



# IODA RACE MANAGEMENT GUIDELINES

*These guidelines are published for race officers, sailors and coaches as guidelines on how racing will be conducted, they are not rules. Failure to follow these guidelines is not grounds for redress.*

## **1. General Principles:**

- 1.1** Races will not be started in winds of less than 4 knots but this limit may be increased at the discretion of the IODA PRO.
- 1.2** Optimist races should not be started in winds averaging more than 25 knots. Once started races should only be abandoned if racing becomes unfair through lack of wind or large changes in direction or in winds with gusts over 30 knots or for safety reasons.
- 1.3** The Race Committee will try, where possible, to avoid long waiting periods on the water in either calm or heavy conditions, preferring to wait on the shore rather than on the water.

## **2. Releasing using the D flag:**

- 2.1** The fleets shall only be released to the water using D flag and the fleet colour.
- 2.2** The AP flag will not be used except for long postponements.

## **3. Courses:**

- 3.1** The Worlds course will be used for all races with all legs the same length however, the third and fourth legs may be adjusted to achieve the race target time. The big advantage of this course is that coach boats have good access to the course at mark 3 and in the corridor between the starting area and the finishing area. In lighter winds leg 2 should not be less than 0.4 nm to avoid boats beating on legs 1 and 4 from crossing each other.

## **4. Starting:**

- 4.1** For Fleet Racing the U flag will be used as the initial preparatory signal. If the line is good with good spread on the line and there is a general recall then the restart can be on the black flag, however if the line is not good and there is bunching at one end of the line then the start line should be adjusted and the restart should again be on the U flag. If a black flag is used and the line is still biased, or there is a wind shift then the AP flag should be used rather than a

general recall. The first start should never be black even if the time to get racing completed is short. Generally starting lines for Optimists should be square to the wind but adjustment may be needed to cope with cross currents.

**4.2** For the Individual Championship the first fleet starting may be started for their second race before the later fleets have finished their previous race and so on.

**4.3** For Team Racing the P flag will be used for the preparatory signal and the X flag for Individual Recalls.

## **5. Starting Line:**

**5.1** The starting line should be 1.5 times the length of the boat (2.5 metres x 1.5) times the number of boats, so for example for 60 boats the line should be 225 metres but this may be increased slightly in heavier winds. There should be a pin end committee boat with good anchors, plenty of warp and with a large high orange flag close to the bow of the boat. There should be no possibility of a boat's centreboard catching on the anchor warp of the pin boat so a counter weight may be used on the warp.

## **6. Posting UFDs and BFDs:**

**6.1** The sail numbers of boats called UFD and BFD will be posted on a white board on the starting committee boat as soon as possible after the start of the last fleet to inform coaches and sailors that have been penalised.

## **7. Finishing Line:**

**7.1** The finishing line will be positioned clear of mark 2 and should be square to the wind. The finishing line should be 50 metres, boats should be used for the main finishing committee boat and the pin finishing boat.

## **8. Leeward Gate:**

**8.1** There will be a mark 3 leeward gate on the course, the gate should be unbiased taking account of the conditions on the race course, but approximately at right angles to the wind, with the distance between the buoys of 30 metres. This distance should be increased slightly in rough sea conditions or stronger winds or with a large fleet.

## **9. Abandoning Races:**

**9.1** On the first half of the first leg, the Race committee may abandon a race in the event of a major, persistent wind shift (more than 25 degrees). After that the Race Committee will let the race continue if it is able to adjust the course to the changed conditions.

**9.2** 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.

- 9.3** The race management team will abandon the race when a new wind causes the fleet to invert.
- 9.4** 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
- 9.5** 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.
- 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 race of the required standard. In that case, the race may be abandoned.

## **10. Changes of course:**

- 10.1** The course may be changed, by angle or length, either at mark 2 or mark 3 and signalling the change of course at that point using code flag C.
- 10.2** If a course change is signalled at mark 2 the replacement mark 3 gate marks must be laid.

## **11. Target Times:**

- 11.1** The target time for all races shall be 50 minutes unless changed by the IODA PRO. The speed charts are a reasonably accurate guide for the Optimist (see Attachment 2) but in the lower wind ranges the differences in wind strength can be significant.

## **12. Racing in Fleets:**

- 12.1** All attempts shall be made during Qualifying to end each day with the same number of qualifying races sailed by each fleet. However this may not always be possible and any races not sailed as planned shall be raced as the first races on the next day.
- 12.2** No more than THREE races per day shall be sailed but any races not sailed as planned, as detailed in paragraph 12.1, may be sailed in addition to the THREE races.

### **13. Time on the Water:**

**13.1** The target for the maximum time on the water each day is 5 hours but the final say is with the IODA PRO.

### **14. Turnaround times between Races:**

**14.1** It is an important requirement in Optimist racing is to keep the time between finishing one race and starting the next race to an absolute minimum.

