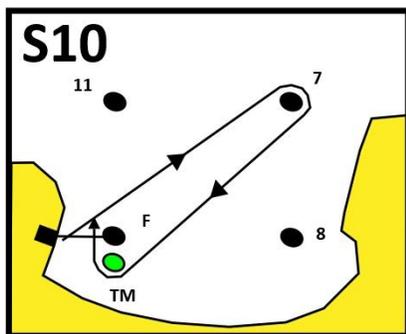
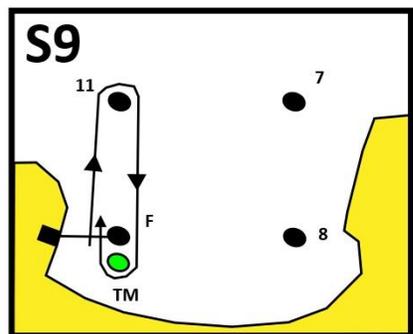
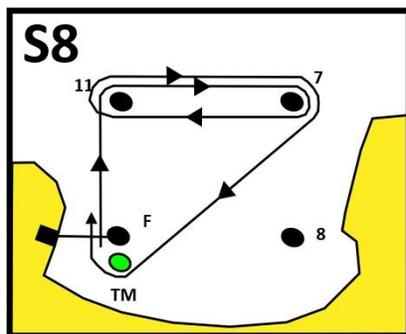
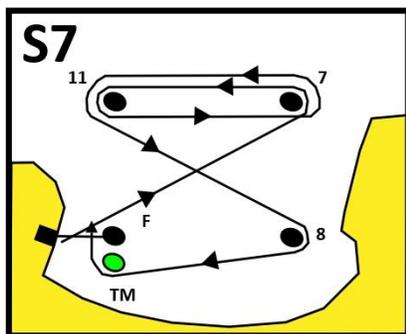
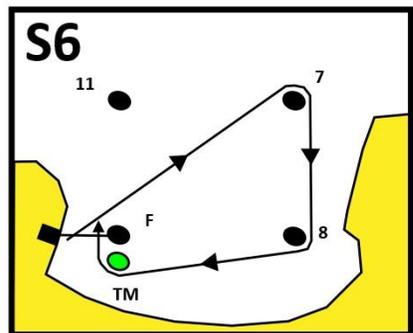
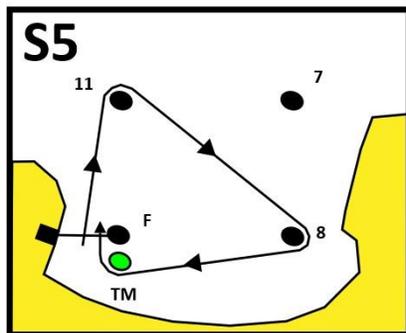
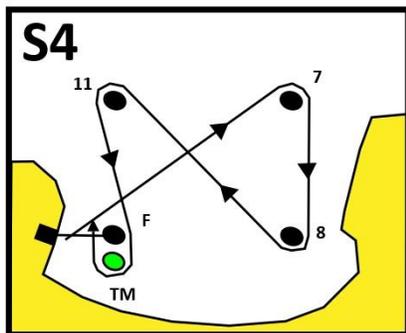
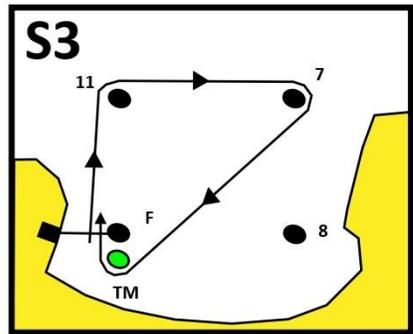
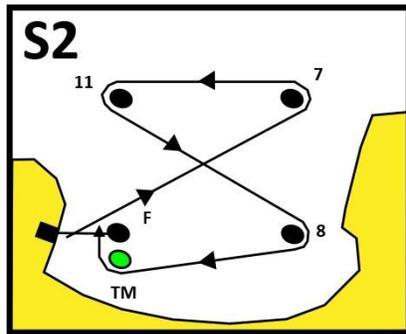
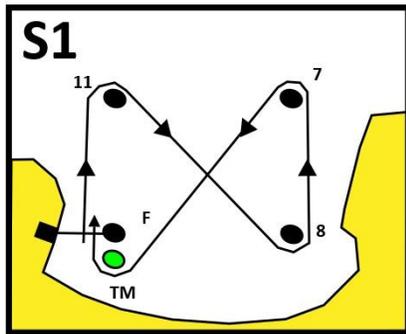
Slot Number	Flag Board	Flag
1 (front nearest sea)	Blank Board	
2	E	
3	H	
4	K	
5	R	
6	F	
7	V	
8	T	

