



# ESSC & ESC Dinghy Racing Guide

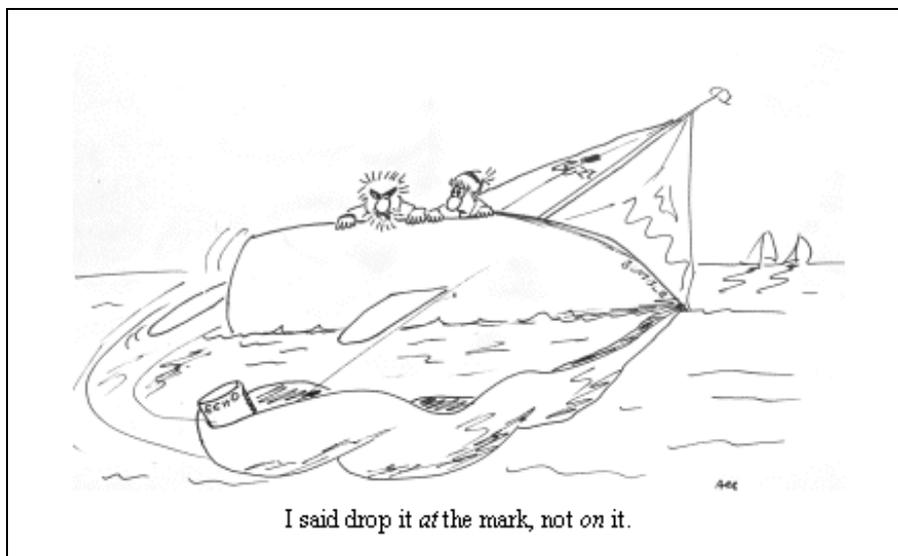
## Introduction

This guide is aimed primarily at those new to racing at Emsworth Slipper. It will tell you all you need to know about the starting procedures, where the marks are and how to work out what the courses are. If you are completely new to racing, it also gives you a one-page summary of the rules. Above all, it is hoped that this guide will encourage those who have never raced to give it a go, at least once a season.

## Racing at Emsworth

Races at Emsworth Slipper are open to anyone and you are encouraged to take part, whatever boat you sail. Usually, there is one general handicap fleet start and during the summer months a short course series for the slower boats is held after the bigger boats have started. RYA handicaps are used. (If you don't know your RYA handicap, ask the sailing Secretary). The results are worked out by taking the finish time and dividing it by the boat handicap to give a corrected time. The boat with the lowest corrected time wins.

Please sign on in the Patrol Boat hut before the race. And please remember that you **DO need** to sign off as soon as you come ashore. If you retire or want to continue sailing after the race, please let the Race Officer or the Patrol Boat know so they do not keep looking for you once the race has finished. This is for safety reasons so we all know you are safe and off the water, and 1) you don't want a Race Officer phoning your partner saying you are missing, and 2) the Coastguard helicopter and Lifeboat cost a fortune !!



Spot the difference...



The start of the Laser Radial Worlds, Dubai. Picture taken 1 second after the gun.



