



Race Management Policy for the 2018 Australian Youth Championships

1. Definitions

- 1.1. **Principal Race Officer** – responsible for the conduct of racing on all course areas for multicourse regattas. Usually based ashore.
- 1.2. **Course Race Officer** – responsible for managing the race management team for an assigned course area.
- 1.3. **Race Management Team** – all on the water personnel responsible for managing racing.
- 1.4. **“Will”** means the intentions of the race management team.

2. General Principles

- 2.1. The roll of the race management team is to facilitate racing and to conduct the races as directed by the organising authority as required by the Racing Rules of Sailing.
- 2.2. These policies are applicable for any course and any target time. Creation of different courses is to be encouraged.
- 2.3. A shortage of time or completed races is not a basis for variation from these policies.
- 2.4. The operator of a race management team vessel will promptly advise the Course Race Officer if he/she believes his/her vessel has substantially affected one or more boats racing.

3. Briefing

- 3.1. All racing details are contained in the Notice of Race and Sailing Instructions. Any changes to Sailing Instructions will be posted on the Official Notice Board in the manner and time specified in the Sailing Instructions.
- 3.2. Any questions about the Notice of Race or Sailing Instructions are required in writing. An answer will be posted on the notice board for all to see. A briefing will be restricted to outlining Race Management expectations regarding the smooth running of the event and informing sailors of venue specific hazards and safety concerns.
- 3.3. A briefing of race committee personnel will be organised by the Race Officer prior to the first day of racing and as required to outline duties and expectations.
- 3.4. Committee Boat maintenance or equipment issues should be brought to the attention of the Race Officer immediately after coming ashore, to allow sufficient opportunity for repairs to be completed.

4. Radio Communication.

- 4.1. Timing information including countdowns for starting signals will be made over a designated VHF channel.
- 4.2. OCS information will be broadcast as soon as possible after the start .
- 4.3. Other race information, postponement, abandonment, shortening, changing and time of next race will be broadcast.

5. Times

- 5.1. Times will be based on GPS time.
- 5.2. It is the intention of the Race Committee to start on time. The start will not be delayed for competitors to reach the race area if they could have arrived with reasonable diligence.

- 5.3. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.
- 5.4. The orange starting line flag(s) will be removed with no sound signal four minutes after the starting signal unless the race management team intends to make the warning signal for the next fleet to start within five minutes of the previous start.
- 5.5. Subsequent back to back races will be started as soon as practicable but a new warning signal will not be made earlier than 5 minutes after the last boat has finished the preceding race or 5 minutes after the last time for a boat to finish if boats are still racing, whichever is the earlier.
- 5.6. The entire day will be used if necessary to complete the schedule.
- 5.7. If adverse weather is forecast the schedule may be changed to sail more races in a day. The number of races sailed will not become more than one race ahead of schedule and any change will be notified on the day before it is to take effect.
- 5.8. Flag D should be used to control the time boats may go afloat. Safety boats should be launched before Flag D is displayed. Under normal circumstances Flag D should be displayed at a time that allows adequate pre-race practice (probably 75 minutes prior to the first warning signal). This time will be influenced by the distance from the launch area to the race course.

6. Wind speed measurement

For the purposes of starting or abandoning races:

- 6.1. Wind will be measured from drifting boats.
- 6.2. Wind speed measurements should be taken with an anemometer from between 1.5 and 4 metres above the surface of the water.
- 6.3. When an average wind speed is required it will be measured over a five-minute period in one of these ways:
 - (i) by the hand-held anemometer's averaging facility if available; or
 - (ii) by taking 10 instantaneous measurements every thirty seconds and averaging these.
- 6.4. Wind readings will be taken in as many places around the racing area as possible.

7. Current (Tide) Measurements

- 7.1. Current measurements will be taken wherever possible at 15 minute intervals.

8. Courses

- 8.1. The position of marks will be determined by range and bearing from a reference point.
- 8.2. The race management team will attempt to set the longest possible first leg within the constraints of the course area and the target time. Eg choose L2 rather than L3 or I2/O2 rather than I3/O3.
- 8.3. Where a variety of courses are provided in the Sailing Instructions it is the intention of the Race Committee to use a selection of these courses throughout the regatta. Courses have been designed to cater for various conditions. The most appropriate course will be selected for the prevailing conditions at the time.
- 8.4. The course length will be laid to give the first boat of each fleet the best chance of achieving the target time.
- 8.5. For trapezoid Courses the reaching leg will be 70° interior angle for boats without spinnakers and 60° for boats with spinnakers.

- 8.6.** Gates will be set approximately 10 hull lengths (of the longest boats on the course) wide laid square to the sailing wind. Variation in width and angle may be appropriate to adjust for current or other prevailing conditions.

