



- Ensure you have a watch with seconds display
- Arrive at marina at least 1 hour before start is due
- Collect required equipment/verify that equipment is on launch, ensure you have a blank results sheet
- If possible, meet with class captain (or designee) and briefly discuss weather conditions, confirm equipment presence etc (final discussions at the starting area will then be much easier and efficient)
- Leave marina in sufficient time to reach starting area at least 20 minutes before start is due – typically it will require 20 minutes to reach the starting area
- Once in the starting area, liaise with class captain (or designee) who will select course
- Anchor to create an appropriate starting line (see appendix 1)
- Display course number to advise all competing cruisers of selected course
- In the event of 2 laps of course being selected indicate this by flying numeral pennant 2



Numeral Pennant 2

(Numeral pennant is raised before the starting sequence is begun and is continued to be flown throughout the starting sequence race or until all yachts have started the second lap) However, if the course is shortened during the race, then the flag should be lowered & then follow the instructions to set the finishing line as in Appendix 5

- Proceed to start sequence when prepared, start sequence may be delayed slightly if required but NEVER start before the scheduled time
- Carry out start sequence – prepare very carefully for this, have all flags available and adhere accurately to the required time intervals between signals
- At time of start no yachts should have crossed the start line, any yachts which have crossed the start line are required to return to the starting side of the line before continuing to race
- The OOD should signal if any boat or boats were over the line by sounding one sound signal and hoisting flag X. (flag X board may be used if available) Flag X should be kept raised until all boats which were over the line have returned to the pre-start side of the starting line, but not later than 4 minutes after the starting signal (rule 29.1) See appendix 3.
- If several boats were over the line and it is not possible to be sure of their identity a general recall may be employed. To operate a general recall make two sound signals and hoist the First Substitute (First Substitute board may be used if available) See appendix 4.
- After start has been executed it is usually necessary to move the committee boat so that the an appropriate finishing line is created (See appendix 5)
- The finishing time of a yacht is taken as soon as any part of the yacht crosses the finish line (usually the bow!) the finish time is NOT when the yacht has completely crossed the line. “after finishing she need not cross the finishing line completely” (rule 28.1)



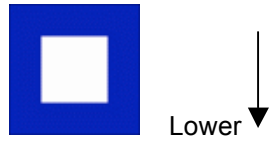
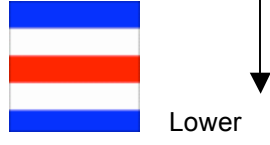


Appendix 1 – Setting the Start Line

If the first leg of the course is a beat, then the start line should be perpendicular to the wind direction. If the first leg is not a beat, then the start line should be perpendicular to the direction towards the first mark.

The start line should be of sufficient length to allow all yachts to start safely at the same time. A rule of thumb is 1.5 times the length of all the boats combined length, e.g. if 10 yachts of average length 26 ft are competing  $10 \times 26 \times 1.5 = 390$  ft. In strong winds a longer line is required. Remember, the purpose of the start is not to “catch” competitors out, or to force yachts into dangerous situations.

Appendix 2 - Starting sequence

Starting Sequence		
Class flag ‘C’ is hoisted	5 minutes before start	
“Blue Peter” is hoisted	4 minutes before start	
“Blue Peter” is lowered	1 minute before start	
Class flag is lowered	Start	

A single sound signal should accompany each flag signal if possible (see below), however it is important to note that competitors will/should take the timing of the start sequence from the flags, not the sound signals, therefore both flag and sound signals should be as simultaneous and as accurate as possible. In fact, it is not an absolute requirement in the racing rules that there be a sound signal “Times shall be taken from the visual signals: the failure of a sound signal shall be disregarded” (rule 26)



### Appendix 3 - Individual Recall

If one or more yachts were over the start line at the starting signal, and all such yachts can be identified an individual recall should be performed. The relevant yachts are then required to return to the starting side of the line and then re-cross the line. If the yacht does not then it is classified as “OCS” and will not be given a result. One Sound Signal should be made and flag X should be displayed (flag X board may be used if available)



Flag “X”

Flag X should be kept raised until all boats that were over the line have returned to the pre-start side of the starting line, but not later than 4 minutes after the starting signal (rule 29.1)

### Appendix 4 - General Recall

If a number of yachts were over the start line at the starting signal, and all such yachts cannot be identified then a general recall should be performed. All yachts are then required to return and the OOD should repeat the starting sequence. Note: General recalls are rarely required during club races, possibly due to relatively small fleets, however, if it is required, do not hesitate, you are in charge of the start!

Two Sound Signals should be made and Flag “First Substitute” should be displayed. (First Substitute board may be used if available)



“First Substitute”

Continue to fly the first substitute until 1 minute before recommencing the starting sequence (rule 29.2)

### Appendix 5 – Setting the finishing Line

The finish line should be approximately perpendicular to the direction from the last mark.

If the course card indicates the side to which the yachts should leave the finishing mark then it is essential that the committee boat should be correctly placed to allow yachts to comply

### Appendix 6 – Completing the results sheet

Ensure that accurate times including seconds are filled in for all finishers. Any yachts which start but do not finish etc should be noted as such.

### Appendix 7 - List of abbreviations and terms

OOD – Officer Of the Day  
OCS – On Course Side