

J/80 Fleet One
Thursday Night Races
Race Committee Guidelines

1. **Purpose:** This document presents guidelines and specific procedures for race management of the Thursday Night Series.
2. **Rules:** the Racing Rules of Sailing, the J/80 Class Rules, and the Sailing Instruction govern the races. You should have copies of these available.
3. **Schedule:** The race committee should plan on arriving at Fay's at 1700 on race day, and should leave the dock by 1730 with all equipment. Either the warning signal or delay pennant should be displayed at 1800.
4. **Time:** If at all possible, the race committee should attempt to synchronize their watches with the time as reported by the GPS system.
5. **Equipment:** Racing is sponsored by LWSA. We have use of their equipment for race management.
 - **Boat:** The Sailing Instruction specifies a course that is easily managed, and one race committee boat should be sufficient. The Wellcraft is ideal. The schedule will be given to Fay's so that the boat will be left out. It should be in one of the valet slips at Fay's or, when the sailing school is in session, you may find it tied to the WYC dock near the WYC Yacht Yard. Check for sufficient gas before leaving
 - **Marks:** We should try to use the four foot orange cylinders, as visibility is difficult in the twilight. LWSA keeps them somewhere at Fay's – if not available, Bob Lemaire will have some on his boat. Two will be enough. Inflate them before leaving if possible.
 - **Tackle:** You should bring two sets of anchor tackle as well as two counterweights (small cement cylinders with hooks).
 - **Balls:** Bring one of the anchor retrieval balls along as well as another ball. If it becomes necessary to move a mark, you can tie the Wellcraft service anchor to the extra ball while away. This not only saves time, but also insures that there is a finish line in case you are delayed.
 - **Flags and other signals:** There will be a bundle of flags on short poles stored on the witchway. Check that the following 12 flags are included:

Orange	Start/finish line	S	Shorten course
Yellow	Warning	X	Individual recall
P	Preparatory	First Sub	General recall
N	Abandon race	L	Come within hail
AP	Postponement	A	No more racing today
C	Change of course		
 - **Miscellaneous:**
 - ❑ Course board, numeral flags or numeral placards if you may want to use other than 2 or 4 leg courses.
 - ❑ Pencils, paper, scratch sheets
 - ❑ Stopwatch (Although any digital watch will suffice).
 - ❑ GPS is handy if you have one.
 - ❑ Binoculars are also handy if you have some.
 - ❑ A Chart of Lake Winnepesaukee will help you to avoid trying to set marks and anchor in 150' of water.

6. **Setup Procedure:** Upon arrival at the racing area, take a reading of the wind direction.
- a. Determine a rough position for the leeward mark about a half-mile downwind and set the leeward mark, using an anchor and counterweight to hold it upright.
 - b. Go upwind a half mile. There are a couple of ways to do this with reasonable accuracy:
 - ❑ If you have a GPS, record a waypoint at the leeward mark and find the point where that waypoint bears .5 miles on a reciprocal course to the wind direction.
 - ❑ Run the Wellcraft at a plane for about a minute and a half, straight upwind. You can do this by locating an object on shore that is upwind prior to leaving the leeward mark.
 - c. Drop the windward mark using an anchor and counter weight to hold it upright.
 - d. Return to the leeward mark and set the committee boat anchor to establish the start/finish line. The line should be at least 150 feet, or 25 times the number of boats starting. Depending on the depth of the water, you will need to go upwind from the desired position to drop the anchor. Once the line is played out sufficiently, back down gently to be sure the anchor is set. The most experienced boat operators sometimes must do this several times to get the anchor to set. If you are having trouble, try going further upwind and setting with more scope. After the anchor sets, you can fasten the extra red ball to it so that you can leave to service the other marks without weighing anchor.
 - e. If you are not ready to start a race by 1800, display the AP (postponement) flag with two blasts of the horn, regardless of where you are. This will let the competitors know that you are aware of the schedule and that they should be patient. If you are running behind and need to move either of the marks, you can try to get one of the competitors to help you by asking on the VHF radio.
7. **Starting a Race:** To avoid confusion, you should start this sequence on a whole minute. If you are currently displaying the AP flag (postponement) or the red flag (finishing a previous race), then begin by lowering that flag with a blast of the horn. Wait one minute and start the following procedure. For the first race, without a postponement, simply begin by signaling your intention at 1659 with a blast of the horn. The procedure is a five-minute sequence and you might find it convenient to start a stopwatch with the yellow flag.

Time to Start	Action
6 minutes	Sound/lower AP with sound/lower 1 st Substitute (Gen Recall) with sound
5 minutes	Raise the yellow (warning) flag with one sound.
4 minutes	Raise the P (preparatory) flag with one sound
1 minute	Lower the P flag with one sound
Start	Lower the yellow flag with one sound

If any part of a boat is over the starting line at the starting signal, you should raise the X flag with one sound to indicate individual recall. If you can hail the boat number(s), do so, If not, announce the numbers as being "OCS" on the radio. Announce it slowly and clearly twice. When all boats that were OCS have returned to the pre-start side of the line and restarted, lower the X flag.

If multiple boats are OCS and you cannot determine which boats they are, then you may elect to raise the first substitute with two blasts of the horn, indicating general recall. When all boats have returned, lower the flag with one blast of the horn and restart the sequence one minute later with the yellow (warning) flag.

Note the boats that start by marking those that do not as DNC on the scratch sheet.

8. **Finishing the boats:** As the boats approach to finish, record their finishing positions on the scratch sheet. Note the definition of finishing:

“A boat finishes when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last mark either for the first time or, if she takes a penalty, after complying with rule 31.2 or rule 44.2 or, under rule 28.1, after correcting an error made at the finishing line.”
9. **Shortening the Course:** If it becomes necessary to end a race after one windward/leeward lap, simply put up the S flag before the leading boat is within a couple of minutes of the start/finish line and finish the boats as they cross the line.
10. **Starting the next race:** If one boat remains that is well behind the fleet due to difficulty during the race, you may elect to finish that boat as last and ask her via radio to motor back to the starting area. When all boats are near the starting area, lower the red flag with a horn and start the sequence one minute later.
11. **Abandoning:** Should it become necessary to abandon a race due to severe weather, no wind, or an unmanageable windshift, display the N (abandon) flag with three blasts of the horn.
12. **End of Racing:** A maximum of three races per night can be counted toward the series score. However, more or less races may be conducted in a given night. Display the A “No more racing” flag when you will not be starting any more races. Display it at the finish of the last race to inform competitors. Display it with the N (Abandon) flag if you are abandoning for the night.
13. **After racing:** Pull the marks and deflate them. (Place a thin blunt object in the hole and allow deflating naturally as much as possible as you drive in. Forcing the air out reduces the life of the marks.) Return the equipment to where you got it and leave the boat securely tied in one of the valet slips at Fay’s.
14. **Scores:** After racing make a copy of the scratch sheet and get it to the fleet captain. On the water if possible, by email that night or next day, or by regular mail. The scores will be posted on the web site.