

LGYC Race Management Manual  
June 17, 2019  
Version 1

## RC Responsibility

- LGYC has organized and run races on Geneva Lake since 1874
- **For our LGYC Race Committee program to be successful, all involved must have the same knowledge and understanding of various procedures--such as Starting Sequence, Flag Usage, Change Course, etc. This includes PRO's, RC volunteers, boat drivers and competitors. Each time one of these actions takes place, all procedures should be identical--regardless of who's on Flagship, Boat 2 or at the helm as a competitor**
- Members and their crews spend a lot of time, effort and money to race their boats; they deserve the best racing we can give them
- As a race committee volunteer be responsible, show up early on your assigned date, **if you can't make it find someone to fill your slot or let the LGYC office (or PRO) know ASAP**
  - LGYC office should inform PRO of any known RC personnel changes or issues prior to scheduled race
- Sailboat races are governed by rules - the Racing Rules of Sailing (available online) and the LGYC Sailing Instructions (available on LGYC website)
  - Rules are defined in the Racing Rules of Sailing
  - RRS 84 and 90.1 say we must run races according to the rules
- **Safety is the highest priority.** PRO should always assess conditions and act accordingly - evaluate the conditions based on the middle to lower end of the fleet, not the top racers
- **Make every effort to start on time.** Do not wait for stragglers, sailors will learn to be there on time and ready to race
- LGYC utilizes VHF radio channel 18 for race communications
- **Thank you to Susie Pegel, David Gallagher, Paul Wood and Terry Blanchard for content and review of this manual**

## **PRO pre-arrival preparation**

- Prior to arrival to LGYC (during day, 1-8 hours prior to warning signal)
  - Check “Signup for Race Committee” link on LGYC website to confirm PRO/RC schedule & team members
    - Contact LGYC office/Mike Moore/Lindsay Valasek (262-275-2727) with questions or issues. If unavailable, contact LGYC Chief Race Officer – currently T Freytag (312-296-6031)
  - Check LGYC Race Calendar on LGYC website to confirm race schedule, warning signal time(s), series info, race numbers
  - Review LGYC Race Management Manual (this document - available on LGYC website), Racing Rules of Sailing – Part 3, Conduct of a Race (available online) and LGYC SIs (available on LGYC website) to refresh race management procedures and instructions
  - Continually check weather forecast and radar in LG area
    - Accuweather, Wunderground, other in LG area
  - Continually check wind forecast
    - Windfinder, NOAA, Sailflow, others in LG, Burlington and/or Milwaukee area
  - Dress appropriately for weather and conditions
    - It might be hot and sunny or cold and windy so be prepared
    - Many RC members have a “Go” bag with all their necessary RC gear ready to go

# Arrival to LGYC and out on the water

- Arrive at LGYC 1 ¼ – 1 ½ hours before first warning signal
  - Stop by LGYC office to confirm RC team and any other information
  - Check LGYC Notice Board (1<sup>st</sup> floor in GLSS west hallway) for any official race information and/or changes
  - Check in with LGYC Flagship driver – confirm Boat 2 is operational and manned (2 people) as LGYC cannot hold races without Flagship and Boat 2 in sailing area and fully manned – LGYC SI 18.4
  - Ensure RC bag is supplied with score sheets, pencils and other supplies - check with Flagship driver, RC team scorer/recorder or see for yourself (hanging on hook inside Flagship)
- 1 hour prior to first warning signal
  - Ensure hour gun/horn is sounded and RC flag displayed on Flagship
  - Determine whether F flag (flotation panels) should be displayed onshore – LGYC SI 4.1 & 4.3
    - If so, display F flag (flotation panels required for MC or E fleets) on the **East yard-arm of the LGYC flagpole** (so it can be seen on the LGYC webcam) 1 hour prior to warning signal and announce over VHF radio that “F flag is being displayed”
- Prior to RC leaving shore, determine whether any other onshore signals need to be displayed – LGYC SI 4.1, 4.2 or 4.4 & RRS 40
  - See wind velocity limits in **Intentions and MC Wind Velocity Limit Procedure** (may need to go on water to assess wind velocity)
  - If so, fly AP, K flag and/or Y flag on the **East yard-arm of the LGYC flagpole** (so it can be seen on the LGYC webcam) prior to RC leaving shore and announce over VHF radio that “AP flag is being displayed” AND/OR “K flag is being displayed” AND/OR “Y flag is being displayed”
    - AP flag – see LGYC SI 4.2 (onshore postponement)
    - K Flag – see LGYC SI 4.4 (WOW/Sonar wind limit - spinnakers prohibited if sustained wind velocity over 12 mph)
    - Y Flag – see RRS 40 (personal flotation devices required at all times while afloat)
  - Whatever flags being displayed on shore should be displayed on the Flagship on the water (LGYC SI 4.1)
  - Announce over VHF any on shore flags being displayed and/or any other intentions (starting on time, postponement, RC staying on shore watching weather, etc)
- Leave dock 45 minutes to 1 hour - announce over VHF radio that RC is leaving dock, any onshore signals being displayed and/or any other intentions – **see Intentions (next page)** - starting on time, RC leaving to assess conditions and fleet should stay on shore (if conditions are questionable), etc
- Discuss thoughts on potential course game plan with Flagship driver and RC team, head to starting area to assess and log wind conditions – direction, velocity, variation, etc
- Intermittently communicate wind conditions and intentions to fleet(s) often on VHF radio – **see Intentions (next page)**
- If wind direction is stable and velocity is within limits, communicate to fleet that you are setting a course and intend to start a race on time (or postpone) then begin to set a course
- Boat lengths for starting line, offset and gate mark distances
  - A Scow – 38’                      E Scow – 28’                      M24 – 24’                      Sonar – 23’
  - C Scow – 20’                      MC/M17 – 16’                      X boat – 16’                      M14 – 14’
  - Opti – 8’

