



# RACE COMMITTEE GUIDE

Hudson Yacht Club – Version 1.0

*RRS 2013-2016*



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## Tips and Guidelines for HYC Race Committee



## 1.0- ON RACE DAY

- Check the weather forecast prior to leaving the dock
- Check if any changes to the SI's have been posted
- Be at the dock, ready to leave **1.5** hours before the first start

### 1.1- Prior to Leaving the Dock:

- Meet up with the Boatswain and ensure the following equipment is prepared:
  - RC boat is fueled
  - Compressed air for horn is full
  - Marks are inflated and have anchors and lines
  - Course board and numbers are present
  - Flags are all present and accounted for
  - Two working clocks or watches are available
  - Sufficient recording sheets are available (finish & rounding)

### 1.2- After Leaving the Dock:

- Blow the horn one time as you leave the harbor as a courtesy warning to the racers
- Conduct a radio check with support boats and or mark boats on channel 71



## 2.0- SETTING THE COURSE

- Motor to approximately where the start line will be. Stop and check wind direction for windward mark. Motor up to the proposed windward mark position (approximately ½ a mile) and drop windward mark.
- Return to your initial start area and place your pin/leeward mark.
- Set the starting line square to the wind and long enough for each boat to be able to get a fair position on the line. A general rule of thumb is to set a line about 1½ times as long as the length of the boats multiplied by the number of boats in the largest fleet (eg, there 10 J24's in the fleet, so we multiply:  $1.5 \times 10 \times 24 = 360$  feet or 120 yards).
- Choose your course and display it on the RC course board. A WLx3L (leeward finish) or WLx3W (windward finish) are typically used. **Pay specific attention to the colour of your finishing leg on the course board.** This determines whether the boats racing are meant to leave the finishing pin to port or starboard while crossing the finish line.
- Target approximately 15-20mins per circuit for a race time of about 1 hour. Err on the side of being long – remember you can always shorten a race, but you can't make it longer.



### 3.0- AT THE START & DURING THE RACE:

- Record starting time on the score sheets.
- If boats are over early - raise individual recall (X) flag (*see page 17*) promptly with one sound and hail numbers of boats that are over early. Keep X-flag up until all boats clear or for 4 minutes, whichever comes first.
- In case of a general recall (*see page 18*) the warning signal for the new start shall be one minute after the First Substitute flag is lowered (one sound). The starts for succeeding classes will follow the new start (the order stays the same).
- Count and record roundings during the race so that you know when to finish each fleet. You may wish to time them too.
- Watch for and record red protest flags and 720s. Record any infractions you observe.

### 4.0- AT THE FINISH:

- If you decide to move the RC boat, get to the finish line well ahead of finishers and set the line.
- Set a fairly short finish line ~5 to 10 boat lengths, square to the course
- Raise the orange finish line flag when anchored and ready to take finishes.
- Blow horn for winner and hail numbers of other boats as they cross the line.
- Record numbers and times on the score sheets in order they finish. This may get busy, so work as a team. Have a timer calling the time, sail number and “mark” as boats cross and the recorder writing it down. (eg “921, 7:56 and 12 seconds, Mark!”)
- Record any protests reported or protest flags observed.

### 5.0- RETURNING TO THE DOCK & POST RACE:

- Blow the horn as you enter the harbor and note time. This signals the start of the 30-minute time frame to receive protests.
- If committee receives protests, form a committee to hear the protests (check with Senior Sailing Director who will have a standing Protest Committee)
- Help the Boatswain with scoring input and results printing. **Remember, you are the Race Officer for the race and are the point of contact for sailors who have concerns about results.**



## 6.0- EQUIPMENT CHECKLIST

### Personal Equipment:

- ✓ Lifejacket
- ✓ Watch
- ✓ Whistle
- ✓ Compass
- ✓ Rule Book
- ✓ Sailing Instructions

