

2015 GRSC COMMITTEE BOAT HANDBOOK

TABLE OF CONTENTS

<u>1. GENERAL</u>	2	4.5 - Combined Classes for Summer Series.....	6
1.1 - Use of the Committee Book Handbook.....	2	4.6 - Starting Times.....	7
1.2 - Representative of Race Committee.....	2	4.7 - Start Sequence.....	7
1.3 - Directed by Fleet Captain.....	2	4.8 - Actual Start Times.....	7
1.4 - Assistance to Competitors.....	2	4.9 - Observing the Starting Line.....	7
1.5 - Yacht in Distress.....	2	4.10 - Special Situations and Signals.....	8
		4.11 - Postponement.....	8
		4.12 - Individual Recall.....	8
		4.13 - General Recall.....	8
<u>2. PREPARATION</u>	2		
2.1 - Before Race Day.....	2	<u>5. DURING THE RACE</u>	8
2.2 - Necessary Supplies and Materials.....	2	5.1 - Monitoring the Radio.....	8
2.3 - Committee Boat Crew Duties.....	3	5.2 - Race Abandoned, No More Races Today...9	
2.4 - Signals made on shore.....	4	5.3 - Race Abandoned, Restart Sequence.....	9
2.5 - Allow Adequate Time.....	4	5.4 - Shorten Course.....	9
		5.5 - Change of Course.....	9
<u>3. SETTING UP ON THE WATER</u>	4	5.6 - Protests.....	10
3.1 - Committee Boat Flag.....	4	5.7 - Yachts Dropping Out of the Race.....	10
3.2 - Monitoring the Radio.....	4		
3.3 - Confer with the Spinnaker Fleet Captain.....	5	<u>6. THE FINISH</u>	10
3.4 - Anchoring and Positioning.....	5	6.1 - Observing the Finish Line.....	11
3.5 - Starts from S Mark.....	5	6.2 - Record Finish Times.....	11
3.6 - Starts from S-1.....	5	6.3 - Missing Yachts.....	11
3.7 - Committee Boat Starting Line Flag.....	5		
		<u>7. AFTER THE FINISH</u>	11
<u>4. STARTING THE RACE</u>	6	7.1 - Turning in Finishing Forms.....	11
4.1 - Checking in Yachts.....	6	7.2 - Return Equipment.....	11
4.2 - Displaying the Course.....	6	7.3 - Locking Up.....	11
4.3 - Responding to Hail.....	6		
4.4 - Number of Starts.....	6		

1. GENERAL

1.1 - Use of the Committee Boat Handbook

The Committee Boat Handbook is intended to assist members of the Grand River Sailing Club (GRSC) in fulfilling their responsibility to act as Committee Boat. It is to be used in conjunction with the GRSC rulebook and assumes the user has some knowledge of US Sailing rules.

1.2 - Representative of Race Committee

The Committee Boat is the official representative of the Race Committee on the racecourse and is responsible for the administration of races. The Committee Boat should exercise considerable care in performing her duties in order to assure fair and equitable racing.

1.3 - Directed by Fleet Captain

The Committee Boat is under the direction of the Fleet Captains. In the event of conflicts among the Fleet Captains, instructions provided by the Spinnaker Fleet Captain shall govern the Committee Boat's activities.

1.4 - Assistance to Competitors

The Committee Boat should refrain from providing competitors with assistance. Competitors are expected to know the time, their starting time, the compass courses around the marks, etc. While certain circumstances (Mark S-1 is set without using the inflatable ball, for example) dictate a need for the Committee Boat to communicate with competitors, this should be minimized.

1.5 - Yacht in Distress

The Committee Boat should coordinate efforts to assist any yacht in distress. This does not necessarily mean that the Committee Boat should leave her station, although she may assist directly, if she is in the best position to lend assistance.

2. PREPARATION

2.1 - Before Race Day

The Committee Boat personnel should review these procedures well in advance of the day that they will be serving as Committee Boat.

2.2 - Necessary Materials and Supplies

In order to perform the duties of Committee Boat, certain materials and supplies will be necessary. Following is a brief checklist of the necessary items:

1. **Radio** -- The Committee Boat must have a VHF radio with the official channel on board. If one is not available, contact the Vice Commodore prior to Committee Boat duty.
2. **Score Sheets** -- Score sheets showing all yachts registered to race are available from the Results Chairman. The score sheets list each yacht, her fleet and class, her sail number and her PHRF Rating.
3. **GRSC Rules Book and Committee Boat Handbook** -- For reference to any rules or communications with the Fleet Captains and fleets.

