The Race Management Sub-committee met at 09:30 – 18:00 hours on Saturday 3 November 2011 at the Royal St George Yacht Club, Dun Laoghaire, Ireland

1. Welcome & Introductions

The Chairman opened the meeting and welcomed everyone to the Race Management Sub-committee in Dun Laoghaire, Ireland. Charley Cook, Chairman of the Race Officials Committee joined for part of the meeting.

Thanks were passed to Josje Hofland-Dominicus, Vice-Chairman of the Race Officials Committee, Melanie White, ISAF’s Race Official’s Administrator, Patrick Bergmans, Application Process and Ronnie McCracken Manuals.

The Chairman asked all Sub-committee members to introduced themselves and to give an update on their progress of their work for 2012.

There was a discussion on the Draft code of conduct – formalise processes about conduct and ethics.

Conflict to Interest Document – Thanks were passed to Jan Stage

Application process list recommendations to be sent to Melanie White, ISAF’s Race Official’s administrator.

Seminar updates, Manuals, Application process outreach to underserved areas. Judges
grouping system Q and A process.

Thanks were passed to all, including those who are continuing and those who are retiring from the Sub-committee.

Prepare summary of open tasks.

The Sub-committee welcomed the new Isaf Race Official’s Administrator to ISAF and her first Annual Conference.

Certificates were presented to Jan Stage and Ross Wilson.

The Chairman from the Race Officials Committee thanked everyone for all of their support and help over the last four year’s.

2. **Minutes of the Previous Meeting**

(a) Minutes

The Committee noted the minutes of the Race Management Sub-committee meeting of 5 November 2011. The minutes can be downloaded at www.sailing.org/meetings.

(b) Minutes Matters Arising

There was an amendment to be made to last year’s minutes regarding item 9 Completion of Volvo - Add submissions (b), (c) and (d)

There were no other matters arising.

3. **Obituaries**

A minutes silence was observed for those Officials who had passed away over the last twelve months during the period November 2011 and November 2012.

4. **Strategy and Development**

The Sub-committee discussed the following items with regard to Strategy and Development within the Race Management Sub-committee:

(a) Recruiting and training more, and younger, race officials

The Sub-committee needs to identify up and coming ROs and need a scheme of mentors. This is something for the next Sub-committee to look into.

Numbers of IROs increasing

There are some Mentoring difficulties but worth pursuing.

Are there enough events for IROs to have enough events to be able to continue

Some pathways and a process is required to assist.

There is enough events but the need of a process needs to be put to the right people there

There were Clinics before the events in Asia and evaluation afterwards.

Web based Regatta Report forms to be submitted by all IRO’s for all regattas above club level so we can have a yearly analyse reports about the activities of all IROs in the year.

It was agreed reports are essential.

(b) Expanding seminar programme to under-served areas.

More work is required in Africa and to continue in Asia.
Co-ordination between Sub-committee

There is good co-operation between the Sub-committee. Maybe there is a need to better the reporting system.

Linkage with coaches and athletes

The Coaches were happy with the 2012 Olympic Sailing Competition Race Management and Coach Boat Regulations.

An Olympic Sailing Competition format is required by 2013.

There were concerns with the Sailing World Cup Race Management consistency and event management side and Coaches fee, no party, dinner, shirt.

Coaches want more chance to discuss issues with the relevant groups.

Pre Games race training venue for Rio and not at Rio are required. There is a need to cut down costs for race training.

The Coaches are not happy with measurement checks at Sailing World Cup events.

Not happy with 49er measurement at the 2012 Olympic Sailing Competition.

More flexible formats are required.

ISAF has appointed a SWC manager and that may help consistency.

Race Management Administration

RM application form

It was agreed the process was much easier. The communication was much better this year between ISAF and the committee.

There were some concerns that we did not capture the information required.

Some of them are a tick box, and therefore doesn’t give nuisance of meaning gives inconsistency of decision making.

It was agreed more work is required in this area and should be looked into further by the new Sub-committee.

The copies received sometimes does not contain all the information as PFD and scroll down not possible although more information contained in the form.

This is a big issue for incoming committees – evaluation events, practical activities at seminars, mentoring. Levels of Race Officers?

Recommendation form is unclear.

Requests for reference must be made prior to the event and feedback given.

At least one reference should be from an IRO who has been on the RC boat with the applicant.

Links with mentors or critical form is required.

