

Training for SSLA Race Officers

Welcome

SSLA Enhancement training for Race officers



Programme

- Basics
- Reference documents
- Local knowledge
- Signaling vessel
- Skippers briefing
- Before a race
- Race start
- During a race
- Cancel a race
- Finish a race
- At the end the day

Basics

The NRO/RO job is all about planification

Discuss the procedure with your staff

Keep your staff concentrate

- You need to have a security concept and explain it to your staff and during the skippers briefing
- The plan should have
 - Who is responsible for the security
 - Which number to call
 - Where to bring people with medical problem

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Basics - Documentation



- RRS
- SSLA Policies
- SSLA Handbook

- The document SSLA Policies is available on the web and explain most of the specifics for SSLA events.
- Please check the latest version before the event.

- No AP over H, or AP over A, when there's wind (4 knots), provided that the boats arrive at the berthing place before sunset or 20h, whichever is the latest. This "rule" is binding.
- A race shall be initiated (hissing Warning signal) after 3 minutes of the last crew changed into a new boat

- When a boat is tilt, we have the following rules today:
 - Within three minutes of changing into a new boat a team may display flag L to signal breakdown or damage to the boat, the sails or injury to the crew and request a delay to the next start.
- The Race Management is waiting max. 10 minutes for a repair.
 - It means, the next start of a race will be initiated whether the boat is repaired by then and whether it makes it to the starting line or not. The scoring is being done according to the Sailing Instruction.

- After the preparatory signal is hissed, a race shall not be postponed or abandoned due to breakdown of a boat (whether signaling flag Lima or not).
- When a boat is tilt for more than one race: all the teams that cannot sail on that boat receive Average Point (considering the Sailing instruction, exception rule for the first 2 races at an event).

- Scoring: when a team had a race with average points, before publishing the event scoring, a recalculation shall be done including all races into the average point calculations (done by m2s).
- SSLA is sailing with up to 3 boats in tilt.

- When a boat is not able to sail with gennaker (broken equipment; kites not anymore available), the following rules shall be followed:
 - When information before hissing the Warning Signal
 - hissing Flag W (Sailing without Gennaker) immediately.
 - When information after the Warning Signal hissed,
 - hissing flag W as of the next race.
 - When the boat with the gennaker problem cannot be repaired, the boat shall be taken out of race. As soon out of race, we continue sailing without the restrictive flag W (of course, unless the wind is above 30 knots).

- Anchored signaling vessel as mark. As policy, SSLA is wishing not to have a signaling vessel that is used as mark. However, if it makes sense, the following rules have to be followed:
 - Positioning of the anchored Signaling Vessel: it shall be on the port end!
 - The signaling vessel shall be protected on the port and stern side with fenders.
 - The checking for early start shall be the placed pink flag on the pole as the point of reference on the signaling vessel. The tracker must be placed on the pole where the pink flag is set.

- When not racing with Robomarks of the SSLA.
 - The race management must inform the Principle Race Officer 1 month before the event;
 - an amendment (or inform on time before publishing the SI) of that issue shall be published.

Local Knowledge

- You need to know the local specificities
 - Or have a local to give you the informations
- Place your starting vessel in a place you can easily move the course in case of re-orientation
 - The robomark application can easily show you the distance to shore to guarentee you can do a 180° shift if needed

Local Knowledge

Meteo

- Check the meteo with MeteoSuisse or similar apps
- Check with local staff to be sure it's accurate
- Place the course in the area the most likely to have wind
- Don't be « surprised » by big wind changes.

Local Knowledge

Organisation

- You have to do a few things on the starting vessel like:
 - Placing the marks
 - Managing the flags
 - Follow the timing (start, late start, OCS, ...)
- Not enough staff can be problematic
- With too many staff it can be difficult to keep them focused.
- You need to brief your staff before the event to be sure everybody know what to expect (Long time on water, toilets,...)

Signalling vessel

Job to do - Staff needed

- | | |
|--------------------------------|-----|
| - Race officer | 80% |
| - Placing and moving the marks | 70% |
| - Keeping track of timing | 80% |
| - Managing the flags | 10% |
| - Making the sounds | 10% |
| - Writing on the board | 10% |
- Ideal is 4 staff. Enough work for each staff.

- All boats on water and staff ashore need to have a radio
- Channel 1 is for RO communication
- Channel 2 is for Umpire communication
- RO needs 2 radio
 - one on Ch 1 and another on Ch 2

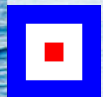
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Signalling Vessel - Flags



- 1 Class Flag
- P Preparatory
- Q Yellow mark
- F Orange mark
- X OCS
- N Abandon
- AP Postponement
- C Parcours change
- H with AP or N, further signal on shore
- A with AP or N, no more racing today
- B Protest time

Signalling Vessel - Flags



- W Use of gennaker prohibited



- Y Life jackets must be worn



- 3rd Substitute Amendments afloat will be posted on the ONB (and flag L)



- M Mark missing

- Sound system loud enough to be heard
 - You need to be able to hear the sound from the remote part of the line
- White board to display results
 - Big enough for sailors to read the results
- Charger for the electronics
 - Possible to recharge on the boat
 - Have all necessary cables...

