



RACE MANAGEMENT GUIDELINES FOR THE 2018 FAST 40+ CLASS RACE CIRCUIT.

Please note that these are guidelines to the Race Management Team and Organising Authority for the Fast 40+ events. Failure to observe these guidelines are not grounds for redress.

1. Definitions

- 1.1 Race Officer – a race officer appointed by the Fast 40+ and Organising Authority. The Race Officer is responsible for managing the race management team for the Fast 40+ class boats.
- 1.2 Race Management Team – the Race Officer and all on-the-water volunteers responsible for managing racing.
- 1.3 “Will” means the intentions of the race management team.

2. Times/Timing/Changes in Schedule

- 2.1 Times will be based on GPS time.
- 2.2 Starts will not be delayed for competitors to reach the race area if they could have arrived with reasonable diligence.
- 2.3 The race management team will use the entire day if necessary to complete the schedule.
- 2.4 The intention is that there will be no more than 3 windward/leeward races or two longer round the bouys races a day. Days with mixed windward / leeward races should be avoided unless absolutely required. Additional races, more than three, may be sailed in order to complete the programme if weather or other reasons dictate.
- 2.5 The intended schedule and format of races for the event and each day will be communicated at least 2 hours before the first warning signal of each day using WhatsApp.

3. Decision to Race

- 3.1 The race will be started at the scheduled time if the wind conditions and visibility are within the parameters outlined in these guidelines. Waiting for “better” conditions may be unfair, and will be avoided.
- 3.2 The race management team will not wait for the wind to “stabilize”. Competitors can compete in “shifty” conditions.
- 3.3 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.
- 3.4 Wind direction and speed will be measured from drifting boats.
- 3.5 Weather reporting stations may be used to establish wind speed data when considering wind limits for the race.
- 3.6 Average wind speed will be determined over a five minute period.
- 3.6 Races will not be started in less than an average of 5 knots of wind established over the entire course area. This lower limit may be higher if there is strong current in the racing area.
- 3.7 Races will not be started in excess of an average of 25 knots. These limits may also vary depending upon sea conditions, current and rapid changes in velocity. The forecasted wind speed during the race duration may also be considered when deciding to run a race.

3.8 Races will not be started if reduced visibility prevents the race management team from sighting the starting line and identifying premature starters. Visibility shall be at least 75% of the course leg length. The fact that the first mark cannot be seen from the starting area is not, in and of itself, a reason to postpone racing.

4. Sighting the Line/Timing/Signalling/Recording

4.1 The race management team will sight the starting lines from each end.

4.2 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. A commentary of anything of interest will be recorded (such as boats getting close to the line, bunching, etc.).

4.3 If tapes are used, they will be labelled and preserved until after the conclusion of the entire event. If digital recorders are used, each day's recording will be saved and indexed for easy retrieval.

4.4 Competitors who have been scored OCS may listen to the voice recording(s) of the applicable start(s).

5. Calling OCS

5.1 Although the RRS can't be changed, good practice and consistency in identifying boats should prevail with the race management team using the boat hull for calling OCS for upwind starts, when no sails are hoisted using the bowsprit.

5.2 The race management team will not permit a race to continue if it is satisfied that unidentified boats were over early.

5.2 With the exception of Cowes Week, bow or sail numbers of boats recorded as OCS will be posted on the CV as boats finish the race.

5.3 The race management team will announce on the designated VHF channel the sail or/and bow number of any boat identified as OCS. The timing of these announcements should be done consistently for each race throughout the event. The preferred process shall be discussed with the Fast 40+ class Race Director.

6. Postponing a Race During the Starting Procedure

6.1 The race management team will postpone a race during the starting procedure in response to adverse outside effects depriving boats of an equal chance of a good start.

6.2 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 endeavour to lay a starting line based on the mean oscillations expected.

6.3 If a wind shift occurs before the starting signal - even in the last minute before the start - such that it significantly increases the risk of a general recall, a postponement will be considered.

6.4 If the positions boats are taking on the starting line indicate a line bias in the minds of the competitors, a postponement will be considered.

6.5 In the circumstances described in 6.1 to 6.4 if the race management team determines that adjusting the starting line is likely to improve the chances of fair start without a general recall, then a very late postponement will be considered.

6.6 The guidance for the Cowes Week RYS start line will be discussed with the Fast 40+ class Race Director and subsequently communicated to competitors.