## Intentions - Communicate intentions and decisions via VHF radio

- Intending to start on time
- Intending to try to start a race - RC on the water and intending to set a course
  - Maybe waiting for wind to come up, go down, settle in a stable direction, set course, etc.
  - Note: PRO wants/expects racers to be on the water - it is racers responsibility to be in the starting area and ready to race
- Intending to postpone onshore OR onshore postponement – RC onshore and evaluating conditions
  - Too much wind, fleet(s) should stay onshore
    - MC wind limits – sustained velocity over 20 mph and/or gusts over 23 mph - LGYC SI 11.10(a)
    - Other fleets – subject to water/air temperature and safety boat supply
      - Other adult fleet limits – sustained wind velocity over 25 mph and/or gusts over 30 mph
      - Youth fleet limits – sustained wind velocity over 20 mph and/or gusts over 25 mph
  - Too little wind, fleet(s) should stay onshore (minimum wind velocity should be sustained above 5 – 6 mph)
  - Threatening weather, fleet(s) should stay on shore (sail in rain but not in lightning, squall or unstable conditions – duh)
- Intending to lower postponement and start a race
  - Announce intended lowering of AP flag and warning signal time – 1 minute from AP lowered if on the water postponement (see LGYC SI 4.2 – not less than 30 minutes from AP lowered if onshore postponement)
  - MC too much wind - announce intended lowering of AP flag and warning signal time – at least 30 minutes from AP lowered if wind velocity below MC wind limits – LGYC SI 11.10(a)
- Decision to abandon (PRO should postpone/wait 30 minutes before abandoning races for the day/night – i.e. give conditions every chance to get races in)
  - Too much wind (forecast predicts sustained wind velocity over limits)
  - Too little wind (forecast predicts sustained wind velocity under minimum)
  - Sustained threatening weather

## Course set-up points of emphasis – Leeward marks & Offset marks

- **RC should make every effort to set windward/leeward offset courses with leeward gate marks** (Exceptions – M14s & WOW/Sonar fleets with sustained wind velocity **OVER** 12 mph sailing Triangle or Olympic course on a multiple fleet starts race day AND Opti sailing Modified Trapezoid or Modified Windward course)
  - Single fleet start race days - ALWAYS use leeward gate
    - Sunday morning – E, Tuesday evening – A & Wednesday afternoon - X boats
    - **Do not set gate marks prior to start**
    - G Flag displayed prior to or with warning signal
  - Multiple fleet starts race days **WITH NO M14s or WOW/Sonars racing** - use leeward gate
    - Wednesday evening – E/C/MC & Friday evening M24/C/MC
    - **Set gate marks prior to start**
    - G Flag displayed prior to or with first warning signal
  - Multiple fleet starts race days **WITH M14s or WOW/Sonars fleet racing & SUSTAINED WIND VELOCITY BELOW 12 mph** - use leeward gate
    - Monday evening – M14/X boats, Thursday – WOW/M24/M17/X boats & Saturday morning – C/MC/M14
    - **Set gate marks prior to start**
    - G Flag displayed prior to or with first warning signal
- Exception - **M14s or WOW/Sonar fleet racing with SUSTAINED WIND VELOCITY OVER 12 mph** – RC should make every effort to set Triangle or Olympic course (no offset) for M14 & WOW/Sonar fleets and Windward/leeward course (no offset) for other fleets with a secondary leeward rounding mark
  - Multiple fleet starts race days **WITH M14s or WOW/Sonars racing & SUSTAINED WIND VELOCITY BELOW 12 mph** - use secondary leeward rounding mark
    - Monday evening – M14/X boats, Thursday – WOW/M24/M17/X boats & Saturday morning – C/MC/M14
    - **Set secondary leeward rounding mark prior to start**
    - D Flag displayed prior to or with first warning signal
- Exception – **Opti** – RC should make every effort to set Modified Trapezoid course (could use Modified Windward course with no offset & no gates if necessary)
  - Single fleet Opti races
    - Wednesday morning - Opti

