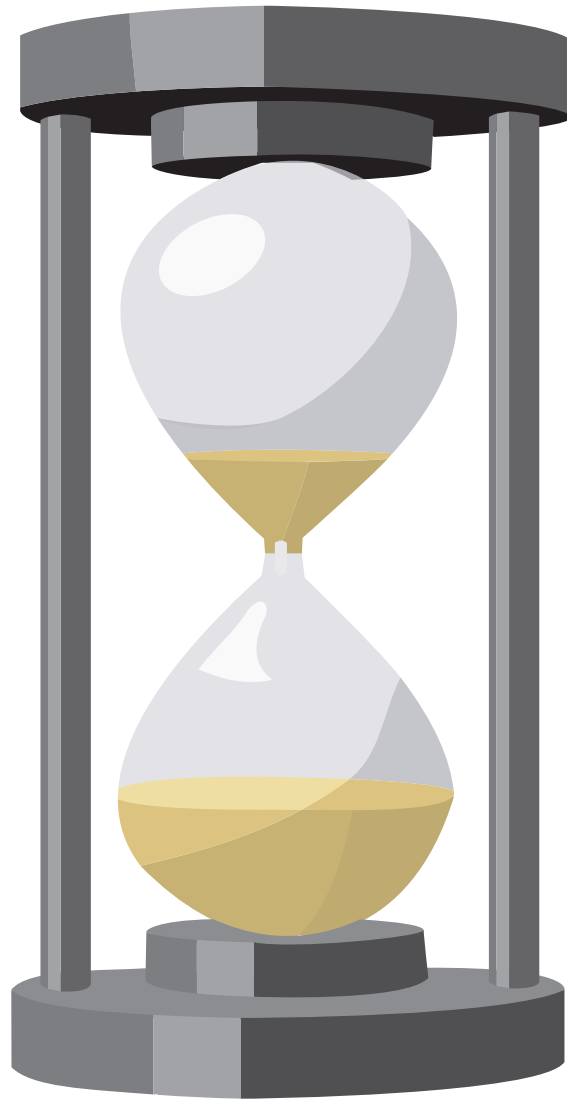


OBSERVER

Hand Book



We Keep the Time.

INTRODUCTION

Congratulations! You've just been asked to be an Observer for a Predicted Log race. Well, that sounds interesting, and your friends have all said it's fun. Okay, but where do you start? What do you do? Rulebooks can be dull, and they may not tell you everything you need to know at the time you need to know it. So, read on, since I've tried to jot down some things to help you get started and to keep you going.

I guess that first it would be prudent of me to explain what Predicted Log racing is all about. Now don't get bored and quit already. Books have been written on the subject and there is a whole series of seminars for new racers, and I'm really not about to try to duplicate either of those here. Let's see if I can explain it in five sentences or less...

1. Skipper runs measured mile many times to determine how many seconds it takes to go one mile at a particular RPM.
2. Race is published and Skipper determines the distance between each checkpoint.
3. Skipper uses his distances and seconds per mile data to predict the time at each checkpoint.
4. Skipper fills out log form with his predictions and turns it in to the Race Committee.
5. All Skippers run the race, and the one who comes closest to his predictions is declared the winner.

See, I knew five sentences would do it! Oh, I did forget to mention one thing... once the race starts, the Skipper is not allowed to see a watch... he's completely on his own. And that, my friend, is where you come in. It is the Observer who has possession of all time-telling devices, and has the duty of discreetly recording the time at each checkpoint. Oh such power! Of course, you don't know what the Skipper's predictions were, so you can't really be of any help. But it can be entertaining watching the expressions of anxiety that cross your Skipper's face when all the other boats go roaring past, or the expression of total panic when you go roaring past everyone else! You can just sit there with a smug look on your face, clutching the timepiece tightly, and enjoying the all-powerful feeling that suddenly comes over you. But, don't gloat too long... you have a job to do, and it's time that we start getting down to the basics.

THE PLAYERS

Throughout this handbook, you'll find references to the duties performed by different people involved in the race. This short section will give you some idea of what each person is expected to do. And now, before going any farther, I'd like to mention one more thing... for ease of reading, I've continually referred to each of the players as "he." This reference is in no way intended to imply that all of the individuals are male; the use of "he" makes it easier to write, and easier to read. So, let's now discuss who each of the players are...