6.7 The race management team will also consider postponing the start for any of the following reasons: a drifting mark, a significant error in the timing of signals, other boats interfering with the competing boats, inappropriate starting line length or angle, a reduction in visibility preventing the race management team from sighting the starting line or identifying premature starters, and other factors that might affect the fairness of the race.

7. General Recall

7.1 In case of any problems with the starting line (such as length, or angle to the wind, etc.) a Postponement may be signalled, even up to the last second before the start, instead of a general recall.

7.2 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.

7.3 When the race management team is not satisfied that all boats over early have been identified, a General Recall will be signalled.

8. Starting Preparatory Flags (Flags P, I, Z, and Black Flag)

- 8.1 Flag I, U and Black preparatory signals will not be used.
- 8.2 For the first start attempt flag P preparatory signal will be used.
- 8.3 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.
- 8.4 If the race management team is satisfied that a General Recall was not the result of the starting line, it may use the Z flag preparatory signal for the second attempt.
- 8.5 If the race management team is satisfied that a subsequent General Recall was not the result of the starting line, it will continue to use the Z Flag preparatory signal for each subsequent attempt.
- 8.6 An important principle followed by the race management team is that the Z flag preparatory signals 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.
- 8.7 When using the Z Flag preparatory signal, the race management team will make every effort to signal a postponement in the event of any problems with the starting line.

9. Abandonment

- 9.1 On the first 60% of the first leg, the race management team 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 to the changed conditions.
- 9.2 Visibility: 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. The fact that boats cannot see the next mark from the prior mark is not, in and of itself, reason to abandon the race.
- 9.3 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.
- 9.4 The race management team may abandon the race when a new wind causes the fleet to invert.
- 9.5 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.
- 9.6 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.
- 9.7 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.
- 9.8 Competitors are reminded that the decision to race, or to continue to race, is their sole responsibility.

10. Windward/Leeward Courses - Adjusting the Course to a New Wind Speed or Direction.

- 10.1 Change in wind direction:
 - (a) Between 5° 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.
 - (b) With a persistent wind shift in excess of 15°, the race management team will attempt to change the course to the new wind.
 - (c) With a persistent wind shift in excess of 40°, 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.
 - (d) 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.
 - (e) Changes in current or a difference in the angle of the current relative to the wind may justify variations from these guidelines.
- 10.2 Changes in length of legs
 - (a) 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.

(b) The race management team will attempt to minimize the number of changes in leg length to achieve target times.

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

10.3 When changing leg lengths, the race management team will attempt to maintain a balance between the overall distance of windward and leeward racing.

11. Courses

11.1 The race management team will attempt to set the longest possible first leg within the constraints of the course area.

11.2 Windward/Leeward race, with four legs, target time for the 1st boat to finish is 50 minutes. The target time for a round the buoys race is 120 minutes.

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

11.4 Boat speed / distance and wind speed charts will be provided by the Fast 40+ class Race Director.

11.5 Leeward gates will be approximately 10 hull lengths (120m) 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.

11.6 Windward/Leeward courses will mostly use upwind starts.

11.7 Round the buoys races may use either a reaching, downwind or upwind starting orientations.

11.8 It is intended, with the exception of Cowes Week, that 8 races are scheduled with 6 Windward/Leeward races and 2 round the buoys races in each round of the 2018 Fast 40+ race circuit.

12. Starting Line

12.1 Excluding Cowes Week, the race management team will use the following guide to lay the length of the starting line. Boat Length Multiplying factor will be a 1.8 ratio. Starting line length = number of boats x boat length x Multiplying factor. A larger multiplier may be used in strong winds.

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

13. Finishing Line/Finishing Procedures

13.1 Except for Cowes Week, the finishing line will be approximately 120 metres in length. Laser range finders or GPS will be used to establish the length of the finishing line.

13.2 There will be a minimum of two line sighters on the finish line.

13.3 Each line sighter will use a hand-held recording device to record the order of finish.

13.4 If tapes are used, they will be labelled and preserved until after the conclusion of the entire event. If digital recorders are used, each day's recording will be saved and indexed for easy retrieval.

13.5 A written record (reconciled master copy) of the finishing order will be maintained on the main committee boat. This record will be reconciled with the published results once the race team arrives ashore.

13.6 After the last boat has finished, and another race is scheduled, the race committee will advise competitors of its intended time for the next class warning signal and type of course. There should be a minimum of 15 minutes from the last boat finishing and the class warning signal.

14. Race Committee Protests

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

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

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

15. General Principles

15.1 A shortage of time to complete the intended number and type of races is not a basis for variance from these policies.

15.2 All race management boats will be equipped with a GPS.