

US SAILING RACE MANAGEMENT SEMINAR

OUTLINE

REGISTRATION and COFFEE

INTRODUCTIONS and ADMINISTRATIVE DETAILS

- Welcome
- Seminar leaders
- Participants' experience
- Materials

Study Questions (5 pages, 54 questions), with your answers

The Racing Rules of Sailing ("RRS") 2009-2012

ISAF version (no prescriptions) available at <http://www.sailing.org>

Revised ISAF Regulations are also on the ISAF web site; click on Rules, then Regulations

US SAILING prescriptions available at

www.ussailing.org/rules/documents/

US SAILING rulebook; sent free to members

Changes to the RRS made after the rulebook was published will be on the racing rules web page of the US SAILING web site

Join the Race Committee Team, 2009 edition

US SAILING Race Management Handbook ("RMH")

required for people who want to become certified as Race Officers at any level (Club, Regional or National)

some chapter numbers have changed in the 2009 edition

2009 edition is available on the web, can be downloaded by members

printed version available in early 2010

- Seminar handout package
- Seminar evaluation form
To be filled out at the end of each section
Anonymous

OBJECTIVES - RMH Chapter 1

- What do the sailors expect from the race committee ("RC")?
- Primary elements of success

RACE COMMITTEE RESPONSIBILITIES - RMH Chapter 1

- Conduct races as directed by the OA (RRS 90.1)
- Conduct races as required by the *rules* (RRS 85 & 90.1)
- Publish written sailing instructions that conform to Appendix J2
- Scoring [RRS 90.3(a)]
- Safety

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- Appoint Protest Committee [RRS 91(a)]
RC members may serve on a PC, but not on an International Jury
- Select, provide and maintain RC equipment
- Recruit and train necessary personnel

SAILING INSTRUCTIONS - RMH Chapter 7

- Sailing Instruction principles and requirements
The most important pre-race job of the RC
Principles (Appendix L, Introduction)
Requirements of Appendix J2.1 [RRS 90.2(a)]
Requirements of Appendix J2.2 "shall include those...that will apply"
SI guide (recommended language) is in Appendix L
- SIs can change RRS only as permitted by RRS 86.1(b), which restricts which RRS can be changed and requires a specific reference to the rule being changed
- changing "three lengths" in the definition "zone" to either two or four is permitted, but should be discouraged
- Simple Sailing Instructions - Note to Appendix L
Developed by the RRC and the RMC to provide a model suitable for most events
Available from the US SAILING web site in Word
- Written sailing instructions **always** required [RRS 90.2(a)]
- NOR and SIs must be available to all competitors before racing begins (RRS 25)
- Changing the Sailing Instructions [RRS 90.2(c)]
Ordinarily in writing, and
posted on the official notice board, within the time limit, or
delivered to each boat on the water in lieu of posting
Oral changes permitted only on the water, and
only if the procedure is in the sailing instructions

RACE COMMITTEE JOBS - *Join the Race Committee Team*

- Desirable personal characteristics?
- Recorder/Spotter
- Sounder
- Signaler
- Line sighter
- Timer
- Boat operator
- Scorer

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- Wind reader
- Mark setter
- Radio operator/commentator (not in JTRCT)
- Principal race officer (PRO)

RC EQUIPMENT - RMH Chapter 8

- Signal boat characteristics
- Borrowed boat reality
- Mark boats
 - What flags are needed?
- Other RC boats
- Rescue or safety boats
- Separate finish boat
- Other support boats as needed
- Mark characteristics
- Visual signals (flags)
- Designating the course; not the same as designating the class
- Sound signals
- VHF radios
- Cell phones
- RC documents, forms and checklists
- Personal race management equipment (checklist in handout)
 - Hand-bearing compass
 - Wind stick, with yarn or tape
 - Anemometer
 - Voice recorder
- Signals made ashore

SETTING THE COURSE - RMH Chapter 10

STARTING LINE OPTIONS

- RC signal boat and *mark*
- RC signal boat anchored mid-line
- RC signal boat to windward of the starting line, not anchored

SETTING THE STARTING LINE

- Single most important RC task
- Location
- Starting line length
 - Too short: causes recalls and *rules* breaches
 - Too long: exaggerates lack of squareness; unfair; difficult for line sighter

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- Not square: causes recalls; unfair
- Squareness
 - Without current or other factors, line should be square to the average wind in the starting area
- Current effects
- Determining the apparent wind
- Other factors affecting the starting line
- What are starting marks?
- Adjusting the starting *marks*
- Windward mark location
 - If there is current across the course, what happens to the downwind leg of the course if the windward mark is set for equal time on each tack?

SETTING MARKS

- Knowing the angles
- Getting the distances correct
- Mark-setting techniques
- Setting a leeward gate
- Mark boat expertise

COURSE SETTING EXAMPLE (Optional)

- Only courses described in the sailing instructions can be used.
- Discuss the conditions best suited for each course with the class representative
- Consider using a variety of courses, if allowed by the SIs, to make the racing more interesting
- If there are options that would make the finish closer to the launch site, consider doing that for the last race of the day
- Course length: does the class want a specified distance, or a target time for the first finisher?
- Prepare a table of estimated time to sail each course as a function of wind speed
- Local example

STARTING SYSTEM - RRS 26

- Starting System
 - RRS 26 includes only one starting system
 - Interval from warning to start is 5 minutes
 - Any other starting system (except 3-minute "dinghy" starts, Appendix S) needs to be specified in the SIs
 - This system is especially good for small to medium fleets