Signalling Vessel – Outside help

- The boatman can (should) be use as counter line check
- Ideal solution is to have a « spare » staff that can
 - go on shore to fetch things (lunch, water, bring someone to toilets,...)
 - Reset marks
 - Change battery on marks
 - Be used as spare mark in cas of problem
 - Inform boats in case of cancellation
 - ...

- All official boats should be carrying



- M flag (missing mark)
- N flag (abandon race)

These can be really helpful in case of material breakdown (M flag)

Or to get the boats back on the starting line as soon as possible (N flag) as they may not hear the cancelation signal from the course

Skippers Briefing

- Try to start the skippers briefing on time
- What need to be told:
 - Time to go on site
 - Where to put the boats on the way back
 - Exchange procedure
 - Security plan
 - Radio communication for exchange boats

- If during the skippers meeting you announce the first start will be delayed, then you need to display the AP immediately after the briefing. Do not wait the normal start time.
- If you know before the meeting that you will delay the start, you can put the AP even before the sailors are on site.

Before the Race - Marks

- Do not wait after the briefing to get the mark out. It takes time to setup the course.
 - The RO can be carried to the starting vessel after the Skippers briefing (with an exchange or umpire boat)
- The starting line should be in place and not move before the warning signal (japanese)
- The windward mark should be in place and not move before the preparatory signal (P)

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Before the Race – Setup the course

- **Race duration**

- Target time is 15 minutes (the length of a leg is determined on this basis). It is not always possible to achieve the target time right from the first race.
- A race of 10 minutes is still ok
- Beware that if no boat finish in 20 minutes, the race is cancelled

- **Start Line Length**

- The formula is: # of boats x length (J/70) x factor 1.5 (→ 8 boats x 8 x 1.5) = **96 meters**
- At heavy lake wave conditions / wind strength, the line shall be extended to **110 meters**

- **Gate Line Length**

- Length: 50 meters (not less due to 3 lengths zone for each gate mark).

- **Leg length**

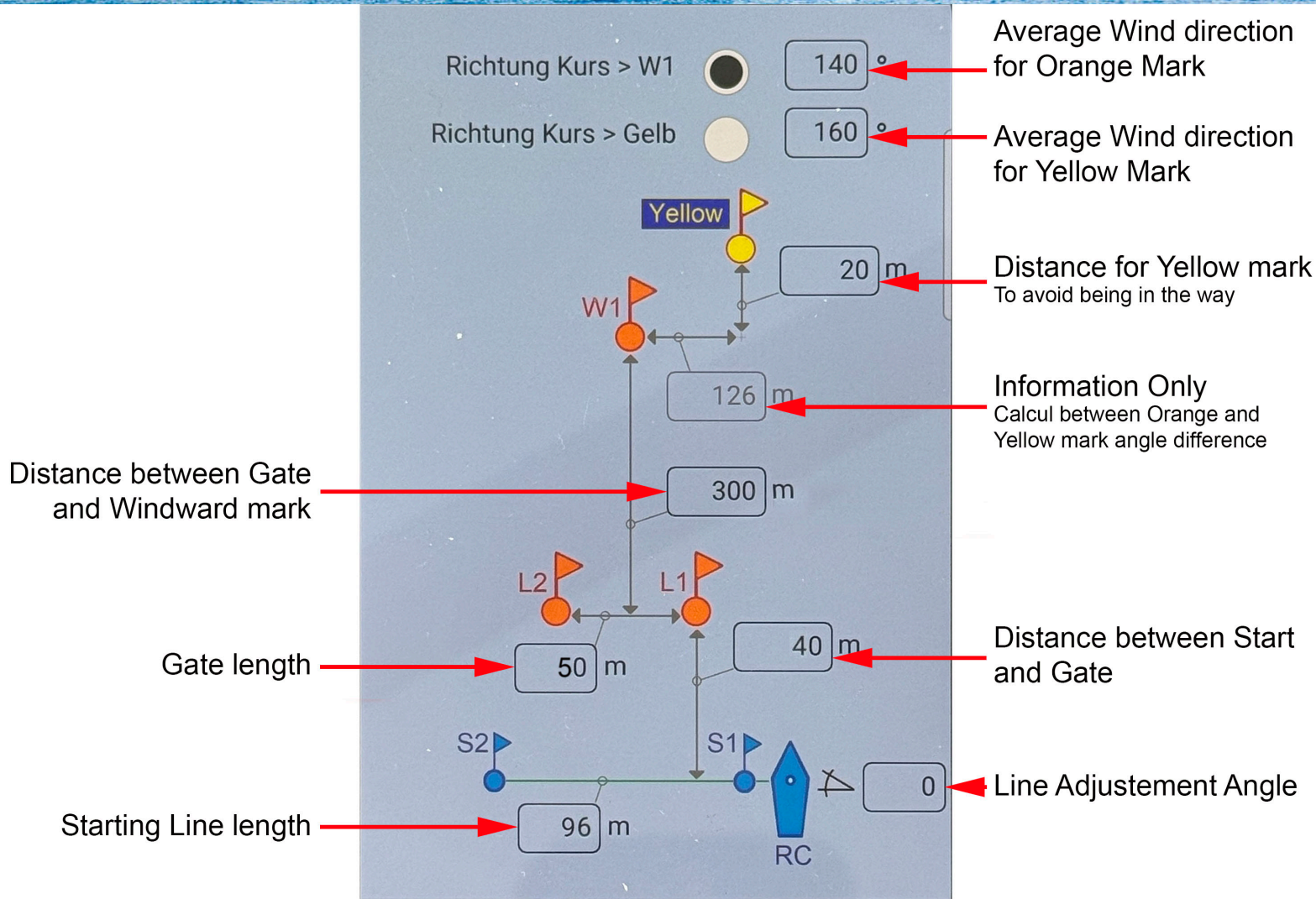
- Is the sum of distances between a) Distance Start Line and planned Gate Line and b) Distance Gate Line and planned Windward Mark