### Equipment on RC Boat:

- ✓ Up to date Rule Book and Sailing Instructions
- ✓ Automatic timer and back-up watch
- ✓ Life jacket for each crew
- ✓ Compass
- ✓ Wind Indicator (stick and yarn)
- ✓ Course board with Windward & Leeward plates
- ✓ Score sheets, clipboard, and pens
- ✓ Whistle
- ✓ Anchor
- ✓ Flags:
  - Starting / Finish line - orange
  - Preparatory flags (*see pages 14-16*)
  - Numeral pennants - one for each start as described in Sailing Instructions
  - S flag - shorten course (*see page 23*)
  - Individual recall (*see page 17*)
  - General recall (*see page 18*)

### Mark Boats (if present):

- ✓ Change of Course Flags (*see pages 20-22*)
- ✓ Marks with line and anchors
- ✓ Compass
- ✓ Wind Indicator
- ✓ Tow line
- ✓ Life jacket for each crew
- ✓ Boat hook
- ✓ Anchor
- ✓ VHF Radio



# Race Management



## 7.0- ABBREVIATIONS

Throughout this document some phrases are used a lot and so are abbreviated in many instances:

Race Officer	abbreviated to	RO
Racing Rules of Sailing		RRS
Notice of Race		NOR
Sailing Instructions		SIs

A visual signal is always *DISPLAYED* (↑)

A visual signal that is displayed is at some time *REMOVED* (↓)

- means a sound signal

----- means repetitive sounds



## 8.0 - DECISION TO RACE

If it is possible to race with the wind at the time then racing should commence. It is unfair to some competitors to wait for 'better' conditions. Most boats can sail well enough to race in 4 knots of wind and start to get into trouble in winds of 25 knots or more. There are, of course, exceptions to this.

In general, it is not considered to be best practice to run racing ahead of schedule. When it is believed that the weather will be unsailable the next day, heavy wind sailors may be disadvantaged should racing be possible. For similar reasons racing should not be postponed for the day too early.

Don't be afraid to start in shifty conditions. This is part of racing and the sailors enjoy it. Be aware, however, that if the course becomes unmanageable once started, abandonment or shortening course are tools to be used to ensure fairness.

### 8.1 Before starting a race, ask yourself:

- Are the conditions safe to run a race?
- Is my course set properly for the conditions of the day? (eg. lengths of the legs, number of laps, persistent wind shift)
- Is my line set appropriately for the size and skill of the fleet, with minimal bias?
- Does everyone on the RC boat have a role? (eg Timekeeper, Linespotter, X/1<sup>st</sup> Sub flag display, OCS Recorder, Rounding Recorder, Finish Recorder, etc.)
- Is my Class flag correct for the fleet I want to start?

Have a goal for the race.  
Have a role on the RC boat.



## 9.0- POSTPONEMENT SIGNALS

This group of three signals **can only be used before the start of a race** (before warning/class flag comes down) for any reason, including:

- no wind or insufficient wind to start the race.
- a shifty wind - it is not possible to set a course because the wind is moving round the compass.
- a major wind shift is expected later according to a known pattern or other information (eg sea breeze to establish).
- too much wind - it is not safe for that particular class to sail.
- Race Committee not ready - a totally unacceptable reason but one which does occur sometimes.
- outside bodies interfering with the racing - this could be anything including commercial shipping, cruising yachts, a drifting mark, etc.
- a significant error in the timing of signals **before the class flag comes down.**

### *Note:*

One of the main uses of the postponement signal is to stop the starting sequence immediately before the start. This is important when the fleet bunch at one end of the start line with the potential for a general recall, particularly when a penalty flag has been displayed as the preparatory signal.

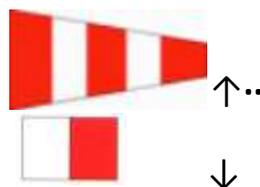
### 9.1- Indefinite Postponement



(Flag AP accompanied by two sound signals).

The flag AP is displayed on its own. There is no time limit on this signal, but there is a recommendation that this should not be displayed for longer than 1 hour. This is not always possible and there are many occasions when the signal has to be displayed for longer. One signal to remove.