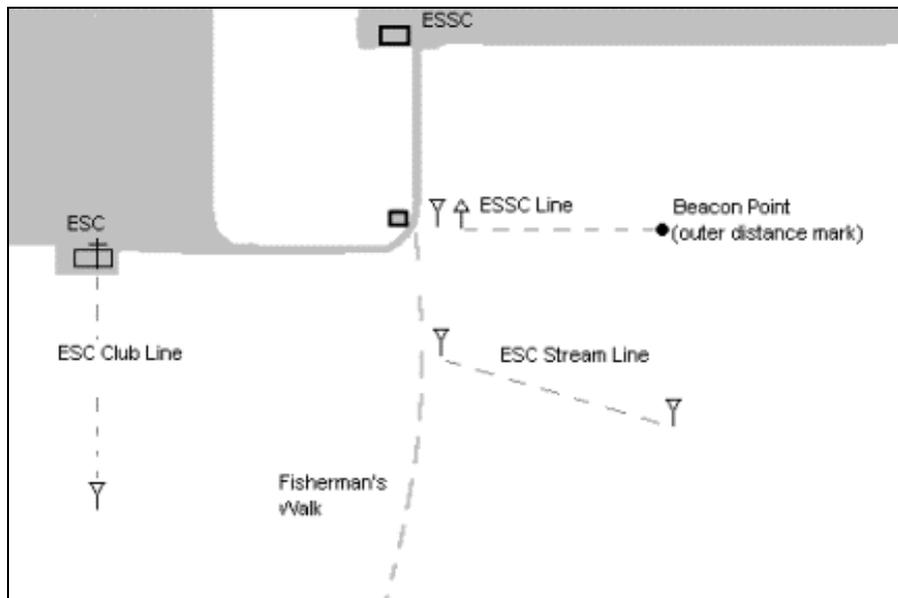
The start of a summer points club race, Emsworth. Picture taken 1 second after the gun. Er, the start was that way  $\leftarrow$  !

## The Start Lines

There are four possible start lines.

If Slipper are running the race, then the start is just off the hut on the millpond wall. The start is a transit made by lining up the two yellow posts with yellow triangles on top. The yellow post nearest the channel forms the inner distance mark. The outer distance mark is a yellow buoy called Beacon Point. Sometimes this outer distance mark is slightly off the transit due to the tide, but you should always go by the transit and not the position of Beacon point. The direction of starting (North or South) is given in the course cards.

If Emsworth are running the race, then they have two lines they can use: 'Streamline' or 'Clubline'. The name of the line to use is given in the course cards. 'Streamline' is just to the south of the Slipper line across the main channel. You start between two posts with orange triangles on top. These line up with the main mast on their clubhouse. 'Streamline' has an outer distance buoy called ODM.



The other ESC line, used only when it is a very high tide, is their 'Clubline'. This is a West / East facing line just South of their clubhouse on the other side of the 'dreaded' Fisherman's Walk. (The Walk is a gravel path that will neatly slice off the bottom half of your centreboard and may sink your boat ! Yes it has happened !) Again, you start between two posts with orange triangles on top. These line up with the main mast on their clubhouse. No outer distance mark is used, however if you are too far South, you will be too far away from the first mark, or on the mud.



The other possible line is if there is a 3 race series then there will be a Committee Boat start at Sweere Deep area which needs extra time to be allowed to sail to before the start.

## The Starting Procedure

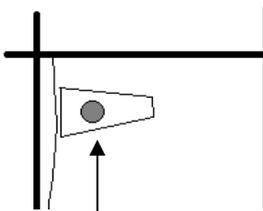
For the start itself, there will be four hoots: One at 5 minutes to go, one at 4 minutes to go, one at 1 minute to go and one at the start itself. And if there is a short-course race for the Toppers and slower boats, your 5 minute hoot will be approximately 5 minutes after the first race' start hoot !

If you are interested in the flags, here's the procedure. Technically speaking, it's the flags that count, not the hooters.

This start sequence is standard throughout Chichester Harbour. It is the ISF & Olympic standard.

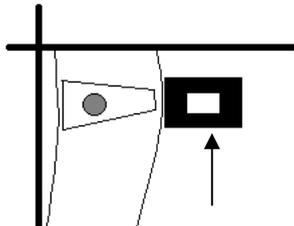
### 5 minutes to go:

5 minutes before the start, there's a hoot and class flag 1 goes up. Class Flag 1 is a red circle on a white background, like the Japanese flag.



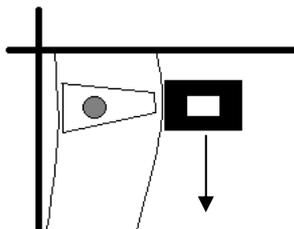
### 4 minutes to go:

At 4 minutes to go, another hoot and flag P goes up. Flag P is a white square on a blue background.