Club Racing – The Order Flag Boards are Displayed and Removed

Tues	Sun	Action	Display Flag	Remove or Cover Flag	Sound Signal
1900	1430	Warning	T 		1 Hoot
1903	1433	Preparatory	P 		1 Hoot
1906	1436	Slow Dinghy Start	V 	T 	1 Hoot
1909	1439	Fast Dinghy Start	F 	V 	1 Hoot
1912	1442	Multihull Start	R 	F 	1 Hoot
1915	1445	Laser & Laser Radial Start	K 	R 	1 Hoot
1918		Quarter Ton Start	H 	K 	1 Hoot
1921		NHC Keelboat Start	E 	H 	1 Hoot
1924	1448	Waverley/Bay Start		E & P  	1 Hoot
In case of individual recall display plus one additional hoot			X 	Remove when returned to pre course side or Max 2 Mins	
In case of general recall display plus two additional hoots			1st Sub 	Display for 2 minutes then remove (no sound signal)	

When a class is subject to a general recall it re-starts at end of sequence.
i.e. on last scheduled start, display recalled class flag

Short/Medium Courses - Lower Board - White lettering on Blue Background. See note below re Medium & Topper Courses



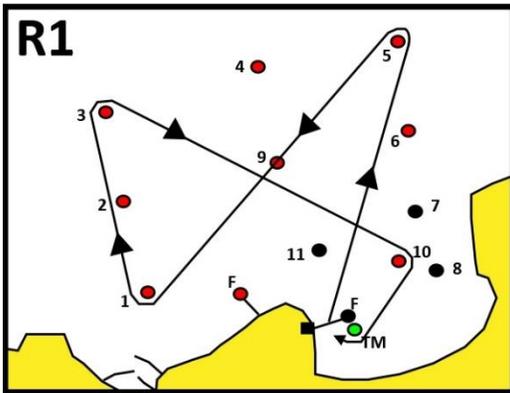
Red Mark 10 in the centre of the bay is not a mark of the course on the short or medium courses but may be used by boats completing one of the long courses.

Medium Courses have the same configuration as the short courses but marks 11 and 7 are replaced by large red marks 9 and 6.

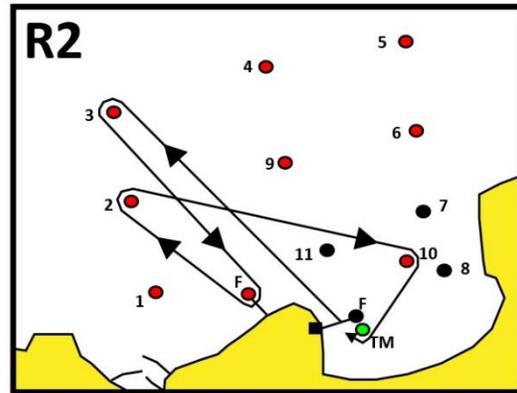
Topper Courses have the same configuration as the Short Courses but Marks 11 and 7 are replaced by small red spherical buoys positioned closer into Ballyholme Bay.

Long Courses - Upper board - Red lettering on White background

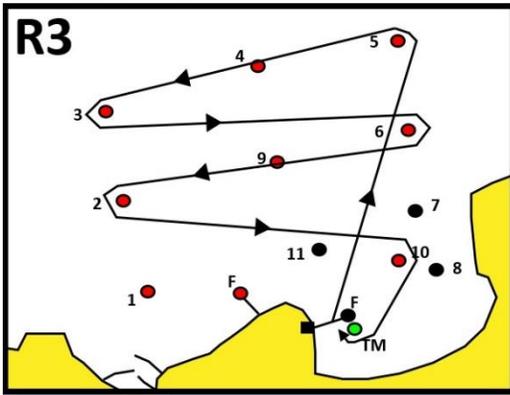
S = leave to Starboard
P = leave to Port