Before the Race – Setup the course

- **Distance signalling vessel and Gates**
 - about 50 meters (not too close and not too far away)
- **Anchored signalling vessel as mark**
 - As policy, SSLA is wishing not to have a signalling vessel that is used as mark. However, if it makes sense, the following rules have to be followed:
 - Positioning of the anchored Signalling Vessel: it shall be on the port end!
 - The signalling vessel shall be protected on the port and stern side with fenders.
 - The checking for early start shall be the placed pink flag on the pole as the point of reference on the signalling vessel. The tracker must be placed on the pole where the pink flag is set.

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Before the Race – Robomark Course screen



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Before the Race – Robomark Course screen



- The course length is the addition of:
 - Start-Gate distance
 - Gate-Windward distance
- Keep some distance with the Yellow mark
 - If you don't need the yellow mark, keep it away 50-100 m away from the course

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Before the Race – Robomark Setup Course



- When your committee boat is on the spot:
- 1) Enter the wind direction and all the length
- 2) Use the “Snap to RC” button
 - This will move the course with S1=RC
- 3) Move the course 50m away from the RC
 - On the Map screen, press with one finger for a few seconds, then drag the course.
- 4) Now you can send the marks to there positions

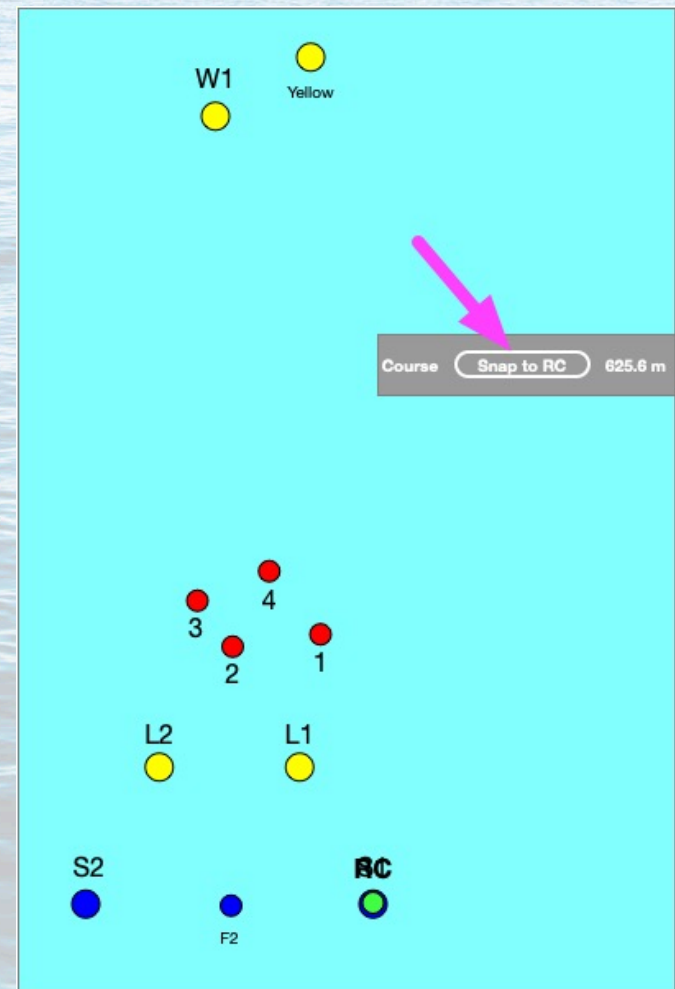
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Before the Race – Robomark Setup Course