## Course set-up points of emphasis (continued)

- Finishes and finish lines
  - **For Windward finishes** - as sighted by the competitors approaching the finish, the Flagship should be on the starboard side of the finish line 4 – 6 boat lengths from the rounding mark on the port side
    - Only use **windward yellow finishing marks** if other fleets are racing and their use of the windward rounding mark interferes with boats that are finishing - if no other fleets are currently racing then Flagship should set up a normal windward finish line using the orange windward rounding mark
  - **For Leeward finishes** – as sighted by the competitors approaching the finish, the Flagship should be on the port side of the finish line with the finishing mark on the starboard side
    - This is to make race course management easier for the RC allowing the Flagship to stay on station (and not tax the windlass anchor winch) for leeward finishes and remain in place for subsequent starts
    - RC should be consistent, if the first race of the day is finished to leeward with the Flagship on the port side of the finish line then the finish line of the second race (if finished to leeward) should be set up the same way
    - RC should make every effort to remove gate marks, secondary marks or offset marks not in use in the finishing area to avoid confusion and assist the racers in identifying the finish line
- Please note: normally the RC vessel should always be on the starboard side of the finish line, as sighted by the competitors approaching the finish, with the finishing mark on the port side

# Course position, windward mark & leeward mark options

- 30 – 45 minutes prior to 1<sup>st</sup> warning signal AND if wind conditions are stable and within wind velocity limits
  - Plan to set the marks for the course in a part of the lake that will provide the best racing for that wind direction and course type
  - Check the LGYC SIs Supplements #3 for the minimum course distances for the fleet(s) racing and plan course length accordingly
    - Wind velocity and conditions will impact course/leg length. Target 45 minute races when possible although other conditions may impact race time and length. Use course length minimum for light winds and add length with more breeze.
    - If fleet(s) are sailing multiple races then try to finish the first race to leeward so you can start the second race soon after the last boat in that fleet finishes
  - Determine starting area, wind direction and length of desired leg
    - Flagship should drop port end mark of starting line, ping and proceed to set starting line (and gates/secondary marks if necessary prior to the start)
  - Setting Windward mark and offset (**every effort should be made to use an offset mark on all windward/leeward courses**)
    - Radio Boat 2 on VHF and instruct them to ping port end mark of the starting line, “Flagship to Boat 2, please ping the port end starting mark and confirm when done”
    - Once Boat 2 has confirmed ping of port end mark, radio Boat 2 with desired windward mark and distance, “Flagship to Boat 2, please set windward mark at a heading of 090 and at a distance of .75 tens of a mile, copy”
    - Boat 2 should head to windward mark area and Flagship can head to starboard end of the starting line
    - Once Boat 2 has arrived at windward area, Boat 2 should radio Flagship to confirm location, take/report wind readings and request permission to drop windward mark
      - Make sure that the windward mark and offset mark **ARE NOT TOO CLOSE TO SHORE**
      - What is too close to shore? If the water looks flat and glassy, you are too close to shore
    - Once windward mark is set, Boat 2 should confirm, “windward mark is wet”
    - **If setting an offset mark**, Boat 2 should set it about 6-7 boat lengths to port of the windward mark at a 90 degree angle from the wind direction. Once offset mark is set, Boat 2 should confirm, “offset mark is wet”
  - Leeward mark options (**every effort should be made to use a gate for the leeward rounding mark on all windward/leeward courses**)
    - The port end of the starting line mark can be used as the leeward rounding mark (no leeward mark indicator is displayed on RC vessel)
    - LGYC SI 9.4 - When flag D is displayed before or with the warning signal, a secondary leeward rounding mark will be positioned on the course side of the primary leeward mark. All boats shall round this secondary mark to port on all laps except when finishing at the primary leeward mark.
    - LGYC SI 9.5 - When course W, WA, L or LA is signaled for all classes and flag G is displayed before or with the warning signal, the leeward mark for all classes will be replaced by a leeward gate. If one of the gate marks is out of position the remaining mark shall be rounded to port. The mark out of position is no longer a mark.
  - All boats round “marks to port” (meaning the mark passes by on the port side of the boat) except in the case of gate marks



# Minimum Course Lengths & Time Limits

## Minimum Course Lengths in Statute Miles

Class	Series A	Series B	Series C	Spring	Fall
A	4	--	--	4	4
E	4	3.5	--	4	4
C	2.7	4.5	4.5	2.7	2.7
MC	4	2.7	2.7	2.7	2.7
M24	3	1.8	--	3	3
M17	1.8	--	--	--	--
M14	1.2	1.6	--	--	--
X	2.4	2.4	2.0	1.6	--
IOD	0.75	0.75	--	--	--
Sonar (WOW)	1.8	1.8	--	--	--

## Race Time Limits

Class	Series	Time Limit
A	A, S, F	1 hour, 15 minutes
E	A, S, F	1 hour, 15 minutes
E	B	1 hour, 10 minutes
C	A, S, F	1 hour, 15 minutes
C	B, C	1 hour, 40 minutes
MC	A	2 hours
MC	B, C, S, F	1 hour, 15 minutes
M24	A, S, F	1 hour, 30 minutes
M24	B	50 minutes
M17	A	1 hour, 10 minutes
M14	A, B	45 minutes
X	A, B, S	1 hour, 30 minutes
X	C	1 hour, 15 minutes
IOD	A, B	1 hour
Sonar(WOW)	A, B	1 hour, 15 minutes

