



Fleet Captain's Guide for SYSCO Racing

Bathroom code: 1543

Pre-Race Preparations

February

Send your Fleet's scheduled race committee dates to everyone in your fleet (skippers, crew, associates) and ask them to block out the times in their calendars in order to make it easier if they want to volunteer later in the year.

Three weeks before a race committee date

Send out a reminder and start asking for volunteers
Line up a race committee platform boat

Two weeks before a race committee date

Start pleading for firm volunteer commitments
Let your Tuesday Night Coordinator (Tod Basham) or Thursday Night Coordinator (Randy Poff) know how you are coming with preparations. This will give us time to help out if needed on getting volunteers or someone to assist the PRO.

One week before a race committee date

Send an email to your volunteers with the time to report to the committee boat, where to report, whether to bring PFD's, etc. You will need to have the committee boat on station and anchored by 18:00 (6 pm), so you typically need to leave the dock by 5:30 or so. Urge people to plan on traffic and point out that the committee boat needs to leave on time.

How many people do you need?

Try to have a least seven. Eight or nine would be ideal. Here are the duties:

Setting marks: two people on Pancho.

Check-in: Three people checking-in boats – one spotting and two recording on the check-in sheets. During check-in others are mounting the committee flag, composing and raising the race board, setting up Otto Horn, getting flags out and ready.

Getting starts off:

Assign 1 volunteer responsible for operating the auto horn system. Often this is the Fleet Captain or PRO.

Assign 1 volunteer responsible for raising & lowering the "Come With-in Hail" flag & "Postpone" pennant.

Assign 2 or 3 volunteers to share the job of raising & lowering pennants & "Prep" flag.

Assign 1 volunteer with a horn to sight the start line looking for boats over early. Often this is the Fleet Captain or PRO. This volunteer can also call out boats that are OCS, using voice or handheld VHF.
Assign 1 volunteer to handle the individual and general recall flags.
Assign 2 volunteers to record the actual start times, number of boats starting, and any OCS boats on the Check-in Sheets.

Finishing:

Assign 1 volunteer to sight the finish line and call “over.”
Assign 1-2 volunteers to identify boats approaching the line, and call out to the recorders the sail number and projected finish order.
Assign 1 volunteer to call times from the official clock.
Assign 2 volunteers to record finishes on the **TWO** finish sheets.
Assign 1 volunteer to sound a horn for first place finishers for each class.

A word on the Principal Race Official (PRO)

It is essential that one person on your race committee be assigned the role of PRO. The PRO decides on the courses, where to set the marks, helps coordinate activities on the committee boat, and watches the “big picture.” SYSCO is committed to volunteer race committees and the fleets have a very good record of putting on good races. If your designated PRO doesn’t feel comfortable in the role, the SYSCO Racing Support Committee can provide someone to assist the PRO.

The Pancho crew

Because Pancho is moored at McCuddy’s Marina, two of your committee should plan to meet at McCuddy’s around 16:30 (4:30 pm). They will need to re-load the marks, perhaps add air to the marks, set the upstream and downstream marks, and rendezvous with the committee boat. Often the PRO is on the Pancho crew initially. That way the PRO can set the marks and direct the committee boat to the start/finish area. If there is time the PRO can also compose the course board before the committee boat arrives.

The Pancho operator must have the Oregon Boater Card and, for insurance purposes, should be a member of SYSCO.

Equipment to have

- Watch or other clock device to record start times and finish times. (The “Digital Clock” app on a smartphone is a great option.)
- Binoculars
- VHF (either hand-held or fixed)
- Drogue (or a bucket and line) to steady committee boat (There is a drogue mounted on Pancho at the port stern.)

Other equipment will be on Poncho. This includes the orange paperwork box, flag bag, course board, two bins of letters or numbers for the course board, and Otto Horn.

You may want to print the SYSCO Race Checklist (on pages 8-9) before your race.

Pancho Operations

Pancho is moored at McCuddy's Marina near the intersection of NE 33rd and NE Marine Drive. The slip is covered (Number B-13?).

Check-out Procedure

1. Lower the engine using the power tilt buttons on the controls
2. Open the breather on the fuel tank (check that the fuel line is connected to the motor)
3. Pump the bulb on the fuel line
4. Turn the key on and start the engine
5. Allow the engine to warm up for a minute.
6. For VHF radio, running lights, and bilge pump, turn on the battery switch that is inside the console on the right-hand side.

Check-in Procedure

1. Turn off the battery switch inside the console
2. Turn the key to shut down the engine
3. Close the breather on the fuel tank
4. Turn steering to place engine in straight ahead position and raise the engine using power tilt buttons
5. Place completed check-in sheets and scoring sheets on their clipboards in the orange paperwork box.
6. Make sure flag bag is left on a raised deck and not on the floor.

Any problems call Michael Morrissey at (503) 338-8972. I will be racing Tuesdays and somewhat close on Thursdays.

If you can't reach Michael, call Bruce Newton at (503) 806-6625, Randy Poff at (503) 260-3141, Nat Powning at (503) 367-5345, or Tod Basham at (503) 705-5737.

