

Race Management Recommended Policies for Nordic Folkboat Gold Cup

Principles behind the recommendation

This document is excerpts from the sailing.org Race Management WM Policies adjusted to the Statutes for Nordic Folkboat and the Kerteminde Sejlklub intention of the race format

This document is not rules, only recommendation and examples of good practice to consider, and serves the purpose of ensuring equal conditions and races from year to year, despite the different organizers and places. Some of the recommendations may require rules specified in the sailing instructions if they shall apply.

Please note that these policies are guidelines to the Race Management Team and organizing authority.

Failure to observe these guidelines are not grounds for redress.

It is solely the organizing authority decision to what extend this recommendation will be implemented

1. Definitions and roles

- 1.1. **Principal Race Officer** – a Race Officer appointed by organizer and approved by national class organization being responsible for the conduct of racing and course areas.
- 1.2. **Sailing Course Race Officer** – an International or national Race Officer conducting the race, race area and race management team approved or appointed by organizer and national class organization.
- 1.3. **Sailing Course Class Representative** – a Race Officer appointed by national or international class organization responsible for supervising racing on the course area.
- 1.4. **Race Management Team** – the Principal Race Officer, Sailing Race Officers, Course Race Officers and all on-the-water volunteers responsible for managing racing, and including administrative on-shore bureau personnel responsible for administration, reporting of entries, results and documentation
- 1.5. **Jury and protest team** – the group of persons according to Goldcup Statutes taking care of protest and rules including class rules
- 1.6. “Will” or “can” means the intentions of the race management team, and it is solely the organizing committee and race management team’s decision how to use it in planning and practice.

2. General Principles

- 2.1. The role of the race management team is to conduct the races and to facilitate racing as directed by the organizing authority as required by the rules.
- 2.2. A shortage of time or completed races is not a basis for variance from these policies.
- 2.3. The operator of a race management team vessel will promptly advise the Sailing Course Race Officer if he/she believes his/her vessel or an another observed vessel has substantially affected one or more boats racing.
- 2.4. The race management shall as far as possible have an open public communication with the competitors and keep the competitors informed about intensions and reasons for decisions.
- 2.5. Names and associations for leading persons in the roles should be published in NoR or SI

3. Times/Timing/Changes In 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.
- 3.3. To alert boats that a race or sequence of races will start soon, the orange starting line flag(s) will be displayed (with one sound signal) at least five minutes before a warning signal is displayed.
- 3.4. The orange starting line flags(s) will be removed (with no sound signal) ten minutes after the starting signal unless the race management team intends to make the warning signal for the next fleet to start within ten minutes of the previous start.

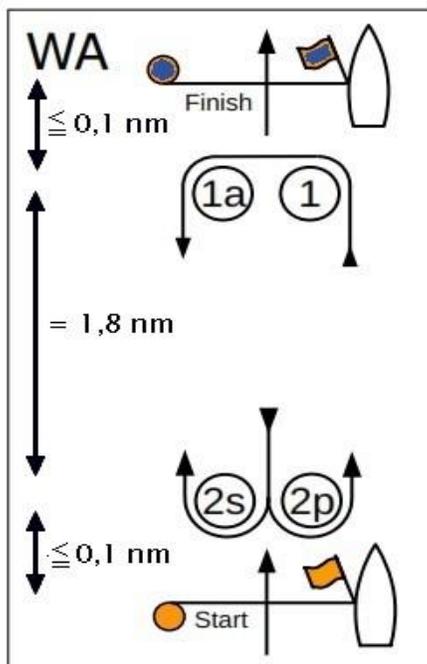
- 3.5. The race management team will use the entire day if necessary to complete the schedule.
- 3.6. If the weather forecast suggests it is unlikely that racing will be possible on an upcoming day (too much or too little wind) the schedule may be changed to sail more races in a day. The number of races sailed will not become more than one race ahead of schedule and any change will be notified on the day before it is to take effect.

4. Decision to Race

- 4.1. The race will be started at the scheduled time if the wind conditions and visibility are within the parameters outlined in these policies or specified in sailing instructions. Waiting for ‘better’ conditions than necessary may be unfair, and will be avoided.
- 4.2. The race management team will not wait for the wind to ‘stabilize’. Competitors can compete in “shifty” conditions.
- 4.3. 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.
- 4.4. Wind can be measured from drifting boats.
- 4.5. Average wind speed and direction will be determined over a time of more than one minute.
- 4.6. Races will normally not be started in less than an average of 3 knots of wind established over the entire course area. This lower limit may be higher if there is swell or strong current in the racing area.
- 4.7. Races will normally not be started in wind more than an average of 30 knots.
- 4.8. Races will not be started if reduced visibility prevents the race management team from sighting the starting line and identifying premature starters. The fact that the first mark cannot be seen from the starting area is not, in and of itself, a reason to postpone racing.
- 4.9. Where possible the race management team will postpone ashore (AP, or AP/Numerical pennant) or send competitors ashore (AP/H) if current weather conditions that are not suitable for racing are likely to continue.

