



IFDS RACE MANAGEMENT POLICIES

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IFDS, C/o ISAF UK Ltd, Ariadne House, Town Quay, Southampton,
Hampshire, SO14 2AQ, Great Britain
Tel. +44 2380 635111 Fax. +44 2380 635789
Email: ifds@isaf.co.uk Web: www.sailing.org/disabled



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

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IFDS Race Management Policies for the Paralympic Sailing Competition and IFDS Level 1 Events (1, 2)

Recommended by IFDS to be used for all major fleet racing events (3)

Version 03 December 2012

It is intended that these policies be posted on the Official Notice Board when they apply.

Source of these policies:

- ISAF Race Management Manual;
- Conclusions ISAF Race Management Conference, Southampton, March 2006;
- ISAF Q&A Service;
- Current (as used before) policies;
- Class recommendations;
- IFDS Executive Committee Decision ;
- IFDS Race Management Manual.

1. Definitions

- 1.1 IFDS Technical Delegate – a Technical Delegate appointed by IFDS.
- 1.2 IFDS Course Representative(s) - International Race Officers appointed by IFDS.
- 1.3 Principal Race Officer – an ISAF Race Officer responsible for the conduct of racing on all course areas.
- 1.4 Course Race Officer – a race officer appointed by the Organising Authority. The Course Race Officer will be responsible for managing the race management team for the assigned area.
- 1.5 Race Management Team – the Principal Race Officer, ISAF Race Officers, Course Race Officers and all on-the-water volunteers responsible for managing racing.
- 1.6 Attachment 1 outlines the respective roles of the Principal Race Officer, the ISAF Race Officer and the Course Race Officer.
- 1.7 “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 five minutes before a warning signal is displayed.
- 2.4 The orange starting line flags(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 ten minutes from the previous start.

- 2.5 The race management team will use the entire day if necessary to complete the schedule, taking in to consideration 'time on the water'. 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 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 4 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 as mentioned in RMM Part II 14.14 (d). Once a race has been started and winds exceed as mentioned in RMM Part II (d) the race will continue unless there is a danger to life. These limits may also vary for all classes depending upon sea conditions, current and rapid changes in velocity.
- 3.8 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, in and of itself, a reason to postpone racing.

4. Sighting the Line/Timing/Signalling/Recording

- 4.1 There will be an ISAF Race Officer/ IFDS Course representative 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 The race management team will not signal an individual recall and then a general recall.
- 4.6 Athletes who have been scored OCS or BFD, and their coaches, may listen to the voice recording(s) of the applicable start(s). A time and location for doing so each day will be posted on the Official Notice Board.

5. Calling OCS

- 5.1 The race management team will not permit a race to continue if it is satisfied 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 The race management team will attempt to advise boats scored OCS or BFD. This will be done if possible at Mark 1. If the race management team is unable to do so at Mark 1, it will attempt to do so at a later mark.
- 5.4 Except after a black flag general recall (when the requirements of rule 30.3 will be met), country codes (bow numbers or sail numbers if applicable) of boats recorded as OCS or BFD will be posted on the start boat after boats have 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.

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, a reduction in visibility preventing the race management team from sighting the starting line or identifying premature starters, and other factors that might affect the fairness of the race.
- 6.7 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) for at least five minutes prior to the warning signal.

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 If a race management error is discovered after the starting signal (e.g. timing), the race management team may abandon the race (by using 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) have been identified, a General Recall will be signaled.

8. Starting Penalties (Flags I and Z, Black Flag)

- 8.1 Flag I & Z (rule 30.2) will not be used.
- 8.2 The first attempt of a start will always be with flag P
- 8.3 In the event the start has been postponed, or that a General Recall has been caused by the length or angle of the starting line, the race management team will adjust the starting line and make another attempt using Flag P.
- 8.4 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).
- 8.5 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, or rapid oscillations, and not by actions of the race management team.

9. Shortening the Course

- 9.1 The sailing instructions do not allow courses to be shortened using flag S.
- 9.2 Reducing the length of a leg, even the final leg, may be done by using a minus sign as specified in rule 33.

10. Abandonment

- 10.1 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.
- 10.2 Visibility: The race management team will consider reason to abandon the 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, in and of itself reason to abandon the race.
- 10.3 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.
- 10.4 The race management team may abandon the race when a new wind causes the fleet to invert.
- 10.5 Increase of wind speed; Once a race has been started, the race management team will not abandon the race simply because the average wind speed increases beyond the stated limits. The race management team will consider abandoning the race if it is unable to safely manage racing.
- 10.6 Unusual occurrences making the race unfair: 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.

- 10.7 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.
- 10.8 Athletes are reminded that the decision to race, or to continue to race, is their sole responsibility.

11. Adjusting the Course to a New Wind Speed or Direction

11.1 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) Changes in current or a difference in the angle of the current relative to the wind may justify variations from these guidelines.

11.2 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.

11.3 When changing the direction of the next leg (Rule 33) the race management team will display both the compass bearing to the next mark and either a red rectangle or a green triangle.

