

Summary of PRO Meeting and RC Refresher held on March 6, 2021:

Teams/Schedule/Approach – We have 15 RC teams assigned, no separate “junior RC teams” this season. We are welcoming 420s and Lasers to sail the club races. Most teams are assigned three fleet race days and one regatta. “Support” for large regattas means that the team will serve as core of the RC but they will likely be supplemented by a PRO external to AYC and other members. The teams are larger than needed for many conditions so take advantage of the flexibility. PRO may not require entire team for all assigned dates, ask folks to try different duties under instruction. Note that if a member objects to serving on RC due to Covid concerns (including PROs), we will not require that person to serve nor to find a replacement.

Safety is always a priority – Expect PRO to take charge, make prudent decisions with safety as a priority, ensure your team implements safety expectations. PROs have full authority when running races and AYC will back them.

We will focus on Powerboat Safety this season. Along with our long-standing expectations such as shutting off the engine when approaching people in the water, we are implementing use of engine shutoff lanyards (all boats but Barge). Anyone operating an AYC mark or safety boat is required to attach the engine cutoff lanyard to their person before operating the boat. Lanyards and spare clips are provided.

Proposed SI Changes: Refer to the blue highlighted pdf version of draft SI (separate document) to see the specific changes.

3.2 – RC can make oral changes to the SI on the water. We’re anticipating that we may need this ability. For example, we may decide to start boats of different fleets together, or use hippidy hops for weather marks for 420s. RC raises L flag, one sound, informs every boat impacted, checks them off on list as they do this, lowers L and implements the change.

6 – Added Flying Scots. There is a FS flag and placard on the barge. We expect that we may have 5 or 6 different fleets starting these fleet races, so timing of subsequent starts/finishes may get a bit tricky and good comms with competitors will be important.

8.2 and 11 – Changed to reflect RRS change to Race Signals; Blue flag now used to designate finish line, orange for start line. There are blue flags (with blue staffs) available on the barge and also included in each mark boat box. For “modified” courses, we discussed changing the orange flag after starting to blue flag for finishing. If we have boats that are starting/finishing at same time on one of our modified courses, we could post the blue finish line flag in a close but different barge location than the orange (e.g. slightly lower and more aft on barge). Courses with finish line separate from Barge can use blue flags provided in mark boat boxes.

9.2 and 12.2 – No change to what we're doing, just added explanation of rule changes.

14 – changed RC "shall" to "may", since we don't rigidly use these signals

15 – Protest forms are now "Hearing Request" forms.

17 – Added requirement for boats to notify RC if retiring. This is a safety enhancement and is marked Discretionary Penalty (DP) since we likely won't disqualify someone who doesn't do this. We've also mounted a small dry erase board at the viewing pavilion for the PRO to post cell number so the PRO can be contacted by retiring sailors and others.

We briefly discussed a few of the other RRS changes that are particularly important to race management:

-Definition of starting/finishing (hull –not equipment or crew, World Sailing Equipment Rules)

-Rule 28 "string" rule is now "sail the course", RC can score boat "NSC"

-NOR/SI changes

-Exoneration consolidated in Rule 43 (don't need to protest to get exoneration)

-Rules 1.1 and 41, Safety and Outside Help, changes reflect safety as priority

Scoring – We will continue our practice of taking photo of the results sheets and sending it to AYC email address for posting. The original hard copy is to be put in the box in the RC closet.

Rita Fullick discussed the importance of US Sailing Cert/Re-cert. She will assist PROs in documenting their experiences and quals in the US Sailing system if assistance is needed. US Sailing Certified PROs are covered under US Sailing liability insurance.

Race Committee Refresher

We discussed overall race committee routines and equipment use while on the dock. This included:

-Discussion and demonstration of engine cutoff safety lanyards.

-Importance of vigilance and prudence if approaching people in the water.

-Basic mark/safety boat operations

-Reviewed the mark boat checklist (taped to inside of boat box lids), good guide

-Went through inventory of a mark boat box.

-New "mini-cylinder" for use as orange pin, easier to manage, stays upright.

-Use of locking carabiners on our large anchors to prevent loss of anchors.