International Sailing Federation

Race Management Policies
ISAF Events & Olympic Qualification Events
(Match Racing)

November 2011

ISAF RACE MANAGEMENT POLICIES

ISAF Events & Olympic Qualification Events – Match Racing

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

1. Definitions

1.1 **ISAF Race Officer or ISAF Course Representative** – an International Race Officer appointed by ISAF.

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

1.3 **Course Race Officer** – a race officer appointed by Perth 2011. The Course Race Officer will be responsible for managing the race management team and conducting the races.

1.4 **Race Management Team –** the Principal Race Officer, ISAF Race Officers, Course Race Officers and all on-the-water volunteers responsible for managing racing.

1.5 Attachment 1 outlines the respective roles of the Principal Race Officer, the ISAF Race Officer and the Course Race Officer.

1.6 "Will" means the intentions of the race management team.

2. Times/Timing/Changes In Schedule

2.1 Times will be based on GPS time.

2.2 Starts will not be delayed for competitors to reach the race area if they could have arrived with reasonable diligence.

2.3 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.

2.4 When a match will not be started on schedule (such as a breakdown), the race management team will attempt to reschedule the matches in the flight in order to avoid any blank start. Competitors will be advised of any change in the order of matches in the next flight.

3. Decision to Race

3.1 The Attention Signal will be made at the scheduled time if the wind conditions are within the parameters outlined in these policies. Waiting for 'better' conditions is unfair, and will be avoided.

3.2 The race management team will not wait for the wind to "stabilize." Sailors can compete in "shifty" conditions.

3.3 A flight 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 flight; 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 will be determined over a period of five minutes.

3.6 Races will not be started in less than 5 knots of wind established over the entire course area. This limit may be higher if there is strong current in the racing area.

3.7 Races will not be started in excess of 30 knots. Once a match has been started and winds exceed 30 knots the race will continue unless the race management team is unable to safely manage racing. Competitors are reminded that the decision to race, or to continue to race, is their sole responsibility.

3.8 Before making the Attention Signal for any flight, the race management team will attempt to determine if any boat is displaying the breakdown flag. The race management team will confer with the bosun to determine the time expected for repairs. The race management team may reschedule the affected match, and move the other matches up to avoid a blank start.

Once the boat is repaired, the race management team will decide, depending on the stage of the competition, whether to run that match as soon as possible or to leave it to the end of the round robin. The umpires will be asked to notify the affected competitors.

3.9 The race management team will not postpone, abandon or resail a match due to crew injury or illness. A boat requiring medical attention should drop its mainsail if possible.

4. Sighting the Line/Calling OCS

4.1 There will be an ISAF Race Officer sighting the line.

4.2 An individual recall will include flag Yellow and/or Blue flag **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 3 seconds after the starting signal. If the signal is not made in accordance with this standard, the match will be abandoned.

5. Postponement and Abandonment

5.1 Any decision to postpone/abandon a match will be made by the ISAF Race Officer based on the following criteria. The race management team may consult with the match umpires.

General:

(a) A late, missing or incorrect recall signal; or

(b) Serious interference with a competing boat by an umpire, other official boat or spectator; or

(c) An error in race management actions that may affect the outcome of the match.

Light or shifting winds:

(a) At the preparatory signal, neither boat can make enough progress to fulfil their entry requirements;

(b) During the pre-start, boats are unable to circle and or maintain steerage;

(c) On the first leg, either boat sails to the windward mark without tacking;

(d) Neither boat makes, or is unlikely to make, significant progress towards the next mark or the finish; or

(e) A new breeze (pressure or direction) reverses the positions of the competing boats.

5.2 Generally, the earlier in the match any of these occur, the more likely it is that the race management team will abandon the match.

5.3 A match will be abandoned if both boats in that match have rounded the incorrect mark, and the race management team is satisfied that neither boat intends to correct its error.

6. Shortening The Course

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

6.2 The length of a leg may be changed in the same manner as a change in direction.

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

7.1 Change in wind direction

(a) With a wind shift of 10° or less the course will not be changed unless necessary to adjust for current or to provide a square run.

(b) Between 10° and 15°consideration will be given to adjusting the course to the new wind provided that the race management team is confident that the shift is likely to persist.

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

(d) With a wind shift in excess of 45°, the race management team will consider the stability of the shift and its influence on the race. Under these circumstances, the race management team may either change the course or abandon the race.

(e) Frequent oscillations – The race management team may continue the match if it is satisfied that the course is fair taking into consideration the mean wind direction and the timing of the oscillations. It is understood that winds coming from shore may frequently shift. Nevertheless, racing may be conducted in those conditions.

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

7.2 Variation in wind speed or current

(a) A reduction in the length of a leg may be signalled to ensure that a race finishes within the time limit.

(b) Changing the length of a leg to cope with a change in wind velocity or current may be signalled.

7.3 Changes in Length of Legs

(a) Change in leg lengths will not be made so as to reduce a leg to less than 50% or increase a leg to more than 150% of original leg length.

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

7.4 The leeward legs will not be changed.

8. Courses

8.1 The course length will be set to give the first boat of each match the best chance of achieving the target time.

8.2 Whenever practical taking into account the size of the racing area, and the need to provide adequate viewing opportunities for spectators, the course will be M2.

9. Starting Line

9.1 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.

9.2 The angle will be deemed appropriate if the competitors in a match engage in a dial-up after entry.

9.3 The race management team will use laser range finders to determine starting line lengths.

9.4 The desired line length is approximately 30 to 35 seconds. Depending upon wind conditions, this is approximately 85 and 100 metres.

10. Finishing Line/Finishing Procedures

10.1 In the event a downwind finish is signalled, the finishing line will be the same as the starting line. The race management team will not adjust the finishing line while boats are racing.

10.2 An upwind finish may be signalled if doing so will provide better viewing opportunities for spectators.

11. Race Committee Protests

11.1 Since each match will be umpired, the race management team will not normally protest a competitor.

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

(a) A breach of a sailing instruction or equipment handling rules that may not be protested by another competitor; or

(b) An apparent breach of good sportsmanship (rule 2).

12. General Principles

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

13. GPS

13.1 All race management boats (signal and mark boats) will be equipped with a GPS.

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

(a) Distance in Nautical Miles (nm)

(b) Time to local time zone in 24 hour format

(c) Compass bearing in magnetic

(d) Latitude and Longitude in decimal minutes (example: 39 27.928 North, 034 17.464 East)

(e) MapDatumWGS84

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 International Race Officers to serve on the race management team.

The ISAF Race Officer is a member of the race management team and will work closely with the Course Race Officer. The ISAF Race Officer will be available to attend redress hearings as a witness.

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 Officer will be responsible for managing the race management team and conducting the races.

The Course Race Officer is 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 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);

(e) Changing Course/moving marks - adjusting the course to a new wind strength or direction (Rule 33);

(f) Finishing line decisions;

(g) Abandoning (Rules 27.3, 32 and 35);

(h) Protesting a competitor (Item 11);

(i) Amending the Sailing Instructions or Notice of Race;

(j) Boat rotations;

(k) Changes in format; and

(l) Daily 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.