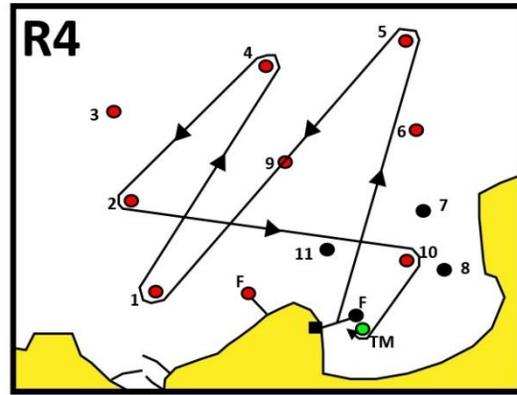
5P, 1S, 3S, 10S, TMS, F



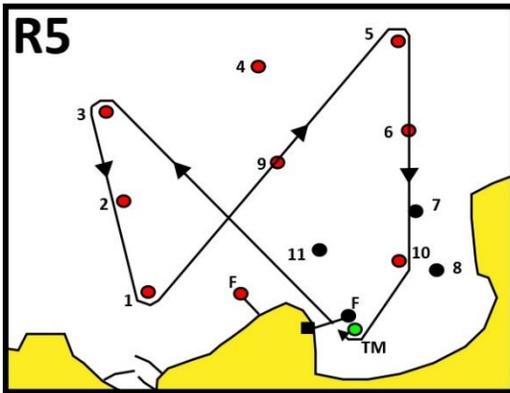
3P, FS, 2S, 10S, TMS, F



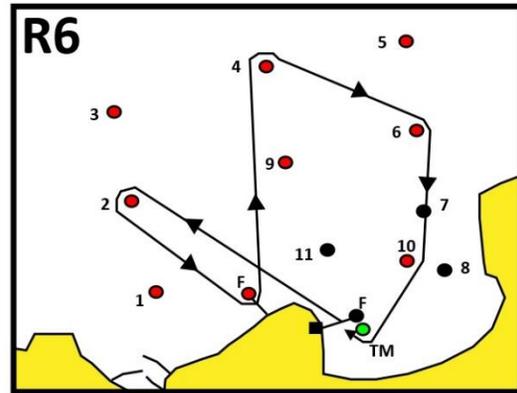
5P, 3P, 6S, 2P, 10S, TMS, F



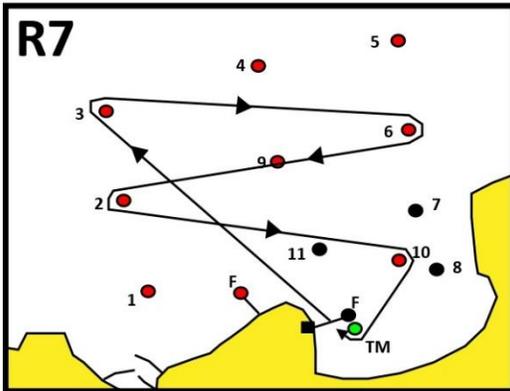
5P, 1S, 4P, 2P, 10S, TMS, F



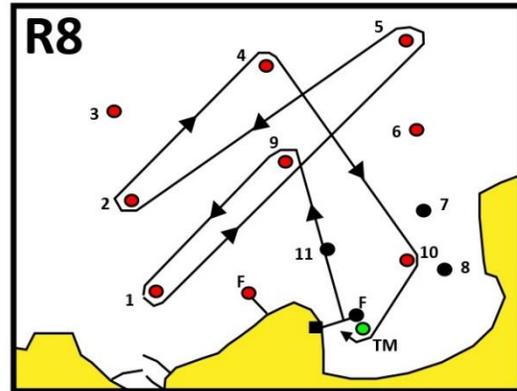
3P, 1P, 5S, 10S, TMS, F



2P, FP, 4S, 6S, 10S, TMS, F

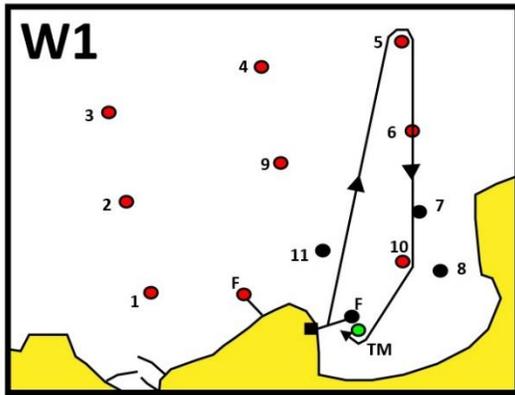


3S, 6S, 2P, 10S, TMS, F

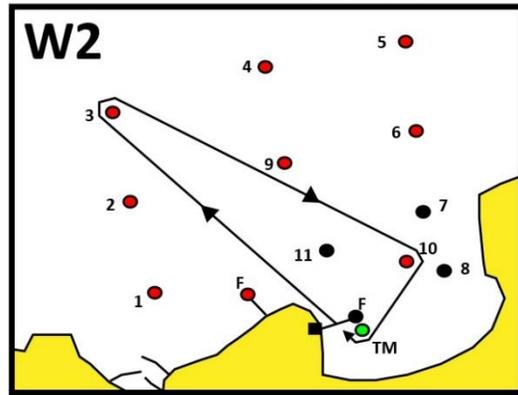


9P, 1P, 5P, 2S, 4S, 10S, TMS, F