Feedback is required during the event

How do we judge the English requirement? Guidance is required in this level.

RMSC Reference Forms.

The Sub-committee received an update on the use of the reference form, discuss problems with this requirement.
Race Management Sub-committee Minutes (cont.)

(c) Online Application System

The Sub-committee receive a progress report from the Competitions Manager on the implementation of the online application system and discussed ideas for improvement.

6. Reports from Working Parties

The Sub-committee received reports from the Chairmen of the RMSC Working Parties:

(a) Task 1 – Race Management Manual
   i) Race Management Manual – Chairman
      Change of definition of Finish.
      Policies updated to the one used in Weymouth
      Tried to be consistent in terms one term only for each issue.
      Need to consider language in the manual for non English speakers particularly course setting.
      A kiteboarding section needs to be included.
      Further work on policies for 2016
      Thanks to Marina Psichogiou for all her work
   ii) Conflict of interest, fair play education, communication and policy – Chairman
       Please refer to item 8 of these minutes
   iii) Assemble pool sample regatta documents forms – Hans-Peter Hylander
       HP next phase guidelines for no ISAF events. Standard document and forms will be available by the end of the year. Currently links to other sites. But should be on the ISAF site.
       Forms should be attached in the manual.
       IJs forms are in the IJ library so they are workable forms rather than PDFs
       Web address needs to be sent to everyone
       We need to work on how to make the ISAF site work for non ISAF people

(b) Task 2 – Appointments, regulations and policies
   i) Review of ISAF Race Management Policies – Adrian Stogall
      A review of Race Management Policies were given to the Sub-committee
      Weymouth and LOCOG aspects removed otherwise as for last Olympic Sailing Competition. Needs to be general for all events.
      There should be a document for all ISAF classes.
      It is a useful document should be used for all events.
      Agenda item for ROC
      All old versions should be removed.
      Match racing should be retained and updated to fit all events
   ii) Applications and Renewals – Tomasz Chamera
      The Vice-Chairman gave a verbal report on the Applications and Renewals.
   iii) Regulations, legal and liability; Racing Rules, Class Championship and Class Rules in
line with ISAF policies – Eckart Reinke
Melges 24 class rules weight limit each 3 kg 1 point added to score.
Scoring systems don’t allow that, who does it? Can do it via Rule 86. Needs to be
done through the sailing instructions. Must have been approved by the Class rules
Sub-committee.
The Chairman to confer with Classes Rules Sub-committee about issues. Echert
Reinke to attend the Class rules Sub-committee
Working party required.
iv) Race Officials Guide – John Parrish
The roles of Race Officers should be included in the manual. The Vice-Chairman will
email for approval with the next fourteen days
v) Insurance for Race Officials – Chairman
The Country specific is responsible for each individual. There may be an issue with
Kiteboarding.
(c) Task 3 - Technology – Adrian Stoggall
A Video is not allowed at the Olympic Sailing Competition which goes against what is
current best practice at other events.
We need to continue to develop the use of technology particularly video to minimise
human influence. A future task for a further research.
(d) Task 4 – Education and Seminars
i) Update seminar and format clinic – Tomasz Chamera
   An update on seminar and format clinics were given. Thanks were passed to Rob
   Lamb for format seminars. Clinics were variable to suit the clients.
ii) Seminar/ Clinics format and coordination – Nino Shmueli
   2.5 days should be back to back with an event to reinforce information during the on
   the water activities.
   Clinic completely different and depends on the clients no fixed agenda. For the future
   – eg. Mark layer clinic.
   Appointment for clinic instructors via working party Nino, John and Tomasz.
   Ion sees difficulties in putting an event on after seminar. More applicable to clinics
iii) Develop plan for assessment of IRO candidates – Tomasz Chamera
(e) Task 5 – Newsletter
i) Develop system of communicating – Qu Chun
   No feedback was received so while it is on the website we have no idea if it is read.
   More items from Committee members are required. More open discussion is
   required. Needs email to say when it is uploaded. Race Management Q and As be
   emphasised in newsletters.

7. ISAF Regulations
   (a) Submission 008-12
   The Sub-committee considered Submission 008-12 from the Canadian Yachting
   Association about nomination and appointment process – Regulation 5
Recommendation to the Race Officials Committee: Approve

(b) Submission 014-12
The Sub-Committee considered Submission 014-12 from the Chairman of the Regional Games Committee about establishing an ISAF Technical Delegates Sub-committee

Recommendation to the Race Officials Committee: Reject
Supports in principle.