Loading the marks

Some marks may need air between race days. If so, the electric pump is under the console. Plug it into the lighter socket (battery switch ON). If refilling, be sure to leave enough air out of the mark so it can be depressed 3-4 inches because the warm weather causes the marks to expand quite a bit.

Overinflated marks are difficult to recover from the water and stow in Pancho.

Marks not needed on Pancho can be set on the dock with the mark chain wrapped around a cleat or post or something so the mark doesn't blow off and float around the slip.

The procedure for loading marks on the boat is to start with the anchor and chain (keep separate from rode), then flake the rode, then set the mark weight, chain, then the mark on the rode.

Setting Courses

The goal is provide an hour or more of racing for each Fleet. In the Spring, sunset is earlier and shorter courses may be required. In the summer we allow fleets to indicate that they would prefer two races a night. Fleets that requested two races should get a shorter course than they otherwise would get. A second race is at the discretion of the PRO. If it is getting too late, don't start a second race.

Avoid downwind finishes for one-design fleets. The larger one-design fleets will bunch up as they funnel toward the finish and as the boats behind blanket the boats ahead. They will cross the finish line as a tight clump making it impossible to determine finish order. Also, be aware that if it is sunny the setting sun will be behind boats finishing from the west and it will be difficult to read numbers on spinnakers. Finally, try to have all fleets finish in the same direction, either downwind or upwind. Don't set courses where some fleets finish upwind and others downwind.

Review the local rules section on courses (section 8). There are new rules for 2017.

We generally use the windward/leeward (Alphabetic) courses. And for the series races we always set separate start and finish lines. You can use the OCSA designated marks (e.g., 14, 2, X). For example, you could use the OCSA marks to keep the Cruising Classes on a different course from the one-design classes. This helps reduce congestion at the marks. If you use the numeric courses, you must spell out the marks (e.g., "S-2-14-F").

If you opt to use the red navigation buoy (the Ryan Point Red-Green Junction Buoy also referred to as OCSA Designated Mark 2) to serve as the windward mark in the alphabetic (windward-leeward) courses, you must signal that by attaching an aluminum red square at the top of the course board. Courtesy VHF announcements are OK also but the red square must be on the course board. (New local rule 8.2)

For the three long series (Spring, Summer, and Twilight) we always have separate start and finish lines. Do not set up the committee boat at a fixed navigational buoy such as "14." This will cause confusion over what the finish mark is.

Example of a Tuesday night course board with winds west-nor'west @ 8-10kts:

#1	A/A1	WW
#2	B+C	WW
#3	M24	TT
#4	M25	V
#5	E/F	V

Second Race

#1	A/A1	W
----	------	---

Example of a Thursday night course board with winds west-nor'west @ 8-10kts:

#1	J24	X
----	-----	---

- #2 Cal20 W
- #3 Cat22+Ven21 TT
- #4 CruA+B S-2-14-F
- #5 CruC+D S-2-14-F

Second Race:

- #1 J24 W
- #2 Cal20 T

Pancho is loaded with 6 marks for setting up courses associated with the W/L Alpha Course Chart. You must use the greenish buoy as the start mark. The starting line can be on either side of the committee boat. If you set #4, you must also set #3. If anything could be confusing be sure to make repeated VHF announcements.

Setting the marks

The procedure for setting marks is to head Pancho up-river, drop the mark approximately where you want it, motor Pancho up-river while paying out the mark rode. When you get to the anchor, hold onto it until you are happy with the location of the mark. Once the mark is positioned, drop the anchor overboard (flukes down). Hover around the mark to make sure it's set. The best thing to do is to put Pancho in neutral. If Pancho drifts away from the mark, then the mark is set.

The procedure for retrieving marks is to approach them from the down-river side. Ease Pancho up to the mark so the mark touches the port bow and slides along the port side of the mark boat to amidships. Hoist the mark into the boat, and start pulling in the rode. The Pancho operator should drive the mark boat up-river keeping the rode close to but not under the port side of Pancho. Avoid having the rode near the stern of the boat. If something happens and the rode gets caught in the prop, the engine will shut down. Raise the engine using the power tilt. Unraveling the rode is usually no problem.

Check-in Sheet and Race Starts

As soon as you get on station start the check-in process. Get the orange flags up as soon as possible to help identify the committee boat. Don't raise "Come with-in Hail" until the course board is up. However, boats will be sailing by for check-in. You will have check-in sheets that list by Pennant and Class the name, sail #, and model of each registered boat (an example is attached). During check-in have two volunteers using two check-in sheets place a check mark for boats as they sail by to check in. One or two other volunteers can assist by spotting the boats and calling out the boat's fleet and the name or sail number.

During race starts use the check-in sheets to record the Start Time, number of boats starting, and record any "over early" boats. Be sure to note whether OCS (On Course Side) boats went back to start properly

or not. The number of boats starting is useful to know so that towards the end of the night you can determine if there are any boats still racing.

Otto Horn

Use cell phone time or an official watch. The “Digital Clock” app on a smartphone is a great option. Turn the controller on.