# Suggested courses – see LGYC SIs Supplements 1

- Single fleet start with multiple races
  - Sunday morning – E (2 races)
  - Tuesday evening – A (2 races)
    - Suggested
      - WA or LA (offset) with gates (G flag)
        - 1<sup>st</sup> race - LA 2 or 3 (offsets) course with leeward rounding gate marks (G flag)
        - 2<sup>nd</sup> race – WA 2 or 3 or LA 2 or 3 (offset) course with leeward rounding gate marks (G flag)
      - Starting line
        - Length should be 1.25 to 2 (suggested 1.5) times the boat length times the number of boats and square to the wind
        - Calculate length and use bearing to port end starting mark to set distance (boat driver is experienced and trained)
      - Leeward gate set
        - **Do not set gate marks prior to start**
        - **G Flag displayed prior to or with warning signal**
        - After start, Flagship should create leeward gate by setting 2<sup>nd</sup> gate mark 6 – 7 boat lengths (E - 200 ft for E scows & A -250 ft) from port end starting mark and square to the wind.
        - Flagship remains off anchor until it sets finish line
      - Finish line
        - 1<sup>st</sup> race with leeward finish: after final boat rounds the gate marks for the last time, Flagship should pull up the starboard gate mark (when looking up to the windward mark) it set after the start, anchor in the same position square to the wind and displays the line (orange) and finish area (blue) flags indicating the finish of the race
        - 2<sup>nd</sup> race with windward finish (see above for another leeward finish): after setting 2<sup>nd</sup> gate mark, Flagship can move to windward mark area to set a windward finish line when the lead boat rounds final leeward rounding mark or early in final leg; 6 boat lengths in length, to starboard of the windward rounding mark, square to the wind and displays the line (orange) and finish area (blue) flags indicating the finish of the race
    - Other course options
      - WA or LA (offset) OR W or L (no offset) with gates (G flag), secondary leeward mark (D flag) or port end starting mark as leeward mark (No leeward mark flag displayed)

# Multiple fleet starts & multiple races in one or more fleets (Windward/Leeward courses ONLY, No Triangle/Olympic courses)

- Wednesday evening – E (2 races), C (1 race) & MC (1 race)
- Friday evening – M24 (2 races), C (1 race) & MC (1 race)
  - Suggested
    - WA or LA (offset) with gates (G flag)
      - 1<sup>st</sup> race (E/M24) - LA 2 or 3 (offsets) course with leeward rounding gate marks (G flag)
      - 2<sup>nd</sup> race (E/M24) – WA 2 or 3 or LA 2 or 3 (offset) course with leeward rounding gate marks (G flag)
      - C race – WA 2, 3 or 4 or LA 2 or 3 (offset) course with leeward rounding gate marks (G flag)
      - MC race – WA 2 or 3 or LA 2 (offset) course with leeward rounding gate marks (G flag)
    - Starting line
      - Length should be 1.25 to 2 (suggested 1.5) times the boat length times the number of boats and square to the wind
      - Calculate length and use bearing to port end starting mark to set distance (boat driver is experienced and trained)
    - Leeward gate set (similar procedure for secondary leeward rounding mark set – D flag)
      - **Set gate marks prior to start**
      - **G Flag (or D Flag) displayed prior to or with first warning signal**
      - Flagship should position, set and ping the port end starting line mark. Flagship (or Boat 2) should set gate marks (or secondary leeward rounding mark) 200-250 feet to windward and inside of the starting line which should be 1.5 times the boat length times the number of boats . Gate marks should be 6-7 boat lengths apart and square to the wind
      - Flagship remains on anchor in starting line position for leeward finish of first race
    - Finish line
      - 1<sup>st</sup> race (E/M24): Flagship remains on anchor in starting line position for leeward finish of first race and displays line (orange) and finish area (blue) flags indicating the finish of the race
      - Single C/MC race with windward finish: If E/M24 are still racing and using the windward rounding mark when C/MC are designated to finish to windward then Boat 2 should set finish line between 2 yellow marks 150-200 feet to windward of the windward rounding mark, 100-150 feet apart and square to the wind. Boat 2 should then position itself near one of the finish marks to record the finishes with the finish area (blue) flag displayed indicating the finish of the race – **NO LINE (ORANGE) FLAG IS DISPLAYED.**
      - Single C/MC race with leeward finish: Flagship remains on anchor in starting line position for leeward finish and displays line (orange) and finish area (blue) flags indicating the finish of the race
      - 2<sup>nd</sup> race (E/M24) with windward finish (or see above for another leeward finish): after start of 2<sup>nd</sup> race, Flagship can raise anchor, pull port end starting mark (if no leeward finishes) and motor to windward mark area to set finish line to starboard of the windward rounding mark prior to arrival of first boat and displays the line (orange) and finish area (blue) flags indicating the finish of the race
      - **PLEASE NOTE: Only use windward yellow finishing marks if other fleets are racing and their use of the windward rounding mark interferes with boats that are finishing - if no other fleets are currently racing then Flagship should set up a normal windward finish line using the orange windward rounding mark**
- Other course options
  - WA or LA (offset) OR W or L (no offset) with gates (G flag), secondary leeward mark (D flag) or port end starting mark as leeward mark (No leeward mark flag displayed)

# Multiple fleet starts & multiple races in one or more fleets with M14s or Sonars/WOW sailing Windward or Leeward courses – Sustained wind velocity below 12 mph

