

**Explanatory Document - Corrections/Changes to  
IFDS Race Management Manual 2005-2008**

**Updated April 2007**

Originally published in December 2004, the IFDS Race Management Manual has been updated. The changes that have been made are as follows:

**1. New Addition:**

The following addition has been made to 6.1(d) as it is intended to 'level the playing field'. It restricts the movement of the person sitting behind the traveller who may be sitting on the rail from sliding forward past the traveller.

***'6.1(d)***

***One crew member shall remain aft of the traveller. A 25mm taped black line shall indicate the extension of the traveller, the after edge of which shall be a projection of the after face of the moulded recess of the traveller. The taped line shall be added during measurement.'***

**2. Change:**

The heading in point 14 has been changed to ***'Time Limit on the Water'***

**3. New Addition:**

The new addition of 14.3 provides greater detail about Time Limits and Time on the Water with the intent to extend the time sailors may be on the water under very strict controls.

This resulted from the experiences of many sailors who were staying out in events for much longer times and was written by an experienced sailor with a disability and reviewed by other disabled sailors and coaches at events since its proposal. It details the conditions and requirements to extend the time past the present five hour limit.

***'14.3***

- (a) Time on the water is defined as the period from one hour prior to the first scheduled Warning Signal of the day, or as the period from the time that AP Ashore is lowered, which ever is later, until the return to the dock of any competitor who completed the last race sailed on any day.***
- (b) Time on the water shall not normally exceed 6 hours and then only with the consent of the Technical Delegate if one has been appointed.***

***Normally, this consent will be given only when wind, waves, temperature, and humidity are moderate.***

- (c) Except with the consent of the Technical Delegate, time on the water shall be reduced to not more than five hours.***
  - (i) When sustained winds exceed 18 knots or when sustained winds exceed 15knots and sea state can be described as 'difficult'. A good example of a 'difficult' sea state would be a short steep chop generated by wind against current in relatively shallow water.***
  - (ii) When temperatures lower than 15°C or higher than 30°C with high relative humidity prevail.***
  - (iii) On any day if the Time on Water exceeded 5.5 hours on the previous day.***
- (d) A 20 minute break shall be provided for each class so that competitors may perform personal hygiene activities. This break shall occur either after the second race of the day or as soon after 4 hours on the water as possible, whichever is earlier. Competitors or their coaches are requested to inform with the RC Signal Boat as soon as they are ready to resume racing.***
- (e) Race and Mark Boat Officers are encouraged to observe competitors for apparent signs of physical distress and to consult with the sailors, their coaches, event medical personnel or classifiers as these may be available. Race and Mark Boat Officers are also reminded that difficulty in thinking and reasoning logically is a classic symptom of hypothermia.***

***Note: A reasonable Time on the Water differs depending on the class being sailed. For example, a sailor competing in a 2.4mR is likely to be at greater risk of hypothermia than one competing in a Sonar.'***

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