

RESPONSIBILITIES FOR THE OFFICER OF THE DAY (OOD)

All members that are willing are being asked to help run the racing and to take a turn at OOD. The OOD will be selected from the 'Yes' returns to the Secretary's weekly reminder and notified ASAP prior to Saturday racing. A record of duties carried out will be kept ensuring fairness.

As OOD you will be expected to oversee and organise the day's racing and admin side of things to get racing started but there will be a committee member on duty if advice is needed. (Duty Officer)

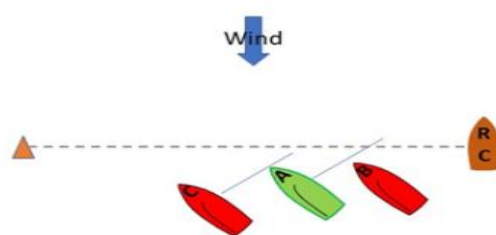
You should arrive at the club at least an hour before the scheduled start which will give you and other early arrivals plenty of time to get the starter, race pad and rescue boat ready. Normally the race pad will be loaded ready to go the night before by AS.

With the 'jobs' under way, you should take time to plan the days racing with you as Race Officer / Observer (ROO) for the first race of the day.

1. Only arrange racing when there is a reasonable wind to sail with. Better to have a short delay / postponement to check the forecast and then sail in the building wind.
2. Run the racing with abilities and the days conditions in mind i.e. whether A, B, C rigs should be used. Members can still sail even if they don't have a smaller rig, ultimately the final choice is theirs.
3. Set a simple course, an upwind downwind course is popular and is what you'll likely find at events. See diagrams of course suggestions below but seek advice from Duty Officer if required.

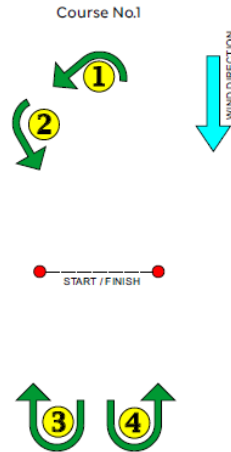
Things that make for a good course:

- a) Consider the wind strength, with lighter winds plan for a shorter course if breezier then a longer course can be set. Try not to make it too long that it becomes an eyesight test!
- b) Think about the natural surroundings that will affect the wind such as other lake users, the trees and reeds etc.
- c) Ensure you set the best windward leg you can. i.e. not too heavily biased to one side or the other. Although when the spit is out of commission this can be more of a challenge.
- d) On windier days consider using a trapezoid course that will increase boat separation around the racetrack and should help to reduce the number of collisions.
- e) Set an unbiased start line perhaps with slight port bias long enough for the number of competitors you have. (One and a half times the number of boats starting should be sufficient. I.e. 10 x 1m boats then a line of about 15m would be about right.)

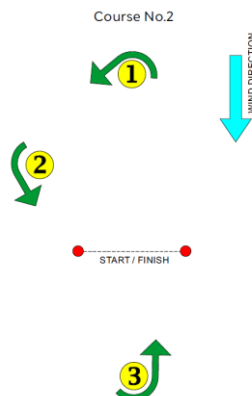


- f) If the line or course is too biased it can easily be rotated around to suit conditions and only takes a few minutes. Get the rescue boat set-up crew to move and you can guide them from the shore with hand signals. There's also a temporary start mark on a line that can be laid from the shore if needed.

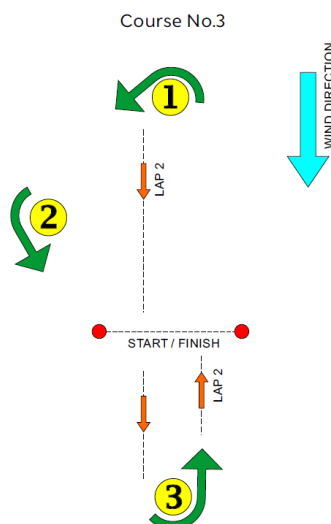
Typical Course 1 – Upwind / downwind with leeward gate



Typical Course 2 – Triangular



Typical Course 3 – Traditional Olympic course (Triangle Sausage)



When there are 10 or more boats racing, the OOD allocates a Race Officer / Observer (ROO) for all the subsequent races, by adding their sail No to the Starter table RO grid. These ROOs will also become the observer for their race, calling out and noting any contact infringement's during that race. If there are 9 boats or less, and at the OOD's discretion then the race winner can record the finishers, assisted by the skipper in second place.

4. If there are more than 15 boats, then consider using a second observer or getting the race winner to help record the finishers. Using the 'around the ends' rule at the finish will also help to keep the finishers clear of those still finishing but you will need to brief this at the start of the day.
5. Start Recalls:
 - a) Individual Recalls, after the start box has sounded if there are identifiable boat(s) over the line then you call out recall and the numbers of those over the line
 - b) General Recalls, after the start box has sounded if there are multiple boats over the line that cannot be identified then hail general recall and instigate a new start.

Note: OODs and ROs will get average points for the race they sit out.

6. Brief competitors:
 - a) A timetable for the day, including RO allocations.
 - b) First start time 10 am.
 - c) After race 1 brief additional time will be given for a quick boat tune. There will be no additional time given for tuning between any other races.
 - d) Last race to start no later than 12.30 pm. A good target is to achieve 12 races, but the deciding factor is how many races can be achieved in the set time.
 - e) Any peculiarities for the day such as novices sailing and weed in the sailing area etc.
7. Pressing the start button 2 minutes before the official start time at 9:58 am should get the racers attention.
8. If the wind changes direction, increases or decreases in strength consider a course alteration, sail change etc, a short postponement of racing can be had whilst the adjustments are made. Keep sailors informed by announcing when racing will commence again.
9. Keep a good record of the finishers and any requested protests. After race one this should be completed by the nominated non-sailing ROO.
10. Nominate helpers during the 'coffee break' to ensure all equipment is returned at the end of the day to our trunk or the garage behind the changing rooms. Coffee break is set by OOD ideally around 11 am to 11.15 am and should last 15 minutes. OOD can call an earlier break if there is a valid reason (waiting on wind, adjusting course, recovering boats etc).
11. After racing check the race results and ensure they get to the Sailing Secretary, remind folk what jobs were allocated to get the kit packed away and get the recovery boat battery reconnected in the garage ready for charging.

12. Racing may only be delayed after completion of the previous race for boats that are stranded on the water typically for the following reasons:
- Recovery of tangled boats.
 - Recovery of damaged boats.
 - Recovery of boats hooked on marks.
 - Recovery of boats with loss of control.
 - Recovery of boats with weed or to clear weed.
 - OOD wanting to change course or await settling of weather conditions.

RACES WILL NOT BE DELAYED FOR WORKING ON BOATS FOR ANY REASON INCLUDING TWEAKING TUNING AND REPAIRS. (There are typically 2 or 3 discards per session that can be used for this if required)

13. When you are ready to leave, if there are no other sailing club activities taking place, check the club house is secure and that the last HRYC or HSC person out knows how to lock the gates.

There will always be a duty officer (committee member) rostered who will be available for advice and to act as go between with Hunts SC if there is dinghy sailing taking place.