

Briefing Notes for Rear Commodore, OOD and Safety Boats – Frozen Toe and Snowflake Race Series

Intro – if **RC** is in attendance (**OOD** if otherwise)

Welcome by RC

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Do use and enjoy all our facilities, the wide range of refreshments from the Tea Bar in here and the more extensive menu in the Restaurant and, of course, whatever the Bar may have to offer.

General things

- **Car parking** – in marked spaces or on gravel towards the Marina Office and the lock – please don't park on the side of the road by the canal – if you do it may take some time to get you free!!!!
- There may be large boat transporters moving around or emergency vehicles needing to get in. If it does get very full, there are parking areas a little further back down the road again with marked spaces in the Marina car parks.
- Please do not obstruct access to the residential houseboats on the canal.
- **Trailers** – please move all trailers out of the car parking area into Dinghy Park or onto grass areas by the Club. Don't pull them across the path alongside the Canal – that is a public footpath.

Valuables

- It is not advisable to leave any sort of valuable in the changing rooms.
- **Security**
- **Ensure boats left at CYC are secure and are prepared for strong winds through the winter.**
- **Water quality**
- Draw attention to notice on the wall by entry doors. The latest report is dated ??????? and was then ??????

Communications

see results on web site which is now found on the main CYC club site in the Dinghy Section areas - Dinghy Programme & Results and on Our CYC site. www.cyc.co.uk

Assistance with Safety Boats/Cyclone

If you feel you would be able to help us with running our Safety Boats / Committee boat do contact the Entry Desk – we will be grateful for skilled assistance throughout the series – normally Powerboat Level 2 for drivers preferably with Safety Boat qualifications. Beyond your rewards in heaven, you'll be eligible for average points under the Sailing Instruction rules.

And now I pass you to our OOD today, ????????????, for today's race briefing.

Briefing - OOD

- **Weather & conditions** – wind, air temp, sea temp, etc. Water Quality (see Notice at entry desk)
- Spell out that all competitors must be properly equipped (especially in extreme conditions) and they must be able to handle their boat in these conditions with due regard to the numbers of boats on the race course.
- Remember to sign on (or take your tallies) before going out on the water and sign off promptly when coming ashore (or tally off) – failure to do this may result in your disqualification
- Course, describe start line/Cyclone, Buoys,
- Describe planned course and approximate position of buoys. Note that slow fleet may have separate course and explain, if necessary. Remind of GATE.
- Marina channel. Stress that competitors must be alert to traffic that is not racing especially in the Marina channel. (Advise to keep looking out of the boat)
- Add warning of crossing traffic especially other fleet boats.
- Keep clear of starting area until your 5min warning signal – leave plenty of space for the fleet ahead of you and don't get in their way.
- Black Flag look at black board on Cyclone for your number if you think you may have been over, especially after a general recall. (There is no extra sound signal for over the line during a black flag start unless there is a general recall)
- In the event of bad weather obey the instructions of the Safety Boat crews even if they ask you to leave your boat. The important thing is to keep you safe and warm – the boat can be recovered later.
- **Results**
- We do hope to have all the provisional results up as quickly as possible on the screen here and the final results on the websites by the evening
- do let us know, quickly, if you have any concern that they don't look right.

Optional

- Note any Amendments to Sailing Instructions (Tallies etc.)
- Launch Control – brief as required
- Launch control SI 4.3 - do not launch if your class flag is flying at the signal flagpole. This is to ensure we have adequate support on the water and that the race management boats can lay a course before you all go out there to practice your capsizing drills.
- Answering Pennant ashore (see SIs) means at least 20 mins to the start when it comes down
- Likely to use 1 min rule flag but might use Black flag.

- **SI 11.2** - We may use Average Lap Timing to keep races as fair & tight as possible – To indicate this we will fly the relevant class flag **ABOVE** the ‘S’ flag – this means all boats of that class finish at their **NEXT** crossing of the finish line – it may first apply to a boat which is not leading.
- **Sail Numbers** If you are not carrying the sail number under which you entered OR you have NO sail number – please confirm how we record your finish **BEFORE** you go afloat through the Entry Desk. We need to know about this, on the Committee Boat, before we go afloat to be able to record your position accurately. If you have no sail number this will be the last time you get a result until you have a distinct identification displayed.

General

Check you know which fleet you are sailing in – lists on the Entry Desk – the PY handicap lists have been changed for this year – don’t start in the wrong fleet we cannot recover your result to another fleet once you have started in the wrong fleet.

Note, particularly which fleet you want to sail in, for the whole series, if you are in the option overlap areas between Medium and Slow and Fast and Medium

Any feedback from competitors is very welcome

ANY QUESTIONS

Frozen Toe & Snowflake

OOD and Safety Captain - Safety Boat Briefing.

(BeachMaster should also attend this briefing.)

- Explain course design and implications. Describe the whereabouts of buoy positions and provide a simple map for each boat.
- Allocate areas of patrol for each boat
- Discuss weather and its safety implications – eg. air temp, sea temp, wind strength, forecast etc. Mention that there is information in the club describing symptoms of hypothermia and treatment required.
- Check VHF radio setup with each driver – set volume, transmit power and squelch level to suit conditions. Drivers are recommended to handle the radio clipped close to ear and secured to clothing.
- When sailing in extreme conditions it is imperative that if a competitor(s) needs rescuing the boat is left and the casualty(ies) are ferried swiftly to CYC, if necessary or Cyclone if not.

The safety boat can then quickly return to the race area and thus be available for further rescue requirements.

Safety Fleet Captain, in consultation with OOD, to indicate when this general situation exists but each boat to make that call on the spot.

- Remind crews to take and use the markers on those boats from which crews have been removed.
- Report sail/tally/bib numbers of crew removed to Cyclone or Beach as soon as practical. Report all boats retiring and/or going ashore.
- In the event of engine failure the boat should be anchored or paddled to the nearest shore. In this way rescue for the crew and boat does not require an expedition to Dell Quay or Itchenor!!!
- Casualty treatment and communications with BeachMaster
- Who is carrying which buoy (experienced racing sailors preferred to lay windward mark(s). Note names of boat and helm/crew with which buoys, for your own needs! (Suggest Jaffa with CYC 1 & 2 and Tigger with CYC 3 & 4)
- One needed to sit at end of start line to monitor those over the line and who returned “round the end” (Jaffa?) (Ask to record sail numbers and radio to Cyclone; but it is the OOD to decide).

This one should carry first substitute for general recall and also writing material.

- Safety Captain to allocate on boat to monitor fleets across Marina channel
- Questions?