

RACE MANAGEMENT GUIDELINES FOR THE 2018 RORC IRC EUROPEAN CHAMPIONSHIP.

Please note that these are guidelines to the Race Management Team and Organising Authority for the 2018 IRC European Championship. Failure to observe these guidelines are not grounds for redress.

1. Definitions

- 1.1 Race Officer – a Race Officer appointed by the Organising Authority. The Race Officer is responsible for managing the Race Management Team for IRC European Championship.
- 1.2 Race Management Team – the Race Officer and all on-the-water volunteers responsible for managing racing.
- 1.3 “Will” means the intentions of the Race Management Team.

2. Times/Timing/Changes in Schedule

- 2.1 Times will be based on Local 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.
- 2.4 The intention is that there will be no more than two (2) Inshore races (Windward/Leeward or Round the Bouys) a day. However, more than two races may be sailed in order to complete the programme if weather or other reasons dictate.
- 2.5 Updates of the Race Management Team intentions and format of races for each day will be communicated at least 2 hours before the first warning signal of each day using WhatsApp.

3. Decision to Race

- 3.1 The races will be started at the scheduled time if the wind conditions and visibility are within the parameters outlined in these guidelines. Waiting for “better” conditions may be unfair, and will be avoided.
- 3.2 The Race Management Team will not wait for the wind to “stabilize”. Competitors can compete in “shifty” conditions.
- 3.3 For Inshore Races the start 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 races. The wind shift may not occur, the course can be corrected or the shift may occur after the race is completed.
- 3.4 Wind direction and speed will be measured from drifting boats.
- 3.5 Average wind data will be determined over a five minute period.
- 3.6 Weather reporting stations may be used to establish wind speed data when considering wind conditions for races.
- 3.7 Inshore Races will not be started in less than an average of 5 knots of wind established over the entire course area. This lower limit may be higher if there is strong current in the racing area.
- 3.8 The Long Offshore and Around the Isle of Wight races’ will be started if the boats can make progress towards the first mark of the course.
- 3.9 Races will not be started if reduced visibility prevents the Race Management Team from sighting the starting line and identifying premature starters.
- 3.10 For Inshore Races visibility shall be at least 75% of the course leg length. 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. Sighting the Line/Timing/Signalling/Recording

- 4.1 The Race Management Team will sight the starting lines from each end.

4.2 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.).

4.3 Each day's recording will be saved and indexed for easy retrieval.

4.4 Competitors who have been scored OCS may listen to the voice recording(s) of the applicable start(s).

5. Calling OCS

5.1 Although the RRS can't be changed, good practice and consistency in identifying boats should prevail with the Race Management Team using the boat hull for calling OCS for upwind starts, when no sails are hoisted using the bowsprit.

5.2 The Race Management Team will not permit a race to continue if it is satisfied that unidentified boats were over early.

5.3 The Race Management Team will announce on the designated VHF channel the sail or/and boat name of any boat identified as OCS. The timing of these announcements should be done consistently for each race throughout the event.

6. Postponing a Race During the Starting Procedure

6.1 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.

6.2 The Race Management Team will postpone the race during the starting procedure if the mean wind shifts more than 15 degrees or in the event other influences cause boats to bunch at one end of the start line. In rapid oscillations the Race Management Team will endeavour to lay a starting line based on the mean oscillations expected.

6.3 If a wind shift occurs before the starting signal - even in the last minute before the start - such that it significantly increases the risk of a general recall, a postponement will be considered.

6.4 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.

6.5 In the circumstances described in 6.1 to 6.4 if the Race Management Team determines that adjusting the starting line is likely to improve the chances of fair start without a general recall, then a very late postponement will be considered.

6.6 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. General Recall

7.1 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.

7.2 If an error is discovered after the starting signal (e.g., 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.

7.3 When the Race Management Team is not satisfied that all boats over early have been identified, a General Recall will be signalled.

8. Starting Preparatory Flags (Flags P, I, Z, and Black Flag)

8.1 Flag I, U and Black preparatory signals will not be used.

8.2 For the first start attempt flag P preparatory signal will be used.

8.3 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.

8.4 If the Race Management Team is satisfied that a General Recall was not the result of the starting line, it may use the Z flag preparatory signal for the second attempt.

8.5 If the Race Management Team is satisfied that a subsequent General Recall was not the result of the starting line, it will continue to use the Z Flag preparatory signal for each subsequent attempt.

8.6 An important principle followed by the Race Management Team is that the Z flag preparatory signals will only be used when general recalls are caused by the boats themselves, or rapid oscillations of the wind, and not by actions of the Race Management Team.