Skipper - This is the person who is generally considered to be the "brains of the outfit." He is probably the one who has determined the speed at which the boat will be raced, he has charted the course and figured the distances for each leg, and he has calculated all of the information for the log form which was turned in to the Race Committee before the race began. The Skipper has overall responsibility for the safety of the vessel and its passengers, and for the sportsmanlike

conduct which must be displayed during a race. He is well versed in the Rules of the Road, and he is a competent boat handler. It should be noted here that the Skipper is not always the person at the helm; that task is occasionally delegated to a crew member so that the Skipper is free to take bearings, check wind and current, and plan strategy based upon changes in these variables. Whether at the helm or not, it is generally the Skipper who will call mark at each checkpoint, but as in the case of two or more Skippers racing as a team, it is always wise to ask who will be calling the mark, how the mark will be called, and how much warning you will be given.

Crew Member - The person designated as crew must also be a competent boat handler, and must be able to take over for the Skipper if necessary. The responsibilities assigned to a crew member vary widely from boat to boat. As mentioned earlier, some crew members have the helm during a race, while others act as gophers for the beer and sandwiches.

Scrutinizer - The Scrutinizer is a crew member designated by the Skipper to perform the same duties as an Observer. The Scrutinizer records the time at each mark, as well as the side on which the mark was taken and the estimated distance. This person does not have a watch, however... he looks at the official watch which is in the custody of the Observer. The Scrutinizer also calculates the turn time at Blind Points, just as Observers do. When you are assigned as an Observer, however, there is no need to feel threatened by the presence of a Scrutinizer. If for any reason an Observer cannot perform his required duties, the Scrutinizer is there to take over. When Blind Point calculations are required, it is especially important for the Observer and the Scrutinizer to compare answers. This is where the most frequent errors occur, so having another person there to also do the calculations can be a big help. Remember, however, that a crew member designated as Scrutinizer should not have prior knowledge of the information on the log, and is not allowed to communicate any information concerning time, speed, or RPM changes to the Skipper. It also should be noted here that at any time during a race, the Skipper may determine that an Observer is not capable of performing his duties. The Skipper would then dismiss the Observer and the Scrutinizer would take over. If this happens, make sure that the time and circumstances are noted on the official log form.

Observer - The Observer is an official member of the Race Committee. He is assigned to a contestant's vessel for the purpose of ensuring that all racing rules are followed and to record the pertinent data during a race. With the exception of a Scrutinizer, the Observer is the only person who is allowed access to a timepiece. It is the Observer's responsibility to maintain custody of both the official watch and the official log form, and to turn both in to the Race Committee once the race has been completed. During a race, it is the Observer's responsibility to record time at each mark, the side on which the mark was taken, and the approximate distance from the mark. It is also the Observer's responsibility to record any information regarding a Skipper's failure to follow the race instructions or Rules of the Road. Your Skipper may also request that you record information about other boats during a race. Write the facts down immediately, and with as much detail as possible; you may be asked about such events later on. In some races, the Observer also is responsible for calculating time at what is called a Blind Point in order to tell the Skipper when to turn. Don't panic, we'll cover this subject thoroughly in a while. Just remember, as an Observer you are an official member of the Race Committee, and you have some very critical duties to perform. You are out there to have some fun, but I'm expecting you to perform your duties in the best possible manner.

All right, now you have some idea of what each person will be doing. Well, it's finally race day, so let's find out what happens next....

BEFORE THE RACE

Generally there is a Skippers' meeting held before each Predicted Log race. The time and location are specified in the race instructions. Although it is called a Skippers' meeting, all of the Observers must also attend. When you arrive, you should check in with the person at the Race Committee table who will be assigning Observers.

