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Race Management Newsletter

Issue No. 42
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Services

If you would like to receive this Newsletter regularly, then let Joanne Moulton at the RYA know, and they will put your name on the email or hard copy mailing list. You can of course download yourself from the RYA Website (Qualified RROs or NROs may be e-mailed a copy by their Regional Race Management Co-ordinator). Please keep him informed of your current e-mail address.

The Race Management Group is always available to give you help and advice on any aspect of Race Management, from helping you to check your Club or Open Meeting Sailing Instructions or advising you on what you need to do to run a major event.

Do not hesitate to ask for help. Contact Gordon Stredwick at the RYA or any of the Committee members listed on page 1 or your Regional Race Management Co-ordinators listed below.

Your Regional Race Management Co-ordinator can also arrange training seminars for your region. Contact them for dates and times.

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EDITORS NOTES

As another season draws to a close, for most of us, you may have more time to reflect on some of the content of this newsletter.

RMG are keen to get feedback on any topic as well as articles you feel of interest and wish to submit. In particular we would like your views on the ISAF conference conclusions and the use of GPS transponders in the Sail 4 Gold medal races.

The training of marklayers is being considered, possibly along the lines of race officers, and I hope there will be more information in the next newsletter as many consider good ones to be more influential on the success of an event than the RO.

Now that there are to be three newsletters a year publication of the number 43 should be around the beginning of March 2007, so you have the quiet winter months to come up with articles on any topic (humorous would be good) and let me have them in good time.

Finally, thanks to those who have contributed – keep up the good work.

Dave Shepherd

RYA NATIONAL RACE OFFICER – THE FUTURE

From 1st January 2007 all applicants for a National Race Officers' Certificate will have to pass a new examination devised by the RYA Race Management Group. They will also need to have a VHF Certificate and to have experience of running at least two large regattas. At least one of these will have to have been held in the open sea, so that the applicant can show some experience of coping with tides and currents.

Examinations for National Race Officer will be held at the Regional Conferences scheduled for February and March 2007 and will be supervised by the local Regional Race Management Coordinators. The examination will be a closed book examination of forty, multiple-choice questions. The pass mark will be 70% or at least 28 correct answers. No reference to the Rules, Race Manual, or other publications will be allowed while sitting the examination. Thirty of the questions will be similar to those set (with books open) for the Regional Race Officers' examination, with the emphasis on those which a race officer has to know instantly, as opposed to those which he has time to check later. The other ten questions will deal with matters not previously touched upon in race officer examinations; meteorology, seamanship, navigation and VHF protocol. These are all things that a competent Race Officer should be familiar with and assume experience and knowledge at the level of the RYA Day Skipper and Powerboat Level II Certificate.

The VHF DSC certificate may be gained in a single day's tuition with an examination at the end of it. There are many RYA approved organisations that offer these courses around the country. A Digital Selective Calling (DSC) endorsement is preferred, to give the race officer training and competence in the use of channel 70 (the red, distress button) in emergencies.

Current NRO's seeking renewal of their status after January 1st 2007 must first pass this exam. There will be a six-month grace period until June 30th 2007 to enable renewal applicants to gain their VHF certificate if they don't have one already.

The Race Management Group sees this development as an important step to making the National Race Officers' Certificate one of the best recognised and most comprehensive in the world.

David Arnold



There is more to racing than establishing a hierarchy or "Courses for Horses" [and Donkeys].

Setting Courses seem to come up time and time again with both officials and competitors.

In dinghy racing, we seem to be dominated by courses that are designated for the Olympic and show events that are "media friendly". Windward/leeward, perhaps with two reaches across to the outer loop seem to be the only routes available to all; even the old triangle sausage triangle is reserved for Major Championships and then only with "Old fashioned classes".

Surely there is skill involved in sailing on a reach or even a fetch. Look to cruising or larger yachts, courses are not confined to up and down all the time. Speaking for myself, I always enjoy the Round the Island Race, giving no undue emphasis on any one point of sailing, yet providing more than enough work for the brain and is also long enough to give plenty of discussion points in the bar afterwards!

The races are also getting shorter. I feel that if I was to be on the water for just 3 x 30-40 minute races for a day I would question the wisdom of taking the trouble to spend 4-5 hours trailing through traffic to get there and an hour getting ready- all for 2 hours on the water. And what about the race team, and the rest of the organisation that is involved? Part time jobs spring to mind.

Most of our clients sail for re-creation. Racing is a chance to use and hone their skills against others. It covers a wide array of circumstances and situations, but we seem to be narrowing the remit and also limiting the length of time they can enjoy their sport.

Most newcomers to sailing enjoy the exhilaration of going "fast" on two/three sail reaches but we often deny or limit that opportunity. I always try to arrange the course so that the final approach to the finish line is a borderline 2/3 sail reach and those that get it right, smile and whoop, whilst others shout at their crews, - and sometimes swim. But at least they all remember it, [and it also makes for easier sail number recording.].

Let us give the clients their monies' worth, and try to influence classes to allow us to come up with some more imaginative courses.

Richard Stevens



Where is the starting line?

The ISAF Appendix L – Sailing Instructions Guide gives three alternative wordings for the description of a starting line. These can be found in Appendix L 11.2.

11.2 The starting line will be between staffs displaying orange flags on the starting marks

Or

11.2 The starting line will be between a staff displaying an orange flag on the starting mark at the starboard end and the port-end starting mark.