- Monday evening – M14 (3 races) & X boats (2 races)
- Thursday evening – Sonars/WOW (2 races), M24 (2 races), M17 (2 races) & sometimes X boats (2 races)
- Saturday morning – C (2 races), MC (1 race) & M14 (2 races)
  - Suggested with SUSTAINED WIND VELOCITY BELOW 12 mph (M14/WOW – W/L courses & WOW CAN fly spinnakers)
    - ALL FLEETS – WA or LA (offset) with gates (G flag)
      - 1<sup>st</sup> race (All fleets) - LA 2 or 3 (offsets) course with leeward rounding gate marks (G flag)
      - 2<sup>nd</sup> race (All fleets) – WA 2 or 3 or LA 2 (offset) course with leeward rounding gate marks (G flag)
      - MC race – WA 2 or 3 or LA 2 (offset) course with leeward rounding gate marks (G flag)
  - Starting line
    - Length should be 1.25 to 2 (suggested 1.5) times the boat length times the number of boats and square to the wind
    - Calculate length and use bearing to port end starting mark to set distance (boat driver is experienced and trained)
  - Leeward gate set (same procedure for secondary mark set – D flag)
    - Set gate marks prior to start
    - G Flag (or D Flag) displayed prior to or with first warning signal
    - Flagship should position, set and ping the port end starting line mark. Flagship (or Boat 2) should set gate marks (or secondary leeward rounding mark) 200-250 feet to windward and inside of the starting line which should be 1.5 times the boat length times the number of boats . Gate marks should be 6-7 boat lengths apart and square to the wind
    - Flagship remains on anchor in starting line position for leeward finish of first race
  - Finish line
    - 1<sup>st</sup> race (All fleets): Flagship remains on anchor in starting line position for leeward finish of first race and displays line (orange) and finish area (blue) flags indicating the finish of the race
    - MC race with windward finish: If any fleets are still racing when MC are designated to finish to windward then Boat 2 Boat 2 should set finish line between 2 yellow marks 150-200 feet to windward of the windward rounding mark, 100-150 feet apart and square to the wind. Boat 2 should then position itself near one of the finish marks to record the finishes with the finish area (blue) flag displayed indicating the finish of the race – **NO LINE (ORANGE) FLAG IS DISPLAYED.**
    - MC race with leeward finish: Flagship remains on anchor in starting line position for leeward finish and displays line (orange) and finish area (blue) flags indicating the finish of the race
    - 2<sup>nd</sup> (last) race (All fleets) with windward finish (or see above for another leeward finish): with windward finish (or see above for another leeward finish): after start of 2<sup>nd</sup> (last) race, Flagship can raise anchor, pull port end starting mark (if no leeward finishes) and motor to windward mark area to set finish line to starboard of the windward rounding mark prior to arrival of first boat and displays the line (orange) and finish area (blue) flags indicating the finish of the race
    - **PLEASE NOTE: Only use windward yellow finishing marks if other fleets are racing and their use of the windward rounding mark interferes with boats that are finishing - if no other fleets are currently racing then Flagship should set up a normal windward finish line using the orange windward rounding mark**

# Multiple fleet starts & multiple races in one or more fleets with M14s or Sonars/WOW sailing Triangle or Olympic courses – Sustained wind velocity over 12 mph

- Monday evening – M14 (3 races) & X boats (2 races)
- Thursday evening – Sonars/WOW (2 races), M24 (2 races), M17 (2 races) & sometimes X boats (2 races)
- Saturday morning – C (2 races), MC (1 race) & M14 (2 races)
  - Suggested with SUSTAINED WIND VELOCITY OVER 12 mph (M14/WOW - Triangle courses for better off-wind stability & NO WOW Spinnakers signaled by displaying the K Flag on Flagship and/or onshore)
    - M14/WOW - T, O or OL (no offset) courses with secondary leeward mark (D Flag)
    - X boat/M24/M17/C/MC – W or L (no offset) courses with secondary leeward mark (D Flag)
      - M14 1<sup>st</sup> or 2<sup>nd</sup> races/WOW 1<sup>st</sup> race – T 1 or 2 or OL with secondary leeward rounding mark (D flag)
      - M14/WOW (last) race – T 1 1/3 or 2 1/3 or T 1 or 2 or O or OL with secondary leeward rounding mark (D flag)
      - X boat/M24/M17/C 1<sup>st</sup> race - L 1, 2 or 3 course with secondary leeward rounding mark (D flag)
      - X boat/M24/M17/C 2<sup>nd</sup> race – W 2 or 3 or L 1, 2 or 3 course with secondary leeward rounding mark (D flag)
      - MC race – W 2 or 3 or L 2 (no offset) course with secondary leeward rounding mark (D flag)
  - Starting line
    - Length should be 1.25 to 2 (suggested 1.5) times the boat length times the number of boats and square to the wind
    - Calculate length and use bearing to port end starting mark to set distance (boat driver is experienced and trained)
  - Secondary leeward mark set – D flag
    - Set secondary leeward rounding mark prior to start
    - D Flag displayed prior to or with first warning signal
    - Flagship should position, set and ping the port end starting line mark. Flagship (or Boat 2) should set secondary leeward rounding mark (2 orange marks on one anchor) 200-250 feet to windward of the starting line and slightly to starboard of the rhumb line between the port end starting mark and the windward mark
    - Flagship remains on anchor in starting line position for leeward finish of first race
  - Finish line
    - 1<sup>st</sup> races (M14/X boats/WOW/M24/M17/C): Flagship remains on anchor in starting line position for leeward finish of first race and displays line (orange) and finish area (blue) flags indicating the finish of the race
    - Single MC race with windward finish: If any fleet is still racing and using the windward rounding mark when MC are designated to finish to windward then Boat 2 should set finish line between 2 yellow marks 150-200 feet to windward of the windward rounding mark, 100-150 feet apart and square to the wind. Boat 2 should then position itself near one of the finish marks to record the finishes with the finish area (blue) flag displayed indicating the finish of the race – **NO LINE (ORANGE) FLAG IS DISPLAYED.**
    - Single MC race with leeward finish: Flagship remains on anchor in starting line position for leeward finish and displays line (orange) and finish area (blue) flags indicating the finish of the race
    - 2<sup>nd</sup> (last) race (M14/X boats/WOW/M24/M17/C): with windward finish (or see above for another leeward finish): after start of 2<sup>nd</sup> (last) race, Flagship can raise anchor, pull port end starting mark (if no leeward finishes) and motor to windward mark area to set finish line to starboard of the windward rounding mark prior to arrival of first boat and displays the line (orange) and finish area (blue) flags indicating the finish of the race
    - **PLEASE NOTE: Only use windward yellow finishing marks if other fleets are racing and their use of the windward rounding mark interferes with boats that are finishing - if no other fleets are currently racing then Flagship should set up a normal windward finish line using the orange windward rounding mark**