4. **Course Signal Cards** -- Course cards for signaling the course to be sailed.
5. **Signal Flags** -- Flags for making appropriate signals both ashore and on the water.
6. **Sound Making Device** -- For calling attention to visual signals.
7. **Inflatable Mark** -- The inflatable ball for use as mark S-1 may be required in the event of a behind-the-wall start. The Committee Boat should carry this mark if there is any possibility that the start will be from S-1. If needed a vacuum for inflating the mark is available in the storage building at the Sailing Center.
8. **Digital Timer** - If you have a *GPS* it should be used as the timer. This will allow all the race participants to be in sync with the starting sequence. If you do not have a *GPS* an accurate digital timer (wristwatch or other, but must show hours, minutes and seconds) will be required.
9. **High Powered Flashlight** -- A high powered flashlight will be required if there is any possibility that portions of the race will be conducted during or after dusk or if conditions of reduced visibility are expected.
10. **Committee Boat Flag** -- The flag that identifies your yacht as the Committee Boat for the race.
11. **Assistants** -- There must be at least two people on the Committee Boat, but more are preferred. Course

cards, signal flags, score sheets and the inflatable mark are contained in the storage building located along A Dock at the Sailing Center. You are expected to supply a sound making device, digital timer and suitable assistants. Check with the Vice Commodore to obtain access to the storage building. You should also contact the Vice Commodore if you do not have a VHF radio capable of operating on the official channel. The Committee Boat should make arrangements to obtain the necessary equipment and materials to serve as Committee Boat prior to race day.

2.3 - Committee Boat Crew Duties

While it is possible to run the committee boat with two people, three, four or five people will do a much better job. You should consider bringing your entire racing crew out for committee boat duty. Below is a list of the functions that need to be performed by the committee boat crew once she is anchored on station.

1. **Timer** - This is probably the most critical job. This person keeps track of the raising and lowering of all flags for the starting sequence as well as the finish time for each yacht at the end of the race. This person should do a count down for each flag change during the start to allow the crew to be prepared to make the changes. This person cannot allow him/herself to be distracted during the starting sequence as an error in timing can lead to a general recall and possibly the restart of the entire sequence (don't watch the boats, look at the clock). This person will also have to call out the finish times at the end of the race.
2. **Score Sheet** - This person will need to check in the yachts before the race begins, note the actual start time for each class, note any yachts that are over early, note any yachts that withdraw, note any protests and list each yachts finish time.

3. **Course Signal Cards** - This person will need to display the course signal cards so they can be seen by all yachts from the time the course is decided until the start. This person will also have to change the course cards between the JAM and Spinnaker fleet starts.
4. **Signal Flags** - This person will need to raise and lower the class flags and the "P" flag during the starting sequence. This will require flying two flags at the same time. This person will need to change class flags as the classes change in the starting sequence. A person will also have to fly the postponement, shorten course, change of course and abandoned race flags if needed.
5. **Sighting the Line** - This person will need to sight the line for the one-minute period before each start. This person needs to have the individual and general recall flags in hand, ready to fly them immediately if needed. This person will also have to indicate when each yacht crosses the finish line to allow their times to be recorded.
6. **Sound Making** - This person will need to sound your horn (or other device) at the appropriate times during the starting sequence and for individual recalls, general recalls, postponements, shorten course, change of course and abandoned race. This person should also sound your horn as each yacht finishes.
7. **Radio Operator** - This person needs to respond to the fleet captain's hails or to other yachts when appropriate.

While some of these functions can be combined they all need to be assigned to your crew to ensure a smooth and successful committee boat duty.

2.5 - Signals made on shore. The Fleet Captain may direct you to post signals while still on shore (most likely postponement or abandonment of a race). If this is necessary, the signals should be posted at the flagpole at the river entrance to the Sailing Center (Grand River Marine, Fairport side) of the Grand River. To reach this point by land, drive along the peninsula of land separating B and D docks, past the mast storage racks until you reach the end of the peninsula. An alternative to posting a signal on shore would be broadcasting details of the postponement or abandonment on the VHF radio, Channel 80

2.6 - Allow Adequate Time

Leave your dock early enough to arrive at the starting area one half hour before the first scheduled start. You will need time to anchor your boat in the correct position, get the course cards and flags ready and check in all the yachts.

3. SETTING UP ON THE WATER

3.1 - Committee Boat Flag

The Committee Boat flag should be flown from your flag halyard, backstay, or other highly visible point to identify your yacht as the Committee Boat for the race.

3.2 - Monitoring the Radio

Your yacht's VHF radio should be tuned to the official channel (80) in order for you to communicate with the Fleet Captains and with the rest of the fleet when appropriate.

3.3 - Confer with Spinnaker Fleet Captain

Confer with the Spinnaker Fleet Captain about the race. This can be done by radio or when you have reached the starting area. The earlier this is done the better. The discussion should include:

1. The location of the start.
2. The number of Fleets and/or Classes to start in the race.
3. The course to be displayed for each class.

3.4 - Anchoring and Positioning the Committee Boat

Generally, you will want to position your yacht so that it faces head to wind with the start line (the imaginary line from your mast through the starting mark) perpendicular to the wind. There are certain courses where such positioning is either impossible or dangerous. Positioning for starts from the various possible starting marks is discussed below. In all cases you should check with the Spinnaker Fleet Captain to verify that the Committee Boat is properly positioned.

