

STARTING

A few general notes on starting a race.

BE ON STATION 1 HOUR PRIOR TO THE SCHEDULED START

TOOLS

SIGNAL BOAT

- GOOD ANCHOR SYSTEM
- HEAD
- FLAG STANDARDS
- SHIP / HANDHELD RADIO
- GPS
- TELL TALE
- FLAGS, ON POLES OR HALYARDS
- TAPE RECORDER
- COURSE BOARDS
- SOUNDS
- MARKER BOARD
- BINOCULARS
- CELL PHONE

PIN BOAT***

- GPS
- TWO ANCHOR SYSTEMS
- LOTS OF ANCHOR LINE
- START FLAG / POLE
- RADIO
- RANGE FINDER

MARK BOATS

- FLAG STANDARD
- C, S, M, N, FLAGS ON POLES
- RADIO - GPS - TAPE RECORDER
- TELL TALES
- BINOCULARS
- CELL PHONE

FUNCTION

SIGNAL BOAT

RECEIVE 5 MINUTE WIND UPDATES

SET INITIAL LINE EARLY
OBSERVE COMPETITORS PRACTICE STARTS

CHECK IN COMPETITORS

SET FINAL LINE AT LEAST FIVE MINUTES PRIOR TO THE WARNING SIGNAL
LINE MAY BE ADJUSTED UP TO PREPATORY SIGNAL

START FIRST RACE ON SCHEDULE

**CALL THE LINE

SUBSEQUENT RACES, PRECEED START WITH AN A/P FLAG

POST COURSE, DIRECTION / DISTANCE TO FIRST MARK.

PREPATORY SIGNAL FREQUENCY USE

PAPA	80%
INDIA	15%
*ZED	00%
*BLACK	05%

*THE WEATHER MARK MUST BE SET PRIOR TO
THE START FOR ZED AND BLACK FLAGS

PIN BOAT

PING SIGNAL BOAT

GET DISTANCE

OBSERVE DIRECTION OF CURRENT AND CONSIDER FOR SET
LAY ENOUGH ROAD FOR PLUS/MINUS 5 DEGREE SHIFTS.

SET PIN AND BIAS PER RO DIRECTION

TWO ANCHOR SYSTEMS

FOR START AND FINISH IF REQUIRED.

SIGHT LINE AT START, RECORD OCS, ETC HOWEVER DO NOT
BROADCAST DATA UNTILL ASKED FOR BY RO.

RECORD ALL BOATS WHO WERE OCS, BUT CLEARED
WEIGHT ANCHOR LINE IF REQUIRED

MARK BOATS

REPORT WIND CONDITIONS, SHIFTS, ETC. IT IS USEFULL TO
DETERMINE HOW LONG IT TAKES FOR A SHIFT TO TRAVEL
FROM THE WEATHER MARK TO THE START LINE.

**CALLING THE LINE

RADIO, SEE ARTICLE ON COMMUNICATIONS

HAND HELD RADIO OFTEN BEST, MORE MOBILE FOR LINE
SIGHT

AT ONE MINUTE BEGIN LIVE BROADCAST OF THE LINE,
EG, 1 MINUTE LINE IS CLEAR, 50 SECONDS X BOAT
OVER, 40 SECONDS LINE CLEAR, ETC.

TAPE RECORDER, RECORD DAY, RACE NUMBER, TIME, LAST MINUTE
OF START SEQUENCE

RECORDERS, BEST TO HAVE TWO, HAVE THEM RECORD
DAY, RACE NUMBER, OCS, BOATS THAT HAVE CLEARED. ETC.

PREPARATORY FLAG

ALWAYS TRY TO START WITH A PAPA FLAG
NEXT GO TO AN I FLAG. (OR BLACK IF LASER)
NEXT CONSIDER A BLACK FLAG
THROW AWAY THE ZED FLAG, OR BURN IT

A/P vs 1ST SUB.

IF GIVEN A CHOICE, SIGNAL A/P INSTEAD OF GEN RECALL ,
RIGHT UP TO LAST FEW SECONDS.

GENERAL RECALL

A GENERAL RECALL IS A GENERAL RECALL AND OFTEN
NEEDS TO BE THE SIGNAL CALLED

A/P IS YOUR BEST FRIEND. DO NOT BE AFRAID TO USE. A FEW
MINUTES DELAY HERE IS OFTEN BETTER THAN AN HOUR OR TWO
IN THE PROTEST ROOM

N FLAG, USE AFTER THE START IF NOT HAPPY WITH THE START
ITSELF.

SOME CLASSES, LIKE LASER PREFER GOING STRAIGHT FROM A PAPA TO A
BLACK FLAG. RESEARCH THE CLASS PREFERENCE FOR THIS PROCEDURE

X FLAG, INDIVIDUAL RECALL.

HAVE DIRECT VISUAL AND SOUND COMMUNICATION BETWEEN THE
LINE SIGHT, THE X FLAG VOLUNTEER AND SOUNDS
IF OCS, THIS FLAG NEEDS TO FLY IMMEDIATELY WITH SOUND
NO X FLAG IS FLOWN ON A BLACK FLAG START.

OCS/BFD NOTIFICATION

RECORD BOATS THAT WERE EITHER OCS or BFD.
IT IS USER FRIENDLY TO POST OCS.

IT IS REQUIRED TO POST BFD.

BFD BOATS ARE NOT PERMITTED TO RESTART THE RACE IF
THERE IS A RESTART.

HOW TO GET RID OF A ZED OR BLACK PENALTY.

LETS ASSUME YOU WERE NOT HAPPY WITH THE FAIRNESS OF THE
START/RACE ETC. AND WANT TO GET RID OF IT AND ANY IMPOSED
PENALTIES. DIFFICULT, BUT POSSIBLE.

READ

RRS 30.2, 30.3 and 32.1(e)

DEFINITIONS (ABANDON)

NOTE THE WORDING, MAY BE RESAILED

*** PIN BOAT vs BUOY OR MARK.

A PIN BOAT ADDS A LARGE PERCENTAGE TO THE QUALITY OF THE START
LINE AND THUS THE RACING.

IT PERMITS FINITE ADJUSTMENT OF THE START LINE RIGHT UP TO THE
PREPARATORY SIGNAL BY SHORTENING OR LENGTHENING THE ANCHOR
LINE.

TO ADJUST A LINE THAT HAS A MARK IN THE WATER, IS TIME
CONSUMING. AND SELDOM ENDS UP PERFECT.

HAVING A LINE SIGHT IN A PIN BOAT IS ALSO MORE ACCURATE IN
RECORDING LINE ACTIVITY FROM THE PIN END.

ALL CLEAR