

## **RACE MANAGEMENT POLICIES FOR THE 2015 HOBIE 16 NORTH AMERICAN CHAMPIONSHIP – PENSACOLA, FL**

*Please note that these policies are guidelines to the Race Management Team. **Failure to observe these guidelines is not grounds for redress by a competitor.***

### **1. Definitions**

- 1.1. Organizing Authority (OA) – The Hobie Class Association of North America (HCANA)
- 1.2. Host – Pensacola Yacht Club (PYC)
- 1.3. Principal Race Officer (PRO) – a race officer appointed by the Organizing Authority. The Principal Race Officer is responsible for managing the race management team for the course area.
- 1.4. Beach Master – a race committee member assigned to monitor boats as they leave and return to the beach area of PYC.
- 1.5. Race Management Team – The Principal Race Officer, Beach Master and all on-the-water volunteers responsible for managing racing.
- 1.6. “Will” means the intentions of the race management team.

### **2. Safety**

- 2.1. While the decision to race lies with the competitor (Rule 4), once on the water, the safety of competitors is the first priority of the Race Management Team.
- 2.2. The PRO or their designated representative shall coordinate with the Beach Master to keep track of whether competitors are on the beach, in-transit to the race course or on the race course.
- 2.3. In the event a boat capsizes or pitchpoles, the nearest support or mark boat will immediately verify two heads above water, look for the “OK” signal (head pat) or “I need assistance” signal (crossed arms). If the signal is “OK”, then continue to monitor until the boat is righted or assistance is required.
- 2.4. In the event of an evacuation from the water and after racing is completed for the day, all mark and support boats will “shepherd” the fleet back to the beach.

### **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) four 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.

### **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. Waiting for “better” conditions 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 will be measured from drifting boats if there is current.
- 4.5. Average wind speed will be determined over a five minute period.
- 4.6. Races will not be started in less than an average of 4 knots of wind as measured in the starting area and the weather mark. This lower limit may be higher if there is strong current in the racing area.
- 4.7. Races will not be started in excess of an average of 25 knots. This limit may also vary depending upon sea conditions, current and rapid changes in velocity.
- 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.

## 5. Courses

- 5.1. The course length will be laid to give the first boat of each fleet the best chance of achieving the target time.
- 5.2. Mark Cp/Cs (the gate) will be laid before the first start of a sequence.
- 5.3. No offset marks will be used.

## 6. Starting Line

- 6.1. Starting lines will generally be laid square to the median sailing wind. Current, favored side of the course, expected wind shifts and other variables may justify variation from this guideline.
- 6.2. Starting lines will be laid approximately 100 meters below the anticipated position of gate marks Cp/Cs.
- 6.3. Laser range finders and/or GPS will be used to determine starting line lengths.
- 6.4. The race management team will use the following guide to lay the length of the starting line. A larger multiplier may be used in strong winds or heavy seas.

<b>Classes</b>	<b>Boat Length</b>	<b>Multiplying Factor</b>	<b>Fleet Size</b>	<b>Starting Line</b>
Hobie 16	5.05 m	1.5	30-32	250 m

## 7. Gates

- 7.1. Gates will be approximately 8-10 hull lengths (40 – 50 m) wide, laid square to the sailing wind. Variations in width and angle may be appropriate to adjust for current or other prevailing conditions.
- 7.2. Laser range finders will be used to determine the width of gates..

## 8. Sighting the Line/Timing/Signaling/Recording

- 8.1. The race management team will sight the starting line from each end.
- 8.2. 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.).
- 8.3. If tapes are used, they will be labeled 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.

- 8.4. In no circumstances will an individual recall be signaled later than 5 seconds after the starting signal.
- 8.5. The race management team will not signal an individual recall and then a general recall.
- 8.6. Competitors, who have been scored OCS, 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.