3.5 - Starts from S Mark

Position your yacht so that the S-Mark is at the starboard end of the starting line (i.e., the starting mark is to your left) when your bow is head to wind. The starting mark should be directly abeam of your mast. Reaching this position will require you to position your yacht considerably ahead (further into the wind) of this position, drop your anchor, and let out sufficient anchor line to drift back to the proper position.

The starting line should be approximately 250-300 feet long to allow sufficient room for competitors maneuvering to start. Too long of a starting line may limit some tactical maneuvers for competitors. However, too short of a starting line endangers you, your yacht and others. Therefore, if you have any question about the length of the starting line, make it longer.

3.6 - Starts from S-1

Starts from S-1 may be considerably different. When starting from S, the principal objective is to start yachts facing to windward. In contrast, starts from S-1 emphasize safety.

Before setting a line to start from S-1, ask the Spinnaker Fleet Captain if the inflatable mark will be used or if some point on land or the east breakwall will be used as the other end of the starting line. If S-1 is not the inflatable mark, attempt to inform all competitors by radio or hail.

If the inflatable mark is to be used for the starting line the Spinnaker Fleet Captain will direct to the location where you will set it. The Fleet Captain will then direct you to the location to anchor the committee boat. As with starts from S Mark, the starting line should be 250-300 feet long.

3.7 - Committee Boat Starting Line Flag

The location you fly the orange starting line flag from will be the committee boat end of the line. You will need to sight the start/finish line from this location. Your mast or the shrouds on the port side of your boat are the preferred locations to fly this flag.

4. STARTING THE RACE

After you have positioned your yacht for the start, you are ready to begin the starting sequence. The most difficult part of the race for the Committee Boat is the start of each class and the period immediately preceding the starts. This is the time when the Committee Boat's workload is the heaviest and the most attention is required to perform the Committee Boat tasks.

4.1 - Checking in Yachts

Each yacht intending to race should pass close by the Committee Boat prior to the start. The Committee Boat should note on the score sheet each yacht that is out for the race. This enables the Committee Boat to determine when all yachts have finished and allows the race to be properly scored.

4.2 - Displaying the Course

The Committee Boat should display the course signal cards for the first class in the start sequence as soon as the fleet captain has determined the course. Each class's course signal cards *MUST* be displayed at the Warning Signal for that class and must be displayed until that class's start. The course signal cards must be displayed so that all competitors can see them.

4.3 - Responding to Hail

The Committee Boat is not obligated to respond to any hails (verbal or by radio) except those of the Fleet Captains. All yachts racing are expected to know the signals, the course and the time. Yachts racing are expected to be able to obtain the information they need from the course card(s) and visual signals.

The Committee Boat should be guided by its discretion. There will be some circumstances where it is appropriate and desirable for the Committee Boat to respond to a hail. Examples include:

- A yacht retiring from a race.
- A yacht protesting another yacht.
- A yacht inquiring about start line during behind the wall starts.
- Yachts inquiring about shorten or change of course.

While the Committee Boat should not provide information that should already be known, it should not withhold information where there is reasonable likelihood of confusion on the part of one or more competitors. However, to the extent that the Committee Boat provides information to any one competitor, it must similarly try to provide this information to all competitors.

4.4 - Number of Starts

The Committee Boat is expected to start multiple classes for most races. Sunday and Wednesday races normally will require four starts. Refer to your copy of the GRSC rulebook and GRSC Course Card for particulars on the starting sequences.

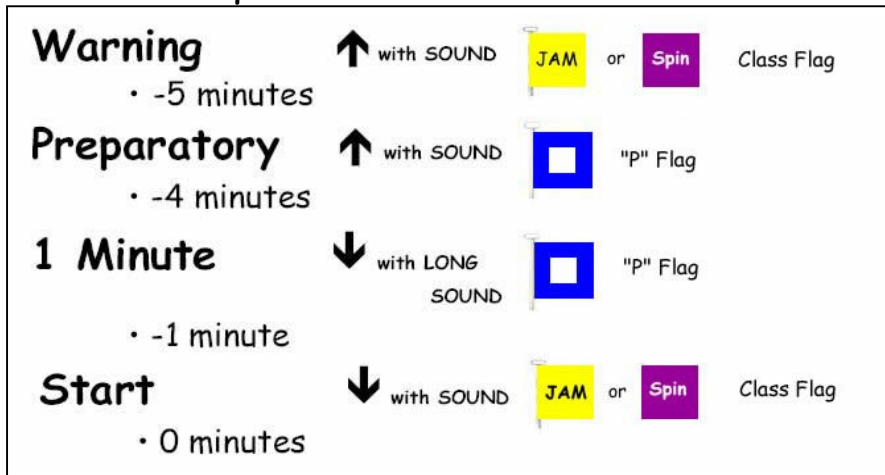
4.5 - Combined Classes for Summer Series Starts

For the Summer Sunday and Summer Wednesday Series, fewer boats may race. Spinnaker classes may be combined together and JAM classes may be combined together. Thus, there are likely to be fewer starts but more boats in each start. Check with the Fleet Captain to determine the number of starts.