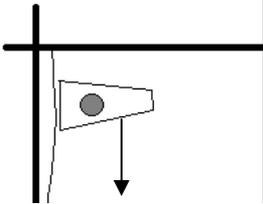
### 1 minute to go :

At 1 minute to go, another hoot and flag P comes down.



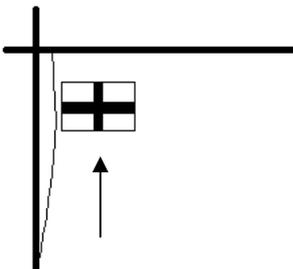
## The Start

At the start, there's a hoot and both flags come down. (If there's a short-course start, then class flag 2 goes up (flag 2= white circle on blue triangle), and the whole procedure starts again.)

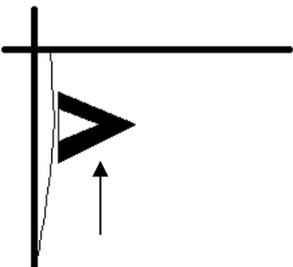


## Recalls

If someone is over the line at the start, then you'll hear another hoot immediately after the start and the class flag X goes up. This is usually, but not always, accompanied by a lot of ranting and raving by the person running the race. They will normally shout out the numbers of the boats that were over the line, but they don't have to. If they are feeling particularly malevolent, they'll wait till you think you've finished the race, and then disqualify you. If you are over the line, just go back and start again, keeping out of the way of the boats that started properly. Flag X should go down once you have restarted correctly.



If everyone is over the line at the start, then you'll hear another two hoots in quick succession accompanied by the First Substitute Flag, a triangular yellow on blue flag. This is known as a General recall. There will be a new series of flags and hoots for the restart.

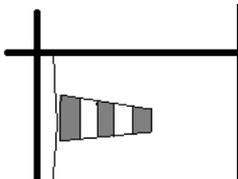


The procedure for the restart is as follows: First, there is a hoot and the general recall flag comes down. One minute later, there is another hoot and flag 1 goes up once more. This is the 5 minute hoot. The 4 minute, 1 minute and start sequence are as before.

If there is a short-course start happening as well, then the start for this race gets shunted until after the main race gets under way.

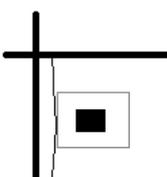
## Postponements

If there is no wind or the race officer decides to postpone for some other reason (hangovers, late nights, everyone overslept etc.), then the red and white striped postponement flag goes up accompanied by two hoots. When the race officer decides it's about time to get things moving, there's a hoot and this flag comes down. One minute later, the 5 minute hoot will be sounded and you are into the start sequence.



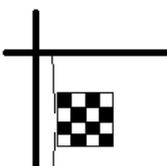
## Shorten course

To shorten the course, flag S goes up (blue square on a white background). In theory, you should hear 2 hoots when you round the penultimate mark and proceed straight to the finish line. In practice it's unlikely you'll hear the hoots if the person running the race is in Emsworth and you're somewhere near Hayling. If you are lucky, the Patrol Boat will come out and finish you at a particular mark.



## Abandonments

The blue and white chequered tea towel, kindly lent to the club by Yasser Arafat, signals that the race is abandoned. This flag is raised with three hoots sounded. Proceed straight to the bar.



## A Quick Guide to the Rules

This guide is a one-page summary of the rules for those new to racing. If you want the rules explained in full then the RYA / ISF racing rules book can be purchased. A copy is always kept in the Slipper race box. Be aware and read up on the rules because a lot of people do not know them or the Prevention of Collisions at Sea Rule either, and will happily run you down !

**The Start:** The golden rule is to keep clear of the boat to leeward. They will probably be shouting 'up, up' vociferously to try and force you to alter course out of their way.

