



RACE MANAGEMENT POLICY FOR 2017 GC32 RACING TOUR

2nd edition (updated July 2017)

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

1. Definitions

- 1.1 Race Officer – a race officer appointed by the Organising Authority. The Race Officer is responsible for managing the race management team.
- 1.2 Race Management Team – the Race Officer and all on-the-water volunteers responsible for managing racing.
- 1.3 Chief Umpire - a person appointed by the Organising Authority. The Chief Umpires is responsible for managing the on-the-water umpiring and to conduct protest and redress hearings.
- 1.4 Safety Lead – a person appointed by the Organising Authority. The Safety Lead is responsible for coordinating incidents and competitors Support Boats resource.
- 1.5 “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 RMT will use the entire day if necessary to complete the schedule.
- 2.4 The RMT will post on the Official Notice Board the details of the next day’s race schedule by 19:00hrs the day before.

3. Decision to Race

- 3.1 The race will be started at the scheduled time if the wind conditions and visibility are within the parameters outlined in these policies. Waiting for “better” conditions may be unfair, and will be avoided.
- 3.2 The RMT will not wait for the wind to “stabilize”. Competitors 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 RMT 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 at approximately 2 metres above the surface of the water.
- 3.5 Average wind speed will be determined over a three-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 No starting procedure shall commence if the Race Committee considers that the conditions are not safe.
- 3.8 Races will not be started if reduced visibility prevents the RMT from sighting the whole race area.

4. Safety

- 4.1 Official Boats: All Official Boats will be clearly identified with flags supplied by the OA. Boats will adhere to the Sailing Instructions for Support Boats and minimise its time within the racing area.
- 4.2 Reefing: The RMT will display flag R with one sound signal which require boats to race with 1 reef in its mainsail. If the RMT remove flag R with one sound signal the attention signal will not be less than 20



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minutes from flag R being removed. These limits may also vary depending upon sea conditions, current and rapid changes in velocity.

- 4.3 MOB: A boat with MOB shall advise the RMT immediately using the VHF. Support Boats or Official Boats can assist in the recovery of the MOB.
- 4.4 Guests: Boats will assist the OA by providing guest spots with an opportunity for guests to enjoy sailing on board boats. The RC will consult regularly with boats and will monitor the prevailing conditions to ensure guests participation is carried out safely.²

5. Courses and Starting

- 5.1 The course length for WL races will be laid to give the first boat the best chance of achieving the target time of 25 minutes. WL courses will have four legs and reaching legs if conditions are suitable.
- 5.2 WL races will not be shortened to have less than three WL legs of the course.
- 5.3 Courses with reaching starts will only be considered when boats are foiling with the true wind speed being approximately 8-10 knots. If reaching starts are not achievable then the WL course with an upwind start will be sailed.
- 5.4 Gates will be approximately 10 hull lengths wide, laid 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.
- 5.5 Depending on the wind conditions and venue the RMT may organise a “Long-Distance race”.
- 5.6 The RMT will use its best endeavours to schedule some “Time Trial Periods” during each event.
- 5.7 It is intended that there will be no more than five races a day, however, additional races may be sailed on any day in order to complete the intended schedule if weather or other reasons dictate.
- 5.8 The RMT will use the following guide to lay the length of the starting line. Boat Length Multiplying factor will be a 2.0 ratio. Starting line length = number of boats x boat length x Multiplying factor. A larger multiplier may be used in strong winds. Laser range finders and/or GPS will be used to determine starting line lengths.
- 5.9 To alert boats that a race or sequence of races will commence soon, the orange starting line flag may be displayed (with one sound signal) five minutes before the Attention signal is displayed.
- 5.10 The RMT will use the VHF to reiterate its intentions and back up all course signals and important information.
- 5.11 The orange starting line flag may be removed (with no sound signal) four minutes after the starting signal.