4.6 - Starting Times

The scheduled starting times are shown on the GRSC Course Card. These may need to be modified, depending on the number of starts for a particular race.

4.7 - Start Sequence



The starts for each class use the same repeating sequence of flags and sound signals listed to the left. One minute before the first warning signal of the starting sequence you should make several sound signals to alert competitors of the beginning of the sequence.

If another class starting sequence follows, the next classes warning signal flag will be raised one

minute after the start signal for the prior class. Each class has its own class flag so the appropriate class flag (Spinnaker = Purple & JAM = Yellow) must be flown at the correct times. Plan for a 1 minute delay between the start of one class and the warning signal flag for the next class to allow for the course cards to be changed. The new course **MUST** be displayed for the next class prior to their warning signal flag.

Visual signals govern the conduct of the race and their timing should be exact. Audible signals are used to draw attention to the visual signals and should be as close to simultaneous with the visual signals as possible. All signal flags need to be flown from a highly visible location on the committee boat.

4.8 - Actual Start Times

Mark on the score sheet, the time of day each class starts. Note the actual start time, not the time listed on the course card. Corrected times for each yacht are based on elapsed times. Our scorekeepers program calculates corrected times by knowing the time of day each class starts and the time of day each yacht finishes. Since our starting sequence is on a 5-minute interval you should begin the starting sequence when your clock reads 9:55:00 on Sundays or 6:55:00 on Wednesdays. If you miss these times you may want to for 10:00:00 or 7:00:00, as it will be easier to make sure you keep the correct timing for the starting sequence.

4.9 - Observing the Starting Line

One individual aboard the Committee Boat **MUST** observe the starting line before each start. This person must be positioned where the orange starting line flag is flying on the committee boat. They should be facing the other end of the line with a clear view of the entire line. This person will be watching for yachts over the line before the actual starting signal.

At the starting signal the Committee Boat should make the signal for an individual recall if all the premature starters can be identified or the Committee Boat should signal General Recall if there are premature starters that cannot be identified. To be prepared for signaling yachts over early, the Committee Boat should have at hand, the flags for Individual and General Recalls described in sections 4.11 and 4.12.

4.10 - Special Situations and Signals

Hopefully, most starts are routine. However, there are circumstances, which require the Committee Boat to display other signals and/or alter the starting sequence. The ones listed below are the most common.

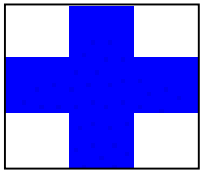
4.11 - Postponement



A Postponement should be signaled when the starting sequence will be delayed. A Postponement is signaled by raising the Answering Pennant and making two sound signals. All races not already started will be postponed until the Answering Pennant is lowered.

When the Answering Pennant is lowered, one sound signal should be made to attract attention to the action. The Warning Signal for the next start should be made one minute after the Postponement Signal is lowered. A Postponement should be signaled only at the direction of the Spinnaker Fleet Captain. This will most likely happen because there is very little wind. Also, if the committee boat is not ready to begin the start sequence at the scheduled time, the postponement flag should be flown at the scheduled time of the first Warning Signal.

4.12 - Individual Recall

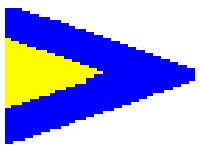


An Individual Recall should be signaled when one or more yachts from the Class just started were across the start finish line at any time during the one-minute prior to their starting signal and the committee boat can identify all these yachts.

The Committee Boat must immediately after the start, signal an Individual Recall by flying the X Flag and should make one sound signal.

The flag must be displayed until all premature starters have sailed to the pre-start side of the line around either end and have restarted or until one minute before the next start. The Committee Boat should attempt to notify the premature starters by hail or radio as well but failure of the Committee Boat to do so does not absolve any premature starters of the responsibility to return and start correctly. The committee boat should note on the score sheet any premature starters that did not return and restart correctly.

4.13 - General Recall



A General Recall should be signaled when a number of yachts from the Class just started, have crossed the starting line before the starting signal and the committee boat cannot identify all of the premature starters. The Committee Boat should also signal a General Recall if there has been an error in the starting procedure.

A Fleet Captain may also request the Committee Boat to signal a General Recall for a Class if they believe it is warranted.

Upon determining the need for a General Recall the Committee Boat must immediately fly the First Substitute and should make two sound signals. The General Recall Flag must be displayed until one minute before the start of the next class in the original starting sequence. The Committee Boat should attempt to notify the recalled class by hail or radio as well but failure of the Committee Boat to do so does not absolve the yachts in the recalled class of the responsibility to return and restart correctly. The committee boat should note on the score sheet any yachts from the recalled class that did not return and restart.

