



International Sailing Federation

Race Management Policies
for the 2015 ISAF Team Racing World
Championship

ISAF RACE MANAGEMENT POLICIES FOR THE 2015 ISAF TEAM RACING WORLD CHAMPIONSHIP

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

1. Definitions

- 1.1 **Finish Officer** - the race officer on the finish boat responsible for finishing decisions.
- 1.2 **ISAF Technical Delegate** – the official appointed by ISAF to supervise the conduct of the Championship and to exercise the powers of the organizing authority under the RRS.
- 1.3 **Race Officer** – The senior race officer appointed by the organizing committee. The Race Officer will be responsible for managing the race management team and conducting the races.
- 1.4 **Race Management Team** – the Race Officer, Start Officer, Finish Officer and all on-the-water volunteers responsible for managing racing.
- 1.5 **Start Officer** – the race officer on the start boat responsible for the starting procedure and start line decisions.
- 1.6 Attachment 1 outlines the respective roles of the Race Officer and the ISAF Technical Delegate.
- 1.7 “Will” means the intentions of the race management team.

2. Times/Timing/Changes In Schedule

- 2.1 Starts will not be delayed for teams to reach the race area if they could have arrived with reasonable diligence.
- 2.2 The Race Management Team will use the entire day if necessary to complete the schedule.
- 2.3 When a race cannot be started on schedule (e.g. due to a breakdown), the Race Management Team will not normally reschedule the races. This is in order to maintain the sequence of races.

3. Decision to Race

- 3.1 Teams are reminded that the decision to race, or to continue to race, is their sole responsibility.
- 3.2 Warning 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.
- 3.3 The Race Management Team will not wait for the wind to “stabilize.” Sailors can compete in “shifty” conditions.
- 3.4 A race may be postponed if a major wind shift is expected based on a known weather pattern or other reliable information. Otherwise, the Race Management Team will start the race; a wind shift may not occur, the course can be corrected or the shift may occur after the race is completed.
- 3.5 Wind will be measured from drifting boats.
- 3.6 Average wind will be determined over a period of five minutes and be measured at both the start boat and finish boat.

- 3.7 Races will not be started unless there is more than 3 knots of wind established over the entire course area.
- 3.8 Races will not be started in excess of 30 knots. Once a race has been started and winds exceed 30 knots the race will continue unless the Race Management Team is unable to safely manage racing.
- 3.9 Before making the warning signal for any race, the Race Management Team will attempt to determine if any boat is displaying a breakdown flag. Teams are reminded that the decision to race, or to continue to race, is their sole responsibility. will confer with the Equipment Officer to determine the time expected for repairs. The Race Management Team may reschedule the affected race.
- 3.10 Once the boat is repaired, the Race Management Team will decide, depending on the stage of the competition, whether to run that race as soon as possible or to leave it to the end of the round. The umpires will be asked to notify the affected teams.
- 3.11 The Race Management Team will not postpone, abandon or re-sail a race due to crew injury or illness (unless redress is granted by the International Jury under RRS 62.1(b)). A boat requiring medical attention should drop its mainsail if possible.
- 3.12 The decision to use cut down sails (or to revert to full sails) will be made by the Race Officer after consultation with the ISAF Technical Delegate.

4. Sighting the Line/Timing/Signalling/Recording

- 4.1 An individual recall signal 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 race shall be abandoned and re-sailed.

5. Postponing and Abandonment

- 5.1 The Start Officer may postpone the race if the race umpires advise him that there has been serious interference with a competing boat by an official boat prior to the starting signal.
- 5.2 Any decision to abandon a race will be made by the Race Officer based on the following criteria. The race management team will consult with the race umpires when practical.

General:

- (i) A late, missing or incorrect individual recall signal; or
- (ii) Serious interference with a competing boat by an umpire, other official boat or spectator and where the race umpires and/or International Jury have advised the Race Officer to abandon the race; or
- (iii) An error in race management actions that may affect the outcome of the race;

Light or shifting winds:

- (i) During the pre-start, boats are unable to circle and/or maintain steerage;
- (ii) On the first leg, the majority of boats could sail to the windward mark without tacking;
- (iii) Neither team makes, or is unlikely to make, significant progress towards the next mark or the finish; or

- (iv) A new breeze (pressure or direction) reverses the positions of the competing teams.

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

6. Shortening The Course

6.1 The course will not be shortened using flag S.

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

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

7.1 The target time for races is 6 to 8 minutes.

7.2 The Race Management Team may move marks at any time. Marks will not be moved if one boat from the next race is on the leg preceding the one that the mark is on (i.e. if a boat is on Leg 2, then Mark 3 will not be moved).

7.3 Change in wind direction

- (i) The Race Management Team will change the course when it determines that doing so will likely improve the quality of racing.
- (ii) Frequent oscillations – The Race Management Team may continue the race 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 frequently shifting conditions.

7.4 Changes in Length of Legs.

- (i) The length of a leg may be changed to cope with a change in wind velocity or current.
- (ii) 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.
- (iii) Changes in current may justify variations from these policies.

8. Courses

8.1 The course length will be set to give the first boat of each race the best chance of achieving the target time (which is between 6 and 8 minutes).

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 desired line length is approximately a reach of 20 to 30 metres.

9.3 The Start Officer will make starting line decisions, including the identification of boats OCS.

10. Finishing Line/Finishing Procedures

10.1 The Race Management Team will not adjust the finishing line while boats are racing on Leg 4.

10.2 The Finish Officer will make finishing line decisions.

11. Race Committee Protests

- 11.1 Since each race will be umpired, the Race Management Team will not normally protest a boat.
- 11.2 The Race Management Team may protest a boat in the following circumstances:
 - (i) A breach of a sailing instruction or equipment handling rules that may not be protested by another team; or
 - (ii) An apparent breach of good sportsmanship (rule 2).

12. General Principles

- 12.1 A shortage of time or completed races is not a basis for variance from these policies.
- 12.2 If conditions not allow all races to be completed the race management team, with the approval of the ISAF Technical Delegate, may terminate any stage or the event and the format may be changed as described in the sailing instructions.

Attachment 1 – Role of the Race Officer and ISAF Technical Delegate

The Race Officer

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

The Race Officer will be responsible for the management of all safety procedures.

The race management team 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 Race Officer:

- (a) Postponement (Rule 27.3);
- (b) Course selection, location, configuration and race duration;
- (c) Changing Course/moving marks - adjusting the course to a new wind strength or direction if it involves a reset of the entire course (Rule 33);
- (d) Abandoning (Rules 27.3, 32 and 35);
- (e) Protesting a boat (Item 11);
- (f) Boat rotations;
- (g) Changes in starting order; and
- (h) Racing area to be used;

The Race Management Team 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 Technical Delegate:

- (i) Changes in format;
- (j) Amending the Sailing Instructions or Notice of Race;
- (k) Imposing a race management initiated penalty (other than OCS, DNS, DNF)
- (l) Daily Schedule