9. Decisions on whether to race prior to starting

- 9.1.** It is the intention of the Race Committee to:
- start races at the scheduled time if the wind conditions and visibility are within the parameters outlined in these policies;
 - not postpone waiting for better conditions; and
 - start racing even if a major wind shift is expected later unless it is visibly imminent.
- 9.2.** The Race Management Team will use the following guidelines for wind strength and stability.
- Lower wind strength to start racing: A race will not be started unless there is an average of at least 4 knots for the five-minute period prior to the warning signal at the Signal Boat (and at other places around the course where monitoring equipment allows)
 - Upper wind strength to start racing: Consideration will also be given to wave, sea conditions and peak wind speeds. If there is a strong possibility of damage to equipment then lower wind speed conditions may trigger either of the following two situations.
 - (i) Flag D will not be raised while any race management vessel in the course area is recording five minute averages greater than 25 knots.
 - (ii) Once the racing boats are in the racing area, a race will not be started if, in the 5 minutes prior to the warning signal, any of the committee boats in the course area records a five-minute average greater than 25 knots. In which case, the racing boats will be sent ashore for further instructions.
- 9.3.** Wind Stability: the race committee will consider not starting a race when swings measured by the signal boat are more than $\pm 30^\circ$ in the five minutes prior to the warning signal (i.e. the difference between the largest and smallest of these measurements is greater than 60°)
- 9.4.** Visibility: Races will not be started if reduced visibility prevents the race management team from sighting the starting line and identifying premature starters. The fact that the first mark cannot be seen from the starting area is not a reason to postpone racing. In poor visibility consideration of safety is paramount.

10. Starting line and order of starts.

- 10.1.** The starting line will generally be laid square to the median sailing wind. Current, favoured side of the course, expected wind shifts and other variables may justify variation from this guideline.
- 10.2.** The starting line length will be approximately 1.5 times the number of boats times the length of the boat for most classes. For skiffs, catamarans and windsurfers the multiplying factor is 2, maybe up to 3 times in strong winds or heavy seas.
- 10.3.** The starting line will be laid approximately 0.05 NM below the anticipated position of gates 4s/4p.
- 10.4.** When there is no predetermined starting order in the Sailing Instructions, the proposed starting order for the first race of each day will be posted on the notice board within the terms

set out in the sailing instructions for posting notices. Subsequent back to back races will be started as per section 6.5 in approximately the order in which the classes completed the previous race. Proposed starting times and starting orders may be displayed on the committee boat accompanied by the display of Flag L as soon as they are determined by the Race Committee if it is appropriate to do so.

10.5. Where possible each class should be given an opportunity to be the first start of the day.

11. Starting

11.1. Rule 26 will be used except that Rules 30.1 and 30.2 will not be used.

11.2. The starting line for large fleets maybe between two race committee boats with at least two people sighting the line at each end.

11.3. Each starting line boat will have a person writing down the boats being recorded as OCS.

11.4. Where possible video recordings will be made of the start.

11.5. Each line sighter will use a voice recorder and record, without stopping, from at least 90 seconds before the starting signal until after anything of interest after the start. The one-minute signal and the starting signal should be heard on the recording. A commentary of anything of interest should be recorded, such as boats getting close to the line, bunching, etc. The recording should include the signaling of flag P, U, or the black flag and flag X if appropriate.

11.6. Each voice recording should be labelled and not erased until after the conclusion of the entire event.

11.7. Where possible mobile telephone communication between the race officer and one pin end line sighter will be established two minutes before the start and continue until after the start while there are matters of interest about the start to be resolved.

11.8. The race officer will make the decision about whether there should be no recall, an individual recall, or a general recall.

11.9. Every effort will be made to identify as many OCS boats as possible.

11.10. When there is no telephone communication between the ends of the starting line an immediate radio communication from the pin end should be restricted to the number identified as OCS. (e.g. X boats identified)

11.11. The two people sighting the line at the port end should agree on the sail numbers of identified OCS (or UFD, BFD) and the total number considered OCS (or UFD, BFD)

11.12. Both ends of the starting line must observe and record boats returning to the pre-start side of the starting line. If all identified boats from the pin end return correctly this information should be radioed immediately to the signal boat.

11.13. Sail number information of OCS boats should be communicated to the Race Officer by mobile telephone from the pin end as soon as possible after the starting signal.

11.14. Except after a Black flag general recall (when the requirements of Rule 30.4 will be met) a list of boats scored OCS will be posted on the signal boat after the fleet has rounded mark 1 for the first time or, in the case of more than one fleet on the same course, after the last fleet of that sequence of starts has rounded mark 1 for the first time. n.