5. DURING THE RACE

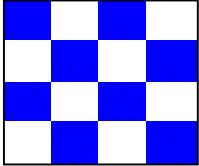
5.1 - Monitoring the Radio

The Committee Boat should monitor the official radio channel throughout the race.

5.2 - Race Abandoned, No More Races Today

Race Abandoned, no more races today should only be signaled at the direction of the Spinnaker Fleet Captain. Race Abandoned, no more races today is signaled by raising the "N" flag over the "A" flag and making three sound signals. The Committee Boat should attempt to notify the affected all classes by hail or radio as well.

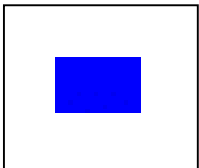
5.3 - Race Abandoned, Restart Sequence



Race Abandoned, should be signaled when all races that have already started are abandoned and all competitors should return to the starting area. Race Abandoned, Restart Sequence is signaled by raising the "N" flag and making three sound signals. The Committee Boat should attempt to notify the race abandoned, classes by hail or radio.

Failure of the Committee Boat to do so does not absolve the yachts in the race abandoned, class of the responsibility to return and restart correctly. When already started yachts have returned, the "N" flag is lowered and the Committee Boat makes one sound signal to attract attention to the action. The warning signal will be given one minute after this signal is lowered, and the starting sequence will begin again from the beginning. Race Abandoned, should be signaled only at the direction of the Spinnaker Fleet Captain.

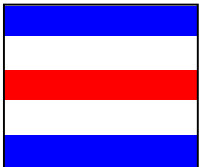
5.4 - Shorten Course



The Fleet Captains may shorten their Fleets' courses in accordance with the GRSC Rule Book. If this occurs, the Committee Boat should display the signal for shortening the course by raising the "S" flag and making two sound signals. In addition to displaying the signal for shortening course, the Committee Boat should display the Fleet Designation Card "S" for Spinnaker Fleet and/or "J" for JAM Fleet.

These signals should remain up until all yachts have finished. The Committee Boat should attempt to notify the affected classes by hail or radio as well but failure of the Committee Boat to do so does not absolve any affected classes of the responsibility to finish properly.

5.5 - Change of Course



The Spinnaker Fleet Captain may elect to change the course for the Spinnaker Fleet if there has been a significant wind shift since their start. This only applies to the spinnaker fleet on a Sunday race. When you are directed to make a course change, you need to do the following:

1. Hoist code flag "C" and display the Course Signal Card of the new Course.
2. Call attention to the course change by making several sound signals periodically. You should give sound signals about every one minute as the Spinnaker boats get within a couple of hundred yards of your position. You can make the sound signals more frequently if necessary to get someone's attention, but the interval between signals should not be less than 15 seconds.
3. As soon as possible, have a radio operator announce the following at intervals of every 30 seconds to 1 minute on the Official race Channel. Grand River Spinnaker Fleet this is the Committee Boat. Your course is changed. The new course is ' _____ ' (letter of new course). I say again, your course is changed. The new course is ' _____ ' as in < phonetic word. For Example: If the Fleet Captain directed you to change the course to 'B', you would say: "Grand River Spinnaker Fleet, this is the Committee Boat, your course has changed. The new course is "B" as in Bravo, I say again your new course is "B" as in Bravo".

A change of course can only be made before the lead yacht of the spinnaker fleet reaches the committee boat on the fifth leg of the course (what would have been the second windward leg of the race course). Once a course change has been made, the Start /Finish line becomes a gate that the Spinnaker boats are required to pass through before they begin sailing to the weather mark of the new course. You should note on the score sheet any Spinnaker boat that does not pass through the gate (i.e. Start/Finish Line) on this leg of the course. Once a boat has passed through the gate, it reverts to the Start/Finish Line (it once again becomes an obstruction). **The code flag "C" and the new course signal card should remain up until all yachts have made the change of course.**

The committee boat is in the best position to notice a wind shift. If you notice that the wind direction has shifted more than 30 degrees, you should contact the spinnaker fleet captain via the radio. Give the fleet captain the heading that the wind has shifted to and ask if a change of course should be made.

5.6 - Protests

If the Committee Boat is advised that one or more yachts intends to lodge a protest, the pertinent facts should be noted and subsequently reported to the Spinnaker Fleet Captain. Facts needed are:

1. The name of the yacht, which intends to lodge a protest.
2. The name of the yacht(s) against which the protest will be lodged.
3. The time the protest was communicated to the Committee Boat.
4. If the protesting yacht was flying a protest flag when she crossed the finish line.

The Committee Boat should fly her protest flag as an aid to informing Protest Committee members that a protest will be lodged. The Captain of the Committee Boat will serve on the Protest Committee on the date of the Committee Boat duty.

