

# J70 Class Association

## Race Management Policies for Major Championships - August 2013

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

### **1. Notice of Race and Sailing Instructions**

- 1.1 The NOR and SI will be based on ISAF RRS Appendices J, K, and L.
- 1.2 The class will appoint a class representative that will give guidance on class policies for the championship.
- 1.3 The class office will approve the NOR and SI prior to initial publication.
- 1.4 Amendments to the NOR and/or SI should have the advanced approval of the class representative, the PRO, and the Chief Judge.
- 1.5 These guidelines address issues that are not covered in the SI. The class should have a templates for NOR and SI covering mandatory issues and structure, such as time limits. The OA should develop NOR and SI that are consistent with the template.

### **2. Decision to Race**

- 2.1 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.
- 2.2 Races will not be started in excess of an average of 25 knots for if gusting to 28 knots or above. These limits may also vary depending upon sea conditions, current and rapid changes in velocity.
- 2.3 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

### **3. Courses**

- 3.1 In general, the target time for races will be 70-75 minutes. Target times as short as 60 minutes are permitted for smaller fleets and when behind schedule. Target times as long as 90 minutes are permitted for very large starting fleets. See Attachment A for predicted course lengths for different wind speeds.
- 3.2 The course length will be set to give the first boat of each fleet the best chance of achieving the target time. The race management team will rely primarily on 4-leg windward/leeward courses. The 5-leg windward/leeward course should only be used when it will finish the fleet closer to harbor at the end of a day.
- 3.3 For smaller fleets, the distance from the starting line to the leeward gate should be approximately 0.2 miles. For larger fleets, that offset should increase in order to give the boats time to spread out prior to rounding the weather mark. An offset of as much as 0.4 nm may be needed for large fleets (see Attachment A)
- 3.4 The weather mark will have an offset mark set approximately 10-12 boat-lengths on a course approximately 90 degrees from the direction to the weather mark.
- 3.5 The leeward mark will be gates set approximately 10 hull lengths wide, set square to the sailing wind.
- 3.6 Variations in width and angle may be appropriate to adjust for size of the fleet, current, or other prevailing conditions.

#### **4. Schedule of Races**

- 4.1 The overall schedule should be based on 3 races per day. At most 4 races may be sailed in one day.
- 4.2 Series scores will be the sum of all race scores - no throwouts.

#### **5. Starting Line**

- 5.1 Starting lines will generally be set square to the median sailing wind. Current, favored side of the course, expected wind shifts and other variables may justify variation from this guideline.
- 5.2 Starting lines will be set approximately 0.1 to 0.4 nm below the anticipated position of leeward marks. Longer offsets should be used for larger fleets.
- 5.3 The race management team will set the length of the line to the number of starting boats times a factor of 1.3 to 1.7. A larger multiplier may be used in strong winds or heavy seas.
- 5.4 For starting fleets of 60 boats or more, the race committee should be prepared to implement a mid-line boat (a two-segment line using three race committee boats).

#### **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 If a wind shift occurs before the starting signal - even in the last minute before the start - or such that it significantly increases the risk of a general recall, or if the boats bunch at one end of the start line, a postponement will be considered.

#### **7. Calling OCS**

- 7.1 The race management team will not permit a race to continue if it is satisfied that unidentified boats were over early.
- 7.2 The race management team will attempt to advise boats that are OCS or BFD via VHF hail. This will be done as soon as practical after the starting signal.
- 7.3 After a black flag general recall, in addition to the requirements of Rule 30.3 will be met, the boats to be scored BFD will be announced via VHF.

#### **8. General Recall**

- 8.1 When the race management team is not satisfied that all boats over early (or that have broken Rules 30.1 or 30.3) have been identified, a General Recall will be signaled.

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

- 9.1 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 flag P.
- 9.2 If the race management team is satisfied that a General Recall was not the result of the starting line set up, it will use begin using starting penalties on subsequent attempts (including re-starts if the race is abandoned).
- 9.3 The race management team may attempt a start using the Flag I (Rule 30.1), but if it observes that the fleet becomes more congested at the ends of the line, it should discontinue using Flag I.
- 9.4 The race management team will attempt at least 1 start under Flag Z (Rule 30.2) prior to resorting to the Black Flag (Rule 30.3).
- 9.5 An important 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 rapid oscillations of the wind, and not by actions of the race management team.

## **10. Shortening The Course**

- 10.1 Courses will not be shortened using flag S.
- 10.2 Reducing the length of a leg, even the final leg, may be done by using a minus sign as specified in Rule 33.
- 10.3 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.

## **11. Abandonment**

- 11.1 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.
- 11.2 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.
- 11.3 Collapse of wind:
- 11.4 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.
- 11.5 On the first leg, if the average wind drops below 4 knots for more than 5 minutes, the race should be abandoned.
- 11.6 Except on the last leg, if current and light winds prevent a significant portion of the fleet from making progress towards the next mark for more than 10 minutes, the race should be abandoned.
- 11.7 The further into the race, the less likely it is that the race management team will abandon the race.
- 11.8 The race management team may abandon the race when a new wind causes the fleet to invert.
- 11.9 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.
- 11.10 Athletes are reminded that the decision to race, or to continue to race, is their sole responsibility.

## **12. Finishing Line/Finishing Procedures**

- 12.1 The finishing line will be set before the first boat begins the final leg. The race management team will make every effort to use two finish boats.
- 12.2 The finishing line will be approximately 75 meters in length, set square to the sailing wind.

## **13. Qualifying Series for Very Large Fleets**

- 13.1 TBD - not needed for the 2013 North American Championship