

# MONDAY NIGHT RC DUTY CHECKLIST

## Please check and ensure the RC boat has the following items:

- An anchor and rode to set the start and finish lines
- A VHF radio tuned to channel 68.
- Blue RC flag (when under way and at the finish) and orange end-of-line flag (when anchored and the line is set)
- Set of course numbers boards: 1 through 5 and coloured boards “Red” and “Green” and the slotted frame to accept the boards
- Code flag “AP” for postponements
- Solid white class flag
- Code flag “P” preparatory signal
- Code flag “X” *individual recall* flag
- Code flag “1<sup>st</sup> Sub.” *general recall* flag
- Code flag “S” *shortened course* flag
- Code flags “N” & “A” *restart or abandonment* flags
- The rules governing the race

If any of these items are missing or damaged please contact the race director Brian Dawes.

## In Addition, Make sure you have

- A watch to start the race and record times
- Scratch sheet of registered competitors — available at [http://southportsailingclub.com/racing\\_mondays.html](http://southportsailingclub.com/racing_mondays.html)
- 1 clipboard, paper and pen for recording finish times
- (optionally) a phone or device to enter results at [sailclub.ca](http://sailclub.ca) and the <http://sailclub.ca> username and password

## Selecting a Course

All courses start and end at mark 4. Choose a course based on wind strength. If this will be a long distance race try to inform competitors before the start.

Display the course number and colour as described in the Sailing Instruction. Record the chosen course on the score sheet. If winds are very light you may have to shorten to a mark of the course after the start.

## Pacing-Off the Line and Gauging the Line Length

Make the line 1½ to 2½ times the combined lengths of all the boats in the start; it is impossible to set a line too long!

Do not just eyeball the length of the line and assume you will get it an adequate length; it is very easy to set a line far too short. Instead you should travel to the mark 4 and pace off boatlengths. If you have a GPS you can get a fix on the mark and use that for an accurate distance and angle measurement.

One nautical mile is roughly 6060 feet so a boat travelling at 1 knot will cover 101 feet (or about 3~4 boatlengths) in 1 minute. A boat travelling at 4 knots will cover 404 feet (or about 12~15 boatlengths) in 1 minute. This is roughly the speed of a yacht reaching across the line during pre-start manoeuvres and can be used as a gauge of distance. Don't be afraid to set a line that would take 2 minutes or more to traverse. Sometimes you really need to set a line that long.

Because of the wide range of different sizes of boats on the Monday start line, we favour a long line with 2 to 2½ boatlengths between boats. This gives all boats the best chance of having a fair and unencumbered start.

## The Key to Setting a Fair Starting Line

A long line doesn't help when all the competitors bunch up at one end. The starting line should be set so that a boat at either end of the line could reach the first mark at the same time. When the first leg is a beat the perfect line is set perpendicular to the wind. When the first leg is a broad reach the fairest line depends on wind speed. At high wind speeds a line set perpendicular to the course will usually suffice. As wind lightens the windward side of the line will need to get progressively closer to the mark (up to 20° or so) in order to offset the slower points of sail from the upwind end of the line to the first mark.

## Resetting the Line for the Finish

Best RC practices call for a finish line to be perpendicular to the last leg of the course and shorter than for a start line. Course configurations 1 & 2 almost always require you to reset the line for the finish. For courses 3, 4 & 5 the start line makes for a mediocre finish line, but given the relaxed atmosphere on Monday nights, will often suffice.

Energetic RC volunteers are encouraged to always set a new finish line. But there is no need to be premature, if winds are light you may be forced to shorten course anyway.

If you do reset the line, as a courtesy to competitors try and set the pin as marks-to-port or marks-to-starboard as appropriate to the course — but this is a courtesy only — finish lines are always crossed from the direction of the last mark. Should you leave a finish line parallel to the last leg competitors will be allowed to cross the finish line in either direction — this rule is fundamental and it supercedes all sailing instructions.

# Starting Times and Flag Sequence

Races will be started according to rule 26. This is the table from the rule book:

Signal	Flag and sound	Minutes before starting signal
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

## With the scheduled warning signal 18:45

6:45 **Warning Signal** – White class flag; 1 sound

6:46 – P flag; 1 sound

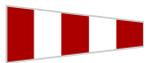
6:49 – P flag removed; 1 long sound

6:50 **Start** – White class flag removed; 1 sound

Competitors will compete on elapsed time — be sure to record the time of the actual starting signal.



Code Flag “P” – Preparatory Signal – ↑•



## Postponements

↑•• ↓• If you cannot start on time or make a mistake during the starting sequence you may signal a postponement by hoisting flag “AP” with two sounds. Lower the postponement flag with one sound exactly one minute before resuming the start sequence with the warning signal. **Record the actual time of the starting signal.**

## Failing to Sail the Course Properly

If you directly observe a boat failing to sail the course properly you should record them as R28 and **file a RC protest** against the boat after the race. You are still obligated to record their finish.

And don't forget, according to the rules there is no such thing as a *marks-to-port* or a *marks-to-starboard* finish. See the **Resetting the Line for the Finish** section



## OCS and Individual Recalls

↑• If a competitor is over early at their starting signal raise the individual recall flag with one sound. Once all offending boats have returned to the start side of the line (or four minutes have elapsed, whichever is earlier) you should lower the individual recall flag. Boats which do not restart should be scored OCS (on course side)

## Scoring

Write down the **finish time** and the **sail number** of each boat in the order that they finish and DNF for others as they retire. Record the **finish times of all boats that cross the finish line** even if they have already been scored OCS or R28. *Don't record elapsed times – the scoring programme will do the calculation for you* – be sure to record the time of starting signal the finish times of each boat using the same (or a synchronized) timepiece. Don't enter finish times on the scratch sheet – reread the first sentence of this section. Refer to the scratch sheet to help identify boats – try to check off boats in the starting area before racing, check off those who actually start and those who finish.

Once the first boat finishes you must take finish times for up to 1 hour; after that, score any boat that still hasn't finished DNF and return the results to the race secretary for scoring. Alternatively, enter results directly to the scoring system at <http://sailclub.ca>



## Shortening to a Mark

↑•• The race may have to be shortened to a mark of the course. A target time 1 to 1½ hours is reasonable — use your judgment as to how long you let a race run before shortening. After all boats have started raise code flag “S” with two sound signals, move to any mark in the race and anchor to create a line between you and the mark. The line should be set so that it is perpendicular to the last leg of the race and competitors cross the line with the mark to either port or starboard as they would have rounded had you not shortened. The line needn't be as long as the start line but be sure to account for the swing on your anchor rode when setting the length of the finish line.

Record which mark you have shortened to — together with the course number the race secretary will be able to determine how many legs were sailed and hence the shortened course length — you may calculate the course length yourself in which case you should record it on the score sheet. Accurate race length information is very useful for post season handicapping analysis, so don't ignore the course length.



## Abandonment

↑••• If you cannot finish the first boat within the two hour time limit you should abandon the race by hoisting code flags “N” over “A” with three sound signals. You should announce this over the radio as well. Once a single boat has finished within the time limit you are obligated to wait for other finishes for up to another hour.

But if safety demands it, you may abandon a race at any time.