Or

11.2 The starting line will be _____ .

Pretty vague in many cases! In the second option only one end is required to be marked with an orange flag. Option 3 and anything goes!

So? What is wrong with these alternative sailing instructions? They cover just about every starting line in the world. On two boats; on a boat and a mark; on two marks and also the myriad of onshore start lines.

However, there is one fatal flaw in their description. There is no clearly definition of what the 'staff' should look like. How tall, how thick, how slender, what colour?

At the ISAF World Youth Championships held last July in Weymouth, I went out on the water for the first time in a long time as an observer and sat and looked critically at the race management set up and the equipment used. I have spent so many hours standing on a committee boat looking down the line without realising how badly marked are the two ends of the line.

From the competitors viewpoint, picking out either end from the rest of the committee boat equipment can be almost impossible. No wonder there are so many recalls!

The ISAF Race Management Manual recommends a particular layout of the flags on a CB. It also recommends a tall mast/staff so that it is easily distinguishable. I would now go even further and recommend that the mast/staff is either painted a bright colour (orange to match the flag) or wrapped in a day-glow tape.

The orange flag should be a minimum of three metres high and 70cm wide with a batten at the top to ensure that it stands out when there is little or no wind. It should have a bolt rope or some means of fixing to a track on the mast.

I can hear the cries and screams. Where are we going to get that kind of mast. We rely on club members to supply the committee boat. They won't let us do that to their boats!

Quite right too!

So lets start getting purpose built committee boats at strategic points around the coast. The RYA Race Management Group should start now with a definite strategy to obtain four such boats for the 2012 Olympic Regatta, which on completion of the Games can be distributed to the main championship venues.

One of the main objects of hosting the Olympic Games is to leave a legacy for future generations. Sailing will finish up with a superb venue in Weymouth. Much of the equipment will devolve to Clubs around the country. Racing marks, ground tackle, RIBS; all essential equipment that has been included in the budget for the Games.

It would seem however, that the most single important piece of equipment, the Committee Boat, does not feature in any budget for the Olympic Regatta!

I maintain that appearance is important. If you look good, then it gives a 'feel good factor' to the regatta. The competitors look up and say 'these guys know what they are doing'.

The Greeks did it by chartering four identical boats. The Chinese are already building four purpose built boats. What did we do for the most important event in the UK since 1991? With respect to the three owners, we chose as disparate a set of committee boats as we could.

It looked terrible!

Tony Lockett



Race Timing with Radio Controlled Clocks.

I don't know how often this problem has come up before but I believe it most important that all Race Officers are advised that the automatic updating facility of the many radio correcting clocks now used by race officers **IS TURNED OFF DURING RACING.**

These clocks are understandably used more and more frequently for the timing of racing in the belief that they are accurate. This belief is very mistaken.

1/ They vary greatly in quality and the range at which they will receive their signals.

2/ Low batteries reduce this even further.

3/ The natural place for a Race Officer to store/carry all the tools of his trade is in a nice big box/case from which they almost certainly won't receive their signals at all.

I was recently supervising a Race Officer running an Offshore handicap race when I noticed that the nice large Radio Controlled Clock lent by the local Sailing Club was in fact 50 seconds different from my watch, also radio controlled and checked beforehand (and afterwards) against an SDGPS signal.

I noted this but said nothing. Sure enough "out of raps and in the open & with new batteries" when the hour came round the clock "corrected itself"!!!!

In this case all was well as the error was known and no boats had finished but there is little or no chance that this would have been noticed!

Richard Yeoward



Event Management

Dinghies

Planning timetable:

- | | |
|--------------------------------|-----------------|
| a) International Championships | 3 years + ahead |
| b) National Championships | 2 years + ahead |
| c) Area Championships | 1 year + ahead |

First task:

Appointment of the Organising Authority. This is the Committee that will give the event its legal status abiding by the RRS (ie Yacht Club name).

The Committee is to ensure that Safety is a prime responsibility, fair competition and all is in compliance with the rules.

The Organising Committee Chairman needs to be competent, experienced and able to take on all aspects of the Committees responsibilities

Second task:

The Organising Committee then set up the Race Committee. This Committee is then responsible for all sailing matters and facilities.

- ie.,
- Race Management Team & Committee Boats
 - Beachmaster and crew
 - Safety Officer and team
 - Race Control and team

Detailed calendar

The Organising Committee Chairman and the Race Committee Chairmen need to meet with the Class Association representatives at least 10 months earlier than the event to sort out the finer details.

ie., October

Lay out Regatta objectives
Look at expected entries
Review draft NoR (If possible, pass to proposed chairman of the protest committee)
Review draft SIs (If possible, pass to proposed chairman of the protest committee)
Review required facilities
Take guidance on expected entry fee.

Club planning

October Draft equipment list
Acquire RIBs for safety cover & mark laying
Acquire mother ships (For water & medical supplies plus to act as a holding point for retiring dinghies, hopefully with toilet facilities)
Discuss amenities with local third parties:- Council, Police, Ambulance Service, Harbour Authorities & HMCG.
Follow through with Risk Assessment, Crisis Plan and responsibilities
Meet again with third parties and discuss RA & CP. Ascertain any appropriate cost

November All Organising Committee, Race Committee and Club Committee/Secretariat, Social Committee meet to review findings and explain Regatta.
All costs must be submitted and a unit cost per entry agreed
A further meeting or communication with the Class Association must now discuss the entry fee.
If agreement is achieved, (taking onboard proposed Jury comments) the draft NOR & SIs can be published with the required Entry Fee and Declaration/Entry form

December With agreement from all parties, the Notice of Race, Declaration Form and Entry Form is published.