6. Sighting the Line/Timing/Signalling/Recording

- 6.1 The RMT will sight the starting lines from each end.
- 6.2 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.).
- 6.3 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.
- 6.4 Competitors who have been scored OCS or BFD may listen to the voice recording(s) of the applicable start(s).

7. Calling OCS and Delayed Starters

- 7.1 The RMT will not permit a race to continue if it is satisfied that unidentified boats were over early.
- 7.2 Except after a black flag general recall when the requirements of rule 30.4 will be fulfilled, the sail numbers or boat names of boats recorded as OCS or BFD will be announced on designated VHF channel to the Chief Umpire as soon as practical.
- 7.3 “Delayed Starters” will be identified and communicated on designated VHF channel to the competitors and the Chief Umpire as soon as practical.



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8. Postponing a Race during the Starting Procedure

- 8.1 The RMT will postpone a race during the starting procedure in response to adverse outside effects, including safety considerations that may deprive boats of an equal chance of a good start.
- 8.2 The RMT will postpone the race during the starting procedure if the mean wind shifts substantially or in the event other influences cause boats to bunch at one end of the start line. In rapid oscillations the RMT will endeavour to lay a starting line based on the mean oscillations expected.
- 8.3 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.
- 8.4 In the circumstances described in 8.1 to 8.3, if the RMT 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.
- 8.5 The RMT 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, a reduction in visibility preventing the RMT from seeing the whole race area and other factors that might affect the fairness of the race or safety of competitors.

9. General Recall

- 9.1 In case of any problems with the starting line (such as length, or angle to the wind, etc.) a postponement will be signalled, even up to the last second before the start, instead of a general recall.
- 9.2 If a race management error is discovered after the starting signal (e.g., timing), the RMT may abandon the race (by using flag N). In these circumstances, the RMT will not signal a general recall.
- 9.3 When the RMT is not satisfied that all boats over early (or that have broken rules 30.4) have been identified, a General Recall will be signalled.

10. Starting Preparatory Flags

- 10.1 Only P flag and Black flag preparatory signals will be used.
- 10.2 For the first start attempt P flag preparatory signal will be used.
- 10.3 In the event the start has been postponed, or a General Recall has been caused by the length or angle of the starting line, the RMT will adjust the starting line and make another attempt using the same preparatory signal.
- 10.4 If the RMT is satisfied that a General Recall was not the result of the starting line, it may use the Black flag preparatory signal for the second attempt.
- 10.5 If the RMT is satisfied that a subsequent General Recall was not the result of the starting line, it may continue with the Black flag preparatory signal for each subsequent attempt of the race.
- 10.6 An important principle followed by the RMT is that the Black flag preparatory signal will only be used when general recalls are caused by the boats themselves, or rapid oscillations of the wind, and not by actions of the RMT.
- 10.7 When using the Black flag preparatory signal, the race management team will make every effort to signal a postponement in the event of any problems with the starting line.

11. Abandonment

- 11.1 Wind Shift: During the first 50% of a race the RMT may abandon a race in the event of major, persistent, wind shift (more than 40 degrees). After that, the RMT will let the race continue even if it is unable to adjust to the changed conditions.
- 11.2 Visibility: The RMT will consider abandoning a race if it is satisfied that a reduction in visibility affects its ability to safely manage racing.
- 11.3 Collapse of wind: The RMT 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 RMT will abandon the race. The RMT may abandon the race when a new wind causes the fleet to invert.



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- 11.4 Increase of wind speed: Once a race has been started, the RMT will not abandon the race simply because the average wind speed increases beyond the stated limits. The RMT will consider abandoning the race if it is unable to safely manage racing.
- 11.5 Unusual occurrences making the race unfair: The RMT will make every effort to ensure that other vessels do not interfere with racing. The RMT will consider abandoning the race if it determines that an outside influence has made the race unfair or creates an immediate safety concern.
- 11.6 Frequent and violent wind shifts: Under these circumstances the RMT 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.
- 11.7 Man Over-Board (MOB): The RMT may abandon the race when it receives details that a boat has a MOB and considers the situation to be unsafe due to the location of the MOB or crew members have sustained injury that requires assistance.
- 11.8 Capsize: The RMT may abandon the race when it receives details that a boat has capsized and it considers the situation to be unsafe or crew members have sustained injury that requires assistance.
- 11.9 Competitors are reminded that the decision to race, or to continue to race, is their sole responsibility.