(c) Submission 015-12
The Sub-committee consider Submission 015-12 from the Chairman of the Events Committee about bibs at ISAF events - Regulation 20.3

Recommendation to the Race Officials Committee: No Recommendation

(d) Submission 016-12
The Committee considered Submission 016-12 from US Sailing about advertising on rear competitor’s supplied bibs at ISAF events - Regulation 20.3

Recommendation to the Race Officials Committee: No recommendation

(e) Submission 017-12
The Sub-committee considered Submission 017-12 from the Executive Committee about Regulation 20

Recommendation to the Race Officials Committee: No recommendation

(f) Submission 087-12
The Sub-committee considered Submission 087-12 from the Executive Committee about new Regulation 25.7.6.

Recommendation to the Race Officials Committee: Approve

(g) Submission 106-12
The Sub-committee considered Submission 106-12 from the Chairman of the Race Officials Committee about Regulation 31.10.

Recommendation Race Officials Committee: Approve

(h) Submission 107-12
The Sub-committee considered Submission 107-12 from the Chairman of the Race Officials Committee about regulation 33.11.1.

Recommendation to Race Officials Committee: No recommendation

(i) Submission 108-12
The Sub-committee consider Submission 108-12 from the Chairman of the Race Officials Committee about regulation 31.11.2.

Recommendation to Race Officials Committee: No recommendation

(j) Submission 109-12
The Sub-committee considered Submission 109-12 from the Chairman of the Race Officials Committee about regulation 31.13.3.

Recommendation to Race Officials Committee: No recommendation

(k) Submission 110-12
The Sub-committee considered Submission 110-12 from the Chairman of the Race

Recommendation to Race Officials Committee: Approve with the following amendment
Change of wording so new wording in (b) goes to (a.)

8. Conflict of Interest / Code of Conduct
(a) Conflict of Interest.
The Sub-committee reviewed and discussed the Guidelines for the assessment of
conflicts of interest.
Note receipt of document. This is an important issue that we want to express our
perspective but have not have time having been giving it today.
The matter should be deferred because it is a critical issue for all race officials
(b) Code for the Use of Social Media
To receive a progress report from the Social Media Working Party on the development of
the guidelines for the use of social media by ISAF Race Officials during and outside
events.
(c) Code of Conduct
To review and discuss the draft Code of Conduct for ISAF Race Officials

9. Major Events
(a) America’s Cup
There was no updated report available on the preparations for the 34th America’s Cup.
(b) Volvo Ocean Race
There was no updated report available on the preparations for the Volvo Ocean Race
2011-2012.
(c) Olympic Sailing Competition
The Sub-committee received a report from the Chairman on the preparations for the 2012
Olympic Sailing Competition and the selection of race officials.
There were concerns how come AP over H was a signal in the 2012 Olympic Sailing
Competition without any discussion with the RMSC!
There were three issues of concerns:
i) The NOR and SI did not use standard documents.
ii) A number of other documents were also produced.
iii) These documents led to a large number of questions.

The Sub-committee recommends a Working Party containing members of the RMSC,
of the consumers of the documents to review Appendix L, LE and the Sailing
Instructions of the Sailing World Cup with a review to producing a consistent format.
(d) ISAF Sailing World Cup
The Sub-committee received a report from the Chairman of the Race Officials Committee
on the ISAF Sailing World Cup and the involvement of ISAF race officials
(e) ISAF Sailing World Championships 2011
The Sub-committee receive a report from the Chairman of the Race Officials Committee
the 2011 Worlds.
10. Race Officials Reporting Systems

(a) Performance Reporting System
    The Sub-committee received a verbal report from the Chairman of the Race Officials Committee on the Performance Reporting System from the Chairman.

(b) Online Reporting System
    The Sub-committee received a progress report from the Chairman of the Race Management Sub-committee on the implementation of the online reporting system.

(c) Regatta Report Forms
    A written report was received from Ricardo Navarro on reports and comments from IRO Regatta Reports during 2012 and in particular specific incidents/issues raised at events. See attached Appendix.

11. Race Officers Conference

The Sub-committee discussed the plans for a future Race Officers conference.