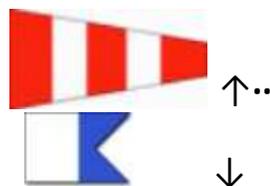
### 9.2- Races Postponed – Further Signals Ashore



(AP over H accompanied by two sound signals).

This signal is displayed when the RO decides that for safety or any other reason, the fleet would be better off ashore.

### 9.3- Races Postponed to Another Day



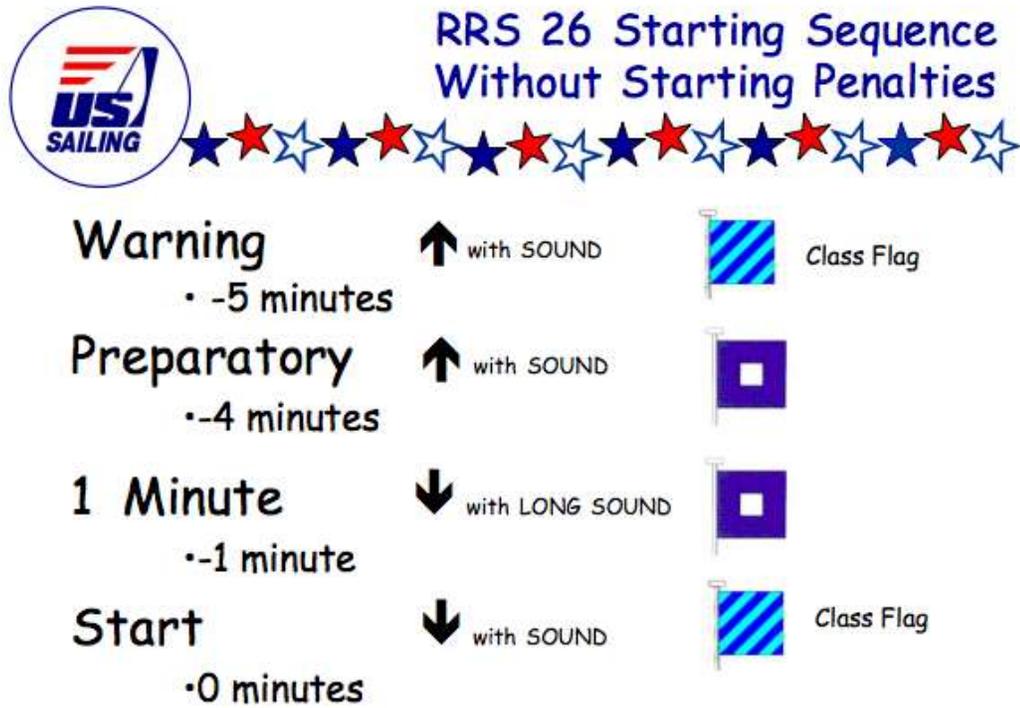
(AP over A accompanied by two sound signals).

When there is insufficient time to complete the day's racing programme, or conditions are such that this is impossible, AP over A is displayed. This signal should only be used if there is time within the overall race programme to re-schedule racing on another day. AP over A should not be displayed too early. The entire day should be used if necessary to complete the schedule.



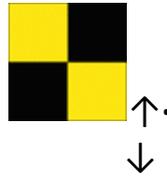
### 10.0- STARTING

The standard starting sequence is described in the RRS. It is based on a 5 minute sequence commencing with the warning signal (class flag) and ending with the Start of the race (5-4-1-Go).



Note:

A good RO will always be ready to display AP (  ↑ ) just before the start. Use this when your line is not fair (for whatever reason, including shifty winds). Do not penalise the sailors when it is not their fault!



### 10.1- COME WITHIN HAIL OR 'FOLLOW THIS BOAT'

This is a very useful signal used to lead the fleet to a better area for racing or to enable the race officer to talk to the fleet. It is good practice to emphasise that a new course is to be used when another has been used for the entire regatta beforehand (eg, changing the course from a two lap race to three laps) when simply changing the course displayed, whilst within the rules, may not be noticed by many.

### 10.2- THE WARNING SIGNAL

The class flag, as prescribed in the Sis, is used as the warning signal. It is the first signal in the starting sequence and the one from which the fleet will start their stopwatches.