[T -1min] 18:29 Push the top button on the controller (Sequence Start) and Otto sounds 4 blasts on the horn as **“Come Within Hail” is lowered.**

Everything after this is automatic. The controller does the following:

[T -15sec]	Long warning beep (45 seconds after the top button is pushed)
[T -5sec]	5 countdown beeps to T (55 seconds after the top button is pushed)
[T]	Otto sounds one blast on horn, pennant #1 goes up
[T +45sec]	Long beep
[T +55sec]	5 Countdown beeps to T+1min
[T+1]	Otto sounds one blast on horn, prep flag up
[T+2]	3 beeps heard on controller
[T+3]	2 beeps heard on controller
[T+3 mins 45 seconds]	Long beep
[T+3 mins 55 seconds]	5 countdown beeps to T +4mins
[T+4]	Otto sounds one blast on horn, prep flag down
[T+4 mins 45 seconds]	Long beep
[T+4 mins 55 seconds]	5 countdown beeps to T +5mins
[T+5]	Otto sounds one blast on horn, #1 pennant down/#2 pennant up

Until the unit is turned off, the controller will continue to beep the routine from T+45sec thru T+5. The manual horn button on the controller allows you to give horn signals without interrupting a sequence.

If you need to **postpone**, sound 2 signals, raise “Cat in the Hat,” and turn the controller off. Turn on the controller again. When you’re ready to lower the “Cat in the Hat” follow the routine outlined above from [T-1min] onward.

If there is a **General Recall** do not stop the sequence. The recalled class will be re-started at the end of the current sequence of starts (i.e., they go to the end of the line.) The General Recall flag (which is First Substitute) comes down with the Prep flag one minute before the next start. The horn should be sounded twice when raising the General Recall flag.

If there will be a **second race** for a class, fly the Second Substitute flag as boats in that class are finishing.

Finishing races

Use the blank Scoring Sheets that you will find in the orange paperwork box (example is attached). Be sure to have **two** volunteers recording finishes on **two** scoring sheets. Transfer the Start Times from the Check-in Sheet to the Scoring Sheets. Have one volunteer sighting the finish line and calling “over.” Have two volunteers identifying the boats approaching the line. Have one volunteer with the official watch calling the times. The sequence will sound something like this: “next boat will be 2952”.... “over”.... “7:11:32.” You will want to have two boat identifiers and two recorders because it can get very hectic as multiple boats cross in quick succession. However, it can also be confusing if more than one person is calling out sail numbers so assign one volunteer as primary spotter and a second as back-up.

Just record boats in the sequence that they finish. No need to identify fleet, class, or start pennant. If you can't get a sail number or boat name, try to record something about the boat or put down a question mark to indicate someone finished but couldn't be identified. If a boat calls in to retire, write the boat name and “retired” – don't guess at their scoring.

One person, probably the PRO, should keep track of finishing boats on a check-in sheet. This is to identify the first boat in a class to finish so that they can get a courtesy “winner's horn.” It is also useful for determining if all the boats have finished for pennants that are getting a second race. Don't burden the recorders with identifying boats that get the “winner's horn” or figuring out if all the boats in a class have finished. The first priority is to legibly record the sail number and finishing time of each boat!

If you have a round of second starts, record the starting times for each of the second starts. Keep recording all finishes on the same Scoring Sheets. It is likely that second starting boats will be finishing with other fleets completing their first race. Before getting ready to leave, compare the start sheet with the finish sheets to make sure all boats have finished, have retired, or been told by VHF or voice that they are Time Limited Expired.

Second Races

If you will be running any second races (1) modify the course board to remove courses for the pennants that will not be racing, (2) change the courses if needed for the pennants that will be racing, and (3) move the course board to the “starting side” of the committee boat. Moving the board is necessary to avoid boats sailing through the finishing area in order to look at the board.

You should have “second substitute” flying as boats in the classes that will get a second race are finishing. Racers can also check the course board to see if they have a second race. Finally, if a racer hails the committee and asks if they are done or if they are getting a second race, it is OK to reply. It is also OK to announce via VHF that second races will be held and the pennants.

If most of a fleet has finished their first race and one or two stragglers will significantly delay the second race, race committee may announce that the fleet is being finished in place and boats that have not yet

finished should return as quickly as possible to the start area. Be sure you have the finish order before making that announcement. If two boats are very close to each other you may want to let them battle it out to the finish. You may need to send Pancho if the boats don't respond to the radio message.

Notes on abandoning and time limits

On slow days when races are taking a long time it is important to keep track of the time limits and make clear announcements over VHF. Be sure to clarify for which classes or fleets an announcement applies. Repeat each announcement.

There are two aspects to the time limits. The first boat must finish within two hours of the start. All other boats must finish within 30 minutes of the first boat in her class or they will be scored Time Limit Exceeded (TLE). Note that TLE is determined BY CLASS; not by Pennant.

