



# International Sailing Federation

## Race Management Policies

Weymouth & Portland International Regatta 2011

(Fleet Racing)

## **ISAF RACE MANAGEMENT POLICIES**

### **WEYMOUTH & PORTLAND INTERNATIONAL REGATTA 2011**

*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 **ISAF Race Officer or ISAF Course Representative** – an International Race Officer appointed by ISAF.
- 1.2 **Principal Race Officer** – an ISAF Race Officer responsible for the conduct of racing on all course areas.
- 1.3 **Course Race Officer** – a race officer appointed by LOCOG. The Course Race Officer will be responsible for managing the race management team
- 1.4 **Race Management Team** – the Principal Race Officer, ISAF Race Officers, Course Race Officers and all on-the-water volunteers responsible for managing racing.
- 1.5 Attachment 1 outlines the respective roles of the Principal Race Officer, the ISAF Race Officer and the Course Race Officer.
- 1.6 “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 To alert boats that a race or sequence of races will start soon, the orange flag(s) on the staff(s) designating the starting line will be displayed (with one sound signal) for at least four minutes before a warning signal is displayed.
- 2.4 The orange flag(s) on the staff(s) designating the starting line will be removed (with no sound signal) when the race management team determines that it will not promptly (usually within 5 minutes of the prior start) make the warning signal for the next race in a sequence of races.
- 2.5 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 with the different courses.
- 2.6 No races will be sailed ‘ahead of schedule’.

#### **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 is 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 Races will not be started in less than 4 knots of wind (6 knots for boards) established over the entire course area. This lower limit may be higher if there is strong current in the racing area.
- 3.6 Races will not be started in excess 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. For the 49er and Star classes this upper limit is approximately 2 to 5 knots less in heavy seas and/or gusty winds. These limits may also vary for all classes depending upon sea conditions, current and rapid changes in velocity.

#### **4. Decision to Race, Courses – Windsurfing**

- 4.1 The race management team may use a slalom immediately before the finish when the wind speed is in excess of 12 knots. If a slalom is used, the target time for that portion of the course will be 2 minutes.
- 4.2 No more than 2 races per day will be sailed in non-planing or marginal planing conditions. A third race may be sailed if: (i) The first two races were sailed in planing conditions, or (ii) one of the first two races was sailed in planing conditions and planing conditions consistently exist before the start of the third race.
- 4.3 Rest periods:  
When racing back to back:
  - (a) in non-planing or marginal planing conditions, the minimum interval between the closing of the finishing line and the new warning signal for that fleet/division will be approximately 25 minutes.
  - (b) in planing conditions, the minimum interval may be reduced to 20 minutes.
  - (c) if two races have been sailed back to back a rest period of approximately one hour ashore (for the last finisher per fleet/division in the second race) will be provided before the warning signal for the third race for that fleet/division. Weather, the availability of coach and support boats and other factors such as distance to shore may be taken into consideration when deciding whether to provide a rest period ashore, and the duration of that rest period.

#### **5. Sighting the Line/Timing/Signalling/Recording**

- 5.1 There will be an ISAF Race Officer and another member of the race management team sighting the line from each end.
- 5.2 Each line sighter will use a hand-held 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).
- 5.3 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.
- 5.4 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.
- 5.5 The race management team will not signal an individual recall and then a general recall.
- 5.6 Competitors who have been scored OCS or BFD, and their coaches, may listen to the tape recording(s) of the applicable start(s). A time and location for doing so each day will be posted on the Official Notice Board.

## **6. Calling OCS**

- 6.1 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.
- 6.2 When the race management team is satisfied that all boats over the line have been identified, an Individual Recall will be signaled.
- 6.3 When the sailing instructions provide for the notification of OCS 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 and BFD boats later in the race.

## **7. Postponing A Race During The Starting Procedure**

- 7.1 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.
- 7.2 The race management team will postpone the race during the starting procedure if the wind shifts more than 10 degrees or in the event other influences cause boats to bunch at one end of the start line.
- 7.3 If a wind shift occurs before the starting signal - even in the last minute before the start - such that it increases the risk of a general recall, a postponement will be considered.
- 7.4 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.
- 7.5 If possible the race management team will in these circumstances attempt to signal a very late postponement instead of a general recall or an individual recall.
- 7.6 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.
- 7.7 For a postponement that the race management team anticipates will be longer than 5 minutes, the orange flag(s) will be removed (with no sound signal), and then displayed (with one sound signal) at least four minutes prior to the warning signal.