If the RO and timekeeper have not already synchronised their watches the RO should also start a stopwatch at this signal. Referring to this watch achieves three objectives;

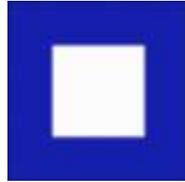
1. It is a check that the timekeeper is calling the time correctly.
2. There is a second watch running in case the first one fails.
3. The RO does not need to keep asking how the time is running thus distracting the timekeeper.

Every effort should be made by the race committee to display this signal at the time stated in the Sis (e.g. if the first warning is at 6:55 pm, attempt to be ready to display warning at that time). It is accompanied by one sound signal

### 10.3- THE PREPARATORY SIGNAL

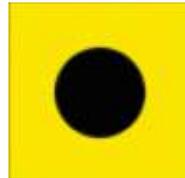
There are five preparatory signals. It is important to remember that imposing penalties on the fleet puts as much pressure on the race committee as it puts on to the fleet.

It is good practice and fair to the competitors not to use a penalty flag for the first attempt to start a race. If they haven't done anything wrong then why should they be penalised? Furthermore, if, because of an unfair start line, a start is postponed or was subject to a general recall, the competitors were not at fault and so should not be subjected to a penalty flag on the next attempted start. **Only when they are the cause of a general recall on a good line should a penalty flag be used at the restart.**



### 10.3.1 - Flag 'P' - No Penalty

Within the present context of the rules, this signal effectively is the 'no penalty' signal. Boats that are OCS (On Course Side) can 'dip' back below the start line. With a good start line and a reasonable sized fleet, it should be possible to use this flag for the majority of the starts. The RO should always use flag 'P' at the first attempt of a start. Flag 'X' is displayed after the start signal for boats that are judged to be OCS and/or have failed to return to the pre-course side of the line



### 10.3.2 - Flag 'I' – Round the Ends Rule

The penalty area is the course side of the start line and its extensions. Boats that are in this area in the minute before the start (after flag 'I' has been removed) must return to the pre-course side of the line around either end of that line.

Disadvantages:

- It penalises a boat that is on the course side in the middle of a long start line more than a boat at either end. This can cause the fleet bunch at both ends while leaving space in the middle.
- ROs should display flag 'X' (+) after the start signal if any boat is on the course side of the start line or its extensions or, having been there, has failed to return to the pre-course side of the line around the ends. This may cause confusion - and the RO has to have eyes in the back of the head!
- All boats infringing this rule must be monitored to verify that they subsequently start correctly. This is onerous and usually requires more man power.
- This penalty may create a dangerous situation with boats reaching across the oncoming fleet in their attempt to return to the pre-course side of the line via its ends.

Flag 'X' is displayed after the start signal for boats that are judged to be OCS and/or have failed to return to the pre-course side of the line around its ends.



### 10.3.3 - Flag 'Z' – 20% Scoring Penalty

The penalty area is the triangle formed by the start line and the first mark of the course. Boats that are in this area in the minute before the start (after flag 'Z' has been removed) may return to the pre-course side of the start line by re-crossing, ie 'dip' back. If the boat subsequently starts correctly it is subject to a 20% scoring penalty (of the boats entered, rounding 0.5 upwards) otherwise it will be scored OCS. If a boat again infringes the penalty area at a restart following a General Recall or an Abandonment, it is subject to an additional 20% penalty. The penalties remain separate and do not become cumulative so two penalties are 20% + 20%, not 40%. However, the boats score can be no more than the score DNF.

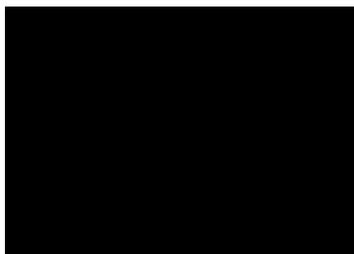
Disadvantages:

- If there is a general recall or abandonment *after* the start, the penalty is kept by the boat even if the race is restarted. This is not the case with postponement or abandonment *before* the start. So the RO is obliged to AP the start if the line is not square or fair, thus avoiding the likelihood of penalising an innocent competitor.

