



**RACE MANAGEMENT POLICIES
FOR THE ETHELL WORLD CHAMPIONSHIPS
RQYS 2018**



RACE MANAGEMENT POLICIES

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Please note that these policies are guidelines to the Race Management Team. Failure to observe these guidelines are not grounds for redress.

1. Definitions

- 1.1 **Principal Race Officer** – an WS Race Officer responsible for the conduct of racing on all course areas.
- 1.2 **Course Race Officer** – a race officer appointed by the Organising Authority. The Course Race Officer will be responsible for managing the race management team.
- 1.3 **Race Management Team** – the Principal Race Officer, Course Race Officers and all on-the-water volunteers responsible for managing racing.
- 1.4 “Will” means the intentions of the race management team.

2. Times/Timing/Changes In Schedule

- 2.1 Times will be based on GPS time.
- 2.2 Starts will not be delayed for competitors to reach the race area if they could have arrived with reasonable diligence.
- 2.3 The orange starting line flag(s) will be removed (without a sound signal) ten minutes after the starting signal
- 2.4 The race management team will use the entire day if necessary to complete the schedule. Postponement of racing to another day will be co-ordinated by the Race Director and Race Officer

3. Decision to Race

- 3.1 The race will be started at the scheduled time if the wind conditions are within the parameters outlined in these policies. Waiting for ‘better’ conditions may be unfair, and will be avoided.
- 3.2 The race management team will not wait for the wind to “stabilize.” Sailors can compete in “shifty” conditions.
- 3.3 The start may be postponed if a major wind shift is expected based on a known pattern or other reliable information (example: sea breeze can be seen in the distance and is expected to fill in). Otherwise, the race management team will start the race. The wind shift may not occur, the course can be corrected or the shift may occur after the race is completed.
- 3.4 Wind will be measured from drifting boats.
- 3.5 **Average wind speed will be determined over a five minute period.**
- 3.6 Races will not be started in less than an average of 5 knots of wind established over the entire course area. This lower limit may be higher if there is strong current in the racing area.

- 3.7 Races will not be started in excess of an average of 25 knots. Once a race has been started and winds exceed 25 knots the race will continue unless there is a danger to life. These limits may also vary depending upon sea conditions, current and rapid changes in velocity.

4. Sighting the Line/Timing/Signalling/Recording

- 4.1 There will be a Race Officer and another member of the race management team sighting the line from each end.
- 4.2 Each line sighter will use a hand-held voice recording device and record, without stopping, from at least 90 seconds before the starting signal until after anything of interest after the start. A commentary of anything of interest will be recorded (such as boats getting close to the line, bunching, etc).
- 4.3 If tapes are used, they will be labelled and preserved until after the conclusion of the entire event. If digital recorders are used, each day's recording will be saved and indexed for easy retrieval.
- 4.4 An individual recall will include both flag X and one sound. Both signals will be made as soon as possible after the starting signal. In no circumstances will an individual recall be signalled later than 5 seconds after the starting signal.
- 4.5 Competitors who have been scored OCS, UFD or BFD, may listen to the voice recording(s) of the applicable start(s). within the protest time limit period.

5. Calling OCS

- 5.1 The race management team will make every effort to identify all OCS boats. The race management team will not permit a race to continue if it is satisfied that unidentified boats were over early.
- 5.2 When the race management team is satisfied that all boats over the line have been identified, an Individual Recall will be signaled.
- 5.3 When the sailing instructions provide for the notification of OCS, UFD or BFD boats at Mark 1 the race management team will do so if possible. In order to avoid interfering with other boats, the race management team may notify OCS, UFD and BFD boats via VHF.
- 5.4 Except after a black flag general recall (when the requirements of rule 30.4 will be met), country codes (bow numbers or sail numbers if applicable) of boats recorded as OCS, UFD or BFD will be posted on the start boat after boats have rounded mark 1 for the first time.

6. Postponing A Race During The Starting Procedure

- 6.1 The race management team will postpone a race during the starting procedure in response to adverse outside effects depriving boats of an equal chance of a good start.
- 6.2 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 set a starting line based on the mean oscillations expected.
- 6.3 If a wind shift occurs before the starting signal - even in the last minute before the start - such that it significantly increases the risk of a general recall, a postponement will be considered.

- 6.4 If the positions boats are taking on the starting line indicate a line bias in the minds of the competitors, a postponement will be considered.
- 6.5 In the circumstances described in 6.1 to 6.4 if the race management team determines that adjusting the starting line is likely to improve the chances of fair start without a general recall, then a very late postponement will be considered.
- 6.6 The race management team will also 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, etc.

7. General Recall

- 7.1 In case of any problems with the line (length, or angle to the wind, etc) a postponement may be signalled, even up to the last second before the start, instead of a general recall.
- 7.2 In case of a race management error discovered after the starting signal (e.g. timing), the race management team may abandon the race (use flag N). In these circumstances, the race management team will not signal a general recall.
- 7.3 When the race management team is not satisfied that all boats over early (or that have broken rule 30.3 or 30.4) have been identified, a General Recall will be signaled.

