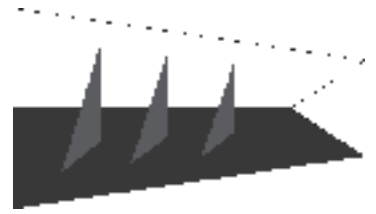


Fellow CYC Low Water Racers:



It has been suggested that a brief primer on how to start and conduct a race would be a help to some of our newer racers who have volunteered to run a Sunday afternoon race but, to this point, have only served as a member of a race committee and not had total responsibility for running the show and recording results.

To that end, hopefully the following will be of help. And if you have questions please feel free to contact R.G. Smithson at rsmithso@utk.edu, 974-0687 (work), 599-6054 (cell), 966-1110 (home). I don't profess to be the expert in such things but I can either find out what you need to know or direct you to the proper person.

The low water season is less formal than our summer season where we schedule a complete race committee for Sunday afternoon races and club regattas. For that reason a good understanding of the basics is all one needs in order to run a race or series of races each Sunday. The fleet does recognize and reward at the annual CYC banquet the top three skippers in the overall low water series that runs from November through April so it is important to execute the basics.

A few points:

- The criteria for having a race(s) during the low water season are: 1) wind (at least 2 knots); 2) temperature at least 40 degrees; and 3) no precipitation. If conditions are questionable you should still arrive at the club because, as we all know, things can change quickly around here.
- We do not use the club committee boat during the winter. Preferably the Race Chair will be out on the water in his/her boat to conduct the races. However, in some instances it is necessary to start races from the bank.
- We generally use the channel markers (green and red cans) as course marks. The cans are labeled A, B, C, D, E and F and their locations are printed in the club yearbook. They are also designated on a relief map located in the clubhouse. On a windy day the outing may be a distance race to Cox Light, which is a little over five miles upstream, and back.
- Many times the Race Chair will be the sole race officer and will have to do everything by himself or herself. And that can be a chore when you have to sound a horn and raise and lower multiple flags during the five-minute start sequence. If you can solicit help that makes things somewhat easier, but all the basics can be executed by one person. Since we are all racers and race chairs, we understand the coordination problems that can arise. Do the best you can until you get comfortable with the routine.
- Races are to begin about 1:45 p.m. each Sunday on the dates when races are scheduled. A skippers meeting is held at 12:45 p.m. at the clubhouse at which time you will register the boat model/skipper/sail numbers of those who wish to race and outline the details of the race(s) (course to be sailed, any special starting instructions, signals, etc.). Late arrivals may show up out on the water and can be added to the fleet. If you can get the boat within hailing distance obtain the necessary information sometime during the afternoon. Or ask someone nearby to identify the boat/skipper/etc. if they can. If the latecomer does race you need to record the information on the scoring sheet before leaving for the day.
- You should arrive early enough in advance of the skippers meeting to gather the appropriate handheld flags (outlined below) from Jack's Shack, as well as the clipboard holding the race result sheets. The flags are on short poles and should be in the vicinity of the wooden locker that is to your right as you enter the shack. The clipboard is in the locker and should contain several blank scoring sheets. If a sheet is not available you can still record all the pertinent information on a plain sheet of paper. The critical information you need to record will be outlined later. The race materials in Jack's Shack do not include a sound signaling device, which in most instances is an air horn. A loud whistle can also be used. You will want to bring a horn or whistle with you and, if you have one, a VHF radio. We do use either Channel 68 or 71 as part of the communication system if designated by the race chair.

- The flags you will need are: 5 minute class flag (solid yellow); 4 minute "P" (blue square with white square middle); individual recall (white square with blue cross); and general recall (blue and yellow pennant). The flags are pictured on the page below. You will need the Yellow and "P" flags for each starting sequence. The recall flags are used (hopefully with a horn or whistle) when boat(s) over the starting line early.
- Prior to the skippers meeting you should take note of the wind direction so you can determine the course. We almost always use a windward-leeward course, one time around, during the winter. Best-case scenario is being to run three races on a Sunday, but that doesn't always happen because of wind, weather, etc.
- A typical on-the-water course uses red can E as the starting pin with the chair's boat as committee boat. Either can A or B will be the windward/leeward mark depending on wind direction and either C or F will be the windward/leeward mark depending on wind strength. A long course on a windy day will use C while a shorter course on a light day uses F. Try to square the starting line as best you can. This is not always easy when you are by yourself and the wind is blowing. If you plan to go out on the water and have help you can use the club's orange and white pin (also found in Jack's Shack) as the starting pin if the red can E does not align well with the wind and windward mark.
- After the skippers meeting you will proceed either to your boat and out onto the water or assume a position on the bank down in front of the club near the beach area.