11.15. Competitors who have been scored OCS, UFD or BFD, and their coaches may listen to the voice recording(s) or view the video of the applicable start(s) at the race office.

12. Postponing A Race During the Starting Procedure

12.1. The race management team will postpone the race during the starting procedure if the mean wind shifts more than 10 degrees or in the event other influences cause boats to bunch at

one end of the start line. In rapid oscillations the race management team will endeavour to lay a starting line based on the mean oscillations expected.

- 12.2.** The race management team will consider postponing the start for any of the following reasons:
- a drifting mark,
 - a significant error in the timing of signals,
 - other boats interfering with the competing boats,
 - inappropriate starting line length or angle,
 - the positions boats are taking on the starting line indicate a line bias in the minds of the competitors,
 - a reduction in visibility preventing the race management team from sighting the starting line or identifying premature starters,
 - a change of the conditions for flag O, and
 - other factors that might affect the fairness of the race.
- 12.3.** If the race management team considers that adjusting the starting line is unlikely to improve the chances of a fair start then the start will be allowed to continue.
- 12.4.** For a postponement that the race management team anticipates will be longer than ten minutes, the orange starting line flag(s) will be removed (with no sound signal), and then displayed (with one sound signal) at least five minutes prior to the warning signal.

13. Individual Recall

- 13.1.** An Individual Recall will include both flag X and one sound. It will be made as soon as possible after the starting signal, but in no circumstances, should it be made later than 5 seconds after the starting signal.
- 13.2.** When, using flag P as the preparatory signal, the Race Officer is satisfied that all boats over the line have been identified, an Individual Recall (flag X with one sound) will be displayed.
- 13.3.** When, using Rule 30.3 or Rule 30.4, no Individual Recall will be displayed.

14. General recalls

- 14.1.** When the Race Officer is not satisfied that all boats over early (or that have broken 30.3 or 30.4) have been identified, a General Recall will be signaled.
- 14.2.** If the Race Officer considers that the cause of many unidentified boats is the result of competitors being too eager, the race will be started and a general recall signaled. This may influence a boat's score if RRS 30.4 (Black Flag Rule) applies.
- 14.3.** If a race committee error is discovered after the starting signal (e.g. timing), the race may be abandoned using the provisions of Rule 32. In these circumstances, a general recall will not be signaled.
- 14.4.** The race management team will not signal an individual recall and then a general recall. If the race management team considers a mistake has been made the race will be abandoned.
- 14.5.** When using Rule 30.3, if a general recall would result from unidentified boats on the course side of the starting line in the minute prior to the starting signal, a postponement will be signaled immediately. If the race management team is satisfied that the starting line was fair the next start will use Rule 30.4.

15. Starting Penalties

- 15.1.** The first start of each new race will be either Rule 26 (P) or if more than 10 boats Rule 30.3 (U).
- 15.2.** After a general recall which is considered the fault of the fleet, the next preparatory signal should be Black.

16. Decisions on whether to continue to race.

The Race Committee will use the following guidelines.

16.1. Lower wind strength.

A race will only be abandoned for lack of wind using the criteria of rule 32.1 (c). Unless the first boat is at least on the penultimate leg, a race should be abandoned, if race committee boats at both the mark the boats are racing to and the mark they are racing from record a five-minute period with an average wind strength of less than 2 knots or if it appears that boats are drifting or most of their movement is induced by the current rather than wind power. Once the first boat has started the penultimate leg the race should not be abandoned for lack of wind. The race should either run out of time (no one finishes) or some or all the racing boats finish.

16.2. Upper wind strength.

Once started, a race will not be abandoned because of too much wind unless the race management team believes safety issues with respect to danger to life or damage to equipment are becoming a possibility now or by the time all boats (including race committee vessels) would be safely ashore. In this case, the race should be abandoned immediately.

16.3. Wind-shifts

In the first beat. A race will be abandoned for a shift which appears permanent if it occurs while the racing boats are in the first 50% of the first beat and a boat would lay mark 1 on one tack if they now started from any part of the starting line. However, a race will not be abandoned because of a wind-shift on the last day of the regatta if there is no longer time for a further race to start and this race is required to complete the minimum number of races for a valid series.

16.4. Visibility

The race management team will consider abandoning a race if it is satisfied that a reduction in visibility affects its ability to safely manage racing. The fact that boats cannot see the next mark from the prior mark is not a reason to abandon the race.

16.5. Shortening Course

Courses may be shortened in accordance with Rule 33 (b) if required and possible, in order to maximize the opportunity for all boats to finish within the time limit. Though the preferred option is to change the course with shorter legs