RACE MANAGEMENT POLICIES FOR IODA EVENTS[1]

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

1. Definitions

Please refer to the IODA Regatta Manual, "Section 2 – Terminology" which contains all the definitions for the terms used in this document.

2. General Principles

2.1 These policies are applicable for the IODA official course under the IODA target time.

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

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

2.4 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.

3. Times/Timing – Schedule

3.1 Times will be based on GPS time.

3.2 Starts will not be delayed for competitors to reach the race area if they could have arrived with reasonable diligence.

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[1] *These policies are mandatory for IODA Continental and World Championships but may be applied at other international or national events, observing revisions as appropriate.*

3.3 To alert boats that a race or sequence of races will start soon, the orange starting line flags will be displayed with one sound signal at least five minutes before a warning signal is displayed.

3.4 The orange starting line flags 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 five minutes of the previous start.

3.5 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 3) but in the lower wind ranges the differences in wind strength can be significant. When using the table in Attachment 3, all leg lengths must be equal.

3.7 The race management team will use the entire day if necessary, to complete the schedule taking into account the intended maximum time on the water each day is 5 hours.

3.8 The maximum number of races per day will be three. Only if the program is behind schedule will a fourth race be sailed, and it shall be announced on the day before as per the procedure stated in the Sailing Instructions.

3.9 No races ahead of the schedule are allowed.

4. Daily Briefing with Coaches

4.1 The Race Committee will hold a daily coach briefing that includes the weather forecast and the intended plan for the day.

5. Releasing using the D flag

5.1 The fleets shall only be released to the water using D flag and the fleet flag. It is recommended a minimum of five minutes interval in between D for the next fleet and the previous one.

5.2 The AP flag will not be used except for long postponements.

6. Decision to Race

6.1 The races 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.

6.2 The race management team will not wait for the wind to ´stabilize´. Competitors can compete in ´shifty´ conditions.

6.3 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 wind shift may not occur, the course can be corrected, or the shift may occur after the race is completed.

6.4 Wind will be measured from drifting boats.

6.5 Races will not be started in winds of less than an average of 4 knots of wind established over the entire course area. This limit may be increased at the discretion of the IODA PRO due to strong current in the racing area.

6.6 Races should not be started in winds averaging more than 25 knots.

6.7 After the start, wind blowing above or under these limits are not reasons to abandon a race unless it becomes unfair or for safety reasons.

6.8 Races will not be started if reduced visibility prevents the race management team from sighting the starting line and identifying premature starters or competitors to see the first mark.

7. Courses

7.1 The IODA course will be used for all races with inner and outer loops the same length however, the third and fourth legs may be adjusted to achieve the race target time. In lighter winds leg 2/reach should not be less than 0.4 nm to avoid boats beating on legs 1 and 4 from crossing each other. A more detailed diagram of the Optimist course may be found in the IODA Regatta Manual.

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

7.3 The reaching leg angle will be 120º off the wind.

7.4 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.

8. Racing in Fleets / Fleet Size

8.1 All attempts shall be made during qualifying series 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.

8.2 All races of a qualifying day will count as qualification races no matter the minimum number of qualifying races is achieved before the last race of that day.

8.3 The maximum number of boats at one start is sixty but under specific situations of good/high race committee boats and wind/sea conditions it can be increased up to 70.

8.4 If necessary to have a different number of boats per fleet, the first/gold fleet will have more sailors than the second/silver and so on.

8.5 It is an important requirement to keep the time between finishing one race and starting the next race to an absolute minimum.

8.6 When racing more than one fleet, the race management team may start another race for one fleet before other fleets have finished their previous race and so on.

9. Starting lines

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

9.2 The starting line should be 1.5 times the length of the boat (2.36 metres x 1.5) times the number of boats, so for example for 60 boats the line should be 212 metres but this may be increased slightly in heavier winds.

9.3 Laser range finders and/or GPS will be used to determine starting line lengths.

10. Starting Procedures

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

10.2 The IODA Principal Race Officer and/or the IODA Course Representative will sight the starting line with another member of the race management team.

10.3 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, such observations for example boats getting close to the line, bunching, etc…

10.4 If tapes are used, they will be labelled and preserved until after the conclusion of the entire event. If digital recorders are used, each fleet/start recording will be saved and indexed for easy retrieval.

10.5 For Fleet Racing the U flag will be used as the initial preparatory signal. If the start is fair and there is a general recall, then the restart shall be on the black flag. However, if it is not fair then the start line should be adjusted, and the restart should again be on the U flag. The first start should never be black even if the time to get racing completed is short. Starting procedures will be under RRS 26 as shown in Attachment 1.

10.6 For Team Racing under ideal conditions the orange flag will be displayed five minutes before the first start of the day and will be continually displayed until the after the last start of the day and the P flag will be used for the preparatory signal for all races. Starts will be under RRS 26 changed as per Attachment 1.

10.7 For the individual championships, competitors who have been scored UFD 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.

11. Posting UFDs and BFDs

11.1 Except at after a black flag general recall (when the requirements of RRS 30.4 will be met), the sail numbers of boats called UFD or BFD will be posted by the race committee on a white board on its start vessel as soon as possible after the start of the last fleet to inform the coaches, and the sailors that have been penalised.

12. Postponing a race during the starting procedure

12.1 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 endeavor to lay a starting line based on the mean oscillations expected.

