Bowmoor SC

Assistant OOD and Safety Boat Crew Guide Issued May 2026

1. Before the Day

DutyMan should issue a reminder a number of weeks before the duty and it is the responsibility of the OOD (Officer of the Day) to contact all members of the duty crew concerning what time they would like you to attend, and what equipment might be required. It would be helpful if AOODs could signal their acceptance of the duty on the system.

The OOD is in charge of everyone on duty and will be able to answer any queries. They will be assisted by the safety boat driver who will direct the safety boat assistant.

It is now the preferred option that racing will be administered from the committee boat and not the race hut so AOODs should expect to be out on the water and should prepare accordingly, subject to the OOD's initial guidance. This will include bringing buoyancy aids and appropriate clothing and sun protection, according to the weather forecasted for the day/evening.

2. AOOD On the Day

There are three main tasks for AOODs.

Helping with the start sequence:

This involves raising and lowering flags to coincide with the start sequence sound signals and spotting any boats which are the wrong side of the start line at the start time.

Club racing at Bowmoor normally involves multiple fleets and operates under a 6-minute, 3-minute, GO sequence; with the start of the first fleet representing the 3-minute signal for the second start, and so on. It is the responsibility of the OOD to organise this start sequence and the role of the AOOD is purely to help. This may involve operating some of the flag raising and lowering or spotting boats over the line with flags. Different OODs will organise as they see fit.

During the race

It is the responsibility of all race crew to keep a constant lookout to see if anyone is in trouble on the water and to radio the safety boat to inform them in case they have not seen the incident. boat.

As racing is normally held over a number of identical laps the objective is to record the number of laps that each boat sails and their position in the race. Where a number of different fleets are racing, it may be the OOD will allocate each AOOD with a different fleet to record each boat completing each lap and their position. Again, the approach is up to the individual OOD.

Recording during the finish

The finish is initiated by two sound signals and the raising of Flag "S". From that moment onwards all boats crossing the finishing line need a position, a total time and the number of laps sailed. There are two exceptions; first, if it is a class race no times are needed, only positions;

and second, where a fleet flag is flown with the Flag “S” this denotes that only boats from that fleet are being finished.

Recording times, positions and laps sailed is the single most important task for AOODs. This process may be undertaken differently by different OODs and depends on the number of boats and the numbers of the race crew recording the finish.

Where a large number of boats are finishing and are close together it may be best to record all boat numbers and times on a single sheet regardless of which fleet they are in. The different fleets can be isolated from each other afterwards.

Where there are fewer boats and less pressure on the finish, the times and laps can be marked directly onto the signing in sheets.

3. Safety Boat Crew On the Day

The safety boat crew may be asked to help launch the safety boat at the beginning of the race period but this task my well be performed by the OOD and Safety Boat driver beforehand. The safety boat crew should inquire at what time they are required, if not told in the initial communication from the OOD.

The safety boat crew needs to be in the safety boat with the driver to help crews that have capsized. A buoyancy aid, suitable clothing and sun protection as appropriate are required.

The priority is to help the sailors; the boat can always be collected later and helping sailors in difficulty over-rides all other responsibilities. It is possible, but unlikely, that the assistant will have to go into the water to assist a sailor in trouble. You therefore need to be suitably dressed to go in the water.

As soon as any boats launch it is the responsibility of the safety boat to look out for any boats in difficulties and go to their rescue.

Before the start other tasks may be relaying turning marks or start line marks or ferrying race crew to the committee boat.

During the race, in addition to incidents, the safety boat may be required to organise a change of course communication under instruction from the OOD.

After the race is finished, all movable marks need to be recovered and returned to shore, the committee boat returned to its mooring and the race crew returned to shore. Finally the safety boat needs to be put in the shed and the shed and fuel store locked up.

4. Overall

There is more detailed guidance provided to OODs and Safety Boat Drivers and AOODs and Safety Boat crew may find that useful if they want to know more about the tasks or it is their first time as part of the race crew.