Go on site



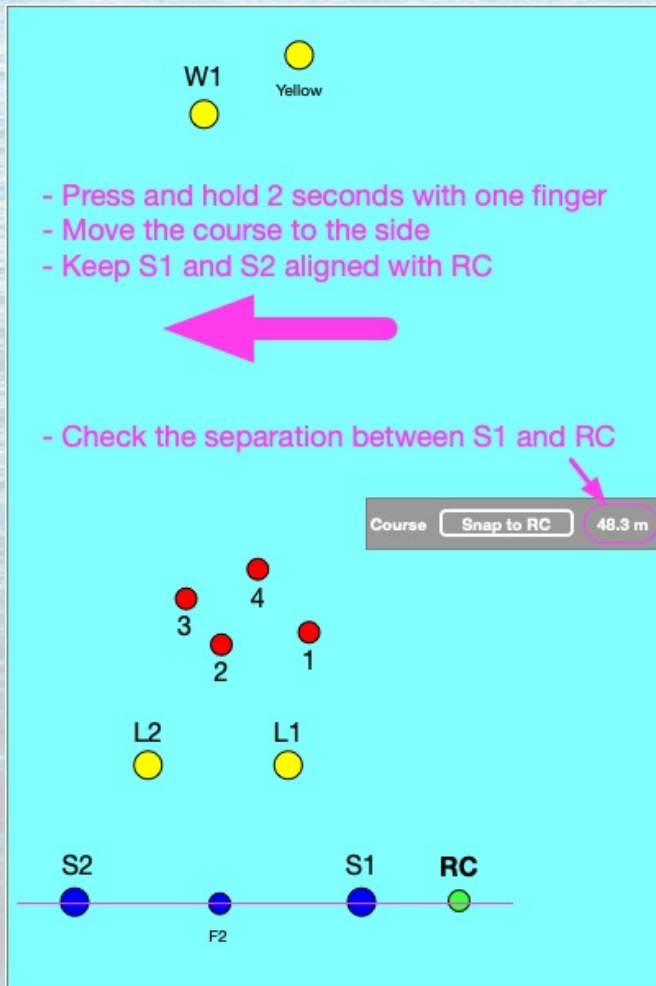
Snap to RC



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Before the Race – Robomark Setup Course

Move the RC from S1



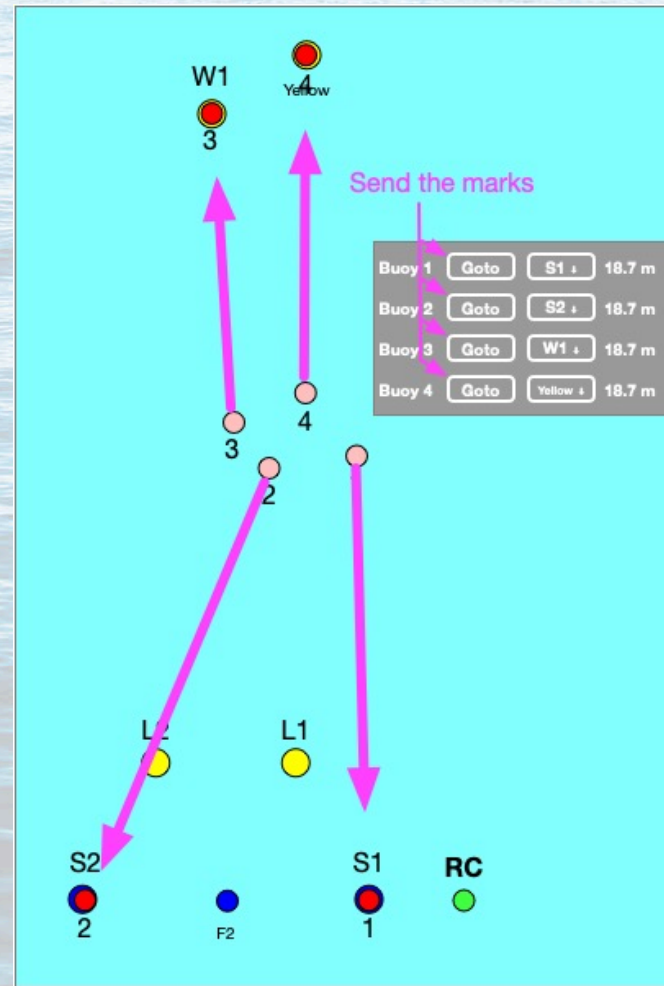
- Press and hold 2 seconds with one finger
- Move the course to the side
- Keep S1 and S2 aligned with RC

←

- Check the separation between S1 and RC

Course Snap to RC 48.3 m

Send buoy to place



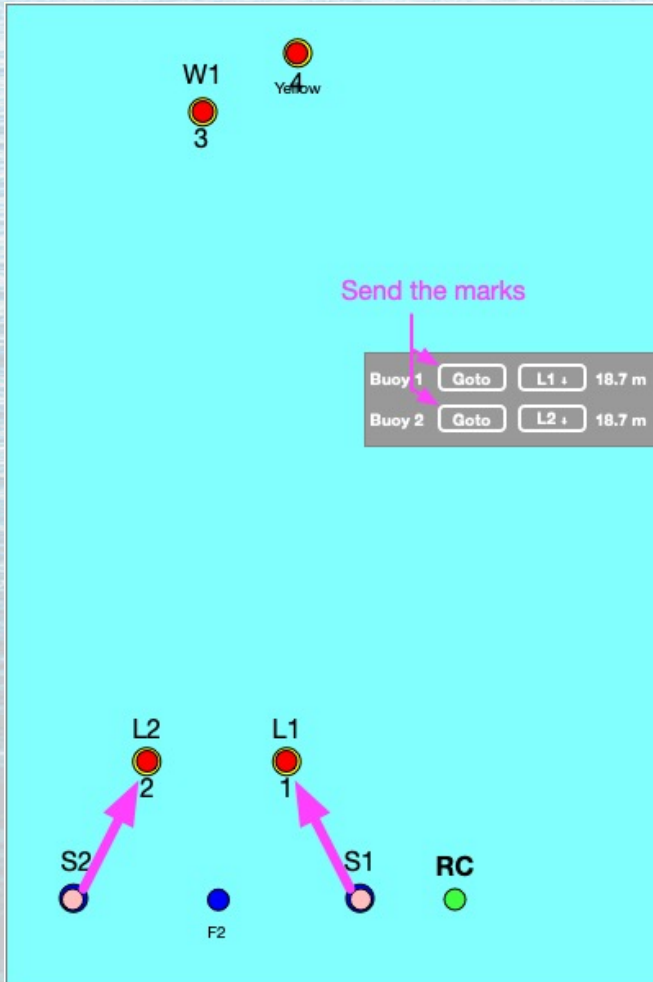
Send the marks

Buoy 1	Goto	S1 ↓	18.7 m
Buoy 2	Goto	S2 ↓	18.7 m
Buoy 3	Goto	W1 ↓	18.7 m
Buoy 4	Goto	Yellow ↓	18.7 m

