

## ICC Championships PRO's Intentions

### Schedule

Racing is from Sunday 22 to Saturday 28th September inclusive.

**Saturday** 1400hrs Briefing for all the 'On Water' personnel.

**Sunday** Fleet racing 3 races

**Monday** Fleet racing 3 races

**Tuesday** Fleet racing 3 races

**Wednesday** is designated a lay day but there is a very good chance there will be racing.

**Thursday** 2 races for the Petit Fleet (Boats less top 2 in previous fleet racing)

2 Match races 15 minutes<sup>1</sup> after completion of Petit fleet races

**Friday** 2 races for the Petit Fleet

2 Match races 15 minutes<sup>1</sup> after completion of Petit fleet races

**Saturday** Petit fleet race around the bay.

Match Race Finals - 3 Match races

All Warning Signals are at 1100hrs every day.

Racing is in the Bay on all days unless the weather is against us. The 'C' Class rules appear to prohibit racing in more than 20 knots of wind. They won't like the sea state either if it is Easterly.

<b>Timetable – this may change</b>	
08:30	PRO will be at the club.
09:00	Committee boat OYSTER will be at the Mylor Marina.
09:00	Patrol boat briefing. Every morning.
09:30	Committee Boat will leave on time. It's 3 nm to the start area.
09:30	Coastworker and Patrol Boats to be operational and at least 1 on station off the beach.
10:00	Committee boat on race course. Windward mark layer to be alongside Oyster
10:30	Windward mark layer to be on station
10:45	Coastworker to position for Pin Boat
10:55	Lay windward mark. On PRO request or when a start has got away
11:00	1 <sup>st</sup> Start Coastworker to record OCS etc

### Distribution of assets (good word that)

Oyster for committee boat stationed in area up to 2 miles south of Gyllyngvase beach.

Xaver Marsteller's Coastworker will be 'Pin end boat' and either Coastworker or a Patrol Boat will deal with the Leeward mark.

Tim Coventry and Jeremy Stonehouse will lay the weather mark.

John Calvert is Safety Officer for the week who will manage all things Safety. All the competitors have their own chase boats and when you see the fragility of these boats you will realise that none of the teams will want us near them unless in an emergency. The Team chase boats will be allowed to follow their own team for Safety purposes but will be liable to protest by other teams if they 'get in the way'.

### Communications

We will be using dedicated or handheld VHF's (See support boat instructions for the channel). The link to shore will be by Mobile Phone since the problem of relaying VHF messages to the club via a third party is problematical. The official Committee Boat phone will be Phil Sissons ARO (07881 205282). I will accept calls on 07966 160233 and VHF.

### Scenario

As always we start on time. I may lay the leeward mark before or after the start.

The Mark Layer will be on station half hour before start and display prominently the windward mark.

This mark may not be laid until we have a start 'away'. If the wind is shifty then I will want the mark retrieved between races. I would like the Mark Layer to be able to use GPS to register the distance from her position to Oyster.

I want Coastworker fixed and on station 5 min or so before warning signal.  
 The finish is going to be the reverse of the Start so the pin boat may or may not move between races.  
 The start sequence is 5min for the fleet races and 10 min for the match racing. (IMPORTANT See Appendix C of the RRS)

### **Assets Equipment**

Coastworker needs at least 100m of extra line and a weight to depress the mooring line at the pin end and a Pole with an Orange flag

Oyster needs extra mooring line as well and a weight. She will have a kedge anchor as well.

Marks. Oyster will carry the Orange buoy for finishing. Mark layer will carry the two Yellow cone buoys and a small buoy to clip to existing Windward mark ground tackle when moving marks (Tim – you will need flag M on a pole in case we need that.

### **Pin Boat on station**

We need to be able to adjust the start line so plenty of warp should be aboard and half of it deployed. We need a digital recording of all that transpires during the start procedure and a clipboard and pencil for OCS calls.

**Note:** as usual the start signals are computer driven and we will broadcast the final countdown when possible. Whenever a sound signal is made there is a bright LED light shown down the line from the committee boat; this will give you an accurate timing for all signals. Please use a stop watch as well.

### **Safety**

We are all responsible for the safety and wellbeing of the sailors and not their boats. The Patrol boats will be ensuring crews are safe and in case of injury, treated as soon as possible.

If there is any emergency that is not just a capsize or minor accident then we will immediately call the emergency services.

### **Results**

These will be collated on Oyster and uploaded to the RSC website.

<b><u>Committee Boat</u></b>	Home/office	Mob
Oyster PRO Ian Fraser	01872 863484	07966 160233
ARO Phil Sissons	01326 314407	07881 205282
David Summers		07866 447859
<b><u>Rescue Boats</u></b>		
John Calvert	01326 317706	07860696576
<b><u>Mark Layer</u></b>		
Tim Coventry	01326250535	07768317244
<b><u>Shore</u></b>		
BEACHMASTER	01326 374536	
Cookie Phipps – office at Home	01326 376187	
Windsport Office	01326376191	
RSC	01326 374536	
Coastguard	01326 317575	
Harbourmaster	01326 312285	Falmouth
Harbourmaster	01872 224231	Truro
Falmouth Pilots	01326 211376	Ch 9

### **Other Reading**

The NOR and the SIs are all on the RSC website under Events. Click on the 'Read more.....' link or follow the link below.

<http://www.restronquetsc.org/index.php/events/88-c-class-cat-championship>

This document is also on the Site.