If no boat in a class finishes within two hours, the race has timed out. You have the option of making a VHF announcement. The appropriate VHF announcement is "Class ____ racers, the two-hour time limit has been exceeded with no boat finishing." Do not make a general announcement -- be sure to identify the class. Avoid using the term "abandon" if the race has timed out. You can't "abandon" a race without flags and horns.

If one boat in a Class finishes within two hours, be sure to note the time. The remaining boats now have 30 minutes to finish or they will be scored TLE. Once one boat finishes you can no longer abandon that race – just wait the 30 minutes. You do not need to keep track of finishers by Class; the scorer can sort out TLE boats later. However, if it is a slow race and there are many boats that are not finishing, you have the option to make an announcement when the 30 minute time limit is up. The appropriate VHF announcement would be "Class ____ racers, the 30 minute time limit following the first finisher has been exceeded. If you have not finished, you will be scored TLE." Again, please note that this is by Class and we often have two classes under one pennant (i.e., starting together).

If a boat notifies race committee that they are withdrawing, be sure to note that. How that boat will be scored depends on how the race turns out. They will be scored DNF if at least one boat finishes within the two-hour time limit. Don't assume how they will be scored – just note that they withdrew/retired.

If you have gotten races started, no one under a pennant has finished, and the wind dies and you don't think it will return, you have the option of abandoning specific races or all races. This must be done with flags and horns. The flags are specific to pennant. Therefore, if there are two classes starting together under one pennant, you can't abandon the race for one class and not the other. If one boat has finished you should not abandon the races under that pennant. Be sure to also communicate the information via VHF (after doing the flags and horns). On the VHF be sure to identify the specific pennants that are abandoned or that all races are abandoned. If you will attempt another start, be sure to add that boats should return to the start area.

You should abandon a race if a lull in the wind becomes so long that the race is no longer a test of racing skill. Indicators might include boats anchoring for a long time or leads being exchanged while boats drift backwards over the ground. There are no clear guidelines – it is judgement call by the PRO. The overall objective is to hold a fair test of racing skill.

If you shorten a course and it is getting dark, racers may not be able to see the flag signals. You should make a VHF announcement such as “The course for Pennant ___ has been shortened to mark ___.”

Notes on Scoring

Race Committees need not be concerned about scoring. This information is for background information only. There are two scoring systems.

1. Weekend regattas use the RRS Appendix A, A4.2 and the OCSA 14.1. Generally, OCS=DNC=DNF and are scored [# of boats entered + 1]. TLE is scored [# of boats finishing + 1].
2. Longer series are scored using the RRS Appendix A, A9 and the OCSA 14.1. Generally, OCS=DNF and are scored [# of boats racing + 1]. DNC is scored [# of boats entered + 1]. TLE is scored [# of boats finishing +1].

If a race exceeds the two-hour limit with no boat finishing, that race will not be scored. If one boat finishes within the two-hour time limit, that race will be scored. If a race is started, is not abandoned, and all of the boats that are racing withdraw, that race will be scored. A race that is abandoned will not be scored.

Paperwork

Place the Check-in Sheets and the two Finishing Sheets on the clipboards in the orange box and transfer it to Pancho. Someone from the Racing Support Committee will retrieve them.

SYSCO Race Checklist

1. Preparation (4:30 to 5:45)

Pancho

- ✓ Find Pancho at McCuddy's on Marine Drive, slip B-14
- ✓ Stage marks and tackle in Pancho
- ✓ Ready course board and preliminary course ideas
- ✓ Make sure Otto Horn and flags are aboard
- ✓ Survey conditions on the river
- ✓ Leave dock by 5:15 to set first marks (remaining marks set after RC boat in position)

RC Boat

- ✓ Volunteers on boat by 5:15
- ✓ Boat leaves dock by 5:30
- ✓ RC Boat on station by 6:00
- ✓ Flags, course board, supplies boxes, Otto Horn transferred from Pancho to RC boat

2. Organizing (5:45 to 6:15)

Gear and Materials

- ✓ Check-in sheets and scoring sheets (fill out header info)
- ✓ Otto Horn (set up and make sure it is charged)
- ✓ Lay out needed flags
- ✓ Mount course board and when it is up, raise "Come within Hail"
- ✓ Set VHF to 72

Assignments

- ✓ 2 assigned to check-in
- ✓ 1 assigned to Otto Horn
- ✓ 3 assigned to flag handling
- ✓ 2 assigned to spotting the line and signaling OCS boats
- ✓ 2 assigned to recording starts
- ✓ 2 assigned to recording finishing boats
- ✓ 2 assigned to assisting finishing (sighting line and calling "over;" and calling times)

3. Race Management (6:29 to sundown)

Signals

- ✓ Push Otto's button at 6:29 and lower "Come within Hail"
- ✓ Sequence starts at 6:30 first warning up (usually #1)

Starts

- ✓ Note start times
- ✓ Spot the line and be ready with air horn and recall flags
- ✓ Count number of starters for each race

Racing

- ✓ Observe and make notations on scoring sheet
- ✓ Note any boats withdrawing
- ✓ Be ready to send Pancho to render assistance or shorten course
- ✓ Ready course board for second races and raise "Second Substitute"
- ✓ Prepare finish recorders and timer for boats finishing