### **15. Scoring Guidelines:**

**15.1** Qualifying series and Final series - the number of races will be detailed in the Sailing Instructions. The overall scores are carried forward from the qualification series into the final series.

**15.1** In the Qualifying series fleet re-assignments should be made at the end of each day but not until two races have been completed by all fleets. In the Qualifying series, to avoid confusion, it is advisable to only publish overall results up to the last point when all teams have completed the same number of races Provisional individual race results should be published as soon as possible after each race.

### **16. Guidance on racing in Fleets:**

**16.1** Qualifying should be in equal fleets.

**16.2** The number of boats in the Qualifying fleets should be replicated in the Yellow, Blue, Red and Green fleets in the Final series.

### **17. Daily Briefings with Coaches:**

**17.1** The Race Committee will hold daily coach briefings to state the Race Management philosophy and guidelines of the event including, Safety, Starting Recalls and Penalties, minimum wind speeds and abandonment of races, the weather forecast for the day and the intentions for the day giving details of number of races, timings for each fleet and release times.

### **18. Other general points:**

**18.1** Always start on time if fleet has been released with enough time.

**18.2** Keep notes on everything happening on all Race Committee boats including wind tracking with speed and direction.

**18.3** Use GPS and Laser range finders for measuring course lengths, start line, finish line and gate widths.

**18.4** Five minutes is enough time between start of the previous fleet and the warning for next fleet and so on.

**18.5** BE CONSISTENT.

### **19. GPS:**

**19.1** All race management boats (signal, pin, finish and mark boats) shall be equipped with a GPS.

**19.2** 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: 39° 27.928 North, 034° 17.464 East)
- (e) Map Datum WGS 84

## **20. The Race Officer and the IODA PRO**

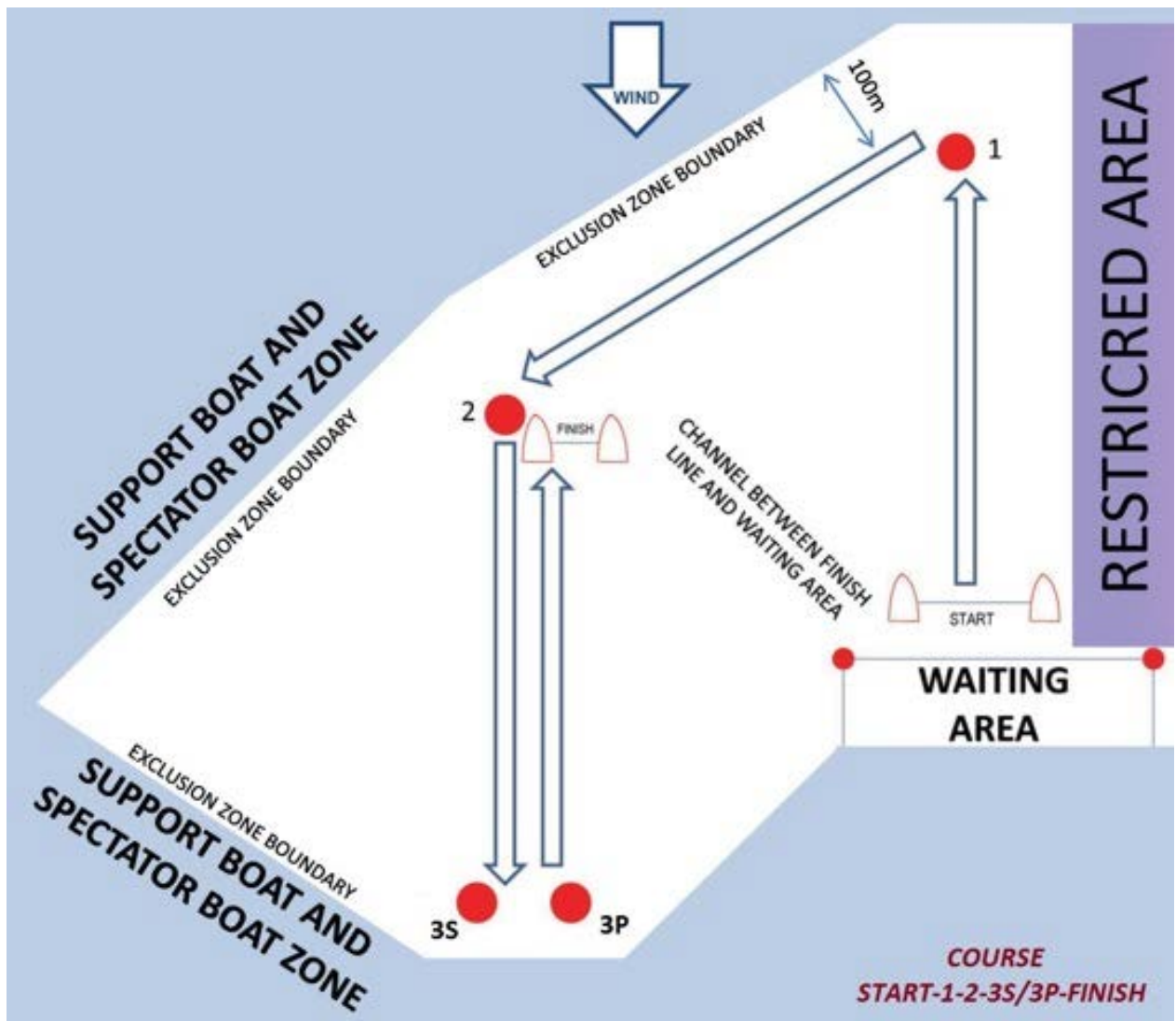
**20.1** The Race Officer is appointed by the Organizing Committee to run the races under the guidance of the IODA Principal Race Officer and/or IODA Course Representative. The Race Officer will not take action in relation to any of the following matters (whether or not altered by the Sailing Instructions) without the approval of the IODA Principal Race Officer and/or IODA Course Representative:

- (a) Postponement (RRS 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/RRS 29) or starting penalties (UFD/RRS30.3 or BFD/RRS 30.4);
- (e) Changing Course/moving marks - adjusting the course to a new wind strength or direction (RRS 33);
- (f) Abandoning (RRS 27.3, 32 and 35);
- (h) Determination of finishing position;
- (i) Corrections due to scoring errors (Item 15);
- (j) Requesting redress on behalf of a boat;
- (k) Protesting a boat;
- (l) Imposing a penalty;
- (m) Amending the Sailing Instructions or Notice of Race;
- (n) Racing areas to be used; and
- (o) Schedule.

The IODA Principal Race Officer and/or the IODA Course Representative may initiate action in relation to these matters, in which case the Race Officer will be governed by the IODA Principal Race Officer's and/or IODA Course Representative's decision. The IODA PRO and/or IODA CR may also initiate action if she/he 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 1 - OPTIMIST WORLDS COURSE DIAGRAM**



## Attachment 2 - OPTIMIST WORLDS SPEED CHART

### SAILING COURSE TIMES

Optimist

WORLDS COURSE

Target Time

50 minutes

Wind Range	5 - 8 Knots				8 - 12 Knots				12 - 15 Knots				15+ Knots			
Upwind Speed	32 mins/mile	Up Time (mins)	Down Time (mins)	Reach Time (mins)	26 mins/mile	Up Time (mins)	Down Time (mins)	Reach Time (mins)	24 mins/mile	Up Time (mins)	Down Time (mins)	Reach Time (mins)	26 mins/mile	Up Time (mins)	Down Time (mins)	Reach Time (mins)
Run Speed	18 mins/mile				15 mins/mile				14 mins/mile				13 mins/mile			
Reach Speed	20 mins/mile				17 mins/mile				15 mins/mile				14 mins/mile			
Leg Length Nautical Miles	Standard course				Standard course				Standard course				Standard course			
0.3	30.6	9.6	5.4	6.0	25.2	7.8	4.5	5.1	23.1	7.2	4.2	4.5	23.7	7.8	3.9	4.2
0.35	35.7	11.2	6.3	7.0	29.4	9.1	5.3	6.0	27.0	8.4	4.9	5.3	27.7	9.1	4.6	4.9
0.4	40.8	12.8	7.2	8.0	33.6	10.4	6.0	6.8	30.8	9.6	5.6	6.0	31.6	10.4	5.2	5.6
0.45	45.9	14.4	8.1	9.0	37.8	11.7	6.8	7.7	34.7	10.8	6.3	6.8	35.6	11.7	5.9	6.3
0.5	51.0	16.0	9.0	10.0	42.0	13.0	7.5	8.5	38.5	12.0	7.0	7.5	39.5	13.0	6.5	7.0
0.55	56.1	17.6	9.9	11.0	46.2	14.3	8.3	9.4	42.4	13.2	7.7	8.3	43.5	14.3	7.2	7.7
0.6	61.2	19.2	10.8	12.0	50.4	15.6	9.0	10.2	46.2	14.4	8.4	9.0	47.4	15.6	7.8	8.4
0.65	66.3	20.8	11.7	13.0	54.6	16.9	9.8	11.1	50.1	15.6	9.1	9.8	51.4	16.9	8.5	9.1
0.7	71.4	22.4	12.6	14.0	58.8	18.2	10.5	11.9	53.9	16.8	9.8	10.5	55.3	18.2	9.1	9.8