## **OPTI fleet start with multiple races**

- **Wednesday morning – 3 races**

- **Suggested**

- TZM or WM courses

- All 3 races should be TZM 1 or 2 or WM 1 or 2

- **Starting line**

- Length should be 1.25 to 2 (suggested 1.5) times the boat length (8') times the number of boats and square to the wind
- Calculate length and use bearing to port end starting mark to set distance (boat driver is experienced and trained)

- **TZM and WM mark set**

- Please see LGYC SI Sailing Instructions Supplements for TZM and WMA diagrams and consult with GLSS Executive Director, Marek Valasek, for more instruction

- **Finish line**

- Flagship remains on anchor for all starts and finishes (unless course needs to be changed) and displays the line (orange) and finish area (blue) flags indicating the finish of the race

# X BOAT start with multiple races

- Wednesday afternoon – 2 races
- Suggested
  - WA or LA (offset) with gates (G flag)
    - 1<sup>st</sup> race - LA 2 or 3 (offsets) course with leeward rounding gate marks (G flag)
    - 2<sup>nd</sup> race – WA 2 or 3 or LA 2 or 3 (offset) course with leeward rounding gate marks (G flag)
  - Starting line
    - Length should be 1.25 to 2 (suggested 1.5) times the boat length times the number of boats and square to the wind
    - Calculate length and use bearing to port end starting mark to set distance (boat driver is experienced and trained)
  - Leeward gate set
    - **Do not set gate marks prior to start**
    - **G Flag displayed prior to or with first warning signal**
    - After start, Flagship should create leeward gate by setting 2<sup>nd</sup> gate mark 6 – 7 boat lengths (100-115 ft) from port end starting mark and square to the wind.
    - Flagship remains off anchor until finish
  - Finish line
    - 1<sup>st</sup> race with leeward finish: after final boat rounds the gate marks for the last time, Flagship should pull up the starboard gate mark (when looking up to the windward mark) it set after the start, anchor in the same position square to the wind and displays the line (orange) and finish area (blue) flags indicating the finish of the race
    - 2<sup>nd</sup> race with windward finish (see above for another leeward finish): after setting 2<sup>nd</sup> gate mark, Flagship can move to windward mark area to set a windward finish line when the lead boat rounds final leeward rounding mark or early in final leg; 6 boat lengths in length, to starboard of the windward rounding mark, square to the wind and displays the line (orange) and finish area (blue) flags indicating the finish of the race
- Other course options
  - WA or LA (offset) or W or L (no offset) with gates (G flag), secondary leeward mark (D flag) or port end starting mark as leeward mark (No leeward mark flag displayed)