If there is a Skippers' meeting, several things will take place:

1. All Skippers will turn in their Predicted Log forms, and will then check their timepieces with the "official watch."
2. Any changes to the race instructions as published will be announced. Be sure to have your copy of the race instructions with you so that you may note any changes.
3. All questions regarding the race instructions will be answered by the Race Committee. If you have any questions, please ask them during this meeting.
4. All Observers will be assigned to the competing boats. You will be given a part of the official log form at this time, and it is to remain in your custody until it is turned in to the Race Committee after the race. At this time you will also meet your Skipper, so you should make certain that you know exactly where his boat is located, and what time he wants you aboard. If necessary, you may want to make arrangements with him concerning transportation to and from his boat.
5. On some races, in lieu of a Skipper's meeting, the Skipper will give the Observer the Predicted Log in a sealed envelope to be turned in to the Scorer with the Actual Log and official timepiece after the race to the Scorer.

Once the meeting is over, you are on your own until it is time for you to be aboard. I should note here that it is essential that you arrive on time; on some races, your Skipper will be penalized for a late start. Also, many Skippers run the measured mile before their scheduled start times so that they can get some idea of what is happening with the wind and current. So, don't be late... that's your first duty.

When you arrive at your Skipper's boat, remember that you are a guest and there are certain unwritten rules which should be followed. Never wear hard soled shoes; you'll really be off to a bad start if you mark your Skipper's decks or slip overboard because of no traction! Wear appropriate clothing... you may be assigned to a boat with an open bridge where you'll really feel the wind. Be sure to ask the location of the life jackets, fire extinguishers, and first aid kit, and have someone show you how to use "the head." These are common sense things that those of you who are boaters should already know, but not all Observers are boaters... yet.

When you arrive at your Skipper's boat, it is best to be prepared. You should carry a clipboard, scratch paper, pen, and, of course, this handbook. You should have a copy of the race instructions (and be very familiar with them!), and some kind of worksheet. If you were not given a worksheet at the Skippers' meeting, make one on scratch paper. Just list the checkpoints, and make columns for time, distance, and side on which the mark was passed. The purpose of the worksheet is to give you more room to write. The spaces for each of these items on the official log form are small, and if your boat is moving around in wakes, it is difficult to write in tiny spaces.

If the race is overnight, you are normally expected to provide your own sleeping bag. Also, travel light... there may not be a lot of room for you to put clothes, etc. Normally on an overnight race, you will know ahead of time where you will be berthed so it is easy to know how much room there will be. You should be aware, however, that you may be assigned as Observer on one boat and berthed on another. For example, if there is a race scheduled to be run in the Long Beach area, a Skipper from Marina del Rey may ask you to go as Observer. You would be berthed on the Marina del Rey boat, but normally would be "swapped" to another boat for the actual race.

There are a couple of official duties which you should perform before the race begins. On your part of the log form there is an Equipment Check List. Go through the checklist and write a "yes" or "no" next to each item; do not merely put a check mark. The Race Committee needs to know if each item is present. Do this task before the race so that it isn't forgotten in the after-the-race rush.

You also have another important duty to be done before the race... you must ensure that all time telling devices are covered or put somewhere so that no one will have access to them. This even includes the engine hour meter! You should also make sure that any clocks which have chimes are not only covered, but have been muffled or turned off so that the chimes are inoperable. Your Skipper is allowed access to a time-telling device only until he starts (unless this rule is overridden by the race instructions), so you must make certain that all watches are collected either prior to or immediately after the start. This includes any stop watches, etc. which may have been used when running the measured mile. Since you will have things to record immediately at the start, it is wise to collect as many of the timepieces as possible before the race. But remember, your Skipper is allowed access to the watch until the actual start.

I guess the only thing left in the "before the race" category is that this would be a good time for you to ask who will be calling the marks, and how the call will be given. We usually give our Observer some warning by saying, "Get ready to mark" followed by "Stand by to mark" followed by "Mark!" However, there is no set procedure, so ask your Skipper.

Okay, you have now performed all of your official "before the race" duties. See... it wasn't really that much work. This is going to be fun, and you are now ready to go on your very first Predicted Log race.

DURING THE RACE

Your Skipper has just said START, and you've written down the actual time, estimated distance, and the side the mark was on. You've now also taken custody of all watches, ensured that all other time-telling devices are covered, and you have the official watch to use during the race. Okay... then you are on your way.

