



ITCHENOR SAILING CLUB

Notes for the Guidance of the Bandstand Race Officers

General Background.

Racing organised from the ISC Bandstand Start Line is reintroduced for 2019 after a number of years lapse. This option is available for classes to programme only when....

1. No more than six boats are expected on any start.
2. For dinghies which are easily manoeuvrable in small spaces.
3. Where possible outside marina free flow times (HW +0r- 1.5hrs) on busy weekends and bank holidays.

Competitors must accept that the main channel in front of the club is a fairly restricted channel and boats motoring in either direction in that channel are probably unable to alter course in potential collision situations so some give and take will be required, and a "thank you" offered after all situations will help us retain this facility. **Please draw this to the attention of your competitors at any briefing.**

In 2019 we anticipate only rostering one race officer to run this racing (who may also be ferrying earlier in the day). You may therefore need to find a helper on the staging to help you with the flags.

1. Briefings.

Ideally you should attend the planning meeting with the Principal Race Officer (PRO) and Sailing Manager (SM) to discuss your plans and safety resource requirements at 0800 on the day of your duty. If you cannot do this then please liaise with him/her before the day. This way all will know what is happening. There will be a briefing for Race Officers and all support boat crews at 08.30 in the committee room. All Support Boat crews will have a verbal briefing by the sailing manager. The PRO has overall control of the Club's racing programme for the day except Open meetings.

2. Weather Forecast.

Check Cambermet and Chimet in the bar for a report of the wind strength and direction.

3. Tides - Note times of tidal changes as it will affect the racing and choice of courses.

4. Safety

- It is the responsibility of each competitor to decide whether to race.
- Your decision whether to start a race is governed by your reasonable estimation of the average ability and experience of that fleet/class, sometimes also taking their age into account.
- The Class Captains or another senior class representative(s) should be consulted, but it is your responsibility to decide if conditions are not safe for racing for either a particular class or for all classes, and act accordingly. This must be respected by members.

5. Support boats.

- The old guide was that you needed one support boat for every 10 dinghies, or one for 8 if beginners and/or under 12 years old are involved but the RYA have now removed this so that you should assess need based on conditions and age/experience.
- Zone your Support Boats.
- Don't forget you can share zones with Betivuka and Transit for cover further down the harbour but remember to discuss this at the briefing in the morning and radio when the race is underway.

It is your responsibility to ensure the Support Boat crews are briefed:

- Give course details & number of boats in the Bandstand fleet(s)

- Remind them that at least one support boat should be afloat and off the jetty before any juniors launch so as to provide cover.
- Brief a support boat how to shorten course. All club safety boats with masts now carry the equipment to do this.
- Brief support crew when to contact Betivuka to say fleets are approaching to share their support boat zones

6. Emergency Procedures

Dealing with Emergencies -these procedures are followed by all on duty.

Does the casualty require immediate professional medical or paramedic intervention? If YES, treat as a Serious Incident; if NO treat as a Less Serious Incident.

Serious Incident.

The primary duty of anyone at the scene of an accident or incident is to take immediate action to save life, give help to those injured or to limit damage. The first boat / person on the scene will take control of the situation and will call the Coastguard on Channel 16 using a MAYDAY call as follows:

MAYDAY, MAYDAY, MAYDAY, This is (name of vessel repeated 3 times)
MAYDAY, (name of vessel spoken once)
MY POSITION IS (give your position using Navigational marks not racing mark)
I AM (state problem),
I REQUIRE IMMEDIATE ASSISTANCE
NUMBER OF PERSONS REQUIRING ASSISTANCE
OVER

Wait for Coastguard to respond. If there is no response with 15 seconds, call 999 on your mobile phone and ask for the Coastguard.

If there is a suspected spinal injury do not move the casualty unless the casualty is in further immediate danger.

The Coastguard will ask for more details of the casualty and respond with the action it intends to take to render assistance. It is essential that you remain in communication with the Coastguard on Channel 16, or 67 if ordered by them. You must remain with the casualty. The Coastguard will provide advice on how to care for the casualty until help arrives. The Coastguard/rescue helicopter will instruct you on what action to take to indicate your position to the rescue services. The rescue helicopter will instruct you on how to prepare for the casualty evacuation using Channel 16. You may be asked to take a casualty to a landing point to be met by an ambulance. The office should be informed as soon as possible, after the initial action has been taken.