## Timing and Start procedure

- Use GPS clock on Flagship GPS for official time
- For single fleet starting sequence
  - Set GPS racing start clock to 6 minutes
  - Start 6 minute starting countdown 1 minute prior to scheduled/upcoming warning signal (i.e. for the Sunday morning 9:30 am E scow warning signal start the 6 minute starting countdown at 9:29 am on the GPS clock)
    - This way if you mess up the 6 minute start countdown you can reset the GPS racing clock to 5 minutes and start the countdown at the 5 minute warning signal/flag
  - Communicate upcoming warning signal to fleet on VHF radio and countdown the final 10 or 5 seconds over the radio to the fleet
  - Timer should countdown and communicate upcoming flag and sound sequence to RC team
- For multiple fleet consecutive starting sequences (3 consecutive starts)
  - Set GPS racing start clock to 16 minutes
  - Start 16 minute starting countdown 1 minute prior to scheduled/upcoming first warning signal (i.e. for the Saturday morning 9:30 am C, MC & M14 starting sequence, start the 16 minute starting countdown at 9:29 am on the GPS clock)
    - This way if you mess up the 16 minute start countdown you can reset the GPS racing clock to 15 minutes and start the countdown at the first 5 minute warning signal/flag
  - Communicate upcoming first warning signal to fleet on VHF radio and countdown the final 10 or 5 seconds over the radio to the fleet
  - Timer should countdown and communicate upcoming flag and sound sequence to RC team
    - Remember the start of the first race is the warning signal for the second fleet, etc
- Start
  - RC member sighting the starting line should be in position directly under the line (orange) flag and read off any boats which are over the starting line early or that the start is “all clear”
  - RC team should be prepared for a postponement prior to the start OR individual or general recall immediately after the start
    - OCS boats should be hailed on the radio
    - Recorder should note OCS starters and those who exonerated themselves after the start































## **RC Recording and scoring**

- Recorder should record all the following information on the yellow scratch sheet prior to racing for informational and safety purposes
  - all boat numbers in all the different fleets in the sailing area prior to start
  - LGYC SI 18.4 requests that all sailors check in with the Flagship prior to the warning signal of the boat's first race of the day - please note on the score sheet with a check mark by those boat numbers that have checked in
  - Please note sail number changes or any other changes conveyed to RC by any sailor during check in
  - All information necessary to fill out official LGYC score sheet
  - Make sure the start time and finish time are recorded for each race
  - Note course changes, protests or any other relevant issues on scratch sheet
  - Record the Flagship dock time on score sheet
- Transfer and record all relevant race information to the LGYC official score sheet for PRO review and confirmation

# Multiple Starting Signal Sequence

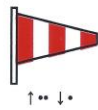
## Flags and Sounds

CLOCK TIME	√	MIN.	SIGNALS	MEANING		COURSE/RECALLS/Etc.
<b>Class: 1</b>						
		5	Class Flag 1 <b>UP</b>	Warning		
		4	"1" OR "P" or "Z" or "Z/I" or "Black" <b>UP</b>     	Preparatory		
		1	Preparatory Flag <b>DOWN</b>			
<b>Class: 2</b>		0	Class Flag 1 <b>DOWN</b>	Start		
		5	NEXT START Class 2 Flag <b>UP</b>	Warning		
		4	"1" OR "P" or "Z" or "Z/I" or "Black" <b>UP</b>     	Preparatory		
		1	Preparatory Flag <b>DOWN</b>			
<b>Class: 3</b>		0	Class Flag 2 <b>DOWN</b>	Start		
		5	NEXT START Class 3 Flag <b>UP</b>	Warning		
		4	"1" OR "P" or "Z" or "Z/I" or "Black" <b>UP</b>     	Preparatory		
		1	Preparatory Flag <b>DOWN</b>			
		0	Class Flag 3 <b>DOWN</b>	Start		

# Race Signals

www.ussailing.org

## Postponement Signals



**AP** Races not started are postponed. The warning signal will be made 1 minute after removal unless at that time the race is postponed again or abandoned.



**AP over H** Races not started are postponed. Further signals ashore.



**AP over A** Races not started are postponed. No more racing today.

## AP over a numeral pennant 1-9

Postponement of 1-9 hours from the scheduled starting time.



1



2



3



4



5



6



7



8

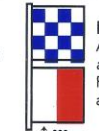


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## Abandonment Signals



**N** All races that have started are abandoned. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is abandoned again or postponed.



**N over H** All races are abandoned. Further signals ashore.



**N over A** All races are abandoned. No more racing today.

## Preparatory Signals



**P** Preparatory signal.



**I** Rule 30.1 is in effect.



**Z** Rule 30.2 is in effect.



**U** Rule 30.3 is in effect.



**Black flag.** Rule 30.4 is in effect.

## Recall Signals



**X** Individual recall.



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

## Shortened Course



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

## Course Change Signals



**C** The position of the next mark has been changed: - - - -



to starboard;



to port;



to decrease the length of the leg;



to increase the length of the leg.

## Course Change Signals



**L** Ashore: A notice to competitors has been posted. Afloat: Come within hail or follow this vessel.



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



**Y** Wear a personal flotation device (see rule 40).



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

The meanings of visual and sound signals for 2017-2020 are stated above. An arrow pointing up or down (↑ ↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (- - - -) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

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# Shortened course rules for LGYC racing

- **RRS 32 - SHORTENING OR ABANDONING AFTER THE START**
  - **32.1.**
    - After the starting signal, the race committee may shorten the course (display flag S with two sounds) or abandon the race (display flag N, N over H, or N over A, with three sounds),
      - because of foul weather,
      - because of insufficient wind making it unlikely that any boat will finish within the time limit,
      - because a mark is missing or out of position, or
      - for any other reason directly affecting the safety or fairness of the competition,
    - In addition, the race committee may shorten the course so that other scheduled races can be sailed, or abandon the race because of an error in the starting procedure. However, after one boat has sailed the course and finished within the time limit, if any, the race committee shall not abandon the race without considering the consequences for all boats in the race or series.
  - **32.2.**
    - If the race committee signals a shortened course (displays flag S with two sounds), the finishing line shall be,
      - at a rounding mark, between the mark and a staff displaying flag S;
      - a line the course requires boats to cross; or
      - at a gate, between the gate marks.
    - The shortened course shall be signaled before the first boat crosses the finishing line.
- **LGYC SI 12 - CHANGING THE NEXT LEG OF THE COURSE OR SHORTENING THE COURSE**
  - A course may be shortened only by eliminating the last leg of the course. This changes RRS 32.1.

