

Llandegfedd Sailing Club - OD duty

These notes are for guidance and do not form part of the sailing instructions.

Organising a race and controlling the rescue boat

These notes are meant to help you. However, you will still need to read the Sailing Instructions and will probably have helped a more experienced OD a few times.

Please arrive in good time; on Wednesdays this means at 6pm, at the weekends before 12:30 for a 13:30 race etc. This leaves time for recovery of the rescue boat from its mooring, or launching it from the container, preparation of race sheets and choosing a suitable course from the wind conditions. **Do not forget to leave time to get out to Doris on a Sunday**

The rescue boat requires a crew of two, both equipped with buoyancy aids and suitably protected against wind, water and cold. At least one member of the crew should be wearing a wet-suit in case direct assistance is required in an emergency.

Race Entry

Race sheets will be ready for each OD in the starting hut. These should be headed for the appropriate race (like Spring 2, Slow Handicap) and left on the counter for competitors to complete. Note wind strength, at start and finish, course set, and anything else relevant.

Please remember that it is the responsibility of the helm to complete his details, not the OD's. This does not apply on Doris, but the helm must help the OD by visiting Doris to check the course and ensuring that he is recognised as a racer.

Setting a course

Always set a course with plenty of laps. You may shorten a course, but are not allowed to lengthen it if the wind picks up. On Wednesdays if you are worried about the wind dying, select a course with plenty of short laps as this allows greater flexibility should the wind go.

Different classes need not necessarily round the same buoys on the same course, but any that they do must be rounded in the same direction. Note that in handicap racing where the average lap system is used each lap must be identical. Asymmetric boats will want a simple Windward and Leeward course, with the committee boat typically in the middle of the beat.

Choose as first mark the buoy that lies to windward of the starting area. Remember that you can change the angle of the starting line by swinging the pole on the OD hut. Move the start "pin end" buoy if a committee boat start. It is normal to try to arrange that the wind is blowing across the start line at about right angles. If possible go onto the water and see where the wind really is!

Before the race try to ensure that there are no fishing boats on the start line. They are normally moved by Hamdden, but if you ask politely they may move. Instruct the rescue boat to put flags on the buoys that you have selected for your course. If possible the

buoys left to port should have a red flag on, and the ones left to starboard a green flag. The fishermen have instructions to keep clear of these marked buoys.

Signals

The flag hoisting sequence is displayed in the OD hut and the timing gear should provide all timing signals at the right times. Follow the notices! (for guidance, note that the class flags are 5 minutes before that class's start, and the Blue Peter (I.C. flag P) is four minutes, coming down one minute before the start.) Note that you still have to hoist and lower the flags, despite the time signals, and the **flags are defined as being more important than the sound signals**. If you in the OD hut use the lights as they are far easier to use and to see than flags.

Do not delay the start for any boats unless conditions are such that **all** boats are having difficulty reaching the starting line on time.

Starting and finishing times

The starting and finishing line is an imaginary line joining the two vertical poles mounted on the OD hut. This line *may* be lined up on the outer distance mark, but is not always so. Adjust it to be a right angles to the wind. Get the rescue boat to move the outer distance mark (B) to sit on the line if possible. The use of this buoy helps the OD in bringing the boats near enough to see accurately. Boats which fail to pass on the correct side should be disqualified (DSQ).

Recalls

If any part of a boat or its crew in normal position is over the line at the start, an extra sound signal is given and Flag X should be hoisted. (have it ready!) Flag X is lowered once all premature starters have returned to the correct side of the line. If he does not return, mark him as OCS (on course side) on the race sheet. The responsibility to return is on the helm, not the OD, providing that you flag the error. Remove the flag after 2 minutes unless all of the boats have correctly cleared the line earlier.

General Recall

When there are too many early starters to be identified correctly, or there is some mistake in the start procedure a general recall is given. This is notified by giving two sound signals and hoisting IC flag First Substitute. (see Sailing Instructions). The fleet is now relegated to start after any other scheduled starts. (If you get more than one general recall in a series of starts, you may wish to abandon the sequence and start over again.) Lower the First Sub two minutes after the last scheduled start, and hoist *both* the fleet flag and IC flag P one minute after that. Three minutes later lower both with a sound signal and the fleet should have started. All the flag signals have a sound signal.