4. Post Race

Paperwork

- ✓ If time, compare scoring sheets and reconcile differences. If you can't, leave as is.
- ✓ Make notations for protests, course violations, OCS, DNC, DNS, DNF, and withdrawals.
- ✓ DSQ for hitting the RC boat or interfering with commercial traffic can be issued by the race committee – make very clear notes
- ✓ Leave Check-in Sheets and Finishing Sheets in orange box marked Paperwork

Gear

- ✓ Flags back in bag
- ✓ Course board and numbers and letters packed
- ✓ Otto Horn packed up
- ✓ Gear boxes packed up

RC boat

- ✓ Transfer all gear to Pancho
- ✓ Head back to dock – you are done

Pancho

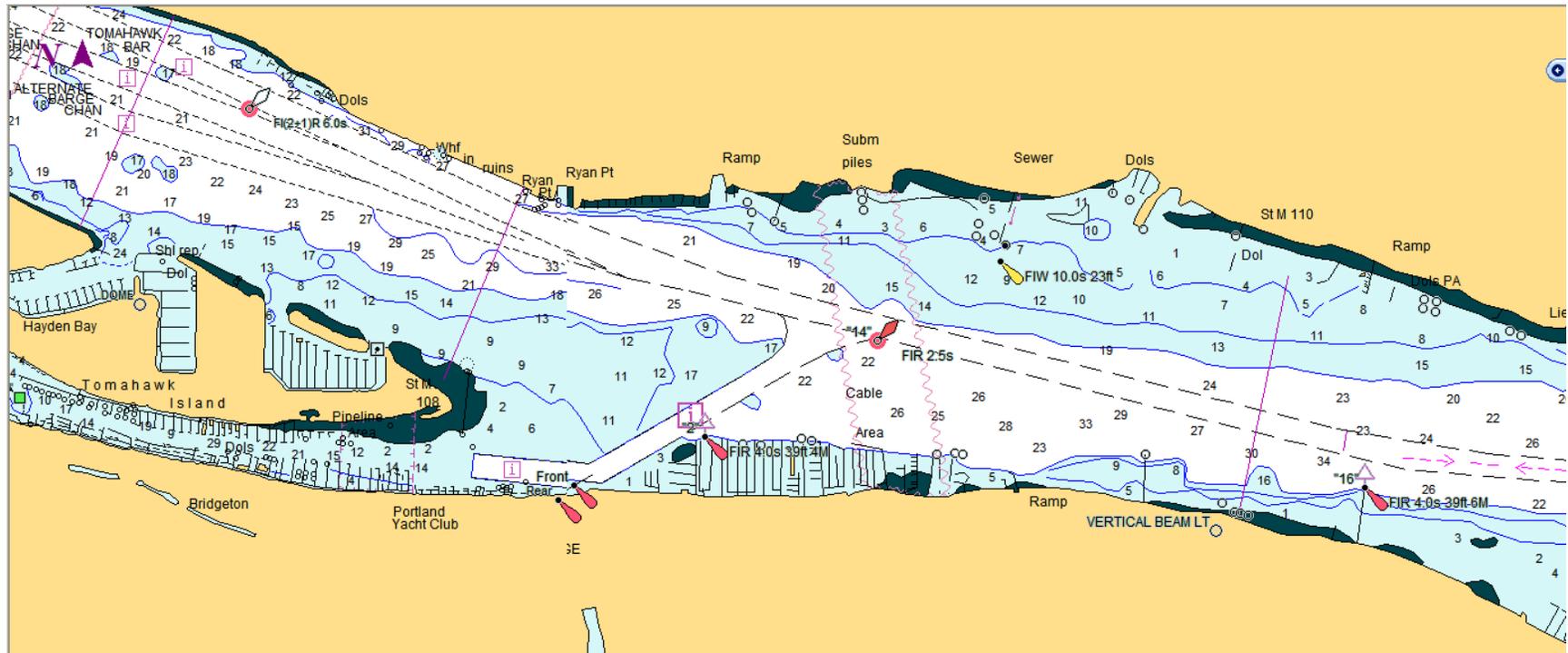
- ✓ Stow gear carefully
- ✓ Retrieve marks
- ✓ Head for McCuddy's
- ✓ Leave racing sheets in the orange box

**REGATTA PRO-START
SYSCO SET-UP**

STEP	SEQUENCE	BUTTON	SOUND	SIGN	EVENT
1	T - (1 minute)	SEQUENCE START	4 BLASTS	COME WITHIN HAIL FLAG	DOWN
2	T		1 BLAST	START PENNANT	UP
3	T + 1 minute		1 BLAST	PREP FLAG	UP
4	T + 4 minutes		1 BLAST	PREP FLAG	DOWN
5	T + 5 minutes		1 BLAST	START PENNANTS	DOWN-UP

