SPSC 2024 MONDAY NIGHT RC DUTY CHECKLIST

Please check and ensure the RC vessel has the following items:

- An anchor and rode to set the starting and finishing lines
- A VHF radio tuned to channel 69
- Blue end-of-finishing-line flag and orange end-of-starting-line flags
- Set of course numbers boards: 1 through 6 and coloured boards "Red" and "Green" and the slotted frame to accept the boards
- Code flag "AP" for postponements
- Solid colour white class flag
- Code flag "P" preparatory signal

- Code flag "X" *individual recall* flag
- Code flag "1st 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 racing director John Marentette.

In Addition, Make sure you have

- A watch to record starting and finishing times
- Scratch sheet of registered competitors — available at racing.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 and the sailclub.ca username and password

Selecting a Course

All courses start and end at mark 4. Unless directed by an organizer to use the #1 *Exceptional Triangle,* you should choose a round-the-buoys course: the #2 O*ctostar,* #3 G*reat Circle,* #4 or #5 Z*ig-Zag* or the #6 P*romenade* based on **wind strength**. Display the course number and the colour, red or green, as described in the Sailing Instructions. **Record the chosen course on the score sheet**. If winds are light or you have misjudged the wind you may have to shorten to a mark of the course after the start.

Best Zig Zag Course for the Wind

(diagram: compass with course markings)
- #5 Red (000°) — #5 Green
- #6 (315°) — #2 (045°)
- #4 Red — #4 Green
- 270° — 4 — 090°
- #5 Green (225°) — #5 Red (135°)
- #4 Green (180°) — #4 Red

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. So a 1 minute line has room for 6 to 8 boats. With more than a dozen boats on the start line, 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. This gives all boats the best chance of having a having a fair and unencumbered start.

Orienting the 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 (or close to dead downwind in light air) 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 15° or so) in order to offset the slower points of sail from the upwind end of the line to the first mark.

For the *Exceptional Triangle* course

Bearing	To	From
R6	334°M	154°M
DP7	107°M	287°M

Resetting the Line for Finishing

Best RC practices call for a finishing line to be **perpendicular to the last leg of the course** and shorter than for a start line. All the round-the-buoys courses have a finishing leg at 45° to the starting leg so that the start line makes for a mediocre finish line, but given the relaxed atmosphere on Monday nights, this 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 become too light for the selected course you may be forced to shorten to a mark of the course.

If you do reset the line, as a courtesy to competitors try and keep the pin as marks-to-port or marks-to-starboard as would be expected had you not needed to move the pin. 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 supersedes all sailing instructions — a line perpendicular to finishing boats is good practice, a line parallel to finishing boats is bad practice.

The Automated Starting System

• • • • The orange flag marks the boat end of the starting line — ensure it is flying before initiating the sequence. The scheduled warning signal is at 1845. Pressing the sequence start button on the automated starting box begins a five second countdown to the warning signal. Get prepared to hoist the flags with their sounds. Flags will be flown according to rule 26.

Signal	Flag and sound	
	Minutes before starting signal	
Warning	☐ White class flag hoisted; 1 sound	5
Preparatory	🟦 P flag hoisted; 1 sound	4
One-minute	P flag lowered; 1 long sound	1
Starting	Class flag lowered; 1 sound	0

Record the time of day (in 24 hour time) of the starting signal on the same timepiece you will use for finishing boats. You should lower the orange flag after the boats have started.

Postponements

↑•• ↓• If you cannot start on time or make a mistake during the starting sequence you may signal a postponement by hosting flag "AP" with two sounds. Turn off and on the automated starting box to reset it.

Lower the postponement flag with one sound exactly one minute before resuming the start sequence with the warning signal; that will be 55 seconds before hitting the sequence start button. **Record the actual time of the starting signal.**

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)

Failing to Sail the Course Properly

If you directly observe a boat failing to sail the course properly you should record them as NSC (has Not Sailed Course). 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.

General Recalls

↑•• ↓• If too many competitors to identify are over early then you may signal a general recall by hosting flag "1st Sub" with two sounds. **This stops the start sequence.** Turn off and on the automated starting box to reset it.

Give time for competitors to return to the start area and then lower the general recall flag with one sound exactly one minute before resuming the start sequence with the warning signal; that will be 55 seconds before hitting the sequence start button. **Record the actual time of the starting signal.**

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 for a round-the-buoys race — 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.
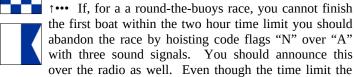
Scoring

If the finish has not been shortened the blue flag marks the boat end of the finishing line – ensure it is flying from a convenient location.

Write down the **finish time of day (in 24 hour 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 NSC. **Don't record elapsed times** – *the scoring programme will do the calculation for you* – be sure to record the time of starting signal and 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 paragraph. You can refer to the scratch sheet to help identify boats.

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

Abandonment

↑••• If, for a a round-the-buoys race, 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. Even though the time limit the *Exceptional Triangle* course is also two hours, it is not an easy course to shorten when winds unexpectedly lighten and fudging this time limit is better than abandoning just before the first boat finishes. 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.