## **8. General Recall**

- 8.1 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.
- 8.2 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.
- 8.3 When the race management team is not satisfied that all boats over early (or that have broken rule 30.3) have been identified, a General Recall will be signaled.

## **9. Starting Penalties (flags I and Z, Black Flag)**

- 9.1 Flags I (rule 30.1) and Z (rule 30.2) will not be used.
- 9.2 The first attempt of a start will always be with flag P.
- 9.3 After the first attempt, the race management team will adjust the starting line if necessary and make another attempt using flag P.
- 9.4 If the race management team is satisfied that a general recall was not the result of the starting line set up, it will use the black flag for each subsequent attempt (including re-starts if the race has been abandoned)..

- 9.5 An important principle followed by the race management team is that the black flag will only be used when general recalls are being caused by the boats themselves and not by actions of the race management team.
- 9.6 When using the black flag, the race management team will make every effort to signal a postponement in the event of any problems with the starting line set up.

## **10. Shortening The Course**

- 10.1 The sailing instructions do not allow courses to be shortened using flag S.
- 10.2 Shortening a leg, even the final leg, may be done by using a minus sign as specified in rule 33.

## **11. Abandonment**

- 11.1 On the first half of first leg, the race management team may abandon in the event of a major 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.
- 11.2 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.
- 11.3 The race management team may abandon the race when a new wind causes the fleet to invert.
- 11.4 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.
- 11.5 Unusual occurrence 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.
- 11.6 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.
- 11.7 For Windsurfing events: If pumping becomes the main method of propulsion, the race may be abandoned.
- 11.8 During medal races, when redress is not available, the race management team will abandon the race if it is satisfied that the actions of the race management team, or a vessel not racing, have affected the fairness of the race.

## **12. Adjusting The Course To A New Wind Speed Or Direction**

- 12.1 Change in wind direction
  - (a) With a 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 wind shift in excess of 15° the race management team will attempt to change the course to the new wind.
- (d) With a wind shift in excess of 45°, the race management team will consider the stability of the shift and 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 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. 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.

#### 12.2 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.

#### 12.3 Changes in Length of Legs

- (a) Change in leg lengths will not be made so as 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.

### 13. Rule 42 – ‘Off’ and ‘Restored’

- 13.1 The signals in the class rules are changed as stated in the Sailing Instruction: flag O for turning rule 42 ‘Off’ and flag R for rule 42 ‘Restored’.
- 13.2 The wind speed limits will be as stated in the relevant class rules (currently 8 knots for the 470, and 10 knots for the Finn).
- 13.3 To avoid constantly turning off and restoring rule 42 the race management team will make a change, or display flag O at the start, only if it is satisfied that wind speed is likely to remain constant over the course area.
- 13.4 The race management team will advise the jury team on the course well before a signal is displayed

### 14. Courses

- 14.1 The course length will be set to give the first boat of each fleet the best chance of achieving the target time.
- 14.2 The length of the reaching leg between Marks 1 and 2 will be approximately two-thirds of the length of leg 1.
- 14.3 Mark 4p/4s will be laid after the start (second start in case of multiple fleets), but not in case of the medal race.
- 14.4 The reaching leg angle will be 70° interior angle for the boats/boards without spinnaker.
- 14.5 The reaching leg angle will be 60° interior angle for the boats with spinnaker.
- 14.6 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.

## 15. Starting Line

- 15.1 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.
- 15.2 Starting lines will be set approximately 0.05 nm below the anticipated position of gate 4p/4s.
- 15.3 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.

Laser range finders will be used to determine starting line lengths.