What you need to do:

- Set the starting line as square to the wind as possible. If you are on the bank, station yourself as best you can with can A so that you are square to the wind. Maintain your location on the bank as you become the boat end at that point. If the wind cooperates you can use the light marker as the boat end and the starting line will be between the light post and can A.
- I like to use a couple of short blasts on the horn/whistle as an attention getter to the fleet and then start the five-minute countdown one minute later. But that is optional. The five-minute countdown officially begins with the raising of the yellow flag and one long sound. With the yellow flag still raised, the blue P flag goes up at four minutes with another long sound. Both flags remain up until one minute when the P flag is lowered (yellow still raised) and one long sound. At zero the yellow flag goes down with a long blast. The race is underway! The starting sequence is outlined below under item No. 26 "Starting Races" from US Sailing.
- Note if any boat(s) are over the line early. If just one or a few boats are over and you can identify them hold up the square white flag with blue cross and sound one blast. If several boats are over early, more than you can identify, raise the general recall pennant and TWO sounds. At that point you will have to restart the race using the five-minute sequence outlined above and in No. 26 below. On an individual recall verify that those over early come back across the line (entire boat) and restart properly. It is the skippers' responsibility to restart if over early. All you have to do is signal that a boat(s) is over early. Do not yell or verbally hail the boats over early.
- Wind: You will need to record the wind velocity (not direction) three times during a race: Once at the start, once in the middle, and again when the first boat crosses the finish line. Mark the reading on the scoring sheet. Must be done again for each race. If you do not have a wind gauge do your best to estimate the average wind based on the waves, your experience, whatever works best for you. Average wind is important in assigning handicaps and should be noted for each race on the scoring sheet.
- Timing: You will need to record the elapsed time for each boat. The scoring sheet is designed to use actual starting time (1:45 or whatever) and the actual finishing time and then calculate the elapsed time. That is the preferred method. But the crucial thing is to make sure you obtain an elapsed time for each boat. That's necessary in order to calculate the corrected time later. Do not worry about computing elapsed time between races. The fleet will want you to start another race as promptly as possible if adequate conditions still exist. You can calculate elapsed time between races, if you like.
- As quickly as possible when you feel comfortable go ahead and start another five-minute sequence using the same procedure you did before. Remember, get wind readings and note the time, etc.
- When racing is done for the day, return all the flags to Jack's Shack and put the scoring sheet/clipboard back in the locker. Some one will pick up the sheet and compute the corrected times/placements later.
- At that point you are done!

PART 3

CONDUCT OF A RACE

25 NOTICE OF RACE, SAILING INSTRUCTIONS AND SIGNALS

The notice of race and sailing instructions shall be made available to each boat before a race begins. The meanings of the visual and sound signals stated in Race Signals shall not be changed except under rule 86.1(b). The meanings of any other signals that may be used shall be stated in the sailing instructions.

26 STARTING RACES

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<i>Signal</i>	<i>Flag and sound</i>	<i>Minutes before starting signal</i>
Warning	Class flag; 1 sound	5*
Preparatory	P, I, Z, Z with I, or black flag; 1 sound	4
One-minute	Preparatory flag removed; 1 long sound	1
Starting	Class flag removed; 1 sound	0

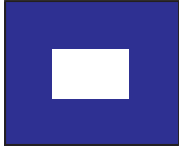
*or as stated in the sailing instructions

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

27 OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

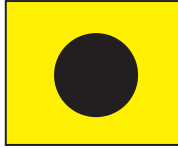
27.1 No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions

Preparatory Signals



↑ • ↓ —

P Preparatory signal



↑ • ↓ —

I Rule 30.1 is in effect.



↑ • ↓ —

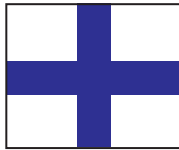
Z Rule 30.2 is in effect.



↑ • ↓ —

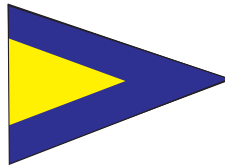
Black flag. Rule 30.3 is in effect.

Recall Signals



↑ •

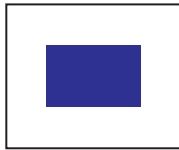
X Individual recall.



↑ •• ↓ •

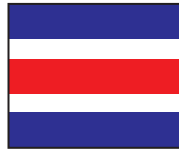
First Substitute General recall. The warning signal will be made 1 minute after removal.

Course Change Signals



↑ ••

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



— — — —

C The position of the next *mark* has been changed.

Other Signals



↑ •

L Ashore: A notice to competitors has been posted.

Afloat: Come within hail or follow this boat.



— — — —

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



↑ •

Y Wear personal buoyancy.



(no sound)

Blue flag or shape. This race committee boat is in position at the finishing line.