# LGYC Shortened course procedure

- Here are some important procedures regarding shortening the course - all information is taken from the US Sailing Race Management Handbook, LGYC Sailing Instructions and the US Sailing Race Management Seminars
  - LGYC SI 12 stated that a course may be shortened only by eliminating the last leg of the course
  - For any shortened course finish
    - Code flag S is displayed on the RC vessel with 2 horn sounds **as the leading boat and fleet approach the shortened finish line**
    - Note: Make sure code flag S is visible to the approaching lead boat and fleet when displayed on the RC vessel staff as the wind may make it difficult to see on the racing boats approaching from windward or leeward
  - Shortened course finish at a rounding mark which was to be rounded to port
    - The finish line should be set up just like a normal one
    - The RC vessel is to be on the starboard side of the finish line (as sighted by the competitors approaching the finish) with the rounding mark on the port side
    - The finish line will be between the code flag S on the RC vessel and the nearby rounding mark – make sure 2 horn sounds are made and the S flag is visible to the approaching lead boat and fleet when displayed on the RC boat staff
    - The blue flag (RC vessel is on station ready to take finishes) should be displayed on the RC vessel at the line
    - The finish line should be square and short
    - Note: This has the competitors finishing between the mark on the side it would have been taken (to port) had the full course been sailed and the RC vessel
  - Shortened course finish at a gate
    - The finish line will be between the gate marks
    - The RC vessel should be off anchor hovering in a position to view the gated finish line
    - Maneuver and hold the Flagship close to the outside of one of the gate marks so it is obvious to the fleet that they should finish between the gate marks
    - Make sure 2 horn sounds are made and code flag S is visible to the approaching lead boat and fleet when displayed on the RC boat staff
    - Note: **DO NOT DISPLAY THE BLUE FLAG ON THE RC VESSEL** as the RC vessel is NOT on station (but it is ready to take finishes)
    - Note: This has the competitors finishing between the gate marks as they would have passed the gate marks had the full course been sailed
  - General notes:
    - The orange flag (line flag used at a regular finish line) is **NOT** to be displayed. Code flag S is displayed in lieu of the line flag, not in addition to. Since the code flag S is displayed on the RC vessel as one end of the shortened course finish line or to indicate a shortened finish between gate marks, it alone is to be flown to show a shortened course line designation.
    - There is no mention of "pre-notifying" that a course is to be shortened--nothing about showing a code flag S in any location other than the actual shortened course finish line. All discussion indicates the first notice is to take place before the first boat crosses the finish line. This is because the S flag tells the competitors "finish between this boat and the nearby mark" or "at a gate, between the gate marks." It must be hoisted at a location within easy sight of the first place boat and is to be done "as the boats approach." This is often interpreted as a short distance from the line. The two sound signals, "gun preferred," alert the competitors of the action to take place and the S flag tells them to finish between the boat and the nearby mark. The S flag becomes the boat end part of the actual finish line.

## MC Wind Velocity limit procedure

- LGYC SI 11.10 For Class MC:
  - (a) No race will be started when the race committee observes sustained wind velocities of 20 mph or higher or wind gusts of 23 mph or higher. The race committee may postpone the start and may endeavor to advise the fleet via VHF radio of their intention to remove the postponement if the wind decreases below the above limits. The race committee will allow reasonable time, at least 30 minutes, for the racing fleet to launch and sail to the starting area after radio notification of sailable conditions has been made.
  - (b) After a race has been started, if the race committee observes sustained wind velocities of 20 mph or higher or wind gusts of 23 mph or higher, the race committee will abandon the race by displaying flags N over A above the MC class flag with no sound signal. This changes RRS 32.1 and Race Signals.
- In practice:
  - The MC fleet has determined the MC is not safe to sail in wind velocities over 20 mph sustained and 23 mph gusts
  - The MC fleet requests the RC notify the fleet to stay ashore when these conditions exist
  - When RC takes wind velocity readings over these limits at least 30 minutes prior to the start, RC should initiate and communicate a shore postponement for the MC fleet
    - This would encourage the fleet to stay ashore, rather than launching into potentially dangerous conditions
    - Notifying the fleet that winds are above the limit generally causes the fleet to wait to launch anyway, so it is effectively a shore postponement without including the provisions in the SIs (except nothing prevents the RC from starting the race before the fleet is able to get to the starting area)
  - If/when the RC determines conditions are adequately below the wind velocity limits, RC should notify the fleet via VHF radio of their intention to remove the postponement prior to signaling and lowering the postponement - the race would start at least 30 minutes after the postponement has been lowered