12.2 The race management team will consider postponing the start for any of the following reasons:

(a) A drifting mark,

(b) A significant error in the timing of signals,

(c) Other boats interfering with the competing boats,

(d) Inappropriate starting line length or angle,

(e) The positions boats are taking on the starting line indicate a line bias in the minds of the competitors,

(f) A reduction in visibility preventing the race management team from sighting the starting line or identifying premature starters,

(g) Other factors that might affect the fairness of the race.

12.3 If the race management team considers that adjusting the starting line is unlikely to improve the changes of fair start then the start will be allowed to continue.

12.4 For a postponement that the race management team anticipates will be longer than ten minutes, the orange starting line flags will be removed (with no sound signal), and then displayed (with one sound signal) five minutes prior to the warning signal.

13. General Recall

13.1 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.

14. Starting Penalties

14.1 Flag I (RRS 30.1) and Flag Z (RRS 30.2) will not be used.

14.2 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.

14.3 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.

14.4 The race management team will make every effort to signal a postponement in the event of any problems with the starting line.

15. Shortening the course

15.1 Courses can be shortened using S flag (RRS 32) but never before the gate.

16. Abandoning Races

16.1 On the first half of the first leg, the race committee 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 the course to the changed conditions.

16.2 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.

16.3 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 given the wind conditions at that point in time. The further into the race, the less likely it is that the race management team will abandon the race.

16.4 The race management team may abandon the race when a new wind causes the fleet to invert.

16.5 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.

16.6 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.

17. Changes of course:

17.1 Change in wind direction:

(a) 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.

(b) 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.

(c) With a persistent wind shift of more than 15°, the race management team will attempt to change the course to the new wind.

(d) With a persistent wind shift of more than 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.

(e) 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.

(f) Changes in current or a difference in the angle of the current relative to the wind may justify variations from these guidelines.

17.2 Changes in length of legs:

(a) In general, changes in length will only be made if it appears that the time for the first finisher will be more than 20% outside the target time.

(b) 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.

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

18. Finishing Line/Finish Procedures

18.1 The finishing line will be positioned clear of mark 2 and should be square to the wind. The finishing line should be 40-50 metres, boats should be used for the main finishing committee vessel and the pin finishing vessel. Laser range finders will be used to establish the length of the finishing line.

18.2 The blue and orange flags will be displayed (with no sound signal) as the first boat of the first fleet rounds the gate (3S/3P). 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.

18.3 The orange and blue flags will be removed (with no sound signal) upon the earlier of:

(e) Expiration of the time limit for the last boat of the last fleet to finish, or
(ii) Immediately after the last boat of the last fleet finishes.

18.4 There will be a minimum of two line sighters on each finish boat. Each line sighter will use a hand-held recording device to record the order of finish.

18.5 If tapes are used, they will be labelled and kept until after the end of the entire event. If digital recorders are used, each race finish's recording (with all groups) will be saved and indexed for easy retrieval.

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

19. Race Committee Protests

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

19.2 The race management team may protest a boat in the following circumstances:

(a) A breach of a sailing instructions that may not be protested by another boat;
(b) An apparent breach of good sportsmanship (RRS 2);
(c) Failing to take a penalty after knowingly touching a mark, but not protesting another boat;
(d) Failing to sail the course (RRS 28).

20. Scoring Guidelines:

20.1 In the Qualifying series, overall results will only be publish 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.

21. GPS:

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

22.2 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.

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ATTACHMENT 1 – Roles of IODA PRO/CR and the Race Officer

The IODA Principal Race Officer and Course Representative

The IODA Principal Race Officer and/or IODA Course Representative will work closely with the Race Officer appointed by the Organizing Authority.

IODA PRO/CR will be available to attend redress hearings as a witness for the Race Committee. The IODA PRO/CR shall serve as the lead Race Officer, and is responsible for racing.

The Race Officer

The Course Race Officers are responsible for managing their race management teams and conducting the races.

The Course Race Officers are responsible for the management of all safety procedures.The Race Officer shall not take any action in relation to the following matters (whether or not changed by the Sailing Instructions) without the approval of the IODA PRO or IODA CR:

- Postponement (RRS 27.3);
- Course configuration, location and race duration;
- Whether a starting line be moved or adjusted;
- Starting line decisions;
- Changing course;
- Shortening course;
- Abandoning;
- Determination of Finish Line position;
- Corrections due to Scoring Errors;
- Requesting redress on behalf of a boat;
- Protesting a boat;
- Imposing a penalty;
- Amending the Sailing Instructions or Notice of Race;
- Delta Flag;
- Schedule and racing areas to be used.

ATTACHMENT 2 - Starting procedures

Below you will find a complete scheme of the standard starting procedures for both IODA fleet racing and team racing

STARTING PROCEDURES FOR FLEET RACING:

Time to Start	Visual Signal Displayed	Visual Signal Removed	Sound Signal
-10 (*)	Orange		One
-5	Warning signal (Class of Fleet Flag*)		One
-4	Preparatory signal (U, Black)		One
-1		Preparatory flag (U, Black)	One Long
0		Warning signal (Class of Fleet Flag*)	One

* Fleet flags for entries divided into fleets.

** With more than one fleet, the starting signal for the previous fleet will be the -10 for the next one.

STARTING PROCEDURES FOR TEAM RACING:

Time to Start	Visual Signal Displayed	Visual Signal Removed	Sound Signal
-3	Warning signal – Class Flag		One
-2	Preparatory signal – (Papa, Black)		One
-1		Preparatory (Papa, Black)	One
0		Class flag	One

ATTACHMENT 3 – Optimist speed chart

SAILING COURSE TIMES

OPTIMIST STANDARD 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