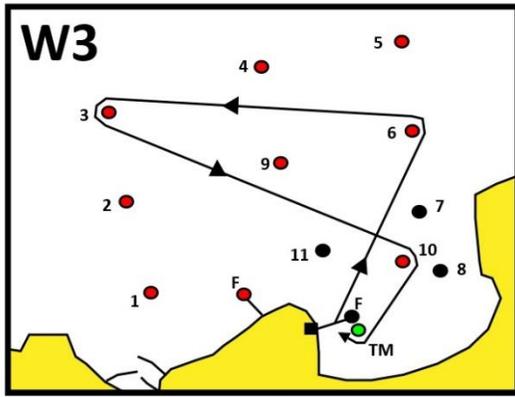
Long Courses - Upper Board - White lettering on Black background S = leave to Starboard P = leave to Port



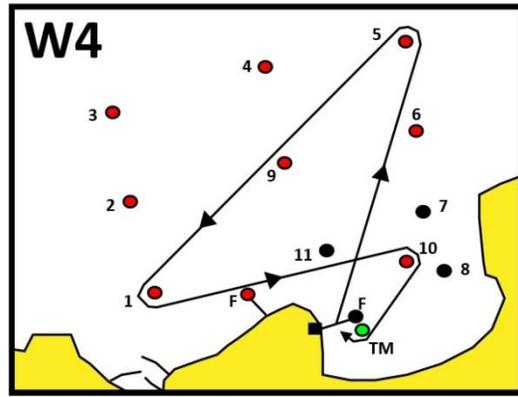
5S, 10S, TMS, F



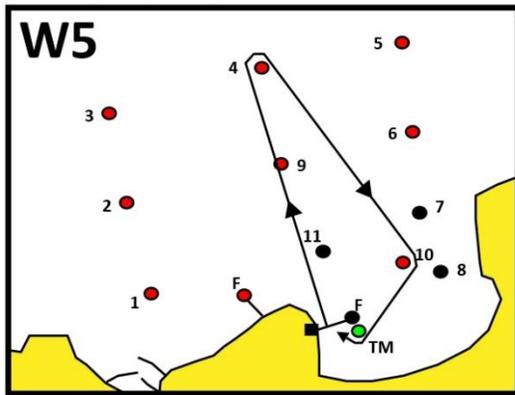
3S, 10S, TMS, F



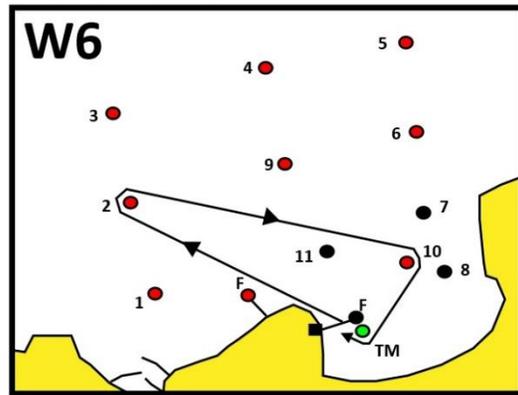
6P, 3P, 10S, TMS, F



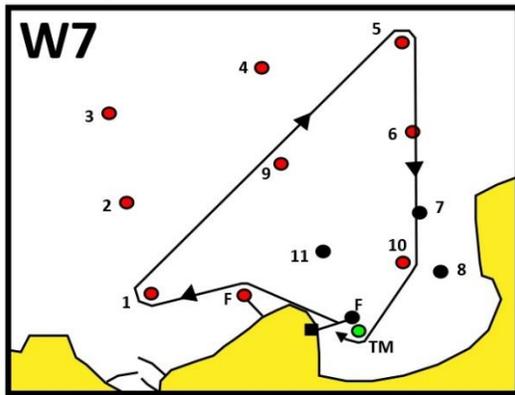
5P, 1P, 10S, TMS, F



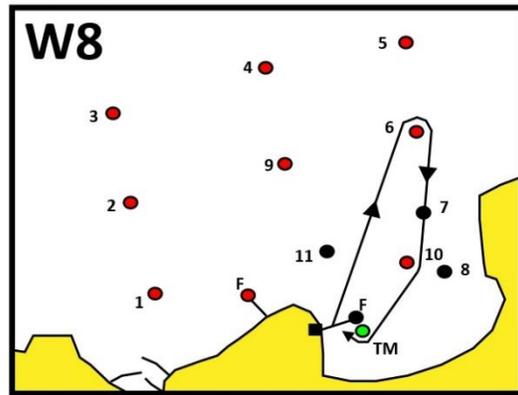
4S, 10S, TMS, F



2S, 10S, TMS, F



FP, 1S, 5S, 10S, TMS, F



6S, 10S, TMS, F