January
To April Work with third parties at agreed level to ensure facilities will be available for Regatta.

Note: This is generally carried out by the Class Association on their Website, in their own Newsletter and at their Boatshow stands.

Put together CB Team:

Race Officer (or Principal Race Officer) if more than one race course is required
Deputy Race Officer: To organise CB
Assistant Race Officer: To run PIN
Timekeeper
Sounds
Flags
Recorders x 2 (Flags & Timekeeper can back up recorders)

Mark layer & crew

Must be controlled by a experienced racer with a suitable large RIB that can contain all equipment required for course. Marks & tackle, supplementary flags, notice boards, sound signals and good communications.

Beachmaster & Team.

Beachmaster must be a person that can work under pressure. His task combines Safety (tally in & out) to good communication and a very strict discipline as a Controller.

Needs to display & command authority without raising his voice. His Team can be responsible for both car and dinghy parking, launching, recovery and on shore flag display and announcement.

Safety Officer & Team

Must be a responsible qualified person who can take control under pressure and supply overall safety for the Race Officer. Required to have good communication skills and be able to lead a large team.

Race Control

Manned by a Senior Club Officer who understands racing and has good local knowledge and in the event of a crisis can take control.

Carries out all Regatta administration tasks including registration, results and coordinates Jury/Protest Committees

If required, Race Control can be responsible for Publicity & its agents

*May to
July*

At Club level, prepare planned equipment staying within budget.

Marks & tackle

Flags (CB, mark boats, Beachmaster)

Sound signals CB, PIN & Beachmaster

Stop watches

Compasses

Anonometers CB , ML & Beachmaster

Notice boards and pens/chalk

VHF radios

Time sheets for recorders

Wind Charts for CB & MBs

First aid kits

Water packs

Tally boards

Protest forms

Prizes

Fuel

Catering`

Also if required

Waste bins

Chandlery

Tickets for socials

August

One week before

Regatta

Contact local authorities and ensure agreed programme

Contact all team members to ensure turnout of planned manpower.

Check availability of all equipment plus required vessels.
ie.,RIBs, CB, PIN, Mark layer etc.

Set up refuel supply for RIBs, and catering

Ensure road direction boards are in position if local authority allows. (always collect soon after Regatta)

Prepare weighing/measurement area for Class Association to carry out examination of vessels before and during the Regatta. *If possible under cover.*

Arrival day Set up: Race Control, Measurement area & control, Lost property & help desk.

All Club & CA Teams to ensure all competitors find site & be given their car & dinghy parking area without too much stress.

Competitors to be guided to Race Control for registration & onto the measurement area for CA examination

Bring together all safety fleet and ensure RIBs fitted out with correct equipment and fully fuelled. Issue Safety Team with a précis of the Risk Assessment and Crisis plan and brief them as required.

Discuss VHF requirements, discipline, callsigns and course position.

Discuss position of Mother Ships & supplies carried. To fly sponsors flag perhaps to indicate position.

Arrange full meeting with Race Committee, Class Association representatives and if required other agencies.

At end of registration/measurement day, bring all competitors together for Regatta briefing. If required also have local authorities present. Cover local Bye Laws, Safety issues, domestic issues and finally any sailing issues.

The Race Officer, Beachmaster and Chairman of Jury should be introduced to competitors. *Allow questions on all subjects.*

All Race days Arrange for Race Committee (including CA reps) to meet early. Discuss conditions, weather, tidal effects & shipping.

Follow meeting with All Safety team for a full briefing and parameters of planned racing day.

Inform Harbour Master & HMCG of your intentions.

Carry out radio checks to ensure CB, ML, PIN, Safety fleet, Race Control & Beachmaster are all on line.

CB & ML go to race course and set up as required.

When RO satisfied with conditions he should contact SO for fleet release.

When SO has his Safety fleet in position he will request the Beachmaster to release the fleet.

Each dinghy should tally out. At intervals of about every ten dinghies released, a safety boat will shepherd them to the race area

The Beachmaster will inform the SO & Race Officer of the Sail No & time of the last dinghy to be released. The last Safety Boat will keep the RO informed of this dinghy's position.

The Beachmaster will inform the RO of number of dinghies released and how many failed to tally out.

As dinghies arrive at CB area, all sail numbers are recorded and before start the race entry figure is supplied to SO and Race Control.

Any retirement dinghies are asked to report to support fleet, and if returning to the Regatta site will be asked to inform the RO. The RO informs both the SO & the Beachmaster. On arrival at the Regatta site, the dinghy will tally in and the Beachmaster will inform the RO and Race Control.

At the end of every lap on the race course each dinghy is recorded. If the total figure indicates dinghies missing the SO & Race Control is informed. A check with the Beachmaster and a search of the race area is carried out especially on the lee shore and any obvious danger areas.

At the end of racing, the fleet is escorted in and only when the Beachmaster reports that everyone has satisfactorily tallied in can the SO stand his safety fleet down and the CB return to the Regatta site.

Inform the HMCG & Harbour Master of the situation.

At this point it is generally the best time for all support vessels to refuel.