Class	Boat Length	Multiplying factor
RS:X Men	2.86	3
RS:X Women	2.86	3
Finn	4.54	1.5
Laser	4.24	1.5
Laser Radial	4.24	1.5
470 Men	4.7	1.5
470 Women	4.7	1.5
49er	4.9	2
Star	6.92	1.5

## 16. Finishing Line/Finishing Procedures

- 16.1 The finishing line will be set before the first boat starts the final leg.
- 16.2 The finishing line will be approximately 50 metres (75 metres for 49er) in length, set square to the direction from the last mark for reaching finishes (square to the sailing wind for downwind finishes). Laser range finders will be used to establish the length of the finish line.
- 16.3 The orange and blue flags will be removed upon the earlier of: (i) expiration of the time limit, or (ii) 1 minute after the last boat finishes.
- 16.4 There will be two line sighters on each finish boat. At least one of the line sighters on one of the finishing boats will be an ISAF Race Officer.
- 16.5 Each line sighter will use a hand-held recording device to record the order of finish.
- 16.6 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.
- 16.7 A written record of the finishing order will also be maintained by each finish boat.
- 16.8 Competitors and coaches may listen to the tape recording(s) and review the written records of their finishes. A time and location for doing so each day will be posted on the Official Notice Board.

## 17. Corrections Due to Scoring Errors/Requests for Redress

- 17.1 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.
- 17.2 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).

## **18. Race Committee Protests**

18.1 Since the primary responsibility for protesting breaches of the rules rests with competitors, the race management team will not normally protest a competitor.

18.2 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 competitor<sup>1</sup>;
- 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 (does not apply for boards);
- iv. Failing to sail the course (rule 28)

## **19. General Principles**

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

## **20. GPS**

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

20.2 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

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<sup>1</sup> The Sailing Instructions permit the Race Committee to impose penalties in some circumstances. The list of breaches, standard penalties and the Race Committee's criteria for making these decisions will be posted on the Official Notice Board.



Attachment 1 – Role of the ISAF Race Officer

**The ISAF Race Officer**

The IOC Olympic Charter states that the International Federation is responsible for the technical control and direction of its sport (Olympic Charter rule 57).

The International Sailing Federation has appointed nineteen International Race officers to serve on the race management team.

The ISAF Race Officer is a member of the Race Committee and will work closely with the Course Race Officers appointed by LOCOG. The ISAF Race Officer will be available to attend redress hearings as a witness for the Race Committee.

The Principal Race Officer shall serve as the lead ISAF Race Officer, and shall be responsible for racing on all course areas. For purposes of this policy, the Principal Race Officer is also an ISAF Race Officer.

**The Course Race Officer**

The Course Race Officers will be responsible for managing their race management teams and conducting the races.

The Course Race Officers will be responsible for the management of all safety procedures.

The Course Race Officer will not take action in relation to any of the following matters (whether or not altered by the Sailing Instructions) without the approval of the ISAF Race Officer:

- (a) Postponement (Rule 27.3);
- (b) Course configuration and race duration;
- (c) Whether a starting line is to be moved or adjusted (rule 27.2);
- (d) Starting line decisions (OCS and recalls (Rule 29), starting penalties (Black Flag - Rule 30));
- (e) Changing Course/moving marks - adjusting the course to a new wind strength or direction (Rule 33);
- (f) Abandoning (Rules 27.3, 32 and 35);
- (g) Rule 42 "turning off" and "restoring". (See Item 13 of this policy document)
- (h) Determination of finishing position (Item 16)
- (i) Corrections due to scoring errors (Item 17);
- (j) Requesting redress on behalf of a competitor (Item 17);
- (k) Protesting a competitor (Item 18).
- (l) Imposing a penalty (Sailing Instruction 25.9);
- (m) Amending the Sailing Instructions or Notice of Race.

The ISAF Race Officer may initiate action in relation to these matters, in which case the Course Race Officer will be governed by the ISAF Race Officer's decision. The ISAF Race Officer may also initiate action if the ISAF Race Officer is satisfied that the racing is not being conducted according to the rules, or for any other reason directly affecting the safety or fairness of the competition.

Attachment 2 – Flag Lay Out on the Committee Signal Boat

Flags 'Grouped' (halyards close to each other)

**NOTE: This signal boat configuration for women's match racing may vary.**