It was recommended that a 3 day conference for existing IROs to be held during 2013. Nino and John to formulate a plan and investigate a venue. Oman is a possibility before the 2013 Annual Conference.

12. Seminar and Clinic Programme

(a) Seminars and Clinics 2012
    The Sub-committee reviewed the Seminar and Clinic Programme 2012. A report was submitted for the 2012 and a 2013 programme.

    It was recommended that the PRO for the Sailing World Championships and the Olympics be involved in the respective clinics at Spain and Brazil.

    It was recommended that the seminar clinic report replace the advertisement on the ISAF site.

    It was noted some attendees do not have the skills to attend the seminar. Some sort of screening device is required. NRO where the country has an accreditation system. Maybe a CV is required to ensure that the level is sufficient. Need to have attended a Clinic.

(b) Plans for Seminars and Clinics 2013.
    The Sub-committee discussed a possible plan for Seminars and Clinics in 2012 and onwards.

(c) Entry System to ISAF Seminars and Clinics
    The Sub-committee discussed possible entry requirements for ISAF Seminars and Clinics.

(d) Seminar and Clinics Material
    The Sub-committee noted the status of updating seminar materials and examination.

13. Appointment of Seminar Instructors

(a) Appointments of RM Seminar Instructors
    To note the appointments of Seminar Instructors.

(b) RM Seminar Instructors
To record the list of RM Seminar Instructors and identify potential future instructors.

14. **Race Officials Publications**
   (a) Race Officials Manuals
       To receive a report on the updates of the Race Officials Manuals.
   (b) Publication of ISAF Standard Documents
       To discuss and note the publication of ISAF Standard documents.

15. **Q&A Panel**
   (a) Q&As published in 2012
       To receive a report from the chairman of the Q&A Panel.
   (b) ISAF Q&A Booklet
       To note the publication of the Q&A booklet.

16. **ISAF Race Officials Uniforms**
   (a) Update report
       To receive an update on the Race Officials Uniforms from the ISAF Competitions Manager.

17. **Race Official Testing Process**
    Discussion concerning the following practices:
    (a) Management, control and distribution of the test
    (b) Re-sit guidelines
    (c) Administration
    (d) Providing feedback to candidates

18. **Race Officials Committee Agenda**
    The Sub-committee reviewed the Race Officials Committee agenda and the ROC Sub-Committee.
    (a) Submission 116-12
        The Sub-committee considered Submission 116-12 from the Chairman of the Racing Rules Committee about the Racing Rules of Sailing – New Case – Rule 41(c).
        **Recommendation to Council: Approve**
    (b) Submission 120-12
        The Sub-committee considered Submission 120-12 from the Royal Yachting Association about the Racing Rules of Sailing – New Case – Rule 29.1, Rule 62.1 Race Signals X.
        **Recommendation to Council: Reject**
        *The Sub-committee does not support this as it does not support good race management which would be to abandon the race.*
19. Any Other Business

20. Summary of Meeting

The Sub-committee thanked the Chairman’s for all of his work over the last four years.

*The meeting will be closed to observers from the following item onwards*

21. Race Officials Performance Investigations

The Sub-committee received a report from the chairman regarding investigations undertaken in accordance with Regulation 32.

22. Race Officials Commendations

There were no Commendations for ISAF commendations.

23. ISAF Race Officials Appointments

The Sub-committee considered applications for the appointment to IRO status, and the applications for renewal of status (previously circulated).

24. RM Test

(a) Current RM Test

There were no reports

(b) Test Results 2012

To note the results of candidates who sat the test in 2012 (previously circulated).

(c) Verbal Test

To be discussed by the Working Party.

(d) Test Administrators

A report will be provided by the Working Party – Rob Lamb, Kevin Wilson and Ricardo Navarro on the need to identify additional test administrators to facilitate re-sit requests and if agreed, establish a simple policy.
International Sailing Federation

Race Management Policies

For
ISAF Events
(Fleet Racing)

Nov 2012
ISAF RACE MANAGEMENT POLICIES FOR THE OLYMPICS and ISAF EVENTS
FLEET 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 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 – an International Race Officer approved or appointed by ISAF.

1.3 Course Representative -

1.4 Course Race Officer – a race officer appointed by the OA. The Course Race Officer will be responsible for managing the race management team for an assigned course area.

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

1.6 Attachment 1 outlines the respective roles of the Principal Race Officer, the ISAF Race Officer, course Representative and the Course Race Officer.

