



GUIDELINES FOR RACE OFFICERS AT NATIONAL CHAMPIONSHIP EVENTS

1. Times

- 1.1 Times shall be based on GPS time.
- 1.2 Don't delay start for competitors to reach the race area if they could have arrived with reasonable diligence.
- 1.3 When there has been a long postponement and when more than one race will be held on the same day, the warning signal for the first race and each succeeding race will be made as soon as practicable. To alert boats that a race will start soon, an orange flag will be displayed with one sound for at least four minutes before a warning signal is displayed (See Sailing Instructions).
- 1.4 Use the entire day if necessary to complete the schedule. Do not give up early! Postponement of racing to another day should be co-ordinated for the different courses and the CYA Technical Delegate should be consulted.
- 1.5 No races shall be sailed 'ahead of schedule'.

2. Decision to race

- 2.1 The race should start at the scheduled time if the wind conditions are within the set criteria. Waiting for 'better' conditions is unfair.
- 2.2 Don't wait for the wind to "stabilize" in shifty conditions. Sailors can compete in oscillating conditions.
- 2.3 Postpone the start if a major wind shift is expected later according to a known pattern or other reliable information (example sea breeze to establish to come from a 'known' direction). Otherwise start the race; the wind shift may not occur, the course can be corrected or the shift may occur after the race is completed.
- 2.4 The wind shift may not occur, the course can be corrected or the shift may occur after the race is completed.
- 2.5 Races should not be started in less than 4 knots of wind (6 knots for boards) established over the entire course area.
- 2.6 Races should not be started in excess of 25 knots. Once a race has been started and winds exceed 25 knots the race should be allowed to continue unless there is a danger to life. For the Hobie class (if competing) these limits should be set around 5 knots or less. Limits are also dependant on the sea and gust situations.

3. Decision to Race – Windsurfing (if competing)

3.1 No more than 2 races per day shall be sailed in non-planing or marginal planing conditions. A third race may be sailed if the first two races were sailed in planning conditions or one of the first two races was sailed in planing conditions and planing conditions exist constantly before the start of the third race.

3.2 Rest periods:
When racing back to back:

(a) in non-planing or marginal planing conditions, the minimum interval between the closing of the finishing line and the new warning signal for that fleet/division is recommended to be 25 minutes taking into account weather conditions;

(b) in planing conditions, the recommended minimum interval may be reduced to 20 minutes;

(c) If two races have been sailed back to back there is recommended to be a rest period of a minimum of one hour ashore for the last finisher per fleet/division in the second race before the warning signal for the third race for that fleet/division. Weather and other factors such as distance to shore should be taken into consideration when deciding to have the 3rd race back to back.

4. Sighting the line

4.1 Times (including countdowns) should be in English.

4.2 On the Committee signal boat end of the line there will be a CYA Race Officer and the Race Officer and another member of the Committee on the pin end, sighting the line.

4.3 Each person (or a minimum of two) should use a hand-held tape recorder and be recording, without stopping, from at least 90 seconds before the starting signal until after anything of interest after the start. The one-minute signal and the starting signal should be heard on the recording. A commentary of anything of interest should be recorded, such as boats getting close to the line, bunching, etc. The recording should include the signalling of flag X, or flag I or the black flag if used. **Flag Z will not be used.**

4.4 Each tape recording should be labelled and not erased until after the conclusion of the entire event.

- 4.5 The CYA Race Officer on the signal boat should make the decision, in consultation with the Race Officer, as to whether there should be no recall, an individual recall (flag X, one sound) or a general recall (First Substitute, two sounds).
- 4.6 The port-end race officer should agree the total number of identified OCS (or BFD) boats and the total number considered OCS (or BFD) with his assistant.
- 4.7 The port-end Race Officer should communicate with the CYA Race Officer and the Race Officer on the signal boat by radio or mobile telephone immediately after the starting signal and give the number of identified OCS (or BFD) boats plus the number of boats considered to be OCS (or BFD).
- 4.8 An individual recall must include both flag X and one sound. It must be made as soon as possible after the starting signal. **In no circumstances should an individual recall be signalled later than 5 seconds after the starting signal.**
- 4.9 It is undesirable to signal an individual recall and then a general recall.

5. Calling OCS

- 5.1 Make every effort to identify as many OCS boats as possible.

6. Postponing a race during the starting procedure

- 6.1 Race Officers should postpone a race during the starting procedure in response to adverse outside effects depriving boats of an equal chance of a good start. Such as a drifting mark, a significant error in the timing of signals, other boats interfering with the competing boats, etc.
- 6.2 If a wind shift occurs before the starting signal such that it increases the risk of a general recall or several boats OCS, a postponement should be considered.
- 6.3 The boats positions are taking on the starting line may indicate a bias in the minds of the competitors. This should be acknowledged and a postponement should be considered.
- 6.4 It is better to signal a very late postponement than a general recall or an individual recall for several boats.
- 6.5 The decision to signal a late postponement should be made by the CYA Race Officer.