The RO reports to Race Control with the working copies of the results and enquires if he is required for Protest/Redress. When he can be assured that he is not required he can go to the BAR for a well earned beer.

Mike Pearson



[A view of the Race Courses at Sail for Gold October 13-15](#)

Introduction: The purpose of this report is to give an over-view of the event at Weymouth and Portland. 150 boats were expected and in the end 271 entries were received including a massive fleet of 49ers.

Course Management: Course Management was devolved to race teams from the 'academies'. These being Weymouth and Portland (two courses), Plymouth and Hayling Island S C,

RM Structure: The racing was designed to take place on 4 courses, 2 in Portland Harbour and 2 courses in Weymouth Bay.

In the Harbour Frank Newton raced the paralympic classes. The Skuds (5) put in a first appearance for their inaugural European Championships and were joined by the Sonars (12) and 2.4s (13). These sailed on a windward leeward course.

Mike Pearson had the 'pink' course with 49er(46) and RS:X 9.5(12) and RS 8.5(18). These latter classes raced one after the other to ease the traffic and rescue situation.

These also sailed on windward leeward courses.

In the bay the 'yellow' course comprised Laser standard (52) Laser Radial (51) and Finns (23). The Lasers sailed trapezoid with leeward gates with separate finish boat while the Finns sailed windward leeward legs only finishing on the start line by the committee boat..

Yellow Race Management was carried out by the 'HISC team' with Greg Wells, Tim Hancock, Paul Maxfield and Bev Moss with yours truly overseeing matters. Nick Gorringer would have featured but had 'flu so sensibly absented himself.

The blue course with Derek Abbott had the Yngling (15), 470 (7) and Tornado(19).

These raced trapezoid and also an extra long windward leg for Tornados.

The disparity in performance in these boats caused some problems.

RM Detail Timing was by GPS times, course position given by Ed Stevens on GPS co-ordinates. A seven race series for each class was held with six races taking place on the first two days. On the final day a medal race was held plus racing for those not in top ten. Target times were 60 minutes per race except for 49ers, Yngling and boards. Course and mark 1 time limits were in the SIs

Daily orders were given at morning briefings. Moored ships of substantial size plus the presence of a midget submarine in the harbour caused some problems of course location.

Winds for the event were from East and South East.

Day one conditions were a fickle wind of about 8 kts at the start of Race one at 1200 hrs which died at about 1330 hrs and later rose enough to complete the day's racing. Day two the wind rose to 15 kts and for the Sunday was recorded at 27 kts on the breakwater also from S E so racing on that day was confined to the harbour.

Race teams were given guidelines to work with. This included starting with 'P' flag and becoming more severe as necessary. With multi-class starts this process delayed some fleets that had to wait for some time before their preceding fleet finally decided to start properly.

Equipment a good deal of RYA equipment was unavailable in transit from Qingdao.

Pink course had their own committee boat while Frank and Derek used their own or local boats. Yellow used Freedom (a 33ft catamaran) and Sea Frog (a converted 26' sloop) for finishing.

It is hope that purpose-built committee boats might be available for future events.

On Sunday the medal races were shared out on three harbour courses while disabled took a well deserved rest as IFDS regulations advise against sailing paralympic classes in over 22 kts.

Fastest boat recorded was a Tornado at 23 kts. I think the boards could have equalled or exceeded that but the tracking equipment was not used on their course.

This had been fitted to 49ers and could show the race on a screen at the time and then repeat!

Result : There was some terrific racing especially on day 2 when the wind rolled in a long swell which gave Finns and 470s the opportunity of rocking and rolling and surfing in the waves. Next year's event will be held in September.

The medal races gave the race teams a chance to see the top sailors show their skill in testing conditions.

The event had a great atmosphere and was enjoyed by all those on official's side and competitors.

Roger Palmer



Measuring Start Lines

I thought this worth sharing. I've tried a laser tape to measure how long a starting line is but it's out of range.

Maplin (www.maplin.co.uk) have a golf scope (Catalogue reference A86AW) on sale for a fiver.

It's a nice, well built item, crystal clear and doesn't need focusing. It is calibrated for a standard 8ft tall golf flagstaff.

But if there's some known reference point: say the mark is 4 ft tall, or there's a 2 ft long fender on the committee boat then you simply halve or quarter the scale reading.

I haven't tried it in anger yet.

Bill Brockbank
(You may have by now Ed.)?????

◇

Comments on Newsletter No 41

Firstly thanks for yet another great Newsletter. Below are a few comments mostly from my perspective as ISAF ROC Chairman, but they are my own views so if you chose to publish, please make this clear. My comments are all based on the contents of the Newsletter and trying to pull together some of the points made in different articles.

It is my fundamental belief that primarily we (Judges, Race Officers, Umpire, Measurers, Equipment Inspectors) are all Race Officials and as such we are all working towards the same objective – to provide the best racing possible for our customers. (I deliberately use the word 'best' as it will mean different things to different people, or even to the same people in different circumstances.) We must consider ourselves as part of the one team, albeit with different functions. Just like any successful organisation we all have to be pulling in the same direction using our individual expertise to deliver the required outcome. None of us are perfect, we need to learn from each other and we need to rely on each other to help fix problems that may arise.