The other thing to avoid is 'barging' in at the windward end of the line. 'Barging' is when you try and squeeze in between the windward end of the start line and a boat to leeward. If you try, then any boat to leeward of you has every right to squeeze you out so there is no room to pass between them and the starting mark.

**Port / Starboard rule:** Port tack gives way to starboard tack. This applies anywhere on the race course, but is more likely to require action on the beat. If you are on Port tack and see another boat approaching on Starboard, it is safest to duck behind them. You can also tack, but a crash tack straight in front of them that doesn't give them a chance to keep clear, is also against the rules.

**Windward / Leeward rule:** If you are on the same tack, the boat to leeward has right of way over the boat to windward. If you are not on the same tack, then the Port / Starboard rule has priority and the boat on Port tack must give way.

**Rounding Marks:** At the windward mark, boats approaching on Starboard tack have right of way over boats approaching on Port tack. At all the other marks, the boat on the inside has right of way, no matter whether they are on Port or Starboard. This means that if you find a boat between you and the mark, you have to give them room to turn, including a gybe if necessary.



The 'alternative penalties' system adopted by Cedric's club was harsh but effective.

## The Course

If you are new to racing at Emsworth, you are lucky in that there are now joint courses for ESSC and ESC. Previously, for some courses you needed a working knowledge of Hebrew or a PHD in cryptology to interpret them and this meant that even if you were faster than them, you were likely to go to the wrong mark and therefore lost. Cunning eh? This guide is designed to give you a fighting chance.

### ***Emsworth Slipper & Emsworth Courses***

If Emsworth Slipper are running the race, the course is posted on the Race Hut on the millpond wall, and you will start on the Emsworth Slipper Start Line (Ask one of the regular racers exactly where it is when you're sailing but not when its only 1 minute to go !).

If Emsworth S.C are running the race, then they have the course posted on the blackboard, just below the balcony at their clubhouse, or on the Bridge itself. It's much easier to ask for the course from one of their boats as they sail out, rather than having to moor up at their pontoon. They may start from either Streamline or Clubline and the course will determine which line.

A set of laminated course sheets are available from either Sailing Secretary.

For example, it might be a course such as A. The 'A' is the name of the course. The (N) is the approximate direction of wind and is used as an indicator for the Race Officers.

So, Course A means you would start facing NORTH (towards the town), heading for the first mark ECHO rounding it to Starboard (the mark is on your right), and then head for LITTLE DEEP (rounding to Starboard) and continue through the marks until you head back for the LINE. The LINE will be whichever one you started on !

<i>Course</i>	<b>A</b>	<b>(N)</b>
<i>Start</i>	<b>NORTH</b>	
	<b>ECHO</b>	<b>(S)</b>
	<b>LITTLE DEEP</b>	<b>(S)</b>
	<b>FOWLEY</b>	<b>(P)</b>
	<b>SWEARE DEEP</b>	<b>(S)</b>
	<b>WALSH</b>	<b>(P)</b>
	<b>NORTHNEY</b>	<b>(P)</b>
<i>Finish</i>	<b>LINE</b>	

If the race is a Lap Race, determined by a course prefixed with an L ie LA, then you continue sailing the course until the Race Officer decides to finish ! This is usually about 40 minutes for the quick boats and about an hour for the slower boats ie Topper

So, Course LA means you would start facing NORTH, heading for the first mark ECHO, rounding it to Starboard, and then head for FOWLEY (again to Starboard) and then back through the start line (whether it is Streamline or Slipper) and head back to ECHO for a REPEAT of the course.

<i>Course</i>	<b>LA</b>	<b>(N)</b>
<i>Start</i>	<b>NORTH</b>	
	<b>ECHO</b>	<b>(S)</b>
	<b>FOWLEY</b>	<b>(S)</b>
	<b>LINE</b>	

**REPEAT**

If the race is a down-harbour race, it lasts for up to two hours and takes you down-harbour and round a course as far as East Head.