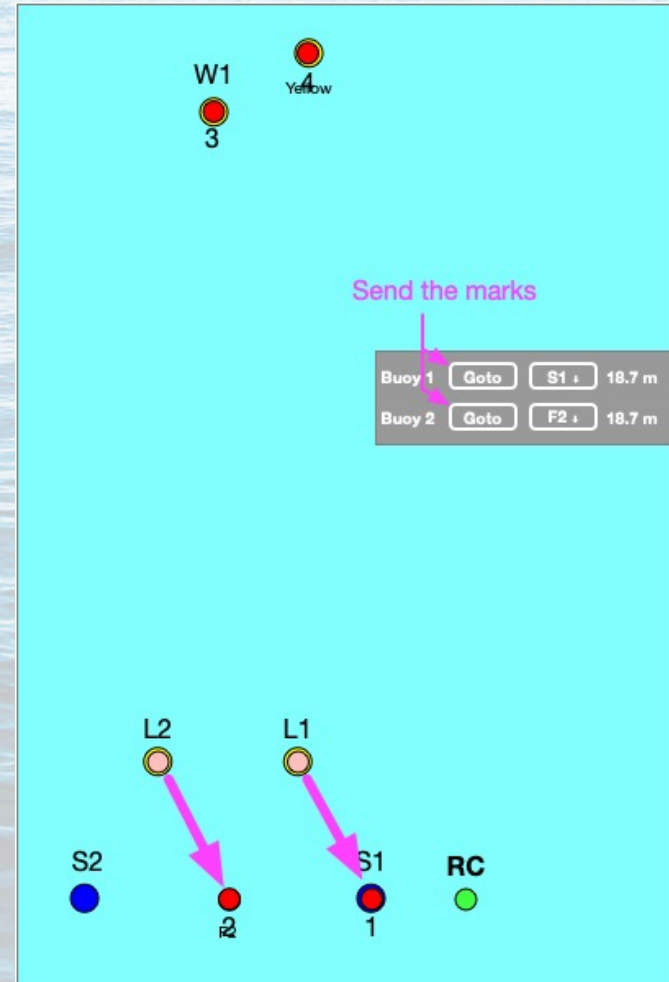
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Before the Race – Robomark Setup Course

Setup the Gate



Setup Finish Line



Before the Race - Starting

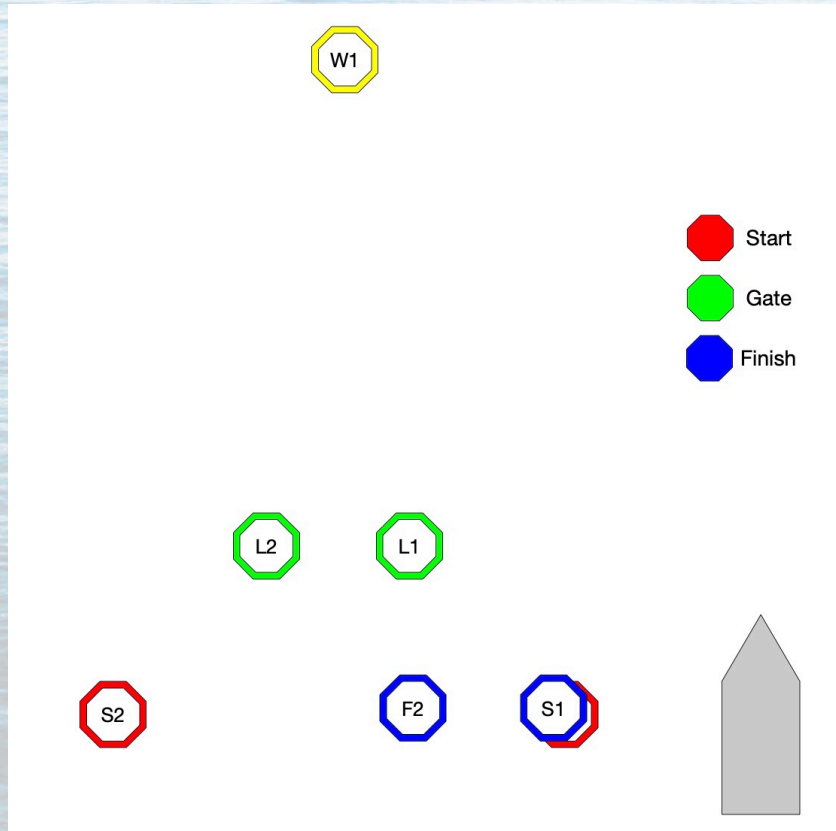
- Start a race only if:
 - wind is constant
 - wind speed is at least 4 kts during the procedure
- Abandon the procedure when :
 - you get a General Recall situation
 - shifts are more than 20 degree during the procedure
 - the wind is dropping under 3 kts
 - impossible or really difficult to make the start on starboard

Before the Race - Starting

- A series of short sound signals could be made to alert competitors to an upcoming warning signal.
 - Usually that is done when the teams had to wait for a start due to a break of a boat.