When David Lees discusses the difference between a Race Officer calling the line and the Judges view I think that David misses one absolutely vital point. If the rules permit discretion, then it is OK to use that discretion. If the rules do not permit discretion, then it is not OK, whether you are a judge, umpire, race officer or measurer. For example@ rule 60.2 starts with 'The race committee may...' and so the race officer is authorised to use their discretion. However, rule 29.1 states '.....the race committee shall promptly.....' And this does not permit discretion. So, I cannot agree that this is the thinking of a good race officer. If race officers want discretion in these circumstances then we need to change the rules. If we promote that it is OK for any race official to use discretion when not authorised by the rules how can we ever achieve the consistency requested by Paul Brotherton in another article? This would also create the impression that it is OK for some people, based on their position, to act outside the rules. This position cannot be justifiable. If we are to pull together as a team then some basic standards must be agreed and surely compliance with the rules must be one of them. It is after all exactly what we expect of our sailors and is a basic premise of the RYA Charter.

Frank Newton's article on the flashing red light instead of the V flag is interesting. Frank states that a request to show the system at the ISAF Race Management Conference was refused and unfortunately seems to take a swipe at the organisers for this refusal. There were two reasons for the refusal. The conference had been in planning for over six months and the programme had been chopped to fit the time available Frank's request came in well after the planning had been completed and so to accommodate the request would have resulted in something else being axed. The second reason may have prevailed even if time was available the whole focus of the conference was consistency and the need for race officers to be consistent around the world. If we introduce new kit do we then expect every race management team to invest in this kit in order to consistent? We are always faced with achieving the balance between consistency and improvement.

Achieving this balance is nowhere more difficult than adapting to the new Olympic Format as described in Tony Locketts article. There can be no doubt that we are struggling to exceed to the needs of the media

while preserving our sport as we know it and have decided to make some significant changes for 2008. Following the introduction of the Olympic Format many classes and events have understandably jumped into the fray. We will be attempting to gather all the information from these 'experiments' and will hopefully produce some guidance for events for the coming season in order to move towards greater consistency as soon as possible. If any race officials have any experiences they think are worth sharing, please do so by email to me jd@johndoerr.co.uk as we strive to achieve the best outcome for our sport.

John Doerr



Appendix LE Version October 2006 - What's New?

Appendix LE is the expanded sailing instructions guide with a number of extra provisions over and above those suggested in the Racing Rules of Sailing Appendix L.

Many of the suggested new SIs start with being printed in Appendix LE. Appendix LE has the advantage of being updated at intervals during the four year duration of Appendix L.

New this year are the following: -

1.5 References to medal races. These races in which the top ten in fleet racing in an important regatta compete as a separate unit on the last day of racing. From the top ten the medal positions will be awarded. The Addendum Q regulates such a competition.

8.4 The SI for the use of an orange flag as an attention flag has been reworded. It is noted that 'F' flag SI, also an attention flag instruction, has been discontinued.

14.5 V Flag SI. This instruction is missing pending a debate on the situation just before and immediately after the start.

24 Advertising. This is a new one and deals with obligations of boats issued with advertising material supplied by the National Authority.

31 Radio Communication. In addition to the standard SI to restrict communication to and from a boat, a separate SI prohibits a boat from carrying the means to communicate. Not to be used for cruiser racing! It might upset the owners.

Course Diagrams. New this year in the course diagrams are the neat little flag-masts and flags on the committee boats. Full text is available on <http://www.sailing.org/?cm=z/vFGipCCLnzFw>

Roger Palmer.



The content of these guidelines will be made known to coaches and competitors and can be placed on the Notice Board

For Olympic sailing the document is very comprehensive.

For sailing in UK waters a condensed version will enable competitors to better understand the way the race committee intends that racing be conducted

ISAF OLYMPIC SAILING COMPETITION RACE MANAGEMENT POLICIES

Draft dated 19 August 2006

Source of these policies:

- ISAF Race Management Manual;
- Conclusions ISAF Race Management Conference, Southampton March 2006;
- Current (as used before) policies;
- Class recommendations

Please note that these policies are guidelines to the Race Committee. Failure of observing the guidelines are not grounds for redress.

1. Times/ Timing

- 1.1 Times shall be based on GPS time.
- 1.2 Don't delay start for competitors to reach the race area if they could have arrived with reasonable diligence.
- 1.3 When there has been a long postponement and when more than one race will be held on the same day, the warning signal for the first race and each succeeding race will be made as soon as practicable. To alert boats that a race will start soon, an orange flag will be displayed with one sound for at least four minutes before a warning signal is displayed (See Sailing Instructions).
- 1.4 Use the entire day if necessary to complete the schedule. Do not give up early! Postponement of racing to another day should be co-ordinated for the different courses.
- 1.5 No races shall be sailed 'ahead of schedule'.

2. Decision to race

- 2.1 The race should start at the scheduled time if the wind conditions are within the set criteria. Waiting for 'better' conditions is unfair.
- 2.2 Don't wait for the wind to "stabilize". Sailors can compete in oscillating conditions.
- 2.3 Start the race even if a major wind shift is expected later. The wind shift may not occur, the course can be corrected or the shift may occur after the race is completed.
- 2.4 Races should not be started in less than 4 knots of wind (6 knots for boards) established over the entire course area. This lower limit may actually be higher if there is strong current in the racing area.
- 2.5 Races should not be started in excess of 25 knots. Once a race has been started and winds exceed 25 knots the race should be allowed to continue unless there is a danger to life.