STEPS 3-5 REPEAT UNTIL RESET BUTTONS ARE PUSHED OR POWER OFF

MANUAL HORN DOES NOT AFFECT SEQUENCE

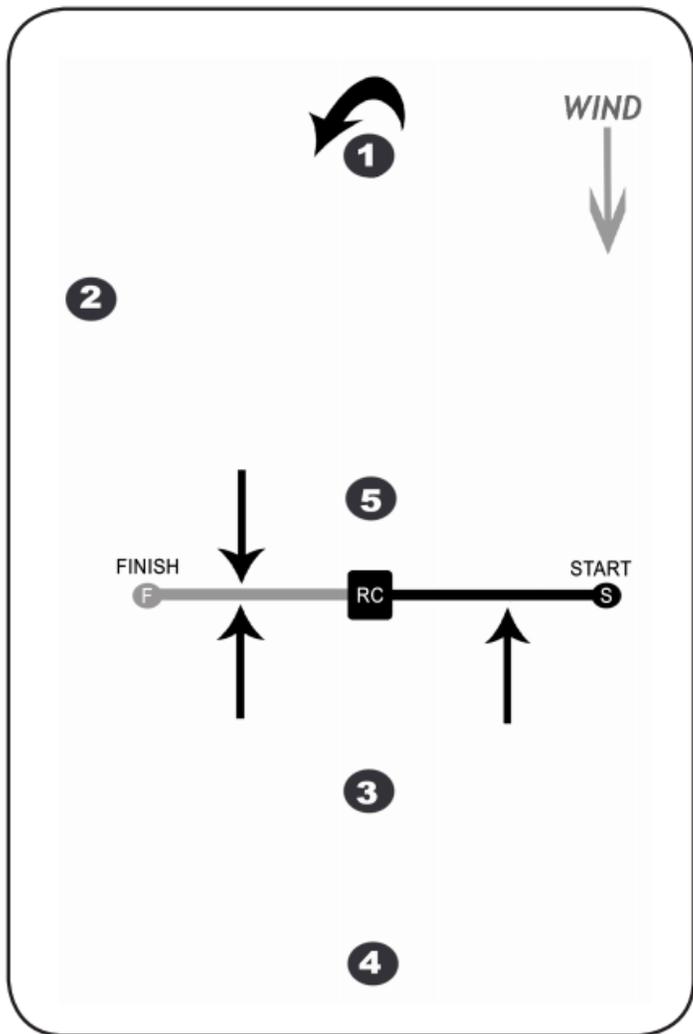


Navigation chart showing the location of dredged channels and shipping lanes.



Photo showing the approximate locations of the OCSA “Designated Marks.”

OCSA Windward Leeward Alphabetic Courses



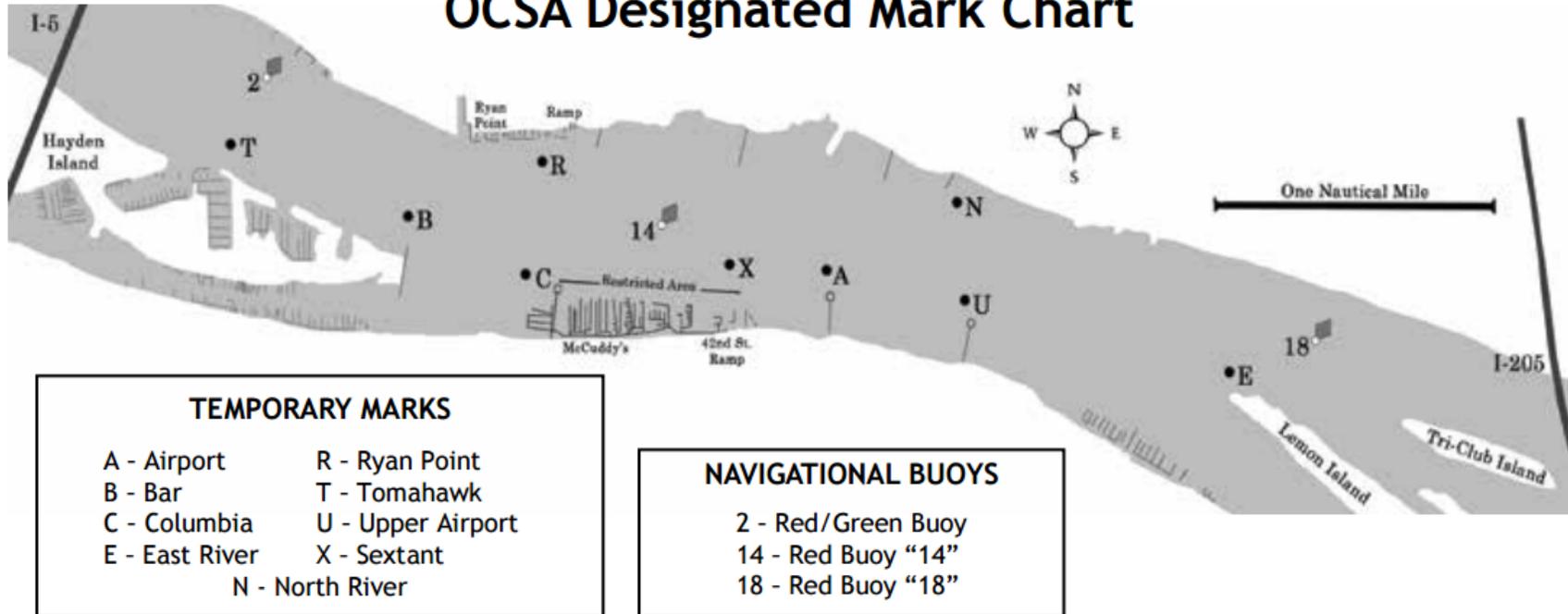
- 1 - WINDWARD ROUNDING MARK:**
Temporary Yellow/Orange Inflatable Mark or OCSA designated Navigation Buoy "2"
- 2 - GYBE MARK:**
Temporary Yellow/Orange Inflatable Mark
- 3 - SHORT COURSE LEEWARD ROUNDING MARK:**
Temporary Yellow/Orange Inflatable Mark
- 4 - LONG COURSE LEEWARD ROUNDING MARK:**
Temporary Yellow/Orange Inflatable Mark
- 5 - LEEWARD ROUNDING MARK:**
Temp. Yellow/Orange Inflatable Mark
Approximately 50 yards to weather of the Race Committee Boat
- S - STARTING MARK:**
Temporary Green Inflatable Mark
- F - FINISHING MARK:**
Temporary Orange Inflatable Mark or OCSA designated Navigation Buoy "14"