1.7 “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 line flag(s) will be displayed (with one sound signal) at least five minutes before a warning signal is displayed.

2.4 The orange starting line flags(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 and visibility are within the parameters outlined in these policies. 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.” 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 can be seen in the distance and is expected to fill in). Otherwise, the race management team will start the race. The

1 The ISAF Secretariat will use these policies, with revisions as appropriate, for other events.
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 an average of 4 knots of wind established over the entire course area. This lower limit may be higher if there is strong current in the racing area.

3.7 Races will not be started in excess of an average of 25 knots. For the 49er and 49erFX classes this upper limit is approximately 2 to 5 knots less in heavy seas and/or gusty winds. These limits may also 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 starting 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 The race management team may use a slalom immediately before the finish when planing conditions exist. If a slalom is used, the target time for that portion of the course will be 2 minutes.

4.2 No more than 2 races per day will be sailed in non-planing or marginal planing conditions. A third race may be sailed if:
   (i) the first two races were sailed in planing conditions, or
   (ii) one of the first two races was sailed in planing conditions and planing conditions consistently exist before the start of the third race.

4.3 Rest periods: When back to back races are to be conducted, the interval between the last windsurfer to finish and the new warning signal will be not less than 15 minutes.

5. Sighting the Line/Timing/Signalling/Recording

5.1 The race management team will sight the starting line from each end.

5.2 When ISAF race officer(s) are appointed they will sight the starting line with another member of the race management team.

5.3 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).

5.4 If tapes are used, they will be labelled and preserved 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.

5.5 In no circumstances will an individual recall be signalled later than 5 seconds after the starting signal.

5.6 The race management team will not signal an individual recall and then a general recall.

5.7 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 signalled.

6.3 Except after a black flag general recall (when the requirements of Rule 30.3 will be met), sail number of boats recorded as OCS or BFD will be posted on the start boat after boats have rounded mark 1 for the first time, or, in the case of more than one fleet on the same course, after the last fleet of that sequence of starts has rounded mark 1 for the first time. (Note use the sailing instruction to allow country codes or bow numbers when these are used as boat identification)

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 mean wind shifts more than 10 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.

7.3 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.

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 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 ten minutes, the orange starting line 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 management 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.

8.3 When the race management team is not satisfied that all boats over early (or that have broken Rules 30.1 or 30.3) have been identified, a General Recall will be signalled.
9. Starting Penalties (Flags U, I, Z and 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 kites, flag U will be used for the first attempt of a start.

9.4 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. (Note flag U must be described in the sailing instructions)

9.5 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.

9.6 If the race management team is satisfied that a General Recall was not the result of the starting line, it will use the black flag for each subsequent attempt.

9.7 An important principle followed by the race management team is that the black flag 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.

9.8 When using 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 Reducing the length of 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 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.

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 been 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 occurrences 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.

11.9 During Medal Races, when redress is not available, the race management team will abandon the race if it is satisfied that the actions of the race management team, the organising authority or a vessel not racing, have affected the fairness of the race.

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

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

12.1 Change in wind direction

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

(ii) 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.

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

(iv) With a persistent wind shift in excess of 45°, 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.

(v) 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.

(vi) 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

(i) 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.

(ii) The race management team will attempt to minimize the number of changes in leg length to achieve target times.

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

12.3 When changing the direction of the next leg (Rule 33) for the windsurfer 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.

12.4 When changing leg lengths, the race management team will attempt to maintain a balance between the overall distance of windward and leeward racing.

13. Rule 42 – ‘Off’ and ‘Restored’

13.1 The wind speed limits will be as stated in the relevant class rules (currently 8 knots for the 470, and 10 knots for the Finn).
13.2 To avoid constantly turning off and restoring Rule 42 the race management team will make a change, or display flag O at the start, only if it is satisfied that wind speed is likely to remain constant over the course area.

13.3 The race management team will advise the jury team on the course well before a signal is displayed. If the race management team is unable to advise the jury, it will make no change.

14. Courses

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

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

14.3 Mark 4p/4s will be laid after the start (last start of the sequence in case of multiple fleets).

14.4 The reaching leg angle will be 70° interior angle for windsurfers and boats without spinnakers.

14.5 The reaching leg angle will be 60° interior angle for the boats with spinnakers.

14.6 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.