- 2.6 For the Tornado and 49er classes these limits should be set around 5 knots or less. For the Star class 25 knots is the upper limit, but the upper limit may be 2-5 knots less in heavy seas or with gusty winds. These limits may also vary depending upon sea conditions, current and rapid changes in velocity.

3. Decision to Race – Windsurfing

- 3.1 No more than 2 races per day shall be sailed in non-planing or marginal planing conditions. A third race may be sailed if: The first two races were sailed in planing conditions or one of the first two races was sailed in planing conditions and planing conditions exist constantly before the start of the third race.

- 3.2 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 is recommended to be 25 minutes taking into account weather conditions
- (b) in planing conditions, the recommended minimum interval may be reduced to 20 minutes.
- (c) If two races have been sailed back to back there is recommended to be a rest period of a minimum of one hour ashore for the last finisher per fleet/division in the second race before the warning signal for the third race for that fleet/division. Weather and other factors such as distance to shore should be taking into consideration when deciding to have the 3rd race back to back.

4. Sighting the line/Timing

- 4.1 Times (including countdowns) should be in English.
- 4.2 On each end of the line there will be an ISAF Race Officer and another member of the race committee sighting the line.
- 4.3 Each person should use a hand-held recording device and be recording, without stopping, from at least 90 seconds before the starting signal until after anything of interest after the start. The one-minute signal and the starting signal should be heard on the recording. A commentary of anything of interest should be recorded, such as boats getting close to the line, bunching, etc. The recording should include the signalling of flag X, or flag I or the black flag if used.
- 4.4 If tapes are used, they should be labelled and not erased until after the conclusion of the entire event. If digital recorders are used, each day should be saved and indexed for easy retrieval.
- 4.5 The ISAF Race Officer on the signal boat should make the decision, in consultation with the race officer, as to whether there should be no recall, an individual recall (flag X, one sound) or a general recall (First Substitute, two sounds).
- 4.6 The port-end ISAF Race Officer and the port-end race officer should agree the total number of identified OCS (or BFD) boats and the total number considered OCS (or BFD).
- 4.7 The port-end ISAF Race Officer should communicate with the ISAF Race Officer on the signal boat by radio or mobile telephone immediately after the starting signal and give the number of identified OCS (or BFD) boats plus the number of boats considered to be OCS (or BFD).
- 4.8 An individual recall must include both flag X and one sound. Both signals must be made as soon as possible after the starting signal. In no circumstances should an individual recall be signalled later than 5 seconds after the starting signal. To avoid delays, the ISAF Race Officer on the signal boat should direct the race committee volunteers responsible for displaying X and making the sound signal.
- 4.9 It is undesirable to signal an individual recall and then a general recall.
- 4.10 Use the V flag system as described in the Sailing Instructions, the ISAF Race Officer on the signal boat should direct the race committee volunteers responsible for displaying X and making the sound signal.

5. Calling OCS

- 5.1 Make every effort to identify as many OCS boats as possible.
- 5.2 If the majority of OCS boats have been identified, and none of the un-identified boats are well advanced, signal an Individual Recall NOT a General Recall.
- 5.3 Signal an Individual Recall, not a General Recall, when you have identified a large number of boats as OCS.

6. Postponing a race during the starting procedure

- 6.1 Race officers should postpone a race during the starting procedure in response to adverse outside effects depriving boats of an equal chance of a good start. Such as a drifting mark, a significant error in the timing of signals, other boats interfering with the competing boats, etc.
- 6.2 If a wind shift occurs before the starting signal such that it increases the risk of a general recall or several boats OCS, a postponement should be considered.
- 6.3 The boats positions are taking on the starting line may indicate a bias in the minds of the competitors. This should be acknowledged and a postponement should be considered.
- 6.4 It is better to signal a very late postponement than a general recall or an individual recall for several boats.
- 6.5 The decision to signal a postponement should be made by the ISAF Race Officer.

7. General recall

- 7.1 General recalls are strongly discouraged.
- 7.2 In case of any problems with the line (length, or angle to the wind etc) use AP even up to the last second before the start.
- 7.3 In case of a race committee error (eg. timing) abandon the race (use N) and do not use general recall.

8. Starting penalties (flags I and Z, black flag)

- 8.1 Flag Z (rule 30.2) shall not be used.
- 8.2 First attempt of a start always with flag P.
- 8.3 After first attempt and in case you are sure the line is set up properly consider using flag I.
- 8.4 Other penalty signals, the black flag in particular, are only to be used as a last resort.

9. Shortening the course

- 9.1 The sailing instructions do not allow courses to be shortened using flag S.
- 9.2 Shortening a leg, even the final leg, is allowed by using a minus sign as specified in rule 33.

10. Abandonment

- 10.1 On the first half of first leg, abandon in the event of a major wind shift (more than 25 degrees) or the wind dying. After that, let race continue and change course.
- 10.2 Collapse of wind – It is appropriate to abandon the race when the situation is such that the leading boat would be unlikely to reach Mark 1 within the Mark 1 time limit or complete the course within the overall time limit, even if a new wind were to arrive. It has to be considered whether a new wind is likely. The further into the race, the more unlikely it is to be appropriate to abandon.
- 10.3 Increase of wind speed; danger to life – When there is a danger to life, the race should be abandoned immediately. The number of boats available for rescue (not currently involved in rescue) should be considered. The decision should also be based on the wind speed upper limits in the class rules and previously agreed with the class association and the organizing authority.