5.7 - Yachts Dropping Out of the Race

A yacht should notify the Committee Boat when she decides to drop out of the race. The Committee Boat should acknowledge the yacht's withdrawal (via either radio or hail) and record the yacht's finishing time as "DNF" on the score sheet provided by the Results Committee. Any yacht that drops out of the race and does not notify the Committee Boat should be noted on the score sheet.

6. THE FINISH

The Committee Boat should be especially attentive to recording yachts' finishing times accurately. This can be a formidable task, especially in darkness or when visibility is poor. You may need to have a high-powered flashlight to aid in identifying yachts finishing. You may also hail (by voice or radio) yachts finishing or approaching the finishing line to identify them. Some yachts may hail the Committee Boat to identify themselves, and it is appropriate to respond to the hail under these conditions. Since the JAM Fleet sails a considerably shorter course on Sundays than the Spinnaker Fleet, they may often finish before the Spinnaker Fleet yachts.

6.1 - Observing the Finish Line

The correct vantage point for observing the finish line is at the mast of the Committee Boat facing the mark, which forms the opposite end of the finish line. The person at this position should call out the name or sail number of each yacht as they approach the finish line to allow the person recording the finishes to be prepared. As each yacht crosses the finish line, the person sighting the line should make a short sound signal. A yacht has finished when any part of the yacht, its crew or equipment, in normal position, crosses the finish line.

6.2 - Recording Finish Times

The person in charge of the score sheet should find the yacht about to finish on the score and mark down the finish time when the person sighting the line makes the sound signal. It will work best if another person reads the finish times off to the score sheet person. There may be times when several yachts finish within seconds of each other so be prepared for that possibility. Record the finish time as the Time of Day the yacht finishes in hours/minutes/seconds (HH:MM:SS). Make sure you have recorded the time of day each class started as all corrected times are based on elapsed times.

6.3 - Missing Yachts

Occasionally, a yacht racing may drop out of the race without notifying the Committee Boat. If the Committee Boat believes this may have happened, the Committee Boat may try to contact the missing yacht by radio or hail to determine if the yacht is still racing.

Since there is considerable difference in speed between the fastest and slowest yachts, the Committee Boat should first try to determine by other means if a missing yacht is still racing. A visual search (with binoculars, if available) is one good approach. If the Committee Boat waits more than one half hour without either visual or radio contact with a yacht, which started the race, the Committee Boat may assume the missing yacht is no longer on the racecourse. Record their finish as "DNF," and indicate that they did not notify the Committee Boat.

Weigh anchor and return to your dock only when you are certain that all yachts racing have been accounted for and that there are no yachts still on the race course. Please make every effort to locate any missing yacht before leaving your station.

7 AFTER THE FINISH

7.1 - Turning in Finishing Forms

The completed score sheet should be turned in to the Club Scorekeeper at the end of all races. If there is nobody available to take the score sheet, it should be locked in the storage shed with the remainder of the Committee Boat equipment. In this event, you should also notify the Club Scorekeeper as soon as practical.

7.2 - Returning Equipment

All equipment should be returned ready for use in the next race. This includes signaling equipment used for making signals ashore. Please use the checklist provided to you to be certain all items are returned. If any items have been lost or damaged, please notify the Vice Commodore who will arrange for their repair or replacement.

7.3 - Locking Up

The Committee Boat crew should assure the storage building is properly locked before leaving.

SHORTEN COURSE

Raise flag and display either "S" for spinnaker or "J" for JAM fleet.

CHANGE COURSE

Raise flag and card for new course. Continue making sound signals until all yachts have changed course.

RACE ABANDONED, NO MORE RACES TODAY

Raise to cancel racing for the day

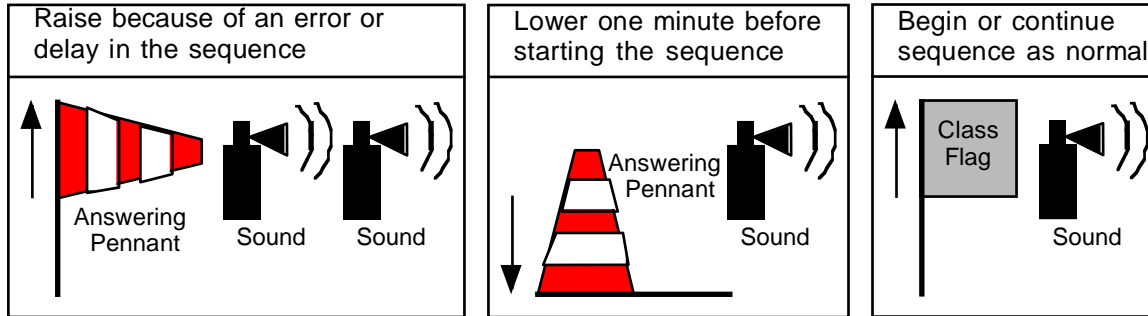
RACE ABANDON, RESART SEQUENCE

Raise to abandon the race for all classes already started.