5. Course diagram

- 5.1. As required from statutes, See also appendix attached with SI and NoR skeleton



Course WA – Windward/Leeward with Offset Mark, Windward Finish	
Signal	Mark Rounding Order
WA3	Start – 1 – 1a – 2s/2p – 1 – 1a – 2s/2p – Finish



5. Courses

- 5.1. The race management team will use GPS to set the longest possible first leg in a WA3 course from start to mark 1 within the constraints of the course area and the rules in Goldcup Statutes (minimum 1.8 nm between mark 2 and 1).
- 5.2. The course length will be laid without any given target time to achieve, unless otherwise specified in sailing instructions.
- 5.3. Gates will be approximately 10 hull lengths wide (75 m), laid square to the course from previous mark (mark 1a). Variations in width and angle may be appropriate to adjust for current or other prevailing conditions. Laser range finders can be used to determine the width of gates, but is not required.

6. Starting Line

- 6.1. Windward starting lines will generally be laid square to the median sailing wind. Current, favoured side of the course, expected wind shifts and other variables may justify variation from this guideline.
- 6.2. The gate mark directly above the starting line will be laid between 0.05 nm and 0.10 nm above the starting line. The gate mark can be laid before start and moved until first boat rounding mark 1a without any signals
- 6.3. Laser range finders and/or GPS is recommended to be used but is not required to be used to determine starting line lengths.
- 6.4. It is recommended to use a RIB with a high visible orange pole as leeward start line mark, for easy adjustment of angle and length and precise sighting of line.

7. Starting procedure

- 7.1. Rule 26 will be used, and it is recommended to use the orange flag procedure
- 7.2. Starting rules as U og I flag may be used without signal if specified in Sailing Instructions

8. Sighting the Line/Timing/Signaling/Recording

- 8.1. The race management team will sight the starting line from each end.
- 8.2. When a Sailing Course Class Race officer(s) are appointed they will sight the starting line with another member of the race management team.
- 8.3. 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. A commentary of anything of interest will be recorded (such as boats getting close to the line, bunching, etc.). The recordings will be preserved until after the conclusion of the entire event.
- 8.4. The leeward line sighters will report "x of Y" on VHF (may be an open channel) to sailing course officer telling that x identified boats of y boat total observed on course side. Which boats will be sorted out by the line sighters on telephone or other internal communication line
- 8.5. The race management sailing course officer will decide if the start is line-clear, or take individual recall or general recall action based upon this information. In no circumstances will an individual recall be signaled later than 10 seconds after the starting signal. The race management team shall attempt not to signal an individual recall and then a general recall.
- 8.6. Competitors who have been scored OCS, UFD or BFD, and their coaches, may be allowed to listen to the voice recording(s) of the applicable start(s). If allowed by race management a time and location for doing so each day will be posted on the Official Notice Board. Where possible video recordings can be made of the start. These videos will be made available for competitors to review.

9. Calling OCS

- 9.1. The race management team will not permit a race to continue if it believes that unidentified boats were over early. If the race management team is satisfied that all boats over the line have been identified an Individual Recall will be signaled.

- 9.2. Except after a black flag general recall (when the requirements of RRS 30.4 will be met) sail number of boats recorded as OCS, UFD or BFD will be posted on the start boat after boats have rounded mark 1 for the first time, (Note use the sailing instruction to allow country codes or bow numbers when these are used as boat identification).

10. Postponing A Race During The Starting Procedure

- 10.1. The race management team will postpone the race during the starting procedure if the mean wind shifts more than 10 degrees or if 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.
- 10.2. The race management team will 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,
 - other factors that might affect the fairness of the race.
- 10.3. If the race management team considers that adjusting the starting line is unlikely to improve the chances of fair start then the start will be allowed to continue.
- 10.4. For a postponement that the race management team anticipates will be longer than ten minutes, the orange starting line flag(s) will be removed (with no sound signal), and then displayed (with one sound signal) at least five minutes prior to the warning signal.

11. General Recall

- 11.1. When the race management team is not satisfied that all boats over early (or that have broken RRS 30.3 or 30.4) have been identified, a General Recall will be signaled.
- 11.2. 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.
- 11.3. When using RRS 30.3, if a general recall would result from unidentified boats on the course side of the starting line early in the minute prior to the starting signal, a postponement will be signaled immediately. If the race management team is satisfied that the starting line was fair then the next start will use RRS 30.4.

12. Starting Penalties (Flags U, I, Z and Black Flag)

- 12.1. Flag I (RRS 30.1) and Flag Z (RRS 30.2) can be used as decided by race management and organizing committee.
- 12.2. Flag P will be used for the first attempt of fleet race of 30 or less entries. For fleet races of more than 30 entries RRS 30.1, 30.2 or 30.3 can be used for the first start as of the race management team decision
- 12.3. If 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.
- 12.4. If the race management team is satisfied that a General Recall was not the result of the starting line, it will use the black flag for each subsequent attempt.
- 12.5. A 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 tide/current, or rapid oscillations of the wind, and not by actions of the race management team.