You should be familiar with the race instructions, so you should always know what the next checkpoint is. Many Observers have asked whether they can help their Skippers locate marks; this is permissible, but only if your Skipper wants you to. You won't have a lot of duties to perform between each checkpoint, but there are certain things you should notice. The Skipper is not allowed to make turns or other abnormal movements to slow him down. He is also not allowed to stop, with only a few exceptions, and if any of these situations occur, be sure to note the actual time. A Skipper may stop in the case of a mechanical failure, or for something like a "kelp stop" where he is trying to free the propellers. If an emergency occurs, and your Skipper goes to the aid

of another vessel, that is also allowable. Just be sure that you note the time and all events which may be pertinent. If the Skipper can continue the race following one of these events, also be sure to note the time he restarts.

Under today's rules, GPS is usually allowed during a race. It should be noted, however, that all time telling functions are to be disabled or covered in the display. For example, the Skipper is not allowed to know the predicted time to the next point which is shown as a function on many GPS displays.

It should be noted that if at any time during a race the Skipper determines that he must break the rules for the purposes of safety, he is free to do so. This is called "invoking the safety rule." If this occurs, note the time and all information pertinent to the situation. Write down what caused him to invoke the safety rule, and state conditions as you see them. Make good notes; a committee will look at what occurred and why.

I've mentioned a few times that the Observer is to write down the side on which a mark is passed, as well as the approximate distance from the mark. Race instructions specify on which side a mark is to be passed... that is, the mark is to the port or to the starboard. For you non-boaters, port is left (both have four letters) and starboard is right. As for distance, if you're not a very good judge, your Skipper should be, so ask him. If only one distance is listed for a mark, that is the maximum allowed. Some checkpoint distances, however, will be listed with both a minimum and a maximum distance.

Earlier some mention was made about your Skipper making maneuvers which seem to be out of the ordinary ...turning in circles, stopping, etc. At times these maneuvers may be called for in the race instructions, and you should be aware of them. For example, the instructions might state that "between CP 3 and CP 4, the Skipper must execute a 360 degree turn to port followed by a 360 degree turn to starboard." In this case, the Skipper would be penalized if he did not make the turns. So, if special maneuvers are indicated in the instructions, you should always make certain that the Skipper performs the maneuvers. If not, note this omission in your comments.

I guess that this is a good place to discuss what is called a "dogleg." In most cases, a Skipper can proceed from one checkpoint to the next by steering a (relatively) straight course. At times, however, this may be impossible because something (such as a land mass) is in the way. The Ramsey race is a good example of this, since it is a race around Catalina Island. There may be only five points listed as checkpoints, but your Skipper could not follow a straight course between each point because the island is in the way. If this is the case, your Skipper has probably come up with some elaborate scheme to get to each checkpoint without going aground. This scheme may consist of a series of different course settings based upon the sighting of certain points on the land or compass bearings taken on other points. In any case, if the crew member, for example, is doing the navigational work, he may tell the Skipper to turn. This is not a checkpoint, and there is no need for you to note the time.

There seems to be only one big topic that still needs to be mentioned... Blind Points. A Blind Point is just what its name implies... a point not marked by a buoy or some other marker. You ask, "do you know when you get there?" Easy... you tell your Skipper when he has reached the spot. Now don't panic, just read on....

A Blind Point is normally listed on the race instructions as being at a certain latitude and longitude. There are other ways to specify a Blind Point, but this is the most common. When he

charts the race, your Skipper determines the precise distance from the previous checkpoint to the actual spot of the specified latitude and longitude. By knowing the precise distance to the Blind Point and the amount of time it takes his boat to go one mile, the Skipper can calculate the actual time to that precise point. Now, this is all based upon the assumption that all conditions are perfect, or that if they aren't, your Skipper knows exactly what to do to overcome those less than perfect conditions. That is what this sport is all about. At any rate, let's get back to the subject of Blind Points.