Advantages:

- Should there be a general recall, there is no requirement to display the offending boats' sail numbers on the committee boat, as is the case when using the black flag.

Flag 'X' is displayed after the start signal for boats that are judged to be OCS at the start but not for those that dipped back and then started correctly.



#### 10.3.4 - The 'Black' Flag – BFD (Black Flag Disqualified)

The penalty area is the triangle formed by the start line and the first mark of the course. Boats that are in this area in the minute before the start (after the black flag has been removed) are scored, without a hearing, BFD (Black Flag Disqualified).

##### Disadvantages:

- As with the 'Z' flag, if there is a general recall or the race is abandoned *after* the start, the penalty (BFD) is kept by the boat even if the race is restarted. This is not the case with a postponement or abandonment *before* the start. So the RO is obliged to AP the start if the line is not square or fair, thus avoiding the likelihood of penalising an innocent competitor.
- Unlike the case of a general recall or abandonment after the start using a 'Z' flag, the Black Flag penalty says that the penalised boats (BFD) are not allowed to sail in the re-started race and that the sail numbers of those boats *shall* be displayed on the committee boat before the warning signal of the restart. Before publishing the numbers, the recorders should check carefully that all the sail numbers called as being BFD appear on the start sheet (so are valid numbers) and if not, are removed from the list displayed on the committee boat. So the effort of this procedure as far as the race committee is concerned is considerable.

##### Note 1:

It is recommended that a very late postponement should be made no later than 5 seconds **before** the start, although some have run down to 2 seconds when they have called for the AP. It is most important that the RO is aware that once the start signal has been made and there are boats OCS, they have to be BFD.

##### Note 2:

The Individual Recall (flag 'X') does not apply to a black flag start.



## 11.0 - INDIVIDUAL RECALL - FLAG 'X'

When there are clearly identified boats OCS, flag 'X' is displayed with a sound signal as soon as possible after the start.

This sound signal and the visual signal must be **made at the same time and within 5 seconds**. So the recommendation to all ROs is to make this signal within 4 seconds of the start signal. If there is delay making the signal for an individual recall, it is best to abandon the race and start again, rather than to allow an OCS boat to start unfairly and with the likelihood of being awarded redress (when scored OCS) for an error in procedure by the race committee.

**Flag 'X' remains displayed until;**

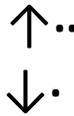
- **All the boats clearly identified have returned to the pre-start side of the start line or one of its extensions and have complied with RRS 30.1 (I flag rule), or**
- **For 4 minutes after the Start, or**
- **Until 1 minute before the next start signal.**

It is removed without a sound signal.

The RO will make every effort to identify all OCS boats. This can be quite difficult at times, particularly when some boats are obscured from view by boats nearer to either end of the line. The RO should not permit a race to continue if he/she is satisfied that unidentified boats were over early.

It is normal practice to use the sail number of the boat for identification purposes. To overcome this, the experienced RO will note on his tape recorder other identifying features, such as the colours of the hull, foredeck or clothing.

The RO will also have someone to follow a boat with their eyes until they are able to clearly identify it. In many major competitions, a special competition number is allocated for the event which is fixed on both sides of the bow where it can be clearly seen.



### 11.1 - GENERAL RECALL – 1ST SUB

A General Recall should be used when the RO is not satisfied that all boats over early have been identified. It shall be displayed with two sound signals.

The RO must always ask him/herself: what caused this many boats to be over the line at the start?

There can be a variety of reasons including:

- A wind shift causing an unexpected surge of boats at one end of the line.
- A tidal current pushing boats onto the course side of the line.
- A short start line on which the boats have difficulty finding a space. This usually creates a bunch in the middle of the line.
- A poorly defined start line. If the masts are not tall enough or the flags on the masts are not big enough sailors have difficulty knowing where the start line is.

In case of any problems with the line (length, or angle to the wind etc) AP (🚩↑··) instead of General Recall is to be used just before the start. In case of a race committee error discovered *after* the start (eg. timing), the race should be Abandoned (🚩↑··) rather than signalling a General Recall.