The diagram shows the marks of the course. The Race Committee may or may not use all of these marks. The order in which marks are to be passed is determined by the courses listed on the Alphabetic Table of Courses. These courses are to be sailed with all marks left to port. Courses will be displayed on the committee boat by listing the class followed by the letter(s) from the Alphabetic Table of Courses. All class divisions may not necessarily sail the same course. The start and finish lines may be on either side of the committee boat. The finish line is restricted. Do not cross the finish line during the race unless you are finishing the race. This information is intended to clarify and is not intended to alter the OCSA General Sailing Instructions.

ALPHABETIC TABLE OF COURSES			
Leeward (Downwind) Finish Courses		Windward (Upwind) Finish Courses	
A	Start-1-Finish	Q	Start-1-2-5-1-3-Finish
AA	Start-1-2-Finish	QQ	Start-1-2-5-1-4-Finish
B	Start -1-5-1-Finish	S	Start-1-3-1-5-1-3-Finish
BB	Start-1-5-1-5-1-Finish	SS	Start-1-4-1-5-1-4-Finish
C	Start-1-2-5-1-Finish	T	Start-1-3-Finish
CC	Start-1-2-5-1-2-5-1-Finish	TT	Start-1-3-1-3-Finish
D	Start-1-3-1-Finish	V	Start-1-4-1-3-Finish
DD	Start-1-3-1-3-1-Finish	W	Start-1-4-Finish
F	Start-1-4-1-Finish	WW	Start-1-4-1-4-Finish
FF	Start-1-4-1-4-1-Finish	X	Start-1-5-1-3-Finish
H	Start-1-3-1-5-1-Finish	XX	Start-1-5-1-4-Finish
HH	Start-1-4-1-5-1-Finish		

Revised 2015

OCSA Designated Mark Chart



The chart describes the marks on the river and approximate location as designated by OCSA. The Race Committee may or may not use all of these marks. Courses will be displayed on the committee boat by listing a Course Description for each class. Each Course Description shall be constructed in accordance with the OCSA General Sailing Instructions in the Racebook. Do not cross the finish line during the race unless you are: (a) finishing the race, or (b) rounding the mark end of the finishing line when such a rounding is required by the course for your class.

The information contained on this page is intended to clarify and not alter the OCSA General Sailing Instructions in the Racebook.

Revised 1/1/17

Check-In Sheet
SYSCO Summer Tuesday

Date: _____
Recorder: _____

Boat Name	SAIL #	Model	Check-in	Started	Notes
Pennant 1 Class Level A					
MYST	832	Melges 24			
Escape Artist	46929	J/105			
Stray Currents	97279	J 35			
			COUNT:		

Pennant 2 Classes: Level B and Level C					
Desperado	36020	New York 36			
Elixir	69802	X-99			
Yeah Baby	79144	S2 9.1			
(Class: Level C)					
Leanalot	34	Erickson 34			
Misty	93	Cascade 36			
Wy' East	141	Cascade 36			
Geronimo	436/1100	Etchells			
Cool Change	23723	C&C 38			
			COUNT:		

Pennant 3 Classes: Martin and Moore TWO RACES REQUESTED					
Kermit	20	Martin 24			
Apple Pi	21	Martin 24			
Bad Habit	241	Martin 24			
Nelly	59606	Martin 24			
Skookum Too	79088	Martin 24			
(Class: Moore 24)					
Moorality	47	Moore 24			
Rogue	95	Moore 24			
Rushmoore	133	Moore 24			
			COUNT:		