12. Courses

- 12.1 The course length will be set to give the first boat of each fleet the best chance of achieving the target time.
- 12.2 The length of the reaching leg between Marks 1 and 2 will be approximately two-thirds of the length of leg 1.
- 12.3 Mark 4p/4s will be laid after the start (last start of the sequence in case of multiple fleets).
- 12.4 The reaching leg angle will be 70° interior angle for boats without spinnaker.
- 12.5 The reaching leg angle will be 60° interior angle for the boats with spinnaker.
- 12.6 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.

13. Starting Line

- 13.1 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.
- 13.2 Starting lines will be set approximately 0.05 nm below the anticipated position of gate 4p/4s.
- 13.3 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
2.4mR	4.35	1.5
SKUD18	5.80	1.5
Sonar	7.00	1.5

14. Finishing Line/Finishing Procedures

- 14.1 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.
- 14.2 The blue and orange flags will be displayed (with no sound signal) as the first boat rounds:
- (a) mark 2 for the final time in the case of trapezoid courses; or
 - (b) mark 1 for leeward finishes; or
 - (c) mark 4 gate for windward finishes
- 14.3 In the case of a late course change for the last run, the blue and orange flags will be displayed as soon as possible after the finishing line has been set
- 14.4 The finishing line will be approximately 50 metres in length, set square to the direction from the last mark for reaching finishes (square to the sailing wind for upwind or downwind finishes). Laser range finders will be used to establish the length of the finish line.
- 14.5 The orange and blue flags will be removed (with no sound signal) upon the earlier of: (i) expiration of the time limit, or (ii) Immediately after the last boat finishes.
- 14.6 There will be two line sighters on each finish boat. Whenever practical, at least one of the line sighters on one of the finishing boats will be an ISAF Race Officer.
- 14.7 Each line sighter will use a hand-held recording device to record the order of finish.
- 14.8 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.
- 14.9 A written record of the finishing order will also be maintained by each finish boat.
- 14.10 Athletes and coaches may listen to the voice 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.

15. Corrections Due to Scoring Errors/Requests for Redress

- 15.1 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.

- 15.2 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).
- 15.3 The race management team 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.

16. Race Committee Protests

- 16.1 Since the primary responsibility for protesting breaches of the rules rests with competitors, the race management team will not normally protest a competitor.
- 16.2 The race management team may protest a competitor in the following circumstances:
- (a) A breach of a sailing instruction that may not be protested by another competitor¹;
 - (b) An apparent breach of good sportsmanship (Rule 2);
 - (c) Failing to take a penalty after knowingly touching a mark, but not protesting another competitor.
 - (d) Failing to sail the course (Rule 28)
- 16.3 The race management team will, as required by rule 60.2, protest a competitor when it receives a report from the event measurer(s) required by rules 43.1(c) or 78.3.

17. Course Selection Principles – Overall

- 17.1 When possible within the constraints of the race areas, two laps is preferred. The maximum number of laps to be sailed is 4, even if that results in races that are less than the stated target times.
- 17.2 When changing leg lengths, the race management team will attempt to maintain a balance between the overall distance of windward and leeward racing.
- 17.3 When two classes are scheduled to race on the same course area, the race management team will attempt to minimize the mixing of fleets.

18. General Principles

- 18.1 A shortage of time to completed races is not a basis for variance from these policies.
- 18.2 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.

19. GPS

- 19.1 All race management boats (signal, pin, finish and mark boats) will be equipped with a GPS.
- 19.2 All GPS units will be set up to display as follows:
- i. Distance in nautical miles (nm)

¹ 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.

- 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

Attachment 1 – Role of the ISAF Race Officer/ IFDS Course Representative

The ISAF Race Officer/ IFDS Course Representative

The IPC Handbook December 2011 states that the International Federation is responsible for the technical control and direction of its sport. (Paralympic Games Section 1 Organization Principles Chapter 3).

For the Paralympic Games and ISAF Events the International Sailing Federation appoints the necessary technical officials including ISAF Race Officers to go afloat on board the Race Committee vessels.

For IFDS level 1 events ISAF appoints the members of the International Jury and IFDS appoints the course representatives.

The ISAF Race Officer/IFDS course representative is a member of the Race Committee and will work closely with the Event Race Officers appointed by the Organising Committee, and the Technical Delegate. The ISAF Race Officer/ IFDS Course Representative will be available to attend redress hearings as a witness for the Race Committee.

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/ IFDS Course Representative:

- (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) Determination of finishing position (Item 14)
- (h) Corrections due to scoring errors (Item 15);
- (i) Requesting redress on behalf of a competitor (Item 15);
- (j) Protesting a competitor (Item 16).
- (k) Imposing a penalty (Sailing Instruction);
- (l) Amending the Sailing Instructions or Notice of Race;
- (m) Racing areas to be used; and
- (n) Schedule.

The ISAF Race Officer/ IFDS Course Representative may initiate action in relation to these matters, in which case the Course Race Officer will be governed by the ISAF Race Officer/ IFDS Course Representative decision. The ISAF Race Officer/ IFDS Course Representative may also initiate action if the ISAF Race Officer/ IFDS Course Representative 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)