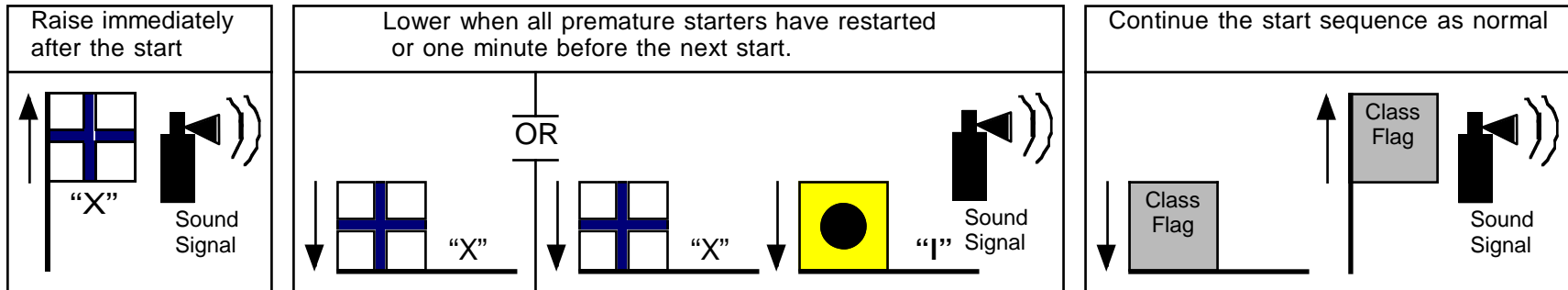
Lower one minute before starting the sequence

Begin sequence as normal

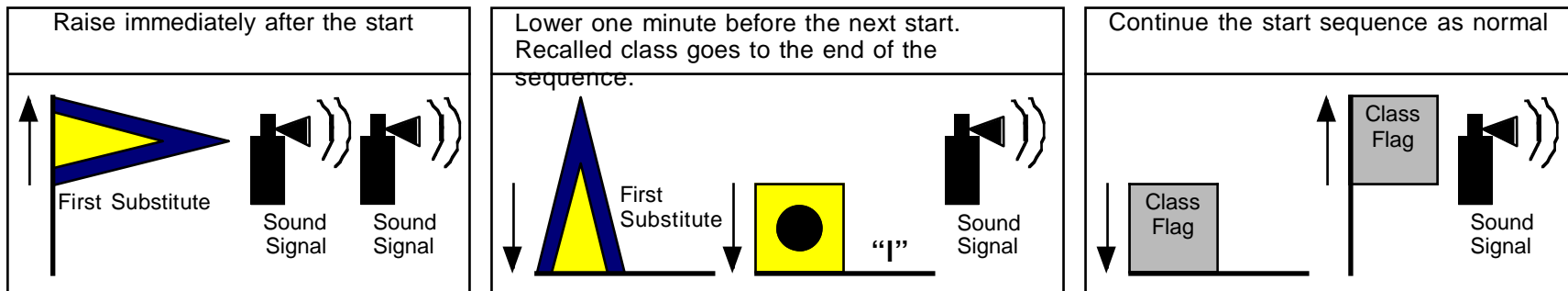
POSTPONEMENT



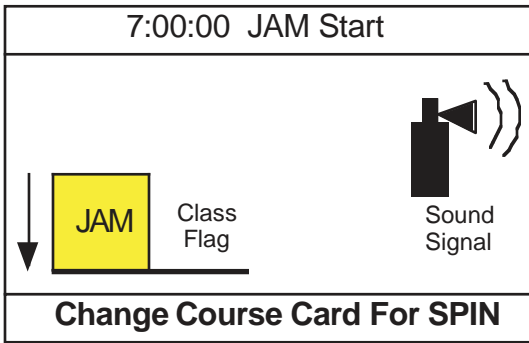
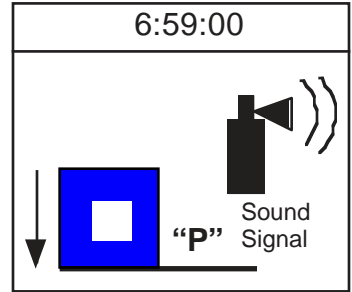
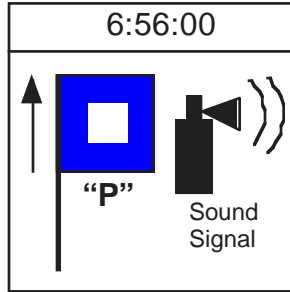
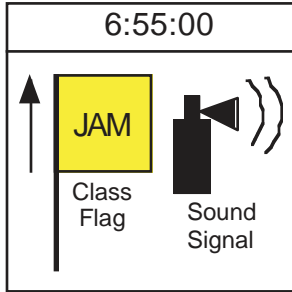
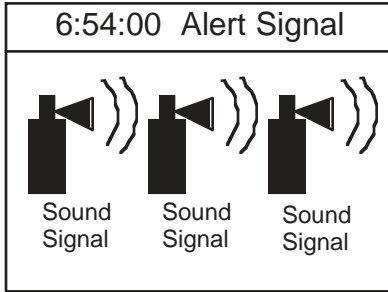
INDIVIDUAL RECALL