As a guide, the normal response time for a rescue helicopter or the inshore lifeboat to reach an incident in the harbour is about 15 minutes. The harbour patrol boats, which maintain a listening watch on Channel 16, will be alerted to the incident and will respond.

Less serious incident

Administer first aid to the casualty, keep the casualty warm and provide reassurance. Take the casualty back to Itchenor SC where there are trained first aiders, who can care for the casualty and can decide if further medical assistance is required. Inform the Office the situation and the action which you are taking.

No two emergency situations will be the same. It is impossible to plan and anticipate every situation, but you must be familiar with these procedures. It helps to have thought about what might happen given the weather, tide and racing conditions on the day.

7. Course guidance.

Talk to the Class Captains or senior representatives from each class about the course they would like to sail.

Racing in the Gallon Reach: At certain times this can be a congested area so remember to be careful setting courses, start/finish lines across the fairway.

Racing in the Itchenor Reach. The confined area, strength of the tide, number of moored boats and the movement of other craft through the Reach can create difficulties for competitors starting and when racing in the Reach. You may need to take the decision to postpone the start to be fair to all harbor users. No inflatable marks must be put in the Itchenor Reach main Channel. See general note at the top of this document.

Mirrors

- Course length about 40-60 minutes, any longer competitors will lose enthusiasm!
- Cobnor racing mark is not a favourable mark in strong tides and gentle breezes.
- Short legs and inflatable marks are popular.
- Remember that there are varied abilities but sometimes a stretch down harbour to Peacock / Ellanore / Thorney racing marks may be appreciated.

RS 200's

- The 200's are the fastest of the fleets that race from the Club Line. They enjoy courses that might last up to 60 minutes depending on conditions.
- Their asymmetric spinnakers mean that the most tactical courses are beats and runs.

Int 420's/Lasers

- They like to have courses to last between 40-60 minutes and a similar course to the RS200.

Back to Back Racing

- Races maximum length RS200/Int 420 – 30 minutes, Mirror 20 minutes.
- If may be possible to finish the first race at a buoy and restart the second race from your support boat committee boat, to then finish at the club.
- Maximum time on water should be less than 2 hours.

8. Displaying the Courses.

- Display a series of boards on the **front** of the Bandstand for each mark to be rounded.
- Don't forget to include **the finish** (what you see is what you get!). The course may be displayed or changed at any time up to the Warning signal and remains up until that class start. e.g. DWR8C
- Working from the Bandstand it is often easier to set a special Course. For 2019 we retain this option by displaying board "Z" on the front of the bandstand and put up a hand-written notice on the Club's Notice Board (date/time and sign), giving which way marks to be rounded and the finish location.
- If inflatable marks are to be used a map of the position of the inflatable needs to be drawn. Display it about 30 minutes before that Class Waning signal.

9. Starting Races from the Bandstand

Make sure all the flags are ready folded and hoisted up the mast before the starting sequence.

Class Flags:


Mirror -.Pennant 6 

RS200.-.Pennant 2 

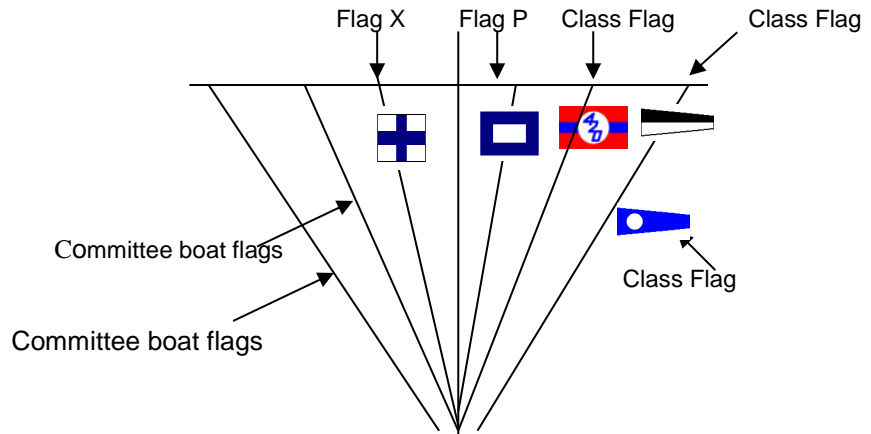
Int 420 symbol 

X flag 

Preparatory Flag 

Singlehander. 