- 10.4 Unusual occurrence making the race unfair – This can happen when there is some outside influence that has an adverse effect upon the fairness of the race. These occurrences should not happen in a well-policed race area of the Olympic Games. Everything should be done by the race committee to ensure that other vessels do not interfere with racing.
- 10.5 Frequent and violent wind shifts – Under these circumstances the race committee may not be able to adjust the course sufficiently or quickly enough to maintain a race of the required standard. The race should be abandoned.
- 10.6 For Windsurfing events: If pumping becomes the main method of propulsion, the race shall be abandoned.
- 10.7 The decision to abandon should be made by the ISAF Race Officer on the signal boat after consulting with the race officer.

11. Adjusting the course to a new wind speed or direction

11.1 Change in wind direction

- (a) With a wind shift of 10° or less the course should not be changed unless necessary to adjust for current or to provide a square run.
- (b) Between 10° and 15° consideration should be given to adjusting the course to the new wind provided that the race officer is confident that the change is permanent.
- (c) With a wind shift in excess of 15° the course should be adjusted to the new wind.
- (d) With a wind shift in excess of 45°, the race officer should consider the stability of the shift and its influence on the race.
- (e) Frequent and violent wind shifts – Under these circumstances the race committee may not be able to adjust the course sufficiently or quickly enough to maintain a race of the required standard. The race should be abandoned (same as item 5 under abandonment).
- (f) Changes in current or a difference in the angle of the current relative to the wind may justify changes outside of these guidelines.

11.2 Variation in wind speed

- (a) A reduction in the length of a leg is appropriate to ensure that a race finishes within the time limit.
- (b) Lengthening a leg to cope with a rising wind is only appropriate if the original course was deliberately made short due to lack of wind at the start. When a normal length course has been set it is not appropriate to lengthen legs.
- (c) Change in leg lengths should be no less than 30% or more than 150% of original leg length.
- (d) Do not make many changes in length to achieve target time.
- (e) Changes in current may justify changes within these same guidelines.

12. Rule 42 – ‘Off’ and ‘Restored’

- 12.1 The signals in class rules are changed as stated in the Sailing Instruction: flag O for turning rule 42 ‘Off’ and flag R for rule 42 ‘Restored’.
- 12.2 Consult the appropriate class rule for the limiting wind speed.
- 12.3 To avoid constantly turning off and restoring rule 42 the race committee should be certain that the increase or decrease in wind speed is going to remain constant over the course area.
- 12.4 The wind speed should be consistently above or below the limiting speed before any change is implemented.
- 12.5 The jury team on the course must be informed well before the signal is displayed of the intentions of the race committee.

13. Trapezoid Courses

- 13.1 The course length will be set to give the first boat of each fleet the best chance of racing the target time.
- 13.2 The length of the reaching leg between Marks 1 and 2 should be approximately two-thirds of the length of leg 1.
- 13.3 Mark 4p/4s shall be laid after the start (second start in case of multiple fleets) and not in case of the medal race.
- 13.4 The reaching leg angle will be 70° interior angle for the boats/boards without spinnaker.
- 13.5 The reaching leg angle will be 60° interior angle for the boats with spinnaker.
- 13.6 An offset mark (when used) shall be set with an interior angle of 80° and with a distance of 0.02nm (40 meters).

14. Starting Line

- 14.1 Starting lines should generally be set square to the mean wind as measured on a free floating boat (apparent wind). Current, favoured side of the course, expected wind shifts and other variables may justify variation from this guideline.
- 14.2 Starting line should set 0.05nm below the gate 4p/4s.
- 14.3 Below is a guide to the length of the starting line for the different events and combinations of events.
Laser range finders should be used from the port end towards the race committee signal boat.

Class	Boat Length	Multiplying factor	Number of Boats	Start Line Length Metres
RS:X Men	2.86	2	35	200
RS:X Women	2.86	2	28	160
Finn	4.54	1.4	26	165
Laser	4.24	1.4	40	240
Laser Radial	4.24	1.4	26	150
470 Men	4.7	1.3	30	180
470 Women	4.7	1.3	19	120
49er	4.9	1.25	19	120
Tornado	6.09	1.5	16	150
Star	9.92	1.4	16	160
Yngling	6.35	1.5	15	140

15. Finishing Line

- 15.1 Finishing line should be set before the first boat starts the final leg.

16. GPS

- 16.1 All Race committee boats (signal, pin, finish and mark boats should be equipped with a GPS.
- 16.2 All GPS units should 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

ISAF Technical Delegate,
Jerome Pels

Competition Manager,
Qu Chun



CHAMPIONSHIP RESULTS GUIDELINES

The objective of these guidelines is to confirm an efficient system in which all involved work together to operate as effectively as possible.

- The Race Office will supply standard Finishing and Mark Rounding sheets which should be used at all times
- All boxes on these sheets must be filled in, all boats should be accounted for where possible
- The Race Office will provide a full list of competitors for each class
- Mark Rounding sheets will be completed where possible
- The Race Office will expect to receive a good copy of the results for each race, even if the results have been telephoned ashore
- It is the Course Race Officer's responsibility, or his appointed Recorder's, to collect all documents relating to each race, such as mark rounding sheets, all original finishing sheets and other documents plus any recording tapes in an envelope marked with class and race details
- In the event of queries from competitors this envelope should be produced to resolve any starting or finishing queries. This should be done by the Course Race Officer directly with the competitor
- If the competitor is not satisfied with the Race Officer's "evidence" he would then have the option of seeking redress, but the Race Officer's "evidence" will then be used in the redress hearing
- On coming ashore at the end of each day it is the Course Race Officer's responsibility, or his appointed Recorder's, to confirm with the results teams that all results are correct and where necessary resolve any queries
- All efforts should be made to get race results to the results team for entry in the results programme as soon as possible after each race. The appointed recorder (or Race Officer) must inform the Race Office as soon as results are available. Processing three sets of race results from three classes after returning to shore at the end of the day will not endear that race management team to the results team.