Before the race – Course setup











- Before the Race – Course setup



Check the handbook for specific situation with anchored or not anchored signaling vessel. Point 1.31

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Race start - Timing

		• -4	AP or N	Down	1 sound	Only if needed
		• -3	1	Up	1 sound	
		• -2	P	Up	1 sound	
		•	Q or F	Up		
		• -1	P	Down	1 sound	
		• 0	1	Down	1 sound	
		• +3	Q or F	Down	no sound	

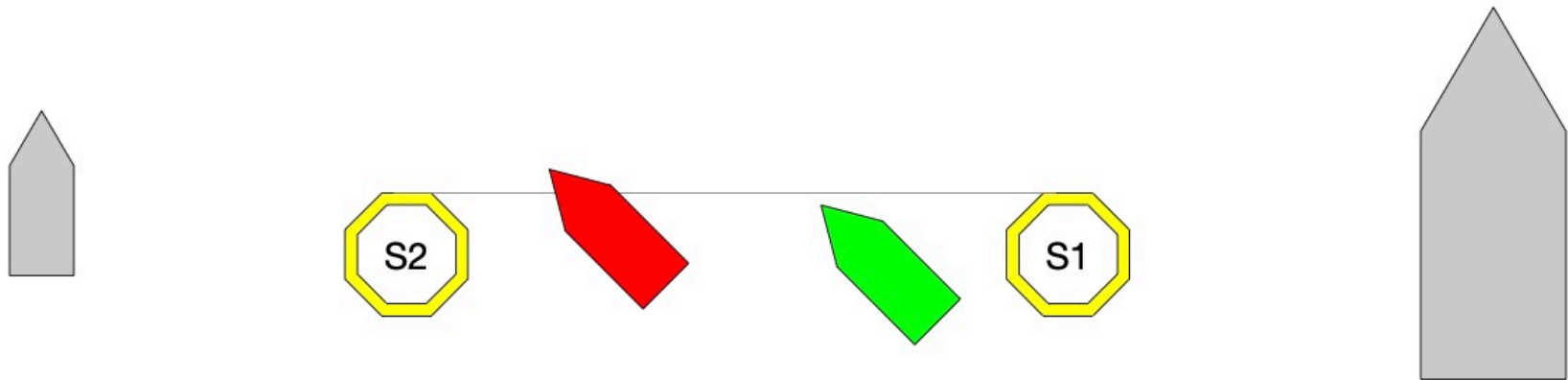
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Race start - Timing

-4	-3	-2	-1	0	0:05		3
↓●	↑●	↑●	↓●	↓●	↑●		
							
↓●	↑	↑					↓
							
	↑					↓	↓
							

Race Start – Line position

- The start line should be measured **AFTER** the marks



Race Start - OCS

- During the last 30 seconds of the procedure, let the counter line speak on the radio to inform of OCS.
- He should just say the how many OCS, not the boat number (some sailors may hear it on the water)
- Cancel the race if:
 - You disagree with the counter line
 - You are not 100% sure of the OCS

Race Start – Counter line

- The League boatman are professionals.
 - You can trust them for making the correct calls about OCS or finish line
 - You can also use their knowledge for other things, such as:
 - Wind direction at top mark,
 - Wind stability,
 - ...

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Race Start - OCS

- Just after the start, but max 5 second after, X up with 1 loud sound (need to heard on the whole line)
 - If we miss the 5 seconds, then it's N with 3 sound
- Inform the umpire (chanel 2) of OCS, but do not tell the boat number
- As soon as all the OCS have returned to the prestart side of the line, X down with no sound. Inform the Umpire that OCS have been corrected
- If some boats do not come back after 3 minutes, X down with no sound. Inform the umpire with the boat(s) numer still OCS

Race start - OCS

- 5 seconds max before setting the X flag

 X Up 1 sound

- When all OCS boats have returned

 X Down no sound

- If some boats have not returned after 3 minutes

 X Down no sound

- Inform the Chief Umpire

- If no race will start in the next 15 minutes due to wind condition, AP flag up with 2 sounds.
- If the conditions make you think there will be no chance of a race in 1 hour or more, send the boat ashore with AP over H
 - You need to take in consideration the time for the sailors to get back from the harbour
 - At the end of the day, stay longer on the water

Before the Race - Starting

- The duration of a race can be adjusted during the race by checking the time at first mark and at the gate. You can move:
 - the gate before the first downwind
 - the windward mark before the 2nd upwind

Before the Race – Gennaker problem

- When a boat is not able to sail with gennaker (broken equipment; kites not anymore available), the following rules shall be followed:
 - When the Race Officer is getting this information by the boatman before hissing the Warning Signal
 - hissing Flag W (Sailing without Gennaker) immediately.
 - When information is received after the Warning Signal hissed
 - hissing flag W only as of the next race.
 - When the boat with the gennaker problem cannot be repaired, the boat shall be taken out of race. As soon out of race, we continue sailing without the restrictive flag W (of course, unless the wind is above 30 knots).

