

# Norwalk Yacht Club

## Frostbite Race Committee Notes

### In General

- Bring the RC equipment to the shack – tools, scoring clipboard, whistles, pens....
- Check with safety boats on VHF channel. CPYC has been using 78A/1078 so we've been using **72, 76, or 78A / 1078**.
- The first signal (warning, postponement, or abandonment) should sound promptly at 1 pm, so leave the dock around 12:40 to set the course in time. Don't delay the start for stragglers – we require 4 sailors to start a race.
- Generally, no Warning signal after 3 p.m. except in rare circumstances (such as a significantly late start). You can start the sequence **any time before 3 p.m.**
- We use Appendix U, which provides for verbal signals and **no use of the horn for race signals** other than the start or to attract attention.
- When recording race results, please write the results down at a later time such that each the scores for each sail number read across in a line to facilitate scoring. Thanks!

### Courses

- The safety boat crew generally sets up the courses fairly well. If some of the more-experienced sailors suggest adjusting the course, it may make sense. Don't worry about perfect courses since the wind shifts so much. Only make changes for visibly skewed courses, not a 5-degree shift!
- Write down each sail number and the sailor's name on the scoring sheet as the boats are milling about. People borrow sails all the time, so they don't automatically match up. Ask around if you don't know someone's name.

### The Start

- The start horn has two buttons. **Red** starts/stops a sequence, and **white** is an instant horn for alerts. When the sequence is over, shut the red switch off again.
- Recalls are given to boats that have **any part** of their boat over the line **at the start**.
  - **Individual Recalls** - When you know **exactly** who was over early. Call all boats that were over early. Tell the sailors that they're clear as soon as all parts of their boat are on the correct side of the line so they can restart. Ask people to pass the OCS sail numbers down the line – boats at the pin likely can't hear you. If a boat was over early, make sure that you record it.
  - **General Recalls** - When you **aren't sure** who was over early. Announce a general recall and restart. Note, general recalls have nothing to do with the quantity of boats over early – they are used only when you **can't identify** the boats that were over early.
- Record all capsizes, withdrawals, DNS, DNF, protests, redress requests, etc. on the scoring sheet under that race number. If you've got an OCS that didn't return, write down their finish with a big note that they were OCS.

(over)

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### The Start (continued)

- If the horn breaks, use the whistle in the box. The sequence is as follows:

3 minutes	3 long blasts
2 minutes	2 long blasts
1 minute 30 seconds	1 long and 3 short blasts
1 minute	1 long blast
30 seconds	3 short blasts
20 seconds	2 short blasts
10 seconds	1 short blast
5-1 seconds	1 short blast every second
START	1 very long blast

### The Race

- If one boat capsizes/requires assistance, continue with the race. If two capsize, the race is abandoned. If boats have finished prior to the abandonment, they should be scored – everyone else gets redress (participation credit) and the capsized boats get DNFs.
- You can alter a mark position only if it's completed before a boat is on that leg of the course.
- The RC may protest boats for Rules violations. For example, if a boat hits the frostbite float but does not execute a circle to exonerate itself, they should be disqualified.
- Start a timer on light-air days. The race time limit is 30 minutes, and 10 minutes for boats after the first finisher.

### The Finish

- Score each boat as soon as **any part of their boat** crosses the finish line. NOTE: the finish doesn't depend on when the boat completes crossing the line.
- If there is a protest, write down the boats involved under the race number. If a boat does a 360 turn to exonerate himself, note that as well.

### Cancellation / Abandonment

- The SIs state a cutoff for gusts over 25 knots. 20 knots is close to survival conditions for these boats, so we'd probably be heading in at that point anyway. The temperature range isn't really a factor. Races are abandoned after two capsizes during a race, but you **must score anyone who finishes** prior to the second capsizes.