If the fleet affected is a handicap one, make clear notes for the results officer so that he can correctly decode what happened. Time information is essential.

Shortening Course

NOTE A fleet is a race of boats that start at the same time. A class is a sort of boat, such as Solo or RS400.

The last boat of any fleet should be able to complete the course in reasonable time. Courses can be shortened by hoisting flag S, with two sound signals.

Flag S displayed alone means that all boats finish at the end of the lap to be completed by the leading boat of their respective classes. If there is also a fleet flag, then only the boats of the fleet will have their race shortened. The Red flashing light is used to indicate the end of a race if working from the OD Hut

To shorten a race to one of, say, three laps for a particular fleet, wait until the leading boat of that fleet starts its third lap and then hoist Flag S and the appropriate fleet flag. It does not matter if some boats of that class are still on their second or even first lap. All boats of that class have to sail the same number of laps to complete the course. (If any are really slow they can be told that they will be counted as retired)

To shorten a handicap race with boats of very different speeds, then the average lap times will probably be used. Here, boats of faster classes will sail more laps than slower classes. The shorten course signals are given and the leading boat of each class within the handicap fleet will finish on the next crossing of the line. All boats of that class must complete the same number of boats as the leading boat of that class. It is vital that that an accurate record of the number of laps per boat is kept.

In theory the shorten course signal may be made at any time right up to the moment that the leading boat crosses the finishing line, but it is far better to have the signal visible for the whole time since the leading boat rounded the previous mark to permit him time to plan the best approach to the finish.

Shortening a race to finish at a different mark

The finish line is between the committee boat mast and the buoy that the boat is near. Sound 2 signals and fly IC Flag S as above.

Positions and Times

For class boats, record the finishing position of each boat. For the Handicap Fleet, record the finishing times as detailed in the instructions posted by the timer in the OD hut. Also record the number of laps for each boat. (Race sheets will help you). If in doubt, use your sailing wristwatch, and make it easier for yourself by starting the race at an easily calculated time.

For finishing large numbers of dinghies, it is sometimes best to record the numbers on a separate piece of paper, and later bring the times and sail numbers together. Later on, the positions of the class boats can be worked out and transcribed onto the race sheets. It is more important to get the order of finishers at a congested finish than the times and not know the boats.

Protests

See the sailing instructions and IYRR rules. Where a protest is pending, write "subject to protest" on the race sheets. If in doubt, write everything down! Times, boats, witnesses etc.

Retirements

Record any retirements with RTD. Helms who do not inform the OD of retirement risk disqualification. The OD has some responsibility to ensure that boats entered to race are safe, but relies on the competitors to help in this regard.

Abandoning races

It is the OD 's duty to decide if conditions are unsuitable for racing. Should weather deteriorate during a race and competitors appear to be in serious difficulty, you may either abandon or shorten a race. The signal is IC Flag N accompanied by three sound signals.

If a buoy is found to be missing or drifts after the start the race should be abandoned and immediately re-sailed.

Radios

Keep in touch with the Rescue boat by radio and provide guidance and instructions. Without them they will not know what you wish them to do. Practice using them on the shore when you are next to each other. They have to stay switched on all the time, or you can not be called! Turn them on, adjust the "squelch" control till it is just not making a noise, and then set the volume when something is transmitted to you. Our call signs are RAD 1, RAD 2 and RAD 3. You must use them at the start of a conversation (Home Off ice Rules) but say also where you are and to whom you wish to talk. "Rad 1, OD to Rescue, over" Press the transmit button, before you talk, and release it when you finish. Speak slowly and clearly. The radios work best on line of sight, so the clubhouse is not normally able to talk to boats on the water, but can manage the OD hut.

After the race

Please sign the race sheets in order that you may gain your OD points and hand them to the results secretary or pin them on the results board of the clubhouse.

Put the keys for the OD hut back in the container, turn the radios off and put them on charge back where they belong, make sure that the boats are safe, and everything is left tidy ready for the next OD to take over and start without a lot of fuss.

Ensure the Rescue Boat log is filled in.

Report any problems to a committee member so that corrective action can be taken before the next race.