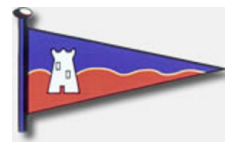


Great Yarmouth and Gorleston Sailing Club



RACE OFFICERS PLEASE ENSURE THAT YOU

- Have combination lock number to the clubhouse on your duty day.

Start of the Day.

- Open up the dinghy compound and the Club including the changing rooms.
- Hoist the club flag.
- Use the combination padlocks if the premises are to be unattended for more than a minute or so.
- Turn on the hot water.

Race Briefing. @ 9:45

The briefing about the day's programme should be at 9.45 in order to be launching for course laying by 10.00 hrs and show an intention to make the best possible use of the day or the program will go at the speed of the slowest.

At briefing, the OOD should take advice from key competitors and agree the approximate lengths of course legs. A 12-minute beat is a reasonable supposition; at 6-knots and 45° beating this would mean a straight leg-length of 0.85nm and 20-minute laps, so 2 or 3 rounds would be appropriate.

It may be that the legs are requested to be longer or shorter, use this table as an informed guide:-

Light wind	(slow 4 kts)	1st Leg	0.6 nm	(0.7 mile or 1.0 km)
Normal	(6 kts)	1st Leg	0.85 nm	(1.0 mile or 1.6 km) [This is distance between Club & Swan Wreck]
Stronger wind	(fast 8 kts)	1st Leg	1.15 nm	(1.3 mile or 2.1 km)
Cats	(10 kts)	1st Leg	1.4 nm	(1.6 mile or 2.6 km)

Radio Protocol

All transmissions to be short, slow and clear. Do not use the word *rescue* in any transmission.

“Startline” is the Race officer

“Safety One”, “Safety Two” The O.O.D. to designate on the day.

“Beachmaster” is mobile, in the Clubhouse or on the beach.

“Clubhouse” is the static base station inside the clubhouse.

Please remember that the Committee boat and the Safety boat are both fitted with safety (kill) cords and that these should be used AT ALL TIMES when on the water. If you are unsure about how the safety (kill) cord works please speak to a Committee member on the day of your duty.

Before going afloat.

- Check that you have the equipment bucket and clip board with the recording sheets pencil, guidelines for the management of the day's racing and hooter.
- Read the instructions on the back of the clipboard.
- Check all the flags and ensure same is in good working order.
- Check the radios and the emergency mobile phone..
- Check the fuel.
- Check the ground tackle and warps for the marks and boat anchors.
- Consider arrangements for the security of the clubhouse during racing.

Inform the duty safety boat driver of your general plans and once the course has been laid discuss the conditions which indicate the main areas of risk with the safety boat crew.

Course Setting

1. Courses—**P.T.O. Please respect the Port Authority By-laws.**
2. Shed anchors;
3. Support lays a start-buoy under verbal(radio) or visual signal from Shed;
4. Start Lines: Length.
 - a. Without Cats 1.5 times the combined boat length of the fleet.
 - b. With Cats 2 times the combined boat length of the fleet.
5. Support uses GPS and hits MoB button to locate position either at start-buoy, or mid-line, or alongside shed;
6. Support motors upwind to a distance indicated at 0.85km, then looks to Shed for directions left/right depending on how much down-tide offset the OOD estimates (as a guide, finger-tip -to-thumb-tip separation transit from the direct to-windward position, on an outstretched arm, will not be too far out), and Support-boat drops the windward buoy as directed;
7. Support boats lays spacer mark where instructed.
8. Shed initiates starting sequence;
9. Support motors or drifts slowly back towards starting fleet to monitor for difficulties, remaining in the racing area during the races.

End of the Day:

- The Committee Boat flag staff and flags are kept in the RIB shed during the week.
- All race sheets should be put into a designated folder - to be positioned where sign-in sheets are to be kept.
- If Jack Moscrop is down then he'll collect at end of day - if place them in the race results folder.
- Make arrangements to secure the Clubhouse at the end of the day – if you cannot please ensure that you have arranged for a Committee Member to do so. Please do not go early assuming that someone will do this for you.
- Radios to charging unit after rinsing off and drying especially in battery compartment
- Floor mats on benches in gents changing room.
- Report fuel state to Richard Fryer.
- Reinstate chain with padlock at top of ramp.
- Lights off, water heaters off, doors locked, shutters locked
- Secure dinghy park and shed doors.

PORT EXCLUSION ZONE

The Port Authority have adopted by-laws to secure the safety of the port's commercial traffic and to minimize hazards caused by recreational sailors/navigators.

Please therefore note the Port Authority's exclusion zone outside the harbour mouth as indicated on the diagram below and set you course so that :

1. Pre-race manoeuvring will not take place inside the Exclusion Zone.
2. When the tidal stream is to the north the potential for capsized boats drifting into the Exclusion Zone is properly allowed for.
3. No part of the course or manoeuvring area should extend north of a line extended eastwards through the Café while spring tides flow north.
4. The Exclusion Zone should be regarded as the area north of a line projected eastward from the base of the Ravine.



**Whilst Spring tides flow north
No part of the course or manoeuvring area
between the orange and green line to avoid
capsized craft drifting into the exclusion zone**