12. Windward Leeward Race - Adjusting the Course to a New Wind Speed or Direction

- 12.1 Change in wind direction:
 - 12.1.1 Between 10° and 30° consideration will be given to adjusting the course to the new wind provided that the RMT is confident that the shift is likely to persist.
 - 12.1.2 With a persistent wind shift in excess of 40°, the RMT will attempt to change the course to the new wind and consider its influence on the race. Under these circumstances, the RMT may either change the course or abandon the race.
 - 12.1.3 Frequent and violent oscillations: Under these circumstances the RMT 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.
 - 12.1.4 Changes in current or a difference in the angle of the current relative to the wind may justify variations from these guidelines.
- 12.2 Changes in length of legs:
 - 12.2.1 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.
 - 12.2.2 The RMT will attempt to minimise the number of changes in leg length to achieve target times.
 - 12.2.3 Changes in current may justify variations from these policies.
 - 12.2.4 When changing leg lengths, the RMT will attempt to maintain a balance between the overall distance of windward and leeward racing.

13. Finishing Line/Finishing Procedures

- 13.1 The finishing line will be laid before the first boat begins the final leg. The orange flag will be displayed (with no sound signal) as the first boat approaches the final rounding mark.
- 13.2 In the case of a late course change for the final leg, the orange flag will be displayed as soon as possible after the finishing line has been laid.
- 13.3 The finishing line will be approximately 150 metres in length. Laser range finders or GPS will be used to establish the length of the finishing line.
- 13.4 The orange flag will be removed (with no sound signal) upon the earlier of:
 - 13.4.1 expiration of the time limit, or
 - 13.4.2 immediately after the last boat finishes.
- 13.5 There will be a minimum of two line-sighters on the finish vessel. Each line-sighter will use a hand-held recording device to record the order of finish. 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.



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- 13.6 A written record (reconciled master copy) of the finishing order will be maintained on the main committee vessel. This record will be reconciled with the published results once the race team arrives ashore.
- 13.7 After the last boat has finished, and another race is scheduled, the race committee will advise competitors of its intended time for the next Attention signal. There should be a minimum of 10 minutes between the last boat finishing and the Attention signal.

14. Corrections Due to Scoring Errors/Requests for Redress

- 14.1 The RMT 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 RMT 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 boat(s).
- 14.3 The operator of a RMT official boat will promptly advise the Race Officer if he/she believes his/her vessel has substantially affected one or more boats racing. The Race Officer will consider requesting redress on behalf of a boat if it is satisfied that that boat's score has been made substantially worse by the actions of an official boat.

15. Race Committee Protests

- 15.1 The race management team may protest a boat in the following circumstances:
- 15.1.1 A breach of a sailing instruction that may not be protested by another boat;
 - 15.1.2 An apparent breach of good sportsmanship (Rule 2);
 - 15.1.3 Failing to sail the course (Rule 28)

16. General Principles

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

17. GPS

- 17.1 All race management boats (Committee Vessel and Mark Boats) will be equipped with a GPS.
- 17.2 All GPS units will be set up to display as follows:
- 17.2.1 Distance in metres
 - 17.2.2 Time to local time zone in 24 hour format
 - 17.2.3 Compass bearing in magnetic
 - 17.2.4 Latitude and Longitude in degrees, minutes and decimal minutes (example: 25° 43.249 North, 080° 12.476 East)
 - 17.2.5 Map Datum WGS 84.