

Race Management Policies for the 2020 Starling National Championships

The following policy demonstrates the intentions of the Race Committee. **The policy does not form any part of the Notice of Race or Sailing Instructions.** Failure to apply the policy will not be grounds for redress.

Briefing

All racing details are contained in the Notice of Race and Sailing Instructions and any changes to Sailing Instructions will be posted on the Notice Board. Any questions about the NOR or SIs are required in writing and an answer will be posted on the notice board for all to see.

Timing

Times will be taken from GPS time. It is the intention of the Race Committee to start on time. Failure of competitors to get to the starting line on time will not be a consideration in postponing a race. The Race Committee consider that the entire day is available to run racing. However no racing will be scheduled to start after 1700 unless this has been notified on the notice board prior to 0830 on the day concerned.

Starting times for subsequent races

When second and subsequent races are sailed on any day the proposed starting time may be displayed on the rear of the committee boat accompanied by the display of Flag L as soon as the Race Committee determines it.

Signals following a long postponement

During a lengthy postponement, either for weather considerations or to provide the sailors with a break, but not necessarily while waiting for boats to finish, the orange flag on the starting line will be lowered, and will be raised again, together with one sound signal no less than 5 minutes before the warning signal.

Wind speed measurement

Wind speed measurements will be taken with a handheld anemometer from between 1.5 and 4 metres above the surface of the water.

When an average wind speed is required it will be measured over a five minute period in one of these ways:

- (i) By the hand held anemometer's averaging facility
- (ii) By taking 10 short averages every thirty seconds and averaging these measurements
- (iii) By taking 10 instantaneous measurements every 30 seconds and averaging these.

Wind readings will be taken at the committee signal boat.

Decisions on whether to race prior to starting

Lower wind strength to start racing

A race will not be started unless there is an average of at least 3 knots for the five minute period prior to the warning signal as determined by the Committee boat.

Upper wind strength to start racing

Consideration will be given to wave, sea conditions and peak wind speeds. If there is a strong possibility of serious damage to equipment then lower wind speed conditions may trigger either of the two situations below.

- (i) Boats will be kept ashore if any committee boat in the course area records a five minute average greater than 22kts.
- (ii) A race will not be started if, in the 5 minutes prior to the warning signal, the committee boat records a five minute average of greater than 22kts. The Race Committee will then take one of two actions. 1) Postpone (Flag AP) to see if the gust is short lived OR 2) Abandon further signals made ashore (Flag N over A) Boats should go ashore.

Explanation -: it is not unusual at Nelson for an initial squall to then moderate to comfortable sailing conditions.

Wind Stability

Races will not be started unless swings observed by **the Committee Boat** are less than $\pm 20^\circ$ in the five minutes prior to the warning signal (i.e. the difference between the largest and smallest of these measurements is less than 40°)

Racing may be postponed if a major wind direction change is visibly imminent, e.g. Sea breeze overcomes land breeze.

Starting

Preparatory Signal

Initially the Race Committee intends to start the racing using Flag P. However if this results in several General Recalls, Flag U will be used and if that is unsuccessful then Black flag. Once a move to Flag U has been made it is unlikely we will revert to Flag P during the event.

Individual Recalls

Individual Recalls will be signalled as soon as possible but in no circumstances later than 5 seconds after the starting signal. If the majority of the boats over the line have been identified and none of the unidentified boats are well advanced an Individual Recall will be signalled. An Individual Recall will be signalled even if a large number of boats have been identified as being over the line.

General recalls

In the event that a start looks likely to have a large number of boats on the course side at start time, and this is due to the start line being biased to the wind at the time, the Race Committee will consider "Postponing" the race shortly before the start. If the problem is only as a result of competitors being too eager the race will be started and a general recall signalled. This may have an effect on a boat's score if RRS 30.3 (U Flag) applies

In the event of a Race Committee error (e.g. timing) the race will be postponed or abandoned using the provisions of RRS32.

Decisions on whether to continue to race

Lower wind strength.

Except as modified below a race will only be abandoned for lack of wind using the criteria of rule 32.1 (b) Unless the first boat is at least on the final leg, the race will be abandoned if, on the leg on which the first boat is sailing a race committee boat, records three successive five minute periods with an average wind strength of less than 2 knots or if it appears that boats are drifting or the majority of their movement is induced by the current rather than wind power. Once the first boat has started the final leg the race will not be abandoned for lack of wind. The race will either run out of time (no one finishes) or some or all of the racing boats finish.

Provision to shorten course, or to reduce the length of a leg, remains unchanged.

Upper wind strength

Once the race has started it will not be abandoned because of too much wind unless the Race Officer believes there are safety issues with respect of danger to life or serious damage to equipment becoming a strong possibility. It is sometimes considered safer to continue racing or to shorten course rather than abandoning the race.

Wind-shifts in the first beat

A race will be abandoned for a shift which appears permanent if it occurs while the racing boats are in the first 50% of the first beat and a boat would lay mark 1 on one tack if they now started from any part of the starting line. A Race will be abandoned when frequent and extreme wind-shifts do not allow the Race Committee to adjust the course sufficiently or quickly enough to maintain a race of the required standard. However, a race will not be abandoned because of a wind-shift on the last day of the regatta if there is no longer time for a further race to start and this race is required to complete the minimum number of races for a valid series.

Decisions on changing the course

Course changes to meet the target time

Changes (other than when also changing to straighten the course) may be made to correct for the target time and only if it appears that the time for the first finisher will be $\pm 20\%$ outside the target time (i.e. less than 40 minutes or more than 60 minutes for a target time of 50 minutes).

Shortening course

A race may be shortened – a) In order to prevent the time limit expiring, b) close to the target time if further races are to be sailed on the same day, c) for safety reasons. Every attempt will be made to signal the shortened course early enough to allow sailors to make appropriate tactical decisions.

Course changes to account for a shift in the wind direction.

It is the intention of the race committee to reconfigure the course to the original configuration with respect to the direction of the wind and angle between the legs if possible and as soon as possible. There may be

situations when a change is not possible at all and at times for a trapezoid course, only for the last downwind leg from mark 2 to mark 3.

If it is not possible to change the course then the race will continue to its conclusion. I.e. it will not be abandoned because of a wind-shift. (For trapezoid courses it is highly unlikely that a course change will be made if a shift is greater than 60°)

Course changes for a windshift may be made:

- (i) for a permanent shift of greater than 10° when the wind speed is less than 10 knots.
- (ii) for a permanent shift of greater than 15° when the wind speed is greater than 10 knots.
- (iii) If the wind shifts prior to the fleet sailing towards the gate marks for the first time a change of course will be signalled at the preceding marks and the alternate marks used.

Race Committee protests

The Race Committee's policy on lodging protests against competitors is as follows.

- When the committee believes a sailor has not sailed the course, its proper action is to protest.
- When the committee observes what it believes to be deliberate cheating, whether it be observation of a boat cheating or its failure to perform penalty turns as provided in RRS 31 and 44, it will consider protesting if it believes no other competitor is in a position to protest.
- The Race Committee will protest under RRS 69 when it believes a competitor's behaviour amounts to "a gross breach of a rule, good manners or sportsmanship, or may have brought the sport into disrepute."
- The Race Committee may request redress where it believes it (the committee) has made an error or omission resulting in a boat's finishing position being made significantly worse through no fault of its own.
- The Race Committee may protest when it observes reckless sailing likely to cause damage or injury.
- The Race Committee may protest when it observes intimidation of another sailor, often evidenced by shouting or foul language.
- The Race Committee may protest when it observes team tactics - when a boat sails to benefit another boat to the detriment of its own position.