I've just said that your Skipper can calculate the time from the last checkpoint to a Blind Point, and he has listed that time on your part of the log form. On the side of the form that lists the checkpoints, you'll see a box that says Blind Point Predictions. Here your Skipper will list the previous checkpoint number and either the checkpoint number assigned to the Blind Point, or if it has no checkpoint number, the word Blind. To the right, on the same line, he will list the number of hours, minutes, and seconds it will take him to get from the last checkpoint to the Blind Point. It may then be your responsibility to calculate when he has reached the Blind Point. Here's what you do:

1. Write the actual time at the last checkpoint on your worksheet
2. Add to that actual time the hours, minutes, and seconds listed in the Blind Point prediction box.
3. Add the seconds first; if they go over 60, subtract 60 from them and add one to the minutes column, leaving the remainder as the seconds.
4. Add the minutes column, including a "carry" from the seconds column if needed. If the minutes go over 60, subtract 60 from them and add one to the hours column, leaving the remainder as the minutes. Add the hours column, including a "carry" from the minutes column if needed.
5. Using these rules, let's look at an example:

time at last checkpoint	=	10:29:48
time to Blind Point	=	00:48:34
add seconds		00:82=1: <u>22</u>
(see rule #3)		

add minutes		
plus "carry"	77+1=78=1:	<u>18</u>
(see rule #4)		

add hours		
plus "carry"	10+1=	<u>11</u>
(see rule #4)		

So, your result of this addition is your Skipper's turn time of 11:18:22. On your worksheet, write "turn time" next to the result of your calculation.

Sometimes race instructions state that you are to give the Skipper some type of warning before a Blind Point, so let's see how you would do that. For example, if you are to give him a 3 minute

warning, subtract 3 minutes from the turn time which you calculated earlier. Next to the result on your worksheet, write "3 minute warning." If you are also to give him a 15 second warning, subtract 15 seconds from the turn time calculated earlier. Next to the result write "15 second warning." When the "warning" times are reached, be sure that you tell the Skipper.

Go back and check each of the calculations carefully. How well your Skipper does on this leg is dependent upon how well you've done your homework. If there is a Scrutinizer aboard, it is usually helpful if each of you do the calculations and compare answers. You should agree, and if not, find the error.

Let's look at another example:

10:04:19	(time at last checkpoint)
+ 00:14:12	(time to Blind Point)
<u>10:18:31</u>	(turn time)
10:18:31	
- 3:00	(if you are to give a 3 minute warning)
<u>10:15:31</u>	(3 minute warning)
10:18:31	
- :15	(if you are to give a 15 second warning)
<u>10:18:16</u>	(15 second warning)

So, you can see that you have now calculated the times at which you must give your Skipper each of the warnings. Do not tell him the time, just tell him which warning you are giving him.

Since Blind Point calculations may take some time, especially if you are fairly new at observing, you should do your calculations as soon as possible. Obviously you cannot do the calculations without the actual time at the previous checkpoint, but once your Skipper calls mark at the checkpoint before the Blind Point, and you've written down all of the pertinent data for that mark, go ahead and start working on the Blind Point. Some of the faster boats get to the Blind Point rapidly, so don't wait too long!

As mentioned earlier, sometimes race instructions specify that you give your skipper some type of warning when approaching the blind point. Clarify with your skipper how this is to be handled. In many races today, it is the Skipper's responsibility to compute the Blind Point turn time. If this is the case, you do not have to do the calculations unless he asks for confirmation of the times he has calculated.

But, if you are required to calculate the turn time, ask the Skipper what type of warning he would like. Because of the differing preferences, be sure that you go over this with your Skipper before the race, and that you both understand exactly how the Blind Point is to be handled. This is where most of the Observer errors occur, and your Skipper is depending on you to perform your duties correctly. Also, as you are coming up on a Blind Point, closely monitor the time. Don't get into a big discussion with someone and forget your duties.

At any rate, once you say TURN at a Blind Point, your Skipper is required to turn to his next course. If he does not, note that in the comments. This is the only checkpoint where all you write

down is the time. There is no buoy or other marker so you cannot record distance or side on which the mark was passed.

It seems that we've spent a lot of time and space on the subject of Blind Points, and it has been done intentionally. Your Skipper has spent a great deal of time preparing to run this race, and a lot of fuel money during the race, so don't lose it for him! This is the most critical area of your duties, and that can't be emphasized enough. So, be careful in your calculations, and don't be afraid to use pencil and paper!