With the exception of the Black flag penalty, all boats are allowed to re-start the race after a General Recall (but some may carry a 20% penalty if flag 'Z' was displayed). ROs should be very wary of allowing a start to take place on a bad line in which there is likely to be a large number of boats over the line followed by a General recall, especially when a penalty flag was used as the preparatory signal.

Flag '1st sub' is left on display until one minute before the next signal, usually the warning signal for a re-start of the race (or it may be changed to one of the postponement signals). If there is no alteration to the course or any other delay, the RO should prepare for a new warning signal as soon as the fleet are back in the starting area.

When the race committee is ready and the fleet is back in the starting area, flag '1st sub' can be removed with one sound signal. The new warning signal is displayed precisely one minute later commencing the new starting sequence.



## 12.0 - DURING THE RACE

### 12.1 - Race Control After the Start

Once the fleet is progressing up the first leg, the RO now has to switch his mind to other matters.

There are several situations that can develop during a race and spoil it. With careful observation and a supply of information from the mark laying boats around the course area, the good RO will be able to anticipate any problems before they reach a critical stage. Some issues that can spoil what started as a good race are:

- Collapse of wind speed making the time limit impossible to achieve and therefore losing the race.
- Increase in wind speed resulting in danger to life, turning the race into a survival course.
- Change in wind direction. This may mean adjusting the course to a new wind.
- Marks moving (perhaps due to anchors not holding on a rising tide).

Other duties include recording the positions of boats as the race progresses. In many events this duty is carried out at each rounding mark.

There are various techniques that the RO can use to ensure that the race reaches a satisfactory conclusion, including:

- Shorten the course – S.
- Adjust the course to a new wind.
- Replace a missing mark.
- Abandon the race – this is the very last resort!

Careful monitoring and early decisive action can improve or save many races.

## 12.2 - CHANGING THE COURSE

Wind shifts are a part of racing that competitors enjoy. However if a shift becomes permanent affecting an entire leg or more, the course may become too one-sided and a change of course is required. Some course configurations make this difficult; short races may make it impossible.

As a guideline:

### 12.2.1 - Change in Wind Direction

- With a wind shift of 10° or less the course should not be changed
- Between 10° and 15° consideration should be given to adjusting the course to the new wind provided that the RO is confident that the change is permanent.
- With a wind shift in excess of 15° the course should be adjusted to the new wind.
- With a wind shift in excess of 45°, the RO should consider the stability of the shift and its influence on the race.
- Frequent and violent wind shifts: under these circumstances the race committee may not be able to adjust the course sufficiently or quickly enough to maintain a race of the required standard. The race should be abandoned.
- Changes in current or a difference in the angle of the current relative to the wind may justify changes outside of these guidelines.

### 12.2.2 - Variation in Wind Speed

- A change in the length of a leg is appropriate to ensure that time limits and/or target times are met.
- Change in leg lengths should result in no less than 50% or no more than 150% of original leg length.
- Do not make too many changes in length just to achieve target time.
- Changes in current may justify changes outside these same guidelines.



### 12.3 - CHANGING THE NEXT LEG OF A COURSE FOR WIND ANGLE

This requires flag 'C' (-----) to be displayed with a repetitive sound signal with;

- The magnetic bearing of the new position of the next mark.

or

- A red rectangle when the new mark is to port of the original mark.

or

- A green triangle when the new mark is to starboard of the original mark.

## Change of Bearing of the Next Mark



This must be displayed with either:

- A new bearing for the next mark

240

or

- A red rectangle when the new position is to port of the original



or

- A green triangle when the new position is to starboard of the original





## 12.4 - MARK MISSING

The reasons for marks going adrift include incorrectly laid anchors or short anchor lines on a rising tide. The action of the race committee will depend on the particular circumstances at the time the mark moves off station. If there is time it should be 'captured' and towed back into the correct position with extra line attached.

However, there are times when a replacement mark is required. All good race management teams will have spare marks at sea ready for use. If it is not possible to do either, then a boat should be anchored in the position of the mark, display flag 'M' and make a repetitive sound signal. This boat is then a replacement mark.