8.7 When using the Z Flag preparatory signal, the Race Management Team will make every effort to signal a postponement in the event of any problems with the starting line.

9. Abandonment

9.1 For Inshore Races using a CV on the first 60% of the 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.

9.2 Visibility: The race management team will consider abandoning an Inshore 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.

9.3 Collapse of wind during an Inshore Race: 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.

9.4 The Race Management Team may abandon an Inshore Race when a new wind causes the fleet to invert.

9.5 Unusual occurrences during an Inshore Race 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.

9.6 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 Inshore race of the required standard. In that case, the race may be abandoned.

9.7 Whilst considering abandoning a race, the Race Management Team shall consider the overall scoring elements of the Championship.

9.8 Competitors are reminded that the decision to race, or to continue to race, is their sole responsibility.

10. Inshore Windward/Leeward Courses - Adjusting the Course to a New Wind Speed or Direction.

10.1 Change in wind direction:

(a) 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.

(b) With a persistent wind shift in excess of 15°, the Race Management Team will attempt to change the course to the new wind.

(c) With a persistent wind shift in excess of 40°, the Race Management Team will consider its influence on the race. Under these circumstances, the Race Management Team may either change the course or abandon the race.

(d) Frequent and violent oscillations: 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.

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

10.2 Changes in length of legs

(a) Change in leg lengths will not be made 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 times.

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

10.3 When changing leg lengths, the Race Management Team will attempt to maintain a balance between the overall distance of windward and leeward racing.

11. Courses

11.1 Inshore Races - Windward/Leeward races, with four legs, target time for the 1st boat to finish is 60 minutes. The target time for a round the buoys race is 120 minutes.

11.2 The Long Offshore Race target time is 24-30 hours.

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

11.4 Leeward gates for Inshore Races will be approximately 10 hull lengths (120m) 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.

11.5 Windward/Leeward courses will mostly use upwind starts.

11.6 Round the buoys races may use either a reaching, downwind or upwind starting orientations.

12. Starting Line

12.1 The Race Management Team will use the following guide to lay the length of the starting line for Inshore races using a CV. Boat Length Multiplying factor will be a 1.6 ratio. Starting line length = number of boats x boat length x Multiplying factor. A larger multiplier may be used in strong winds or when the current adversely impacts the starting line length. Laser range finders and/or GPS will be used to determine starting line lengths.

13. Finishing Line/Finishing Procedures

13.1 The finishing line when a CV is used will be approximately 120 metres in length. Laser range finders or GPS will be used to establish the length of the finishing line.

13.2 There will be a minimum of two line sighters on the finish line.

13.3 Each line sighter will use a hand-held recording device to record the order of finish.

13.4 Each day's recording will be saved and indexed for easy retrieval.

13.5 A written record (reconciled master copy) of the finishing order will be maintained on the CV.

13.6 The CV master copy of the results will be sent to the RORC office, once the reconciliation of all results is complete after finishing boats, normally within 10 minutes of the last finisher. In some instances, the Race Management Team may be able to send specific class results through, before the final master copy is sent ashore. Once the RORC office staff have inputted the results, normally within 30 minutes of receiving the details, the results the Race Management Team will be advised by the RORC office staff. This record will be reconciled with the published results by the Race Management Team, normally within 15 minutes whilst afloat or within 30 minutes from arriving ashore. Competitors will be advised that results are published using VHF radio whilst afloat or WhatsApp when ashore.

13.7 Competitors with a Scoring Enquiry will complete a Scoring Enquiry Form at the RORC Race Office and this will then be reviewed at the earliest opportunity by the Race Officer.

13.8 After the last boat has finished, and another race is scheduled, the Race Management Team will advise competitors of its intended time for the next class warning signal and type of course. There should be a minimum of 15 minutes from the last boat finishing and the class warning signal.

14. Race Committee Protests

14.1 Since the primary responsibility for protesting breaches of the rules rests with Competitors, the Race Management Team will not normally protest a boat. However;

14.2 The Race Management Team may protest a boat in the following circumstances:

- (a) A breach of a sailing instruction that may not be protested by another boat;
- (b) An apparent breach of good sportsmanship (Rule 2);
- (c) Failing to take a penalty after knowingly touching a mark, but not protesting another boat;
- (d) Failing to sail the course (Rule 28)

15. General Principles

15.1 A shortage of time to complete the intended number and type of races is not a basis for variance from these policies.

15.2 All Race Management Team boats (CV and Mark Boats) will be equipped with a GPS.

15.3 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 degrees, minutes and decimal minutes (example: 50° 47.670 North, 001° 17.000 West)
- (e) Map Datum WGS 84.