## **9. Calling OCS**

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

## **10. Postponing A Race During The Starting Procedure**

- 10.1. 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.
- 10.2. 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 endeavor to lay a starting line based on the mean oscillations expected.
- 10.3. 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.
- 10.4. 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.
- 10.5. In the circumstances described in 10.1 to 10.4 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.
- 10.6. 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.
- 10.7. 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. 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.
- 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 the race management team is not satisfied that all boats over early (or that have broken rules 30.1, 30.3 or the U flag sailing instruction) have been identified, a General Recall will be signaled.

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

- 12.1. Flags I and Z (rules 30.1 and 30.2) will not be used.
- 12.2. Flag P will be used for the first attempt of a start.
- 12.3. 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.
- 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 U flag for a subsequent attempt. If another General Recall occurs under the U flag, then the race management team will use the Black flag for a subsequent attempt.
- 12.5. An important principle followed by the race management team is that the U and Black flags 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.
- 12.6. When using the Black flag, the race management team will make every effort to signal a postponement in the event of any problems with the starting line.

## **13. Shortening The Course**

- 13.1. While the sailing instructions do not prohibit courses to be shortened using flag S, the race management team will avoid its use if at all possible.
- 13.2. Reducing the length of a leg, even the final leg, may be done by using a minus sign as specified in rule 33.

## **14. Abandonment**

- 14.1. On the first half 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.
- 14.2. 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.
- 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 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.
- 14.4. The race management team may abandon the race when a new wind causes the fleet to invert.
- 14.5. 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.
- 14.6. 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.
- 14.7. 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.
- 14.8. Competitors are reminded that the decision to race, or to continue to race, is their sole responsibility.

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

- 15.1. 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.
  - (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 in excess of 15°, the race management team will attempt to change the course to the new wind.
  - (d) With a persistent wind shift in excess of 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.
- 15.2. 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.
- 15.3. When changing the direction of the next leg (rule 33) only a red rectangle or a green triangle will be used (i.e., the compass bearing will not be displayed).
- 15.4. When changing leg lengths, the race management team will attempt to maintain a balance between the overall distance of windward and leeward racing.

## **16. Finishing Line/Finishing Procedures**

- 16.1. The finishing line will be laid before the first boat begins the final leg.
- 16.2. The blue and orange flags will be displayed (with no sound signal) as the first boat rounds:
- (a) Mark A for windward-leeward courses; or
  - (b) Mark Cp/Cs gate for windward finishes.
- 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. For downwind finishes, the finishing line will be approximately 75 m in length set square to the sailing wind. For upwind finishes, the line will be approximately 125 m in length set square to the sailing wind. Laser range finders will 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:
- (a) expiration of the time limit, or
  - (b) Immediately after the last boat finishes.
- 16.6. There will be two line sighters on each finish boat.
- 16.7. Each line sighter will use a hand-held recording device to record the order of finish.
- 16.8. If tapes are used, they will be labeled 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.
- 16.9. A written record of the finishing order will also be maintained by each finish boat.
- 16.10. 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. Corrections Due to Scoring Errors/Requests for Redress**

- 17.1. The race management team will adjust posted finishing places if it is satisfied that, based upon its records or observation, it has made a scoring error.
- 17.2. If the race management team believes it may have made any other error affecting the outcome of the race for which redress may be available, it may request redress on behalf of the potentially affected boat(s).
- 17.3. The race management team will consider requesting redress on behalf of a boat if it is satisfied that that boat's score has been made substantially worse by the actions of an official boat.

### **18. Race Committee Protests**

- 18.1. Since the primary responsibility for protesting breaches of the rules rests with Competitors, the race management team will not normally protest a boat.
- 18.2. 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 (Rule 31), but not protesting another boat to be exonerated under Rule 64.1(a)
  - (d) Failing to sail the course (Rule 28)

### **19. General Principles**

- 19.1. The race management team will attempt to set the longest possible first leg within the constraints of this course area.
- 19.2. A shortage of time or completed races is not a basis for variance from these policies.
- 19.3. The operator of a race management team vessel will promptly advise the Principal Race Officer if he/she believes his/her vessel has substantially affected one or more boats racing.

### **20. GPS**

- 20.1. All race management boats (signal, pin, and mark boats) will be equipped with a GPS.
- 20.2. 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