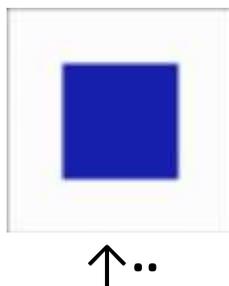
# Mark Missing



Display Flag 'M' with repetitive sound signal

- The object displaying this signal replaces a missing mark
- The object may be a boat or another buoy

Before taking the above action, try to replace the mark  
or use a substitute of similar appearance



## 12.5 - SHORTEN COURSE – FLAG 'S'

When this signal is displayed, with two sound signals, the course is shortened. This means that the course which was displayed at the warning signal has one or more legs cut off.

### 12.5.1 - Displaying the Signal:

The leading boat in the race expects to sail the course as displayed at the warning signal. He will sail tactically with this in mind. When the course is shortened by removing one or more legs, the tactics employed by any competing boat may change.

For this reason, the decision must not be taken lightly and when made, it is important that the signal is both seen and heard as early as possible, although it might be some considerable distance upwind of the fleet's position. If possible, display the signal as soon as the leading boat commences the leg to the shorten course finishing line (although the RRS states that the course shall be signalled before the first boat crosses the finishing line, thus allowing this to be a late signal).

Note 1: The 'S' flag, when being flown, signifies to the fleet **that they are now sailing to the new finish line**. You cannot fly the 'S' flag and continue the race for several more roundings (ex. You start a race as a WLx3, but the wind is dwindling, so you intend to shorten the course by 1 lap. You may not hoist the flag and signal until the lead boat has rounded the weather mark for the 2<sup>nd</sup> time)

Note 2: It may be necessary to accompany the 'S' flag with the appropriate class flag if there is more than one fleet rounding the mark.

## 13.0 - ABANDONING A RACE

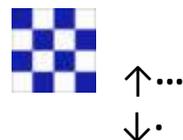
Care must be taken with these signals because when displayed alone they apply to all classes. **It may be necessary to qualify them with a class flag.**

### 13.1- All Races are Abandoned - Return to the Start Area:

(Flag 'N' accompanied by three sound signals)

When displayed alone, flag 'N' can *only* be used after the start.

It means that the race is abandoned, competitors should return to the start area and a new start will be made as soon as practical.

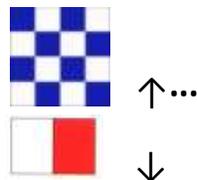


Removal is accompanied by a single sound signal and followed one minute later by the warning signal of the restart.

### 13.2- All Races are Abandoned - Further Signals Ashore:

(Flags 'N over H' accompanied by three sound signals)

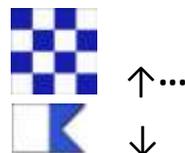
May be displayed at any time - before or after the start.



### 13.3- All Races are Abandoned - No More Racing Today:

(Flags 'N over A' accompanied by three sound signals)

May be displayed at any time - before or after the start.





## 14.0 - THE FINISH OF THE RACE

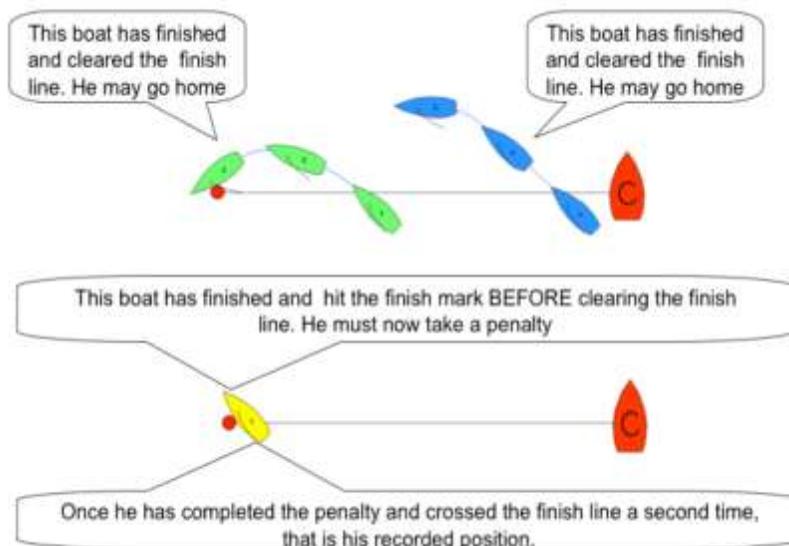
The definitions of finishing and racing should be clearly understood by the RO sighting the finish line. **Once any part of a boat, its hull, crew or equipment in its normal position breaks the plane of the finish line from the course side that is its finishing time or position.** The whole boat does not have to cross the line. However, a boat has not finished if after crossing the finish line it corrects an error under RRS 28.2 (the string rule) made at the line or continues to sail the course (as it would in lap racing when the start/finish line is crossed at the end of each lap).