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During the Race – Course change



- if the wind change , you should try to adjust the course accordingly.
- No mark should be move after one boat start the leg
- If the windward mark change is 20m or less, no need to use the C flag.
- If the change is bigger, then you should indicate C and Q/F at the gate.
- Adjust the gate to reflect the next leg, not the previous one

- **Change race course**

- RC shall announce the change of the course after the first downwind leg, before the first boat is approaching the gate.
- A course change indicated by a tablet (board) consisting of the flag C and the flag F on one side, and flag C and the flag Q on the other side, to indicate the race course to be taken for the second upwind leg.
- On the signal vessel, the C-Flag tablet (board) shall be aligned facing towards the wind.

- The mark change can be Right-left or Up-down
 - Use the same criteria to signal the change
- You may use the same mark as on the start
 - In all cases you should indicate which mark to fetch (Q or F)

Cancelling a Race - Basics

- You **SHOULD** cancel a race when:
 - **Any RO mistake**
 - Mistake with Flags
 - Up or down to early or to late
 - Not the right flag
 - Too many flags up
 - Sound errors
 - Moving mark

Cancelling a Race - Basics

- You **SHOULD** cancel a race when :
 - the race is not fair
 - one upwind leg can be made without tacking
 - the wind is dropping and shifting too much
 - it is obvious the first boat will not make it in 20 minutes
 - due to wind conditions, the first boat get 5 minutes lead to the second boat on one mark. This should not apply if the boats are late due to penalties (red flag, OCS,...)

- What is a « not fair » race...
- Everybody has is own vision of fair race.
 - But we need to get some consistency on the SSLA
- Don't think about organization or planning
 - The choice should be taken for the sailors

- Methods to help deciding
 - Is the change sudden or slow
 - Does everybody get the same effect
 - Was is predictable

- Discussion – Examples
 - The wind is shifting more than 30°
 - The wind is dropping massively
 - One side of the course is far better than the other
 - Only one boat can finish in time

- The wind is 270-290 before the start
 - During the race the wind shift slowly to 250-270
 - No boat can fetch the mark without tacking/
gibing
 - The race stay fair as sailors know the wind is shifting
 - You can move the mark to make it better on the next leg

- The wind is 270-290 before the start
 - During the race the wind shift suddenly to 220-250.
 - Some boat can fetch the mark without tacking/gibing
 - The race is not fair as some boats may gain a lot just because they were on the right place when it happen

- The wind is 270-290 before the start
 - During the race the wind shift suddenly to 220-250 and strength change
 - This is due to one storm further away that was visible before the start
 - The race is still fair as sailors know that a storm or big cloud will have an effect on wind direction and that it can be planned

- Wind is 4 kts before the start
 - After the first 2 boats fetch the windward mark, the wind drop under 2 kts
 - The 2 first boat will probably make it in 20 minutes, but not the other boats
 - The race is not really fair as some boats made a big gain without any sailing know how
 - Most of the boats will be DNF with a course under 4 kts

- Wind is 15 kts before the start
 - After the first 2 boats fetch the windward mark, the wind increase to over 20 kts
 - Some boats have trouble setting up the gennaker
 - The race is still fair as the problem with some boats is not due to wind, but more to crew capacity to handle big wind

- Open Discussion:

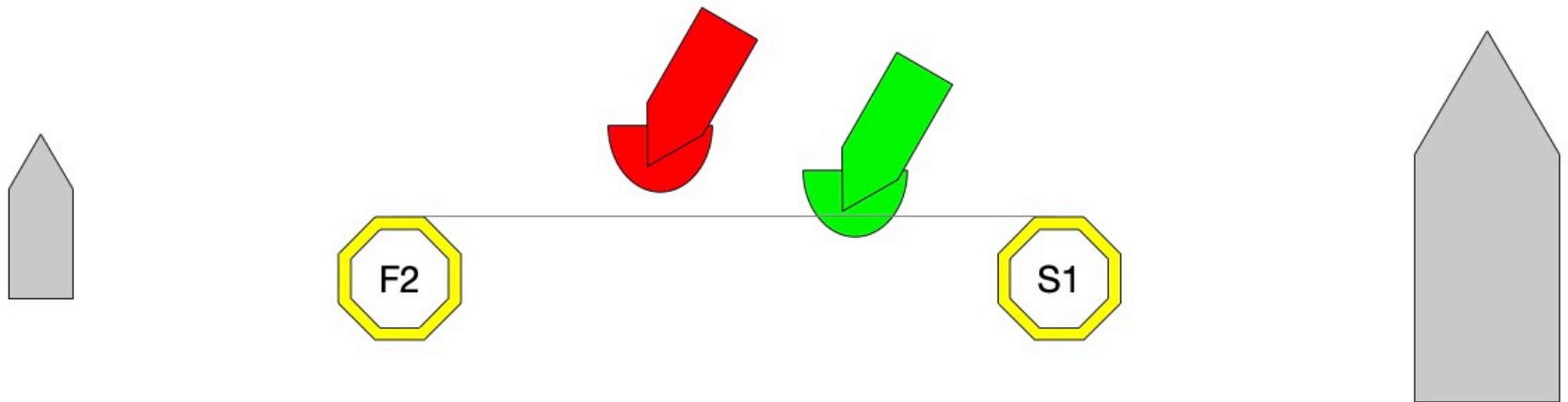
Do you have any examples of regattas where you were disappointed by the committee's decision to cancel or not to cancel the race?

