

Medway Yacht Club

Windward/Leeward Races 2021

Notes to SI's/Online Briefing

- These notes should be read in conjunction with the Supplementary Sailing Instructions for the MYC Windward/Leeward Races 2021 (SSI's) which are set out in Appendix B to the MYC In River SI's 2021. The notes are designed to assist the race committee and competitors but are not *Rules* as defined by RRS. Failure to follow the recommendations or intentions contained in these notes shall not be grounds for redress.
- The SSI's relate to the Windward/Leeward race days set out in the MYC calendar and provide for race management which is different to the normal Club Line starts and finishes, and closer in nature to the sort of race management and race experience at an open meeting or championship. The intention also is to provide up to three or four short races for each class in an afternoon. It is generally recognised that windward/leeward racing on a well laid course provides more opportunities for overtaking, and more tactical opportunities than the traditional "round the cans" racing which can be processional on occasion. Also, by holding three or four short races for each class, there are more opportunities to practise starting, mark rounding and boat manoeuvres each day and the fleets should be less spread out at the end of each race than is often the case.
- Please note racing is most likely to be held in Gillingham, Pinup or Long Reaches so leave plenty of time to reach the race area and note that the first start of the day is scheduled for 1230 hours (not at the usual time).
- If a postponement is signalled ashore note that the race signal AP is changed to give time for boats to launch/leave their moorings and reach the race area.
- A maximum of four races per class is scheduled but in practice it is likely that three races per class will be sailed during the 3-4 hour window provided.
- Note that the starting procedure will follow RRS 26, but that classes will start at 5 minute intervals (not the usual 10 minute intervals from the MYC Club Line) to maximise the time available where multiple races for multiple classes are planned. Watch out for your class flag being displayed but at the same time remember RRS 23.1 and keep clear of the starting area while other classes are starting. The obligation to keep clear of boats still racing applies equally at the end of races. Please do not cross and re-cross the finish line (as that may confuse the race committee) or interfere with boats still racing.
- In 2021 we are encouraging other dinghies to join the traditional "Saturday classes" in Windward/Leeward racing. This means that Squibs, Laser/ILCA's (all rig sizes) and slow handicap (PY 1103-1210) will start together. Saturday Windward/Leeward racing is not designed to accommodate the slowest types of boat which is why a PY limit of 1210 has been imposed. In the fast handicap Musto Skiffs will start with the Wayfarers along with any other dinghies with a PY number of 1102 or below (excluding the Laser/ILCA full rig).
- Be aware that two or more classes may start together. Watch out for the visual signals. In the event that there are four class starts please note that in 2021 Squibs/Laser/Slow Handicap will usually start first while the Wayfarers/Skiffs/Fast Handicap will usually start last.
- For 2021 we have introduced the "average lap" option which will be implemented by the race committee displaying AX or BX to show the course to be sailed (A or B) and the fact that you will race until the race committee stop the race. Please note that this may find favour with some race officers! The reason we have introduced the "average lap" option is to reduce time spent hanging around between starts which is always a potential

problem with this sort of racing especially where there are multiple classes and to accommodate a wide range of performance. When “average lap racing” is used classes will continue to race until the race committee displays ICF “S”, (possibly with class flags) accompanied by two sound signals on the committee boat. All boats subsequently passing through the line in use as a finishing line, from the direction of the previous mark will finish. Where fleets are spread out this may mean that some boats in some classes will complete more laps than others. For scoring purposes, obviously a boat that completes 3 laps will beat a boat which completes 2 laps even if, for timing reasons, the boat which completes 2 laps finishes racing before the boat which completes 3 laps. “Average lap” racing also lends itself well to handicap racing where the major results software programmes such as Sailwave can compute handicap results on that basis. The benefit of running the racing like this is that all classes can finish their racing within a reasonably short period of time and the next start can follow promptly with minimal time wasted hanging around.

- Note the use of the alert signal by way of the orange flag which the race committee will use to alert boats that another race or series of races will start in the near future (see SSI, Appendix B 4).
- Notwithstanding MYC SI’s 2021 7.5, boats should be aware that the race committee will be very busy starting classes at 5 minute intervals, and should not rely upon the race committee to transmit race management information by VHF. Watch out for the visual and sound signals. If a general recall is signalled all classes should be aware that RRS, 29.2 will apply, such that later class starts will be delayed until the recalled class has started.
- For 2021, we have two types of course. The intention is that the Start/Finish line will be part way up the course from the leeward end. DO NOT CROSS the Start/Finish Line while sailing down the run (ie leave the ODM to port or the committee boat to starboard on the run). After rounding the leeward mark to port proceed to cross the Start/Finish Line to complete a lap. Course options will be displayed on the committee boat as A or B together either with the number of laps or X to denote “average lap” racing.
- Boats should be very careful when rounding Mark 1 to keep a lookout for boats still beating, especially those on port tack. Also, keep a lookout on the approach to the windward and leeward marks, and plan ahead. There will be a lot of boats on the water and the approach to and exit from marks will be busy.
- Note the finish arrangements. At the end of the requisite number of laps, boats will be given a finish on the Start/Finish line. It is also possible to shorten course, either at the Start/Finish line at the end of a lap, or at any mark of the course.
- The target time for a race is shown in the SSI’s as 40 minutes. In practice, in ideal conditions, the race committee will be looking to give the leading boat of each fleet a race of 35-45 minutes duration. This will allow time for other boats to finish before setting up for the next start or sequence of starts.
- If you are unable to sail in the first race but would like to sail in subsequent races, please make sure you sign on. If the signing on sheets have been removed from the board, speak to the OOD (ashore) and as well as signing on ask him to contact the RO and his team on the committee boat to tell them that you have signed on and will be sailing in future races when you reach the race area. Do remember to sign off at the end of racing otherwise it could ruin your day.