

Sailing **GUIDELINES** for the Principal Race Officer, Race Committee and Race Chairman

Safety:

Thunder and /or lightning will be an automatic cancelation. This decision can be made before boats leave the beach or anytime during a race. We may sail in the rain but if someone on the Race Committee or other boats report thunder/lightning, **ABANDON THE RACE!** Use of a weather app on a mobile phone is advised to track threatening weather. Cancelation / abandonment may be warranted prior to it actually hits. Consider the time for boats time to get to shore and sailors' ability to take safe cover. (Note: Weatherbug app. Has a lightning tracking feature.)

When the winds get stronger (20-25MPH+), an attempt should be made to at least have a chase boat on the course. We must consider the safety of the entire fleet and consider whether to abandon the race(s).

Boats need to be off the water before sunset. Is there enough daylight left to run a second race?

If any boats are tipped over before the start of a race, the Race Chairman should wait for them to get their boat(s) righted. Remember, racing starts when the preparatory flag is raised and the 4-minute horn sounds. If there are no chase boats, the Race Chairman should consider pulling anchor and help them right their boat(s). Allow time for boats to get back to the start area before starting a race. If a boat tips over after the start of a race, they are on their own and the Race Chairman should continue with the race. If it is determined that there is an immediate safety issue, abandon the race and render assistance.

Course location and proximity to shore:

When trying to set a course, you should take the time to look at the entire area that you think needs to be used to set up a fair and timely racecourse. You should then place it in the area of the lake that you think can best accomplish that. The windward A mark should not be set too close to a shoreline as the wind will tend to shift, sometimes dramatically, and will be much lighter the closer you get to the shoreline. It is suggested that the leeward C mark, or gates, should be located above the start/finish line. This will allow a bigger course to be set and we can get slightly longer races, especially when the winds are stronger. The start line can be set fairly close to a shoreline but make sure to give boats plenty of room so they can maneuver before the start without running aground.

Wind Speed: (FAIR RACE)

There should be a 5-mph minimum wind speed at all marks. You should be able to see ripples on the water over the entire racecourse. Do not start or continue a race if only stripes of wind are present. Is there a group of boats that have sailed into a "hole" [no wind] while the rest of the fleet was able to continue to sail? Is the majority of the fleet still sailing? Sometimes we have some stragglers, and it may look like the wind has stopped when the boat(s) may be stuck in irons or trying to fix a boat issue. If the majority of the fleet has finished when the wind dies, you are allowed to finish the remaining boats on the course.

Major wind Shift: (FAIR RACE)

The racecourse should be reasonably square to the wind. At the start of a race, if the wind has shifted such that boats can sail directly to A mark, the race should be postponed, and the racecourse adjusted. A follow the leader race is NOT FAIR for the other boats. They have no opportunities to catch or pass the lead boats. The Race Chairman should watch boats sailing through the start line, before the start, to see if the line is reasonably square to slightly port favored. If the wind shifts dramatically during the race and boats no longer need to tack to get to A mark or jibe when going to the gates or finish line, consider abandoning the race. This is a much tougher decision to make. Is the wind shift persistent making the race unfair or is it just oscillating back and forth and you can continue with the race?

Well-being of the Race Committee as well as the sailors:

The comfort level of the sailors is important but make sure to consider the Race Committee volunteers as well when deciding whether to race or not in more extreme conditions. The sailors have the advantage of moving around on their boats and the adrenaline of the racing helps to mitigate less than ideal conditions. The Race Committee is basically asked to sit there, stationary and exposed, for up to 2 hours to run the races. They can get awfully hot, cold, or wet out there and if we subject them to those kinds of conditions, we won't have very many people volunteer in the future. No volunteers, no racing! If you choose to conduct races on nights that have more extreme conditions, consider bringing water, hot cocoa, or coffee on the Committee Boat.

THINK SAFETY FIRST!