### 14.1 -Hitting a Mark at the Finish Line:

If a boat still racing hits a finish mark it must then complete the penalty turn and sail completely onto the course side of the line before crossing the line for a second time - it is then that it has finished correctly. The same applies to a boat that infringes a rule of Part 2 whilst still racing.

A boat stops racing when it has finished *and* cleared the finish line and its marks. It can clear the line by sailing forward until its transom is clear of the line or by falling back onto the course side of the line. Immediately its bow drops below the line it is clear of the line.



## 15.0 - RECORDING THE FINISH

It is essential to have an accurate record of all boats that cross the finish line. When a boat sails outside the finish line but across its extensions, a note should also be kept of where it would have finished if it had crossed the finish line. This is just in case there is a request for redress.

Recording teams should consist of two or three people. **For handicap racing the finish time is important, so one person sights the line and calls sail numbers whilst the two recorders note both the sail number and the time of that finish.** If boats cross the line close together then one recorder concentrates on the sail numbers whilst the other concentrates on the finish times - the two records are then married.

It is very important that all boats are recorded as they cross the line, in particular:

1. If a class is divided into fleets – do not try to see to which fleet the boat belongs. If the fleets are mixed then recording them as such will be too difficult. Results programmes can usually deal with this problem.
2. If a boat crosses more than once – this boat may have taken a penalty for hitting a finishing mark and then crossed the finish line again. Both positions should be recorded and the decision as to which one is the boat's final position made later.

Always have more than one recording team. The second team should be independent of the first and sat at a slightly different angle to the finish line. This will give a good check on the accuracy of the main reader (the person calling the line). If there is a close finish, then this team may finish up with boats in a different order to the main recording team. It is the main recording team's position that is taken as the boat's position.

### 15.1 - Finishing an OCS boat or a boat deemed to have broken a rule while racing:

A boat that is known to be OCS cannot trigger the time limit. Its time and position should be recorded but the **first boat that started correctly is the one that triggers the time limit**, although this boat may cross the finishing line 3rd or 4th.

A boat that misses a mark of the course, hits a mark etc. cannot be scored DSQ by the race committee. Its time and place should be recorded and then a protest should be lodged by the race committee if they are certain that an infringement occurred.

The definition 'Finish' states that a boat may go back and correct an error made at the finishing line (under RRS 28.2, the string rule) even if she has already crossed the finishing line beforehand.

Remember that unlike the start which can be done over and over, the race committee gets only one chance to record the finish! So have as much backup as is practical and record *every* boat that crosses the finishing line and its extensions, making notes as appropriate

## 16.0 - SOUND SIGNALS AT THE FINISH

**The instant the first boat per fleet that started properly finishes sound a clearly recognizable signal** so that the other competitors have a time reference to the first finish. This time must be recorded (the hour, minutes and seconds) and the time limit calculated. It should be remembered, however, that an OCS boat that was the first to cross the finish line may request redress and be reinstated, thus influencing the time limit.

**No other sound signals should be made.** There is no reference to a sound signal being required in the *RRS* when a boat finishes. Making a sound signal for every boat is a nuisance when the RO is recording the finishing positions