



ISAF RACE MANAGEMENT POLICIES

How can they help run your racing?

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Topics to be covered

- What are we trying to offer/deliver the sailors/competitors/customers
- What policies/guidelines do you think are necessary?
- How can the ISAF Race Management policies/guidelines help you and your club?



What is your race team trying to achieve?





What am I trying to achieve?

- Firstly I am a sailor
- Consistency of decisions, process and management over my race track and others if multi fleet
- As good a course as we able to provide
- Race times near to target. No waiting around
- Fair starts with consistent policy on penalty flags and recalls
- No unusual decisions on postponements, abandonment's or early finishes to a day
- Fast accurate results



ISAF Policies for the Olympic classes

The policies are in place:

- to ensure the fairest racing possible
- to achieve consistency across the world
- to simplify the process
- as guidelines

But they work equally well across all types of Racing - Club level to Olympic



First Exercise

What race management policies/guidelines do you think are necessary?





Second Exercise

In your Group discuss what policies or guidelines would you adopt or set out to achieve the aim of delivering great, consistent and fair racing?



Race Management areas

Group 1: Times, Timing and schedule

Group 2: Decision to race - dinghies and windsurfing

Group 3: Start line - sighting, timing, signalling, recording

Group 4: OCS, Gen. recall and postponing

Group 5: Starting penalties - options



Race management areas

- Group 6: Shorten course and abandonment
- Group 7: Changing the course – new wind speed and direction
- Group 8: Trapezoid courses
- Group 9: Start line - angles and lengths
- Group 10: Finishing line, procedure and scoring errors



Second Exercise question

- In your Group discuss what policies or guidelines would you adopt or set out to achieve the aim of delivering great, consistent and fair racing?
- Produce one flip chart sheet setting out what you all Agree on and Disagree on as policies and inclusions



ISAF Race Management Policy Document - sections

1. Definitions
2. Times/Timing/Changes in Schedule
3. Decision to race
4. Decision to race - windsurfing
5. Sighting the line/Timing/ Signalling/ recording
6. Calling OCS
7. Postponing a race during the starting procedure
8. General Recall
9. Starting Penalties (Flags I, Z and Black)



ISAF Race Management Policy Document

- sections

10. Shortening the course
11. Abandonment
12. Adjusting the course to a new wind speed and direction
13. Rule 42 - “off” and “restore”
14. Trapezoid courses
15. Starting line
16. Finishing line/finishing procedure
17. Corrections due to scoring errors/requests for Redress
18. Race Committee protests
19. GPS



Times / Timings

GPS

Attention Signal - orange flag at least 4 mins before warning

Signal when more than 1 race in the day or after a long postponement

Use the entire day to complete schedule - don't give up too early

No races to be sailed ahead of schedule



Decision to Race

Don't delay if competitors could have arrived with reasonable diligence

Don't wait for more wind to fill in - unfair to light wind sailors

Don't delay if above 4 knots (>4knots if significant tide)

Don't wait for shifty wind to stabilise

Don't start in >25 knots

Boards

6 knots minimum

No more than 2 races per day in non-planing (or marginal) conditions

3 Races only if 2 of the 3 are in planing conditions

Rest periods - 20 minutes in planing conditions otherwise 25 minutes



Preparatory Signal

Always Papa at first start of each race

No Zulu - as media doesn't understand

No India - as unfair

Black flag for 2nd & subsequent starts when line was/is good



Sighting the Line

Pin end ARO communicates with RO (VHF or mobile phone)

RO (or ITO) makes the decision re AP, clear, X or 1st Sub

Both have recording devices active from 90 seconds before start

Keep recordings until after the regatta has finished



Postpone the Start

When line is not square with bunching at one end for any reason including competitors perception

Especially rather than general recall when Z or Black are being used

Better to signal a late AP than individual or general

Recall when the start is not fair



Calling OCS

Make every effort to identify *all* OCS boats

X flag and sound signal within 5 secs

If not satisfied that all have been identified then signal

1st Sub



Rule 42

Limits are as per class rules

Wind should be consistently above or below limit before change

Avoid many changes - changes in wind speed are expected to remain

Inform Jury well before signal is displayed of RC intentions



Abandon

N rather than 1st Sub for error at start eg timing error

Major shift on 1st 1/2 of 1st leg resulting in a fetch rather than a beat

Collapse of wind - mark 1 time limit or overall time limit

Danger to life

Frequent & violent wind shifts

When pumping becomes the main method of propulsion in windsurfing

Outside influences making the race unfair

The further into the race, the more unlikely it is appropriate to abandon



Adjusting the Course

Wind Shift	Action
<10°	No change
10° to 15°	Consider & adjust if you believe it's permanent
>15°	Adjust the course
>45°	Consider viability of race
frequent / violent	Abandon the race

This guideline may be altered in the presence of tide

Change leg length to achieve target time - do not make many changes

Change in leg length should be no less than 50% or more than 150% of original length

Shorten a course by C rather than S



Trapezoid Courses

Mark 1 to Mark 2 = $\frac{2}{3}$ length leg 1

Lay inner loop gate (4p and 4s) after starts

Reaching leg angle:

70° internal angle for boats without spinnakers

60° internal angle for boats with spinnakers

Offset mark set with internal angle of 80° and distance of 40m



Start Line and Finish Line

Start Line

Set square to Sailing Wind

100m below gate

Use laser range finder

Finish Line

Set before leading boat starts final leg (mark 2 to mark 3)





How can the ISAF Race Management Policies and Guidelines help you?





Imagine

- Making the sport easier to understand for everyone
- Every club in the UK/world adopting the same policies and guidelines
- Sailors only needing to read one page of local regatta specific SI's covering safety and start time and course information
- Competitors always having confidence in the Race Management Team
- Free Beer at every regatta!!



What can you do?





What can you do?

- Review your club/class/event NoR's and SI's
- Standardised in accordance with the ISAF policies and adopt the guidelines
- Always simplify – less is often best!
- Be consistent across all your club/class activities
- Make sure you make it fun