Pennant 4 Class: Merit 25 TWO RACES REQUESTED					
Kestrel	298	Merit 25			
Tatoosh	446	Merit 25			
OB1	18372	Merit 25			
Monster Zero	28284	Merit 25			
Ataraxia	69028	Merit 25			
HAIL YEAH!	69896	Merit 25			
Nausicaa	77040	Merit 25			
Runaway	87938	Merit 25			
Raicilla	97229	Merit 25			
			COUNT:		

Pennant 5 Classes: Level E and Level F					
Pajema	103	Morgan 27			
Air Fair	453	Thunderbird			
Wild Goose	49592	Morgan 27			
ELIXIR	59631	Cal 9.2			
(Class: Level F)					
Molika	192	Albin 7.9			
Dandoo	49844	Cal 27			
			COUNT:		

EXAMPLE

EVENT: _____

DATE: _____

RACE # : _____

		Start Time		Race Committee Member Names			
count	Start	HH:MM	Course				
	First Start						
	Second Start						
	Third Start						
	Fourth Start						
	Fifth Start						
		Finish Time				Finish Time	
POS	Sail Number	HH:MM:SS	Notes	POS	Sail Number	HH:MM:SS	Notes
1				31			
2				32			
3				33			
4				34			
5				35			
6				36			
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EXAMPLE

SYSCO Emergency Card

Emergency or Life Threatening Injury - Steps

1. **Render assistance**
2. **Make contact** with Race Committee
3. **Call for Help & Emergency Medical Attention:**
 - o **9-1-1**
 - o **Sheriff River Patrol:** VHF#16, 911
 - o **Local US Coast Guard:** VHF#16
4. **Monitor and administer first-aid** (*List AED locations, boats with AED, etc.*)
5. **Send someone** to meet/direct Emergency vehicles
6. **Transfer** injured to care of Emergency Team
7. **Debrief and inform** key people: Commodore, family of injured
8. **Complete an incident report**

Be prepared to tell 9-1-1:

- **Current location** of injured person
- **Description of boats** (if requesting on-water help)
- **Where you plan to bring injured person ashore** (see below)
- **Age/gender/number** of injured people
- **Type of injury/situation**
- **Your name and call back number**

Emergency Response Pick-Up Locations:



	Name	Description	Address
A	47 th Street Ramp	Gleason Memorial Boat Ramp	4325 NE Marine Drive
B	McCuddy's Marina	by café	2915 NE Marine Drive
C	Tomahawk Bay	Dock A by Hidden Bay café	515 NE Tomahawk Island

Emergency Numbers	SYSCO Numbers
911	Commodore: Bruce Newton 503-806-6625
Sheriff River Patrol: VHF#16, 911	Race Captain: Michael Morrissey 503-338-8972
Local Coast Guard: VHF#16, (503) 240-9365	

Date of most recent revision: January 14, 2017

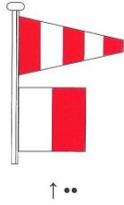
RACE SIGNALS

The meanings of visual and sound signals are stated below. An arrow pointing up or down (↑ ↓) means that a visual signal is displayed or removed. A dot (•) means a sound; five short dashes (-----) mean repetitive sounds; a long dash (—) means a long sound. When a visual signal is displayed over a class flag, the signal applies only to that class.

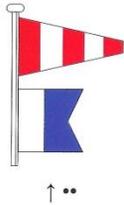
Postponement Signals



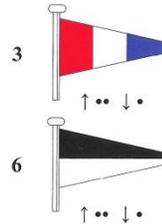
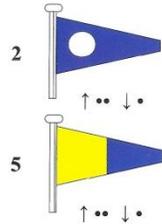
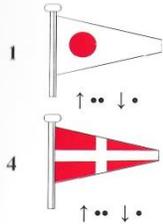
AP Races not started are *postponed*. The warning signal will be made 1 minute after removal unless at that time the race is *postponed* again or *abandoned*.



AP over H
Races not started are *postponed*. Further signals ashore.



AP over A
Races not started are *postponed*. No more racing today.



AP over a numeral pennant 1–6
Postponement of 1–6 hours from the scheduled starting time.

Abandonment Signals



N All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.



N over H All races are *abandoned*. Further signals ashore.



N over A All races are *abandoned*. No more racing today.

Preparatory Signals



P Preparatory signal.



I Rule 30.1 is in effect.



Z Rule 30.2 is in effect.

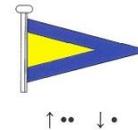


Black flag. Rule 30.3 is in effect.

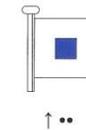
Recall Signals



X Individual recall.



First Substitute General recall. The warning signal will be made 1 minute after removal.



Shortened Course

S The course has been shortened. Rule 32.2 is in effect.

Changing the Next Leg



C The position of the next *mark* has been changed:



Other Signals



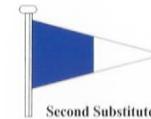
L Ashore: A notice to competitors has been posted. Afloat: Come within hail or follow this boat.



M The object displaying this signal replaces a missing *mark*.



Y Wear a personal flotation device.



Second Substitute. There will be a second race. Displayed with no sound while boats are finishing.