AFTER THE RACE

Well, congratulations are in order again... you are now a "seasoned veteran" of the Santa Monica Bay Power Fleet and/or Southern California Cruiser Association Observer Corps! Your Skipper has just called mark at the finish, and his next words were probably, "What time is it?" Unless stated otherwise in the instructions, you can go ahead and tell him. Also, you can return all watches that you carefully put away before the race... all except the official watch, that is. The official watch is to remain in your possession until it is checked by a member of the Race Committee.

Usually after the call of mark at the finish, the helmsman leaves the wheel and someone else takes over (at least that's what happens on our boat). This is also the time that lunch is usually served, and the Skipper asks to see his actual times at each of the checkpoints. Again, unless specified otherwise by the race instructions, you can show your Skipper his actual times. He will probably start calculating his own score at this point, and that means that lunch can be either an exhilarating experience or an absolute drag... depending upon how the calculations turned out.

Although the race is over, you still have some duties to perform. You have been recording all of your times, distances, speeds, and remarks on a worksheet during the race. You should now transfer all of this information onto the official log form. Please note here that I said **TRANSFER**, not transpose. It is critical that you carefully put the information on the log form. Be sure to record all of the following:

- actual start time
- time at each checkpoint
- the side on which each mark was passed
- the approximate distance from each mark
- any remarks which you feel should be noted, as well as any comments which your Skipper asked you to write.

Also, you must remember to sign the log in two different places... near the bottom of the page where the times are recorded, and on the back where the remarks are recorded. Your Skipper will probably look at what you have written on each side of the log form, and then he also has to sign the log on the side where the times are recorded.

Race instructions always state where and when the logs are to be turned in. You should retain custody of both the official watch and the log form until they are turned in to the Race Committee. And... be sure to turn them in by the specified time; some Scorers won't accept them if they are late.

It sometimes happens that protests are filed against one or more Skippers during a race. If this occurs, a Protest Committee is convened to hear both sides of the story and to make a decision as to whether a Skipper should be penalized. Observers are sometimes called in to report to the Protest Committee, and this is why I said that you should make careful notes of any events which may be in violation of the rules. Also, if your Skipper is involved in a protest and had asked that you note certain events, you want to make certain that all pertinent data is noted. If you are called to speak to a Protest Committee, however, don't panic... just tell it like it was. Also, be sure to keep your worksheet, since the Protest Committee may request to see it.

There is always a trophy presentation of some kind after a race. Again, the time and place will be specified in the race instructions. Usually before the actual presentation there is some time for mixing with the other racers and Observers. More tall tales are told at these gatherings than any where else I can think of, and it can be interesting to see how many people think they won the race. But then comes the moment of truth... the actual scores are revealed, and the real winners are awarded the trophies. You should participate in these events; they are fun, and it is a good way to get to know the other people who are involved in the same sport as you are. Remember, you've made it through your first race, and you are now an experienced member of the Santa Monica Bay Power Fleet and/or Southern California Cruiser Association Observer Corps. Congratulations!

RULES - A TO Z

This final section summarizes many of the rules mentioned earlier in this handbook. Remember, however, that these rules and also those listed on your part of the log form are merely excerpts from the official rulebook. If you need to consult the full set of rules, but do not have a copy, ask your Skipper. He should have a rulebook aboard his vessel.

The following descriptions are brief and are an attempt to answer your questions at a glance. For further information, go back and read the appropriate section of this handbook.

Assisting other boats: Even during a race, your vessel should render assistance to others in distress. If this occurs, note the time and circumstances. In some instances, your Skipper may elect to continue the race after giving assistance; to do this he will normally restart from the previous checkpoint. Again, note the time.

Blind Point: A Blind Point is a location, usually a specific latitude and longitude, specified in the race instructions but not marked by a buoy or any other type of identification. After performing certain calculations, the Observer notifies the Skipper when he has reached the Blind Point. This subject is covered in detail in an earlier section of this Handbook.

Collect all timepieces: Your Skipper is allowed access to a watch only until the actual start. It is the Observer's responsibility to collect all timepieces and ensure that no one has access to them. It is usually easier to collect all but the official watch before the start.

Delayed starts: It may be necessary for your Skipper to delay his start time for a number of reasons. If this is the case, write down the actual start time, and, on the back of the log form, note the reason for the delay.

