

420 Autumn Championships Race Management Guidelines

Race Management Information for Competitors

These notes do not form part of the Sailing Instructions and are advisory only. They are an indication of how the Race Management Team plans to operate and the guidelines it plans to follow. They will not be accepted as evidence in a protest hearing.

1 **Aim.**

The aim of the Race Management Team is to run challenging, fair racing as safely as possible. Safety will always take priority. If we achieve it please tell the Rear Commodore (Sailing)! If we don't, tell me!

2 **Feedback.**

I am always available after racing in the bar and am very happy to discuss why I made the decisions I did. If you have any queries or suggestions, please speak to me.

3 **Toilet Facilities afloat**

There is a toilet on the Committee Boat, which can be used if necessary but it will be difficult to transfer people between boats, especially if there is any sea running. Please speak to a safety boat if you need to use the toilet.

4 **Postponements Ashore.**

If you are held ashore under Flag AP announcements of our intentions will be made on Club tannoy on the hour and half hour and we will endeavour to put notices on the official notice board.

5 **Start Line.**

The start line will always be biased because of the tidal gradient over the start line and course. I will try to set a line that is as fair as possible for all boats. It will probably need 10-20 degrees of bias to make the line fair, depending on the wind and tide strength. If you all decide to start at one end I will AP and change the line bias.

6 **Starting**

I will start by using Flag U for the first start of each race unless you have made no attempt to start on a U flag twice, when I will start with a Black Flag. If there is serious bunching at an end I plan to postpone the start by displaying flag AP and re-lay the line. If competitors are evenly spread down the line I will let the start run and try to identify premature starters. If there are unidentified premature starters who in my opinion have gained a significant advantage I will signal a General Recall. The recalled start will probably be Black Flagged. If the next start is recalled subsequent starts will be Black Flagged. If there is an unexpected major wind shift during the start sequence I will probably postpone the start by displaying AP with 2 guns. If the race has started and the wind doesn't go back very soon after the start I will probably abandon the race by displaying Flag N.

Most of the time you will have a strong ebb pushing you over the line so you will need to be well behind the line at the one minute signal.

7 **Calling the Start Line**

The Deputy Race Officer and I both call the line. The DRO usually uses powerful binoculars and monitors the far end. I watch the near end and decide on Postponements and General Recalls. We both run tapes and have recorders to write down numbers from 90 seconds before the start. We record the numbers of the boats nearest to the line and those either side of them with details of identifiable features such as hull colour, sponsors logos and clothing. We have an open telephone link to the pin end spotter from 90 seconds. We use the pin end spotter to feed back the full sail numbers of boats we have already identified as OCS. We occasionally use video to help identify numbers. If you want to query whether you were

correctly identified as OCS we are very happy for you to listen to our tapes and look at our video.

8 **Time.**

I will use Radio Controlled time and always start on the sequence on a five minute so that you can set your timer from your phone/watch once I have gone into sequence. However if there is a General Recall I will restart on an odd minute. GPS time is often a second or two out.

9 **Abandoning.**

If there is a major wind shift that causes major changes in the order before any boats have gone round Mark 1 my intention is to abandon, even if there is a clear leader. Once at least 5 boats have gone round Mark 1, I will do everything I can to save the race by moving marks. However if the wind dies then comes back from a different direction changing the order of the boats I am likely to abandon the race.

10 **Race Committee Protests.**

It is my intention to protest competitors as little as possible. Other than under RRS 2 even if I see an infringement of a Rule I will not protest if there is a competitor who witnessed the infringement. However I am always prepared to witness for a competitor if I saw the incident.

11 **Shorten Course.**

If it has taken more than 40 minutes for boats to complete one beat and one run I may display Flag S and finish the fleet, especially if I am trying to run another race so watch the signals. If I shorten at a gate, I will get a RC Boat to pick up the right hand gate mark (looking down-wind) and display Flag S. Finish between the Flag S and the remaining mark.

12 **Light Winds.**

As long as there is wind of a predicable direction over the complete racecourse it is my intention to run racing as this is what is done in the rest of the world. If the wind is or becomes very shifty or gusty, racing may be postponed or abandoned.

13 **Heavy Winds.**

If the conditions deteriorate to the extent that safety is a serious concern, then I am likely to shorten the race rather than abandon it and send the boats ashore using AP over H or AP over A. This is because abandoning produces a "starburst effect", which makes effective marshalling impossible. Occasionally it will be necessary to abandon racing if shortening is impossible or boats are more likely to capsize if they continue racing.

14 **Finishing**

The DRO usually calls the numbers of boats as they finish into a tape recorder with a recorder to write down the numbers. Usually we have a second caller and recorder as far over the line as we can get who are doing the same but concentrating on the numbers rather than the order. We often video the finishes, especially if there are bunches. We will signal the first finisher that is not OCS, but do not now routinely whistle all finishers as this makes the tapes inaudible. However it is very easy to miss boats in the groups so if you don't agree with your finishing position go to the race office and fill in a results query form and I will check my tapes and video.

15 **OCS and DSQed Boats**

It is our intention to publish the numbers of U flagged boats and Black flagged boats on a blackboard on the side of the Committee Boat by the end of the Race so you know before the next race.

16 **Changing the Course after the Start**

If I decide to change the course, either because of a windshift or because we need to change the course length to meet the target time, I am likely to do it as you go through a Gate. I will display flag "C", make repetitive sound signals and display either "+" to lengthen the course, "-" to shorten it, and/or a red square shape(if the mark has been moved to Port) or a green triangular shape (if the mark has been moved to starboard) to the new windward mark. The

mark may not be laid at this time but should be very soon! The replacement Mark will be a Black mark. Other marks may be moved to maintain the course configuration.

17 Upper Wind Limit

I will monitor the wind and sea state carefully throughout the racing. I may send boats ashore if in my opinion the sea state becomes unsafe for racing or I have been warned that a strong wind front is approaching. If the wind builds suddenly to unsafe levels during a race I will do my best to finish the race either at the finishing line or by shortening at the next mark and send the boats ashore.

Roger Wilson
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