David Campbell-James



V a flag at the crossroads?

The “V” flag was introduced as part of a move to keep boats racing and reduce the number of boats scored OCS.

The flag became viable when rule 41 was changed so that “ help in the form of information freely available to all boats” was not a breach of the rule as a form of outside assistance.

The idea was that by displaying the flag (thus informing some boats that they were over the line) they would return and this would improve starting discipline.

I have tried the “V” flag and competitors tell me it is of use to them and thus I thought it was set for a long reign in the race officer’s armoury of tools.

I had used the wording in the 1st January 2005 Appendix LE instructions

“If any part of a boat’s hull, crew or equipment is on the course side of the starting line during the two minutes before her starting signal, the race committee will display flag V. It will be displayed until all boats have sailed completely to the pre-start side, but not after the starting signal.”

For local regattas I had organised I had changed the “Shall” to “May” to remove the likelihood of a redress call when there was in inexperienced race team.

I used the original version at the 49er Worlds in Moscow and had no trouble once I had mastered the hand signals to my flag man who spoke no English (I spoke no Russian). We had a pole with V on one side and X on the other so if boats were still over at the start we could reverse the pole to comply with the rules. I had the flag displayed from the committee boat bow to give maximum visibility.

All looked set at this point, until I saw the 17th October 2006 version of Appendix LE, no V flag! Where had it gone?

Information started to arrive, no V flag at the Sail For Gold test regatta, was there a backlash or a plot brewing?

A check with the Guru in Llandudno revealed that the flag was still recommended in the ISAF manual, so what had gone wrong?

An email to Hamble revealed that the flag was not used eventually at the ISAF event in Qingdao, though it was initially in the sailing instructions. The V flag was used in the practice race and then, for race officers, doubt set in because of the strictures of the wording.

What was the problem you may say! Well the problem centred on the use of the flag in the last 10 seconds before the start, the worry was if V was not flying then you could not legitimately fly an X and have an individual recall.

The flying of V is mandatory with a “shall” you see. No compromise with the use of “May” at this level. The flag was furled and removed from the event.

The questions for us are

- Will it come back?
- How do we comply with ISAF and use it if we have no words in Appendix LE?

- Will we get a statement from ISAF, and new guidance?
- Will we get a new paragraph to go with the Appendix?

I think V is too good a tool to go away, so we can expect new wording to emerge. There are get outs in the similar provisions on the use of VHF for offshore's , "and she is identified" and race committee "will attempt to broadcast" and at the end "Failure to make a broadcast or time it accurately will not be grounds for a request for redress".

So watch this space as the minds at ISAF come up with the new wording, or is it the end after all!!

A number of members of the Race Management Committee are interested in your views on the flag, do you like or loath it? We would love comments on your experience and information on successes or problems. Please take the trouble to contact me on pmbutterfield@msn.com.

Mike Butterfield



Rules Advisers

Do we all look back and see a golden age? It annoys the younger members of society and frequently it is our failing memory that leads us to a false conclusion. However, time does change things, they evolve, but not always as we want.

Racing Albacores in the 60s on Plymouth Sound in the Nationals, in a wind strength that made most think hard about whether to gybe or not; I can remember that gybe most clearly. We went through several gyrations at high speed and it seemed there was no way out from having a swim, but somehow we survived and prepared to continue the race. However, as we sheeted in, another Albacore shot across our stern just clipping our rudder, it immediately rounded up to wind and the crew lowered its racing burgee and it sailed home, The helm was known for his sportsmanship and it was no surprise to find him on the slipway with our trolley when we sailed in after the race and he apologised most profusely for making contact with us.

It was inevitable that with racing becoming more and more competitive and results equalling possible grants, that things would change, but on the way we may have lost something else. As often stated, a respect for the rules of the sport has been a consequence of this trend.

Unless boats protest, rules will be flouted, but our current processes for hearings often means spending an evening in a back room of the club and these are also seen as too adversarial. Link this with the large number of racing classes where the evening activities are as important as the racing and it is no wonder that some sailors are getting away with murder on the race course, as hardly anyone takes them to the protest room.

The RYA's Charter Working Party have come up with the idea of Rules Advisers within all clubs for their club racing, they would be trained to deal with disputes in a quick and non adversarial manner. It is a learning experience where crews can find out who was right and who was wrong. It is advice on the application of the rules to disputes and does not involve giving a penalty. We hope that this would develop rules knowledge and lead to greater rule adherence from the lowest levels of racing.

We will be looking for experienced sailors who have a good working knowledge of the racing rules and are willing to help develop good practices in their clubs. This of course will include most race officers who will often find themselves in the position of trying to resolve disputes. So look out for the publicity in the New Year, we are aiming on rolling out the training on a regional basis. Identify your local trainer, get involved and set up a course at your club for others in your locality, we need you!

Chris Watts NRO and IJ
Chair of JUG