



ST CATHERINE'S SAILING CLUB

RACE COMMITTEE ROLES

Main Roles	
Race Officer	<p>The RO is responsible for the actual conduct of the racing on his course. Ideally, the RO is an on- the-water manager, who lets the team get on with their jobs whilst keeping an overview of what goes on around the entire race course. The RO and key assistants should record all their actions on recorders for later reference. The recorders should be left on during all start, recall and finishing procedures. As the responsible person on a race course, the RO will usually represent the Race Committee at protest hearings and hearings for redress requests, although, exceptionally, this role may be delegated.</p>
Deputy Race Officer	<p>The Deputy Race Officer (DRO) works on the main committee boat with the RO, and would be capable of taking over as RO in an emergency. Under normal operating conditions this person would organise the committee boat personnel to ensure that everyone is in position and ready to proceed. The DRO ensures that all systems on the race committee boat are ready and operational</p>
Race Office / Recorder	<p>The race office is the administrative centre of the regatta. It should be well equipped to deal with any necessary administration. The race office should have all the necessary items found in any efficient office. will be the point of contact between the competitors and the organisation. It will deal with SIs, tickets for social events, first aid, etc. This will also be the point of contact for the press and media from where they will receive all the information they require.</p> <p>The results will be processed here.</p> <p>In addition they are responsible for the paper work on the water. They record:</p> <ul style="list-style-type: none"> • the competitors that report at the start; • a log of actions and communications; • wind direction and strength; • the course(s) used;The • all the boats identified as being OCS; • the sail numbers of the boats incurring penalties; • the sail numbers of boats correcting errors; • the finish.



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Safety Officer	<p>In dinghy and board racing the Safety Officer deals with safety and rescue operations under the guidance of the RO. In practice, they both work together very closely although the RO is ultimately responsible for the safety of the event. The Safety Officer must be familiar with the regatta venue, the characteristics of the class(es) competing, the class rules and, of course, the SIs. Cooperation with local Rescue organizations is highly recommended.</p>
Beach Master	<p>A Beach Master ensures the orderly and systematic launching of boats and retrieval on their return. Important safety checks such as noting who has and has not gone afloat, and similarly, who is still to return must be completed by the Beach Master. A system of signing in and signing out (or a tally system) is adopted. The Beach Master communicates, usually by VHF, with the RO giving the time that the last boat left the beach and the expected number of boats in the starting area.</p>
Mark Layer	<p>Providing the RO with wind information at various points on the course. Mark layers must be able to measure the wind strength and angle at any time and report this to the RO, working from a boat which should be a fast power boat equipped with a GPS. This facilitates the fast adjustment of the course to a new wind. Should the equipment and personnel be available, one mark laying boat per mark is desirable.</p> <p>Between starting and finishing, the mark layers may also be used as a patrol/safety boat, although its main task is to stand by for alterations to the course in the event of a wind change.</p>
Assistant Mark Layer	<p>Assist the Mark Layer with setting the course configuration, measuring wind strength & direction and relaying information to the RO as required.</p>