Finish a Race

- You should register either the number or the color.
 - Defining which club is on which boat should be done as a second step.
- When boat arrive with good separation, there are no problems.
- If you get the opportunity, use a counter-line boat.
- You need to use the hull to define the finishing boat, not the genaker or the pole.

Finish a Race

- The finishing line should be measured Before the marks



Finish a Race

- If you feel there will be close call for the finish, record the event with sound and video.
- Be sure to be in a place you can really see the finishing line.
- Take in consideration the informations from the counter-line boat
 - Remember that a counter-line boat it is often easier to keep in corect position and is lower on the water, so less disturbed by the sail, pole or gennaker.

Finish a Race

- You should always take a picture of the result board. And it should include
 - Race number
 - Start time
 - First boat finishing time
 - Last boat finishing time
 - All boat with their position

- Take the time of the first boat to finish
- Take the time of the last boat to finish
- Boats not finishing in 5 minutes after the first one are DNF

- During the crew exchange, the Race Management team watches the boats whether a “Lima” flag is set and informs the boatman immediately about that.
 - Only if no “Lima” is displayed for 3 minutes after the last team has done the crew exchange, or the boats with “Lima” have signalled that all is okay after an intervention of the boatman, the RO can initiate the next starting procedure.

- 3 minutes after the last crew exchange, if you have no Lima flag, you **SHOULD** start a procedure.
- If a boat display the L flag after the 3 minutes, you should **NOT** reschedule the next race





- Breakdown or damage of a boat.
 - Si un bateau ne peut pas être réparé pour un départ en raison d'un défaut dans un certain délai, mais au maximum 10 minutes, le RO doit donner le départ de la course sans le bateau en question.
 - Le responsable des résultats doit être en mesure de gérer la situation avec les DNS et le calcul probable de la moyenne des points selon les règles énoncées dans le règlement NoR et le SI.

- Once you have noted all the boats on the board:
 - Take a photo
 - Display the board
 - Raise flag B and make a sound
 - Flag B down after 2 minutes

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Race start - Timing

1st finish	Last finish	1st + 5 min	Display results	Flag B + 2 min	Exchange finished	Exchange + 3 min
Take time	Take time		 	 		
0:00		5:00 End of race	Display results for 2 minutes		0:00	3:00
		Boat after this time are DNF				Start next procedure

- Protest by the boat(s) before or during the display of flag B.
 - A team (boat) must inform the race committee on the designated boat with the white RC flag in the following manner:
 - Call the race committee before or during the display of flag B.
 - The RO will immediately inform the chief referee of the protest by radio.
- More than one boat may lodge a protest.

- Conditions for the withdrawal of flag B, with 1 sound.
 - no protest has been lodged after the two minutes during which flag B has been displayed.
 - The chief referee informs the RO that
 - all the protests have been heard and closed,
 - they will be heard ashore to save racing time,
 - they have no impact on the current list of finishing places.

- **Protest(s) accepted have an impact of the displayed results: NO**
 - Action: Flag B REMOVED, with 1 short sound (Not earlier than 2 minutes after flag B has been displayed).

- **Protest(s) accepted have an impact of the displayed results: YES**
 - The scoreboard shall be modified according to the instructions of the Chief Umpire.
 - Display flag L with one sound
 - Do not remove the B flag
 - Flags L and B can be removed 2 minutes after flag L was displayed
- **This process can be restarted if somebody protest again during the new 2 minutes**

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Between races – Boat damaged



- Exclude boat(s) from next race
 - It is at the discretion of the RO to allow time for repairs of boats.
 - However, if a repair cannot be done within 10 minutes, the damaged boat shall not be sailed in the next race and be taken away of the starting area by the boatman.
 - In such a case, RO must organize a substitute as counter starter (the boatman is probably occupied with the damaged boat).
 - The result service shall take note about the non-start of the boat concerned and register the results according to the rules in NoR and SI. Attention: also remove the boat from the tracking system.
- Mind: SSLA is sailing with up to 3 boats in tilt.

Between race – Postponing

- Postponing a race
 - Wind is dropping
 - Direction is too unstable
 - Storm is coming
 - ...
- If you think the change is short term, you should put the AP up with 2 sounds

Between race – Postponing

- If you think the wind change is going to be for a long time (over 1 hour) you should send the boats back to shore
 - AP over H Up with 2 sounds
- If you think there will be no more racing for the day
 - AP over A Up with 2 sounds
 - It is not possible to race for the day even if beautiful wind is coming
- In case of doubt, use AP over H. You can always put the AP over A ashore.

- Reasons for stopping the races for the day
 - The sun will go down (no racing after sunset)
 - Wind is dropping or shifting due to sunset
- Reason NOT to stop the race for the day:
 - Planning for dinner
 - Enough races for the day
 - Wind is still blowing

At the end of the day

- As soon as you know a race will be the last one of the day, you should inform all exchange boats and Umpires.
- During the last leg, display the AP over A so sailors know they can go straight back to harbour after finish.
 - To avoid confusion, the 2 sounds should be really low as not to be heard from sailors.

Training for SSLA Race Officers

**Thanks for your
participation
Have a nice day**