Elapsed time: Your Skipper is not allowed to know the actual time at each checkpoint, and is also not allowed to know the elapsed time from point to point. As with other rules, however, this may be overridden by the race instructions.

Fog: Weather conditions may cause the delay of a race. Although our rules allow the use of radar, your Skipper may not be able to safely proceed at his predicted speed. Normally if this occurs, a Skipper will wait at a checkpoint until he deems it safe to continue. In some cases he may return to a prior checkpoint. Note the time of the stop, and the time of the restart. If the Skipper does elect to stop at a checkpoint, he should keep his vessel a safe distance from the mark; other racers may be on their way to the same mark.

Getting to your Skipper's boat on time: This is extremely important, since the Skipper may be penalized for a late start. Many Skippers run the measured mile just prior to the start, so this also requires extra time. At the Skippers' meeting, ask what time you should be aboard, and get there at that time.

Helping your Skipper find a mark: You are allowed to help your Skipper spot a mark, but this should be done only if your Skipper requests you to. You should discuss this subject with your Skipper before the race begins.

Invoking the safety rule: Your Skipper has overall responsibility for the safety of his vessel and those aboard. For purposes of safety, he may elect to disregard portions of the race instructions. Note the time and the circumstances as you see them.

Kelp stop: It may be necessary for your Skipper to stop his vessel and try to clear kelp or other objects from the propellers. If this occurs, note the time of the stop and the restart; you may tell the Skipper the length of the stop.

Life jackets: It is good boating procedure to always know the location of life jackets, fire extinguishers, a first aid kit, and other safety equipment aboard a vessel. If your Skipper does not tell you where these items are located, ask him.

Mark: A mark should always be called when it is first abeam; that is, when it is at a right angle from the location of the vessel on its course. This rule, as with many others, may be overridden by the race instructions.

Non-recording depth sounders: These may be used at any time. In no instance is a Skipper allowed to use a recording depth sounder, one which has a roll of paper on which lines are drawn. If the movement of paper is disabled, however, it would be legal.

Optical range finder: This is normally a hand held instrument used to determine distance from an object. The use of an optical range finder is legal.

Passing a mark on the correct side: Race instructions will always indicate the side on which a mark is to be taken. For example, if the instructions specify PORT, when the vessel passes the mark, the mark should be on the port (or left) side of the boat. In some cases the instructions state that a mark is to be abeam; it may be taken on either side.

Qualified crew member: A Skipper is required to have a qualified crew member aboard his vessel during a race. The duties of this person vary widely from boat to boat, but he should be able to take over for the Skipper if necessary.

Rounding a mark with another boat: If competing boats are about to round a mark at approximately the same time, the outside boat is required to leave the inside boat enough room to clear the mark.

Stops: Any stops other than for safety reasons, mechanical failures, removal of kelp or other objects from the propellers, or rendering assistance to another vessel are strictly prohibited unless specified in the instructions or in the current SCCA Rule Book.

Turns: Any turns or other maneuvers specified to be done during a race should always be performed with extreme caution. Turns or other maneuvers not called for may not be used for the purpose of slowing down a vessel or an opponent.

Unsportsmanlike conduct: Any conduct which is determined unsportsmanlike is grounds for disqualification. Note carefully any act which falls in this category.

VHF: Your Skipper is required to monitor VHF channel 16 during a race. The instructions may override this, however, and state that another channel is to be used. It is permissible for contestants to use the radio during a race, but not to give or receive information which could be considered an unfair racing advantage.

Weather conditions: At times weather conditions may postpone the start of a race, sometimes even to another date. The Race Committee would notify each vessel by radio if a race is postponed after the Skippers' meeting has concluded.

Transfer data from worksheet to log: After a race is over, carefully transfer data from your worksheet to the official log form. Be sure that you copy all information onto the form in the proper place.

Yielding right of way: Your Skipper is required to follow all rules of the road, and is to yield right of way if necessary. Safety always comes before strict adherence to race instructions.

Zeroing in on a mark: Occasionally a Skipper may ask you to help him find or “zero in on a mark.” This is permissible under current rules.