

ISAF RACE MANAGEMENT POLICIES FOR THE YOUTH OLYMPIC GAMES
SAILING COMPETITION

Version August 2014: for use at the 2014 Nanjing Youth Olympic Games

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; and
- ISAF Executive Committee Decision February 2007

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 **Principal Race Officer** - an ISAF Race Officer appointed by ISAF responsible for the conduct of racing on all course areas
- 1.2 **ISAF Race Officer or ISAF Course Representative** - an International Race Officer appointed by ISAF responsible for the conduct of racing on a course area..
- 1.3 **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 an assigned course area.
- 1.4 **Race Management Team** - the Principal Race Officer, the 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 Officers and the Course Race Officers.
- 1.6 "Will" means the intentions of the race management team.

2. Times/Timing/Changes In Schedule

- 2.1 Times will be based on GPS time.
- 2.2 Starts will not be delayed for competitors to reach the race area if they could have arrived with reasonable diligence.
- 2.3 To alert boats that a race or sequence of races will start soon, the orange starting flag(s) will be displayed (with one sound signal) for at least five minutes before a warning signal is displayed.

- 2.4 The orange starting line flag(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 are within the parameters outlined in these policies. Waiting for 'better' conditions is unfair, and will be avoided.
- 3.2 The race management team will not wait for the wind to "stabilize" in shifty conditions. 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 is expected to establish from a 'known' direction). 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 4 knots of wind (6 knots for boards) established over the entire course area.
- 3.7 Races will not be started in excess of an average of 25 knots. Once a race has been started and winds exceed 25 knots the race will continue unless there is a danger to life. These limits may 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 start 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 A maximum of 3 fleet races per day will be sailed irrespective of planning conditions.
- 4.2 When racing back to back, the interval between the finish line closure and the new warning signal for that group will be not less than 10 minutes. This may vary according to conditions.
- 4.3 The race management team may run a slalom race instead of a fleet race if the wind conditions are suitable.
 - (a) Slalom has a minimum wind speed of 11 knots. The first finisher in a heat validates that heat.
 - (b) The Race Officer shall be the final arbiter as to when conditions are suitable to race.

- (c) Protests regarding wind strength and suitability of wind direction shall be disallowed.

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 not erased until after the conclusion of the entire event. If digital recorders are used, each day's recording will be saved and indexed for easy retrieval.
- 5.4 An individual recall will include both flag X and one sound. Both signals will be made as soon as possible after the starting signal. In no circumstances will an individual recall be signalled later than 5 seconds after the starting signal.
- 5.5 The race management team will not signal an individual recall and then a general recall.
- 5.6 Competitors who have been scored OCS or BFD, and their coaches may listen to the 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.

7. Postponing A Race During The Starting Procedure

- 7.1 The race management team will postpone a race during the starting procedure in response to adverse outside effects depriving boats of an equal chance of a good start.
- 7.2 The race management team will postpone the race during the starting procedure if the wind shifts more than 10 degrees or other influences cause boats to bunch at one end of the start line.
- 7.3 If a wind shift occurs before the starting signal - even in the last minute before the start - such that it increases the risk of a general recall, a postponement will be considered.
- 7.4 If the positions boats are taking on the starting line indicate a line bias in the minds of the competitors, a postponement will be considered.
- 7.5 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 a 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 10 minutes, the orange 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 committee error is discovered after the starting signal (eg. 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, 30.3 or the U flag sailing instructions) have been identified, a General Recall will be signaled.

9. Starting Penalties (flags U, 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
- 9.3 For all other classes, flag P will be used for the first attempt of a start. However, for large fleets flag U may be used for the first start.
- 9.4 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 the same preparatory signal.
- 9.5 If the race management team is satisfied that a General Recall was not the result of the starting line, it will use the U flag or black flag for each subsequent attempt.
- 9.6 An important principle followed by the race management team is that the black flag will only be used when general recalls are being caused by the boats themselves and not by actions of the race management team.
- 9.7 When using the U flag or the black flag, the race management team will make every effort to signal a postponement in the event of any problems with the starting line.

10. Shortening The Course

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

11. Abandonment

- 11.1 On the first half of first leg, the race management team may abandon in the event of a major, 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 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 occurrence 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.

