

Merlin Nationals RM notes and policies:

Tallying- it is essential that you remember to tally on, and off. Please tally off promptly so that we can stand down the support boats.

Launching- be ready to launch as soon as Delta is displayed. The transit time to the race area is expected to be about 30 minutes I shall be in communication with the beach team. If there are issues beyond the fleet's control that delay the speed of launching, then we will signal AP on the committee boat to give the fleet time to get to us. However, if the delay is simply boats not being ready to go, we will start on time.

Starting- Make sure you know what the tidal stream is doing! We do not want to spend the day doing practice starts!

Finishing- if the wind direction makes it a beat for home, in the last race of the day we may well finish you at the windward mark using the standard shorten course procedure.

Official forms- Declaration forms for DNF etc, scoring queries, protests are all at the beach master's office behind the clubhouse. If you fail to complete, or take part in a race please note it on the form so that we can allocate the correct scoring code.

The Race Management Policies are:

Courses

Courses will be ST. The SI do not allow any others.

Preparatory signal

The initial preparatory signal for each race is expected to be the U flag. But if we have delays and are running out of time, then the Black flag may be used as a last resort.

Unidentified boats OCS

It is expected that a general recall will be signaled if there are **any** unidentified boats OCS. A general recall will normally trigger the Black flag for the restart.

Wind strength

Races will not be started if the wind speed regularly exceeds 25 knots or is less than 5 knots for significant periods.

Visibility

In poor visibility, racing is expected to continue provided that visibility is in excess of approximately 50% of course leg length.

Whisky flag

The whisky flag procedure will be used if necessary to facilitate rapid turnaround of back to back races. It may also be used to prevent boats being timed out in any race.

Reaching angle

It is intended that the reaching leg angle will be 60° interior angle (light winds) and 50° interior angle (stronger winds).

Nigel Denchfield - Race Officer 27th July 2024