7. General recall

- 7.1 General recalls are strongly discouraged.
- 7.2 In case of any problems with the line (length, or angle to the wind etc) use AP even up to the last second before the start.
- 7.3 In case of a race committee error (eg. timing) abandon the race (use N) and do not use general recall.

8. Starting penalties (flags I and Z, black flag)

- 8.1 Flag Z (rule 30.2) shall not be used.
- 8.2 First attempt of a start always with flag P.
- 8.3 After first attempt **and in case you are sure the line is set up properly**, use flag I or the black flag for the second and subsequent attempts.
- 8.4 An important principle is that the black flag is used when problems are being caused by the boats themselves and not otherwise. Especially when using the black flag in case of any problems with the line (length, or angle to the wind etc) use AP even up to the last second before the start!
- 8.5 Other penalty signals, the black flag in particular, are only to be used as a last resort.
- 8.6 Use flag V system as described in the Sailing Instructions.

9. Shortening the course

- 9.1 The sailing instructions do not allow courses to be shortened using flag S.
- 9.2 Shortening a leg, even the final leg, is allowed by using a minus sign as specified in rule 33.

10. Abandonment

- 10.1 On the **first half of first leg**, abandon in the event of a major wind shift (more than 25 degrees) or the wind dying. After that, let race continue and change course.
- 10.2 Collapse of wind – It is appropriate to abandon the race when the situation is such that the leading boat would be unlikely to reach Mark 1 within the Mark 1 time limit or complete the course within the overall time limit, even if a new wind were to arrive. It has to be considered whether a new wind is

likely. The further into the race, the more unlikely it is that abandonment be considered.

- 10.3 Increase of wind speed; danger to life – When there is a danger to life, the race should be abandoned immediately. The number of boats available for rescue (not currently involved in rescue) should be considered. The decision should also be based on the wind speed upper limits in the class rules and previously agreed with the class association and the organizing authority.
- 10.4 Unusual occurrence making the race unfair – This can happen when there is some outside influence that has an adverse effect upon the fairness of the race. Everything should be done by the race committee to ensure that other vessels do not interfere with racing.
- 10.5 Frequent and violent wind shifts – Under these circumstances the race committee may not be able to adjust the course sufficiently or quickly enough to maintain a race of the required standard. The race should be abandoned.
- 10.6 For Windsurfing events: If pumping becomes the main method of propulsion, the race shall be abandoned.

11. Adjusting the course to a new wind speed or direction

11.1 Change in wind direction

- (a) With a wind shift of 10° or less the course should not be changed.
- (b) Between 10° and 15° consideration should be given to adjusting the course to the new wind provided that the race officer is confident that the change is permanent.
- (c) With a wind shift in excess of 15° the course should be adjusted to the new wind.
- (d) With a wind shift in excess of 45°, the race officer should consider the stability of the shift and its influence on the race.
- (e) Frequent and violent wind shifts – Under these circumstances the race committee may not be able to adjust the course sufficiently or quickly enough to maintain a race of the required standard. The race should be abandoned (same as item 5 under abandonment).

11.2 Variation in wind speed

(a) A reduction in the length of a leg is appropriate to ensure that a race finishes within the time limit.

(b) Lengthening a leg to cope with a rising wind is only appropriate if the original course was deliberately made short due to lack of wind at the start. When a normal length course has been set it is not appropriate to lengthen legs.

(c) Change in leg lengths should be no less than 30% or more than 50% of original leg length.

(d) Do not make many changes in length to achieve target time.

12. Trapezoid Courses

12.1 The course length will be set to give the first boat of each fleet the best chance of racing the target time.

12.2 The length of the reaching leg between Marks 1 and 2 should be approximately 2/3 of the length of leg 1.

12.3 Mark 4p/4s shall be laid after the start (second start in case of multiple fleets).

12.4 The reaching leg angle will be 70° interior angle for the boats/boards without spinnaker.

12.5 The reaching leg angle will be 60° interior angle for the boats with spinnaker.

13. Starting Line

13.1 Starting lines should be set square to the mean wind as measured on a free floating boat (apparent wind).

13.2 Starting line should set 0.05nm below the gate 4p/4s.

13.3 Below is a guide to the length of the starting line for the different events and combinations of events.

Class	Boat Length	Multiplying factor	Number of Boats	Start Line Length Metres
RS:X Boys	2.86	2	23	130
RS:X Girls	2.86	2	15	85
Laser	4.24	1.4	41	240
Laser Radial	4.24	1.4	35	200
29er Boys	4.4	1.6	23	160
29er Girls	4.4	1.6	18	130
Hobie	5.05	1.5	15	110

TRAPEZOID COURSE DIAGRAM

