

**THE RACE PATROL  
AN INTEGRAL AND MANDATORY PART OF THE RACING  
PROGRAM  
AT DEEP CREEK LAKE**

As a Patrol, you are asked to do a very important job because the Race Committee will not conduct races without adequate patrol support. If you are not able to serve on the scheduled day, please arrange an adequate substitute AND notify the PRINCIPAL RACE OFFICER (PRO), as well as the Patrol Chairman, of the change so that the proper patrol person may be noted and contacted if necessary.

**INSTRUCTIONS FOR RACE PATROL**

1. **Patrol assignments are given to (1) the person who runs the boat and (2) the assistant. Please keep in touch with each other prior to the race** and be certain that a motorboat in good working condition is available.
2. **Confirm the time of the START of the race and REPORT to the PRO at the Turkey Neck dock about five minutes before the start of the half-hour horn.**
3. Please have the following equipment in YOUR BOAT:
  - a. 50-foot tow line
  - b. at least one throwable flotation device
  - c. a short line to pull a person to the boat.
  - d. a boarding ladder or step
  - e. towels and/or blankets
4. Pick up the following items from the Committee Boat:
  - a. RADIO. Test to make sure that it works before starting to patrol.
  - b. BLUE RACE PATROL FLAG. Install it on your boat.
  - c. Patrol DUFFLE BAG containing:
    - (1.) Ring Buoy and line
    - (2.) Towing bridle
    - (3.) Loud hailer: Test that it is working.
    - (4.) Winch handle with float
  - d. CLIPBOARD with information for you to fill out and return to the PRO after the race. Be sure to include all patrol's names.

**THE SAFETY OF ALL PERSONNEL ON THE WATER IS OF UTMOST IMPORTANCE**

- The purpose of the Patrol Operators is for **SAFETY/RESCUE**. Those on board should be properly dressed for the weather conditions- wet, cold, or bright sun, and the possibility of having to go into the water. Operators must operate the boat at a safe speed (except when responding to an emergency) and be alert to hazards and other boats, both sailboats and pleasure craft.
- Be **Alert** to potential rescue situations. Try to position your boat for the best visibility - sun behind your back; look upwind.
- **Watch for signs of trouble:** hand signals, shouts, luffing sails, sails that are down (one or two), capsized hulls, collisions, boats heeled at unusual angles, etc.
- **Use utmost caution** when operating your power boat near people in the water. **Turn off the engine** when working with people in the water.
- **Offer assistance to any capsized boat or perceived emergency.** **REMEMBER: RESCUE PEOPLE FIRST**, equipment later.
- **As you approach** a capsized boat, check to be sure that all crew members are safe and accounted for. If there is any chance that a person in the water may be struck by your propeller, shut down the engine until you are sure everyone is clear.
- **If everyone is safe**, and the capsized boat is still on its side, **HAIL** the Skipper to see if help is needed. If so, move your boat toward the masthead, and support it **to prevent the boat from turning turtle**. Slowly rotate the boat so that the bow is **INTO THE WIND** and, when **the crew is ready**, right the boat by pushing up on the mast.
- After assisting a boat, communicate to the PRO on radio the status. Was assistance rendered? Are they going home?
- Keep your eyes open for **additional capsizes** during your rescue and radio the PRO and yacht clubs for additional help if necessary. **LASER SAILORS** may need help as well as the Scot sailors.

- **CHECK WITH THE SKIPPER OF THE CAPSIZED BOAT BEFORE RENDERING ASSISTANCE, AS ANY OUTSIDE HELP WILL DISQUALIFY HIM/HER FROM THE RACE.**

**DUTIES OF THE RACE PATROL:**

1. For **ALL** the STARTS, station your boat in the starting area near the start mark, but away from all yacht traffic.
2. Patrol boats do not call yachts over early. If the PRO requests assistance, he may ask the patrol boat for input. The PRO will call the boat numbers of those over early, and the Patrol may need to convey this call to the individual yacht captains.
3. Stay centrally located relative to the fleets after the final start. **KNOW** the course and proper roundings. (You may have to testify at a protest meeting.) You may also have to **INFORM** skippers of a course change using the Loud hailer.
4. Also, as exciting as it may be to watch the top sailors race, it is important to always be watching those at the end of the fleet or in the challenger division. **Key Places** to keep an eye on things are at mark roundings, especially gybe and leeward marks, and those boats on a downwind course.
5. The Race Patrol, as well as the Race Committee, **MUST** stay out on the water until all racers return to their respective clubs. This may entail following someone who is struggling. Keep focused on the sailors...often things happen before, in between, and after races when sailors are not as focused.
6. The Race Patrol should have **knowledge and ability to tow boats** back to the dock in case of inclement weather. On a no-wind day, after all races are finished, ask those at the end of the fleet if they want a tow-in...towing them in allows you to 'go home' sooner as you need to stay on the water until all return.
7. You may offer to pick up tetrahedron marks after the final race of the day and return them to the Deerhaven dock.
8. Return the radio, Flag, and other equipment to the Committee Boat, specifying any defective equipment, if such is the case, and make sure to report the names of the Patrol.
9. **ENJOY WATCHING THE SAILORS!** Most days are uneventful. But **ALWAYS BE PREPARED** for a gusty day.