International Sailing Federation

Race Management Policies
For the 2012 Olympic Sailing Competition
(Fleet Racing)

July 2012

ISAF RACE MANAGEMENT POLICIES FOR THE OLYMPIC SAILING COMPETITION FLEET RACING[1]

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 –** an International Race Officer appointed by ISAF.

1.2 **Principal Race Officer** – an ISAF Race Officer appointed by ISAF responsible for the conduct of racing on all course areas**.**

1.3 **Course Race Officer –** a race officer appointed by the LOCOG. The Course Race Officer will be responsible for managing the race management team for an assigned course area.

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 athletes 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 starting line flag(s) will be displayed (with one sound signal) 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 of the previous start.

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 and visibility 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.

[1] The ISAF Secretariat will use these policies, with revisions as appropriate, for other events.

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 in excess of an average of 25 knots. 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.

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. Decision to Race, Courses – Windsurfing

4.1 The race management team may use a slalom immediately before the finish when planning conditions exist. 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 back to back races are to be conducted, the interval between the last windsurfer to finish and the new warning signal will be not less than 15 minutes.

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 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).

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 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.

6. Calling OCS

6.1 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 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.

6.4 Except after a black flag general recall (when the requirements of Rule 30.3 will be met), country codes (bow numbers) 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.

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 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.

7.3 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.

7.4 If the positions boats are taking on the starting line indicate a line bias in the minds of the athletes, a postponement will be considered.

7.5 In the circumstances described in 7.1 to 7.4 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.

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, 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..

7.7 For a postponement that the race management team anticipates will be longer than 5 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.

8. General Recall

8.1 In case of any problems with the starting line (such as 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 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.

8.3 When the race management team is not satisfied that all boats over early (or that have broken Rules 30.1 or 30.3) have been identified, a General Recall will be signaled.

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

9.1 Flag Z (Rule 30.2) will not be used.

9.2 For windsurfing classes, flag I (Rule 30.1) will be used for the first attempt of a start. For all other classes, flag P will be used for the first attempt of a start.

9.3 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 race management team will adjust the starting line and make another attempt using flag P (flag I for windsurfing classes).

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 is 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 caused by the boats themselves, or rapid oscillations of the wind, and not by actions of the race management team.

10. Shortening The Course

10.1 The sailing instructions do not allow courses to be shortened using flag S.

10.2 Reducing the length of 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 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.

11.2 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, in and of itself, reason to abandon the race.

11.3 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.

11.4 The race management team may abandon the race when a new wind causes the fleet to invert.

11.5 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.

11.6 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.

11.7 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.

11.8 For windsurfing events: If pumping becomes the main method of propulsion, the race may be abandoned.

11.9 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, the organising authority or a vessel not racing, have affected the fairness of the race

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

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

12.1 Change in wind direction

(i) 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.

(ii) 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.

(iii) With a persistent wind shift in excess of 15°, the race management team will attempt to change the course to the new wind.

(iv) 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.

(v) 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.

(vi) 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

(i) 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.

(ii) The race management team will attempt to minimize the number of changes in leg length to achieve target times.

(iii) Changes in current may justify variations from these guidelines.

12.3 When changing the direction of the next leg (Rule 33) for the windsurfer classes, only a red rectangle or a green triangle will be used (i.e., the compass bearing will not be displayed). For all other events, the race management team will display the compass bearing to the next mark.

13. Rule 42 – 'Off' and 'Restored'

13.1 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).

13.2 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.

13.3 The race management team will advise the jury team on the course well before a signal is displayed. If the race management team is unable to advise the jury, it will make no change.

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. The race management team will signal two lap courses when possible.

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 (last start of the sequence in case of multiple fleets).

14.4 The reaching leg angle will be 70° interior angle for windsurfers and boats without spinnakers.

14.5 The reaching leg angle will be 60° interior angle for the boats with spinnakers.

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 and/or GPS will be used to determine starting line lengths.

Class	Boat Length	Multiplying factor
RS:X Men	2.86	1.5 to 3
RS:X Women	2.86	1.5 to 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 begins the final leg. The race management team will make every effort to use two finish boats.

16.2 The blue and orange flags will be displayed (with no sound signal) as the first boat rounds:

(i) mark 2 for the final time in the case of trapezoid courses; or

(ii) mark 1 for windward-leeward courses; or

(iii) mark 4p/4s gate for windward finishes.

16.3 In the case of a late course change for the final leg, the blue and orange flags will be displayed as soon as possible after the finishing line has been set.

16.4 The finishing line will be approximately 50 metres (75 metres for 49er and Star) 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 finishing line.

16.5 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.

16.6 There will be two line sighters on each finish boat. Whenever practical, at least one of the line sighters on one of the finish boats will be an ISAF Race Officer.

16.7 Each line sighter will use a hand-held recording device to record the order of finish.

16.8 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.

16.9 A written record of the finishing order will also be maintained by each finish boat.

16.10 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.

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 boat(s).

17.3 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.

18. Race Committee Protests

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

18.2 The race management team may protest a boat in the following circumstances:

(i) A breach of a sailing instruction that may not be protested by another boat;[2]

(ii) An apparent breach of good sportsmanship (Rule 2);

(iii) Failing to take a penalty after knowingly touching a mark, but not protesting another boat (does not apply for windsurfers);

(iv) Failing to sail the course (Rule 28)

[2] 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.

19. Course Selection Principles - Overall

19.1 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.

19.2 When changing leg lengths, the race management team will attempt to maintain a balance between the overall distance of windward and leeward racing.

19.3 When the Star and Finn classes are scheduled to race on the same course area, the race management team will attempt to minimize the mixing of fleets.

20. Course Selection Principles – Nothe Course Area

20.1 The race management team will attempt to set the longest possible first leg within the constraints of this course area.

20.2 Mark 4p/4s may be set well to windward of the starting line to increase spectator viewing opportunities.

20.3 A finishing line configuration and location (eg, LG, LR, windward finish, etc.) will be chosen that enhances the viewing opportunities for spectators.

20.4 When selecting and setting the course, the race management team will consider the effects of the land on the stability of the breeze. From some wind directions, this will mean that racing may not be conducted as close to the spectator area as would otherwise be desirable.

21. General Principles

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

21.2 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.

22. GPS

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

22.2 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

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 18 International Race Officers to serve on the race management team.

The ISAF Race Officers will work closely with the Course Race Officers appointed by the Organizing Authority. The ISAF Race Officers 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 selection, location, 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”. (Item 13)
(h) Determination of finishing position (Item 16)
(i) Corrections due to scoring errors (Item 17);
(j) Requesting redress on behalf of a boat (Item 17);
(k) Protesting a boat (Item 18).
(l) Imposing a penalty (Sailing Instruction 40.3);
(m) Amending the Sailing Instructions or Notice of Race;
(n) Racing areas to be used; and
(o) Schedule.

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)