15. Starting Line

15.1 Starting lines will generally be laid square to the median sailing wind. Current, favoured side of the course, expected wind shifts and other variables may justify variation from this guideline.

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

15.3 The race management team will use the following guide to laid the length of the starting line. A larger multiplier may be used in strong winds or heavy seas. Laser range finders and/or GPS will be used to determine starting line lengths.

<table>
<thead>
<tr>
<th>Class</th>
<th>Boat Length</th>
<th>Multiplying factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>RS:X Men</td>
<td>2.86</td>
<td>1.5 to 3</td>
</tr>
<tr>
<td>RS:X Women</td>
<td>2.86</td>
<td>1.5 to 3</td>
</tr>
<tr>
<td>Finn</td>
<td>4.54</td>
<td>1.5</td>
</tr>
<tr>
<td>Laser</td>
<td>4.24</td>
<td>1.5</td>
</tr>
<tr>
<td>Laser Radial</td>
<td>4.24</td>
<td>1.5</td>
</tr>
<tr>
<td>470 Men</td>
<td>4.7</td>
<td>1.5</td>
</tr>
<tr>
<td>470 Women</td>
<td>4.7</td>
<td>1.5</td>
</tr>
<tr>
<td>49er</td>
<td>4.9</td>
<td>2</td>
</tr>
<tr>
<td>49erFX</td>
<td>4.9</td>
<td>2</td>
</tr>
<tr>
<td>Nacra 17</td>
<td>5.25</td>
<td>2</td>
</tr>
<tr>
<td>Kites</td>
<td>N/A</td>
<td>10 metres</td>
</tr>
</tbody>
</table>

Starting line length = number of boats x boat length x Multiplying factor.
16. **Finishing Line/Finishing Procedures**

16.1 The finishing line will be laid before the first boat begins the final leg.

16.2 The blue and orange flags will be displayed (with no sound signal) as the first boat rounds:
   (i) mark 2 for the final time in the case of trapezoid courses; or
   (ii) mark 1 for windward-leeward courses; or
   (iii) mark 4p/4s gate for windward finishes.

16.3 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.

16.4 The finishing line will be approximately 50 metres (75 metres for 49er, 49erFX, Nacra 17 and Kites) in length, set square to the direction from the last mark for reaching finishes (square to the sailing wind for upwind or downwind finishes). Laser range finders will be used to establish the length of the finishing line.

16.5 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.

16.6 There will be two line sighters on each finish boat. Whenever practical, at least one of the line sighters on the finish boat(s) will be an ISAF Race Officer.

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

16.8 If tapes are used, they will be labelled and preserved 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.

16.9 A written record of the finishing order will also be maintained by each finish boat.

16.10 Competitors and coaches may listen to the voice 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.

17. **Corrections Due to Scoring Errors/Requests for Redress**

17.1 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.

17.2 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).

17.3 The race management team will consider requesting redress on behalf of a boat if it is satisfied that that boat’s score has been made substantially worse by the actions of an official boat.

18. **Race Committee Protests**

18.1 Since the primary responsibility for protesting breaches of the rules rests with Competitors, the race management team will not normally protest a boat.

18.2 The race management team may protest a boat in the following circumstances:
   (i) A breach of a sailing instruction that may not be protested by another boat;\(^2\)

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\(^2\) The Sailing Instructions may permit the Race Committee to impose penalties in some circumstances. The list of breaches, standard penalties and the Race Committee’s criteria for making these decisions will be posted on the Official Notice Board.
(ii) An apparent breach of good sportsmanship (Rule 2);
(iii) Failing to take a penalty after knowingly touching a mark, but not protesting another boat (does not apply for windsurfers);
(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 this course area.

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

19.3 The operator of a race management team vessel will promptly advise the Course Race Officer if he/she believes his/her vessel has substantially affected one or more boats racing.

20. GPS

20.1 All race management 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 Officers 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 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 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 (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) Rule 42 “turning off” and “restoring”. (Item 13)
(h) Determination of finishing position (Item 16)
(i) Corrections due to scoring errors (Item 17);
(j) Requesting redress on behalf of a boat (Item 17);
(k) Protesting a boat (Item 18).
(l) Imposing a penalty;
(m) Amending the Sailing Instructions or Notice of Race;
(n) Racing areas to be used; and
(o) 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.
Attachment 2 – Flag Lay Out on the Committee Signal Boat

Flags ‘Grouped’ (halyards close to each other)