8. Reducing the Course Length

- 8.1 Reducing the length of a leg, even the final leg, may be done by using a minus sign as specified in rule 33.
- 8.2 Shortening the course will be done as per the RRS

9. Abandonment

- 9.1 On the first half of the first leg, the race management team may abandon in the event of a major, persistent, wind shift (more than 25 degrees). After that, the race management team will let the race continue if it is able to adjust to the changed conditions.
- 9.2 Collapse of wind: The race management team may abandon the race when it is unlikely that the leading boat will complete the course within the overall time limit, even if a new wind were to arrive. The further into the race, the less likely it is that the race management team will abandon the race.
- 9.3 The race management team may abandon the race when a new wind causes the fleet to invert.
- 9.4 Increase of wind speed; danger to life: When there is a danger to life, the race management team will abandon the race. The number of boats available for rescue (not currently involved in rescue) will be considered. The decision will also be based on the wind speed upper limits.
- 9.5 Unusual occurrences making the race unfair: This can happen when there is some outside influence that may have an adverse effect upon the fairness of the race. The race management team will make every effort to ensure that other vessels do not interfere with racing. The race management team will consider abandoning the race if it determines that an outside influence has made the race unfair.

- 9.6 Frequent and violent wind shifts: Under these circumstances the race management team may not be able to adjust the course sufficiently or quickly enough to maintain a race of the required standard. In that case, the race may be abandoned.

10. Adjusting The Course To A New Wind Speed Or Direction

10.1 Change in wind direction

- (a) With a persistent wind shift of 10° or less the course will not be changed unless necessary to adjust for current or to provide a square run.
- (b) Between 10° and 15° consideration will be given to adjusting the course to the new wind provided that the race management team is confident that the shift is likely to persist.
- (c) With a persistent wind shift in excess of 15°, the race management team will attempt to change the course to the new wind.
- (d) With a persistent wind shift in excess of 45°, the race management team will consider its influence on the race. Under these circumstances, the race management team may either change the course or abandon the race.
- (e) Frequent and violent oscillations: Under these circumstances the race management team may not be able to adjust the course sufficiently or quickly enough to maintain a race of the required standard. In this case the race may be abandoned.
- (f) Changes in current or a difference in the angle of the current relative to the wind may justify variations from these guidelines.

10.2 Variation in wind speed or current

- (a) A reduction in the length of a leg may be signalled to ensure that a race finishes within the time limit.
- (b) Changing the length of a leg to cope with a change in wind velocity or current may be signalled.

10.3 Changes in length of legs

- (a) Change in leg lengths will not be made to reduce a leg to less than 50% or increase a leg to more than 150% of original leg length.
- (b) The race management team will attempt to minimize the number of changes in leg length to achieve target time.
- (c) Changes in current may justify variations from these guidelines.

11. Courses

- 11.1 The course length will be set to give the first boat of each fleet the best chance of achieving the target time.
- 11.2 Mark 3p/3s will be laid after the start when possible
- 11.3 Gates will be approximately 10 hull lengths wide, set square to the sailing wind. Variations in width and angle may be appropriate to adjust for current or other prevailing conditions. Laser range finders will be used to determine the width of gates.

12. Starting Line

- 12.1 Starting lines will generally be set square to the median sailing wind. Current, favoured side of the course, expected wind shifts and other variables may justify variation from this guideline.
- 12.2 The race management team will use the following guide to set the length of the starting line. A larger multiplier may be used in strong winds or heavy seas.

Class	Boat Length	Multiplied factor
Etchell	10.00	1.25

13. Finishing Line/Finishing Procedures

- 13.1 The finishing line will be set before the first boat starts the final leg. The race management team will make every effort to use two finish boats.
- 13.2 The blue flags will be displayed (without a sound signal) as the first boat rounds:
- (i) mark 1 for leeward finishes; or
 - (ii) mark 3 gate for windward finishes or
- 13.3 In the case of a late course change for the last run, the blue flags will be displayed as soon as possible after the finishing line has been set
- 13.4 The finishing line will be approximately 80 metres in length, set square to the direction from the last mark (square to the sailing wind for upwind or downwind finishes). Laser range finders will be used to establish the length of the finish line.
- 13.5 The blue flags will be removed (without a sound signal) upon the earlier of: (i) expiration of the time limit, or (ii) Immediately after the last boat finishes.
- 13.6 There will be two line sighters on each finish boat.
- 13.7 Each line sighter will use a hand-held recording device to record the order of finish.
- 13.8 If tapes are used, they will be labelled and preserved until after the conclusion of the entire event. If digital recorders are used, each day's recording will be saved and indexed for easy retrieval.
- 13.9 A written record of the finishing order will also be maintained by each finish boat.
- 13.10 Competitors may listen to the voice recording(s) and review the written records of their finishes.

14. Corrections Due to Scoring Errors/Requests for Redress

- 14.1 The race management team will adjust posted finishing places if it is satisfied that, based upon its records or observation, it has made a scoring error.
- 14.2 If the race management team believes it may have made any other error affecting the outcome of the race for which redress may be available, it may request redress on behalf of the potentially affected competitor(s).

15. Race Committee Protests

- 15.1 Since the primary responsibility for protesting breaches of the rules rests with competitors, the race management team will not normally protest a competitor.
- 15.2 The race management team may protest a competitor in the following circumstances:

- i. A breach of a sailing instruction that may not be protested by another competitor¹;
- ii. An apparent breach of good sportsmanship (Rule 2);
- iii. Failing to take a penalty after knowingly touching a mark, but not protesting another competitor;
- iv. Failing to sail the course (Rule 28)

16. General Principles

A shortage of time or completed races is not a basis for variance from these policies.

17. GPS

17.1 All race management boats (signal, pin, finish and mark boats) will be equipped with a GPS.

17.2 All GPS units will be set up to display as follows:

- i. Distance in nautical miles (nm)
- ii. Time to local time zone in 24 hour format
- iii. Compass bearing in magnetic
- iv. Latitude and Longitude in decimal minutes (example: 39 27.928 North, 034 17.464 East)
- v. Map Datum WGS 84