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- The class flag must be described in the SIs
- Benefits of this system
 - Provides great flexibility for the RC, e.g. adjusting the starting line without having to postpone
 - Intervals between different class' starts are not fixed; RC can determine what will provide the best quality racing if there are multiple fleets
 - At least one flag is displayed throughout the starting sequence

YOU MAKE THE CALL - I

- Quick awareness of the situation
- Knowledge of race management and the racing rules
- Setting priorities
- Rapid decision making
- Use the form in the handout to record "your call" and "your reason"

BEFORE THE START - RMH Chapter 11

- Before the warning: boat check-in
- Answering Pennant ("AP")
- When to postpone
- When **not** to postpone
- Prior to the warning signal
- Prior to or at the warning signal
 - Designating the course (RRS 27.1 "no later than...")
 - Designate earlier for large fleets
 - What is to be designated and how is specified in the SI (RRS 27.1)
- At the warning signal (-5 minutes)
- After the warning signal
- Before the preparatory signal
- At the preparatory signal (-4 minutes)
- After the preparatory signal
- At one minute before the start
- Before the starting signal
- At the starting signal

STARTING PENALTIES - RMH Chapter 11

- Three different starting penalties: I, Z and black flags
- Flag I (RRS 30.1)
 - Applies to boats on the course side of the starting line or its extensions during the minute before the starting signal
 - Penalty is "to thereafter sail from the course side across either extension to the pre-start side of the starting line before starting"

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Discourages boats from starting aggressively in the middle of the line

Somewhat unfair to OCS boats in the middle of the line: a graduated penalty

Boats will crowd the ends of the starting line

Usually works well

RC must carefully watch and record which OCS boats *start* by sailing "from the course side across an extension to the prestart side before starting."

- "The triangle" is formed by the ends of the starting line and the first mark, usually the windward mark
- Flag Z (RRS 30.2)
 - Applies to boats in "the triangle" during the minute before the starting signal
 - Applies whether there is no recall, an individual recall, or a general recall
 - Penalty is usually 20%
 - Generally not used at club-level events
- Black flag (RRS 30.3)
 - Generally not used at club-level events

RECALLS - RMH Chapter 11

- When to signal an Individual Recall (RRS 29.1)
- Individual recall signals
- Individual recall notification
- After an individual recall
- When to signal a General Recall (RRS 29.2)
- General recall signals
- After a general recall
- Individual vs. general recall decisions
- Avoiding general recalls

YOU MAKE THE CALL II

DURING THE RACE - RMH Chapter 12

- Accounting for starters
- Observing the course
- Changing the course (RRS 33)
- What is displayed
- Position of the boat signaling the change
- Issues associated with changing the course
- Reasons to shorten or abandon (RRS 32.1)
- Procedure for shortening;
- Abandonment
- Procedure for abandonment

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- Sailing the course: "the string rule" (RRS 28.1) Touching a *mark* (RRS 31)
- Missing or out of position *marks* (RRS 34)

FINISHING - RMH Chapter 12

- Finish line length
- Finishing line angle
- Anchor before any boat rounds the previous mark
- Blue flag or shape
- Sound signals
- Recording finishes
- Time limits
- Finishing windows or curfews
- Other finishing procedures
- Reports from competitors
- Checking results
- After finishing - postings
 - Protest time limits
 - Preliminary results, if necessary
 - RC Actions report (RRS A5)
- Permitted RC actions without a hearing

YOU MAKE THE CALL - III

SCORING - RMH Chapter 13

- Scoring is a RC responsibility (RRS 89.3)
- Scoring systems
 - Low-point is most common, and is in effect unless changed in the SIs
 - Low-Point: default is 1 point, **not** 3/4, for first place (RRS A4.1)
 - Default (in both systems) is to exclude a boat's worst race score (other than a DNE or a DGM) from her series score, regardless of the number of races completed (RRS A2)
 - Both systems: non-percentage penalty letter scores are (N+1)
 - Series scoring is in RRS Appendix A2
 - Tie breaking in RRS Appendix A8 will break all ties, if applied properly
- Computerized scoring systems
- Regatta management software is becoming more common
 - Generally includes registration, merchandise sales, RC lists, and scoring
 - Some organizing authorities require the use of a specific system, e.g. for US SAILING championships, Regatta Network is required
 - US SAILING publishes (on its web site) reviews of scoring and regatta management software

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- Posting results on the web
- Scoring races for boats that are handicapped
- RC must include the results of protest committee decisions in the results
Complete the scoring, then enjoy the party...

US SAILING RACE OFFICER PROGRAMS

- Program goals
- Club Race Officer Expectations
- Regional RO Expectations
- National RO Expectations
- Qualifications - all levels The Area Race Officer's endorsement is required
- Club Race Officer Qualifications
- "Approved" seminars and "qualified" instructors
- Role of testing: objectivity and demonstrated knowledge
- Liability insurance coverage for **certified** officials; if your membership lapses, you are no longer certified and no longer insured
- Complete description of the program is in the Race Officers section of the US SAILING web site
- Applications and instructions are also on the US SAILING web site
- Sailing Officials Automated Reporting System (SOARS) use is required; available on the US SAILING web site

REVIEW STUDY QUESTIONS, AND OTHERS

CLUB RACE OFFICER MULTIPLE CHOICE TEST [30 minutes]

TEST & SEMINAR DEBRIEFING

InstNotes1209-3; rev 12/23/09 0600