- 12.6. The race management team will make every effort to signal a postponement in the event of any problems with the start line, especially if RRS 30.3 is used, and solve the problem before a new start.

13. Shortening the Course

- 13.1. Unless otherwise specified in sailing instructions, races will not be shortened using RRS 32, but reducing the length of a leg, even the final leg, may be done by using a minus sign (RRS 33).

14. Abandonment

- 14.1. At any time of the first leg the race management team may abandon if a major, persistent, wind shift occurs (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.
- 14.2. Visibility: The race management team will consider abandoning a race if it is satisfied?? that a reduction in visibility or other weather conditions affects its ability to safely and fair 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.
- 14.3. Collapse of wind: The race management team may abandon the race when it is unlikely that the leading boat will complete the course within an overall time limit specified in the sailing instructions, or by the race management course officer judgement of reasonable racing/finish time, given the wind conditions at that point in time.
- 14.4. The race management team may abandon the race when a new wind has caused the fleet to invert.
- 14.5. 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.
- 14.6. 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.

15. Adjusting The Course To A New Wind Speed Or Direction

- 15.1. Reaction to change in wind direction is solely the race management teams decision considering:
 - 15.1.1. With a persistent wind shift of 10° or less the course can be unchanged unless necessary to adjust for current or to provide a square run.
 - 15.1.2. 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.
 - 15.1.3. With a persistent wind shift of more than 15°, the race management team will attempt to change the course to the new wind.
 - 15.1.4. With a persistent wind shift of more than 30°, 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.
 - 15.1.5. 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.
 - 15.1.6. Changes in current or a difference in the angle of the current relative to the wind may justify variations from these guidelines.
 - 15.1.7. When changing the direction of the next leg (RRS 33) a red rectangle or a green triangle will be displayed and the compass bearing to the next mark can be displayed.
- 15.2. Changes in length of legs
 - 15.2.1. The race management team will attempt to minimize the number of changes in leg length to achieve target time specified in sailing instructions. In general, changes in length will only be made if it appears that the time for the first finisher will be more than approx.20% outside the target time.

- 15.2.2. Change in leg lengths will not be made to reduce a leg to less than 75% (approx. 1.3 nm between mark 1 and 2) or increase a leg to more than 120% (approx. 2,2 nm between mark 1 and 2) of original leg length.
- 15.2.3. Changes in current may justify variations from these guidelines.

16. Finishing Line/Finishing Procedures

- 16.1. The finishing line shall be attempted to be laid before the first boat begins the final leg.
- 16.2. The blue and orange flags will be displayed (with no sound signal) after the first boat rounds the gate for last time.
- 16.3. 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.
- 16.4. The finishing line will be approximately 10 hull length (approx. 75 meters like the gate) in length, set square to the course from previous mark (gate). Laser range finders can but is not required to be used to establish the length of the finishing line.
- 16.5. The orange and blue flags will be removed (with no sound signal) upon the earlier of: (i) expiration of the time limit, or (ii) Immediately after the last boat finishes.
- 16.6. There will be one or two line sighters on each finish boat. Each line sighter will use a hand-held recording device to record the order of finish.
- 16.7. Competitors and coaches may listen to the voice recording(s) and review the written records of their finishes. A time and location for doing so each day will be posted on the Official Notice Board.

17. Race Committee Protests

- 17.1. Since the primary responsibility for protesting breaches of the rules rests with Competitors, the race management team will not normally protest a boat.
- 17.2. The race management team may protest a boat in the following circumstances:
 - 17.2.1. A breach of a sailing instruction that may not be protested by another boat;
 - 17.2.2. An apparent breach of good sportsmanship (RRS 2);
 - 17.2.3. Failing to take a penalty after knowingly touching a mark, but not protesting another
 - 17.2.4. Failing to sail the course (RRS 28)

18. Prize giving ceremony

- 18.1. Please remember, that according to statutes, the winner is the club the winning helmsman represents, but it is the winning boat that has done the job.
- 18.2. The club is; The organizers entry form should have a registration and announcement of the club the helmsman represents. The helmsman is not required to be the owner of the boat. If the helmsman is the person in charge (RRS 46) and not the owner and the owner not is on board, there must be a borrowing declaration signed before the first races start and the helmsmans club defines the club the boat represent. If the helmsman is the person in charge (RRS 46) and not the owner and the owner is on board, then a borrowing declaration is not required, but the helmsmans club defines the club the boat represent. If the helmsman not is the person in charge (RRS 46) and not the owner of the boat and the owner is on board, then a borrowing declaration is not required, but the helmsmans club defines the club the boat represents.
- 18.3. The organizers decide which and how many prizes to give beside the Goldcup. It is recommended that helmsman and crew is given equal prizes, and that at least the 10 first teams will receive a prize.
- 18.4. It is recommended that the prize giving ceremony will go upwards and end with the Goldcup winner, and thereafter inviting all former winners to join the celebration of this year's winner.