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

- 12.1 Change in wind direction
 - (a) With a wind shift of 10° or less the course will not be changed unless necessary to adjust for current or to provide a square run.
 - (b) Between 10° and 15° consideration will be given to adjusting the course to the new wind provided that the race management team is confident that the shift is likely to persist.
 - (c) With a wind shift in excess of 15° the race management team will attempt to change the course to the new wind.
 - (d) With a wind shift in excess of 45°, the race management team will consider its influence on the race. Under these circumstances, the race committee may either change the course or abandon the race.
 - (e) Frequent and violent wind shifts: Under these circumstances the race management team may not be able to adjust the course sufficiently or quickly

enough to maintain a race of the required standard. In this case the race may be abandoned.

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

12.2 Changes in Length of Legs

- (a) Change in leg lengths will not be made so as to reduce a leg to less than 50% or increase a leg to more than 150% of original leg length.
- (b) The race management team will attempt to minimize the number of changes in leg length to achieve target time.
- (c) Changes in current may justify variations from these guidelines.

12.3 When changing the direction of the next leg (rule 33) for the windsurfing 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. Courses

13.1 The course length will be laid to give the first boat of each fleet the best chance of achieving the target time.

13.2 The length of the reaching leg between Marks 1 and 2 will be approximately two-thirds of the length of leg 1.

13.3 Mark 4p/4s may be laid after the start (second start in case of multiple fleets).

13.4 The reaching leg angle will be 70° interior angle for the boats/boards without spinnakers.

13.5 Gates will be approximately 10 hull lengths wide, laid square to the sailing wind. Variations in width and angle may be appropriate to adjust for current or other prevailing conditions. Laser range finders will be used to determine the width of gates.

14. Starting Line

14.1 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.

14.2 Starting lines will be set approximately 0.05 nm below the anticipated position of gate 4p/4s.

14.3 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.

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

Class	Boat Length	Multiplying factor
Techno 293 (Boys)	2.93m	2
Techno 293 (Girls)	2.93m	2
Byte CII (Boys)	3.7m	1.5

Byte CII(Girls)	3.7m	1.5
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Starting line length = number of boats x boat length x Multiplying factor

15. Finishing Line/Finishing Procedures

- 15.1 The finishing line will be set before the first boat starts the final leg.
- 15.2 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 windward / leeward courses.
- 15.3 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 laid.
- 15.4 The finishing line will be approximately 50 meters in length, set square to the sailing wind for downwind finishes). Laser range finders will be used to establish the length of the finishing line.
- 15.5 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.
- 15.6 There will be two line sighters on each finish boat. Whenever practical, at least one of the line sighters on the finishing boats will be an ISAF Race Officer.
- 15.7 Each line sighter will use a hand-held recording device to record the order of finish.
- 15.8 If tapes are used, they will be labelled and not erased 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.
- 15.9 A written record of the finishing order will also be maintained by each finish boat.
- 15.10 Competitors and coaches may listen to the tape recording(s) and review the written records of their finishes. A time and location for doing so each day will be posted on the Official Notice Board.

16. Corrections Due to Scoring Errors/Requests for Redress

- 16.1 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.
- 16.2 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).
- 16.3 The race management team will consider requesting redress on behalf of a boat if it is satisfied that the boat's score has been made substantially worse by the actions of an official boat.

17. Race Committee Protests

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

17.2 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.

17.3 The race management team may protest a competitor in the following circumstances:

- i. A breach of a sailing instruction that may not be protested by another competitor;
- ii. An apparent breach of good sportsmanship (rule 2);
- iii. Failing to take a penalty after knowingly touching a mark, but not protesting another competitor;
- iv. Failing to sail the course (rule 28)

19. General Principles

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

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

20. GPS

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

20.2 All GPS units will be set up to display as follows:

- i. Distance in Nautical Miles (nm)
- ii. Time to local time zone in 24 hour format
- iii. Compass bearing in magnetic
- iv. Latitude and Longitude in decimal minutes (example: 39 27.928 North, 034 17.464 East)
- v. Map Datum WGS 84

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 ISAF Race Officers will work closely with the Course Race Officers appointed by the Organizing Authority. The ISAF Race Officer will be available to attend redress hearings as a witness for the Race Committee.

The Principal Race Officer shall serve as the lead ISAF Race Officer, and is 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 (U, I, Z, 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 15);
- (h) Corrections due to scoring errors (Item 16);
- (i) Requesting redress on behalf of a competitor (Item 16);
- (j) Protesting a boat (Item 17);
- (k) Imposing a penalty;
- (l) Amending the Sailing Instructions or Notice of Race;
- (m) Racing areas to be used, and
- (n) 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.

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Attachment 2 – Flag Lay Out on the Committee Signal Boat

Flags 'Grouped' (halyards close to each other)