Feva 







Where to put the flags on the Bandstand Flagstaff


9.1 Check list

- Undertake a radio check with your Support boats and Club office.
- Check the course is displayed (boards or notice board is Z course) for all competitors to see.
- Make sure one of the support boats has the equipment and knowledge to shorten course.
- Make sure all support boats are afloat before the first dinghy launches.
- Check you have at hand **1st Substitute and Flag N** (on bamboo sticks kept behind the side door)
- Delegate who is time keeping, sound signaling, recording sail numbers, calling the line, controlling flags (you can always ask a spectator to help or a child (a good learning curve for them).
- **Remember all the Youth and Junior classes need to SIGN OUT and SIGN IN.**
- If for any reason you cannot start at the programmed start time:-
- **Hoist Postponement (Flag AP) with the appropriate CLASS flags under** with 2 sound signals. (Do not hoist without the class flags otherwise it affects the committee Boat starts). When you are ready, lower with 1 sound signal and 1 minute later, start 5 minute starting sequence.


10. Starting sequence

- **5 minute** Hoist Class Flag. 
- **4 minute** Preparatory Flag up with 1 sound signal. 
- **1 minute** Preparatory Flag down with 1 whistle sound 
- **Start** Class Flag down with 1 sound signal. 

If some boats are over the line at the start

- Immediately break out **X Flag** with 1 sound signal. 
- Make a note of the boats over the line.
- Display the X flag until all such boats have returned.
- If a boat or boats have not returned the X flag comes down 4 minutes after the starting signal.

If you cannot identify all the boats over the line

- Break out the General Recall flag (1st Sub) with 2 sound signals 
- To restart - lower 1st sub with sound signal and 1 min later start 5 minute sequence.

If you have started and have to cancel and restart (due to time error, course/support boat problem etc.)

- Hoist Flag N with 3 sound signals. 
- To restart – lower flag N with sound signal and 1 minute later start 5 minute sequence

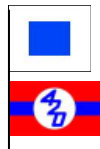
Get Ready for next start

- Change the course if required
- Note the sail numbers
- Prepare for starting sequence

11. During the race

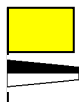
- Radio the support boats - numbers of starters and inform Betivuka how many starters that will be coming under his/her support boat zones.
- Keep in radio contact with all your support boats for progress.
- Help your support boats by personally keeping watch over the Itchenor Reach, if necessary by using the balcony.
- Note back markers and who has returned to the club (DNF) and if weather conditions are poor ask assistance from the PRO and/or abandon the racing.

Shorten Course (Flag S)



- If necessary get a support boat to shorten the course by setting a finishing line at a mark and hoisting **Flag S with class flag/s underneath** with two sound signals in reasonable time. Alternatively you can get a support boat to change the course **BUT** in both cases please remember this support boat is not able to cover its zone.

Flag Q



The Race Officer may, at his discretion, allot finishing places to competitors who have not reached the finish. When this occurs, display Flag Q above the relevant class flag. The support boat crew with shortening kit may proceed back down the fleet displaying the above signal awarding positions. On allocation of a place, competitors need not then complete the course and shall return to the club as soon as possible. IT IS IMPORTANT TO HAVE FINISHERS SO DON'T FORGET TO USE THIS!

12. Finishing Boats

- Record all finishers, noting the time of the first boat, last boat and retirements (DNF).
- If you know it will be difficult to see who finishes in a bunch of boats, send a member of your team to the end of the jetty to help in identification.
- Check that all starters are accounted for.
- Support boats follow the last finishers and return to club

- Allocate your support boats to assist with Ferrying members from the keelboat moorings.
- Arrange for any “special marks” to be returned.
- **Check with the PRO before standing down support boat drivers - they may be needed for other duties.** If support boats are stood down, ensure ribs are correctly tied up alongside the jetty and are free from rubbish
- **You may have to remind the juniors to sign in.** (they are forgetful!)
- When all boats are signed in, record clearly the finishing orders and fill in all the other required information (wind strength, race name/number etc.)
- Finally return BRO bag, radios & other equipment to the office

I hope the day is as enjoyable for you as it is for all those racing. Thank for supporting the Club and giving time to do your duty as BRO.

Mike Wigmore (RCS) 2019