GENERAL RECALL



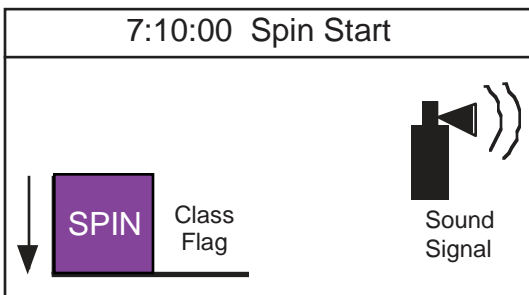
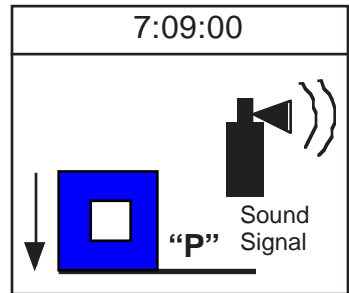
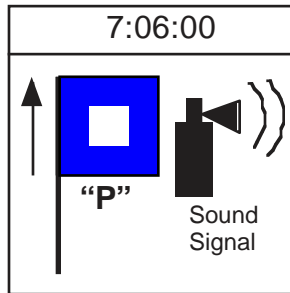
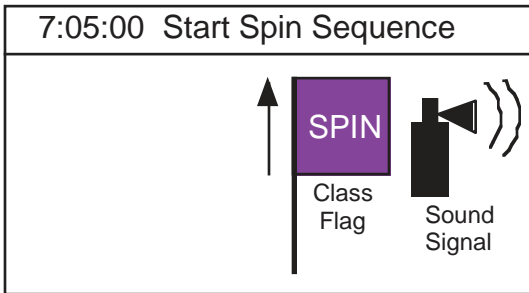
WEDNESDAY START SEQUENCE



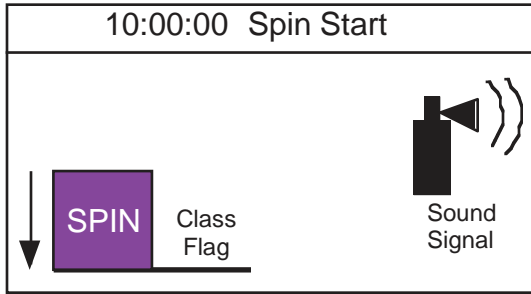
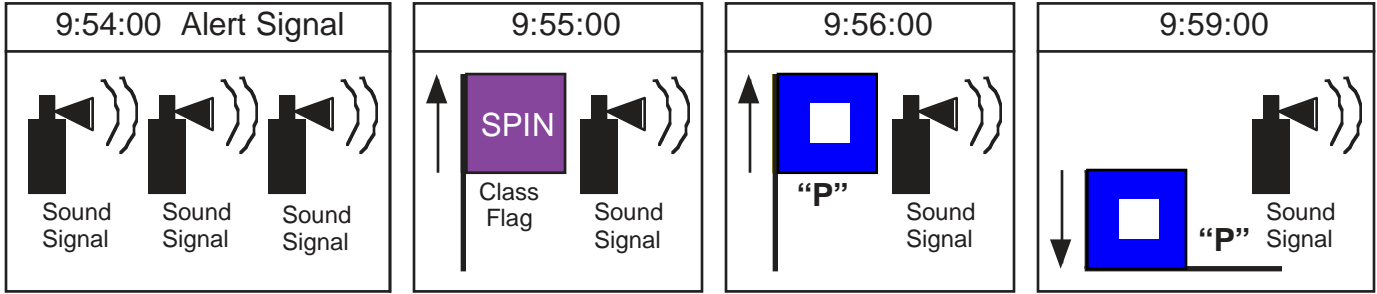
PLEASE NOTE:
THERE IS A 5 MINUTE DELAY BETWEEN JAM
START & SPIN START SEQUENCE

CHANGE COURSE PLACARDS IF REQUIRED
DURING THIS DELAY

ALL START TIMES ARE 30 MINUTES EARLIER
THE WEDNESDAY FOLLOWING LABOR DAY



SUNDAY START SEQUENCE



PLEASE NOTE:
THERE IS A 5 MINUTE DELAY BETWEEN
SPIN START & JAM START SEQUENCE

CHANGE COURSE PLACARDS IF REQUIRED
DURING THIS DELAY

