2011 RCYC Basic Race Management Seminar

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RCYC
Introduction

- Understand and honor the goals of effective race management
- Performing race management is one of the best ways to learn how to race
- Observing the conduct of a race from the vantage point of the race committee is one of the best ways to learn how to race well
- Performing race management is a duty of club members
Effective Race Management
Effective Race Management

- Running safe races
- Running fair races
- Properly adjusting to changing conditions
- Accurate recording
- Communicating effectively with interested parties:
  - Competitors
  - Judges
  - Protest Committees
  - National and Class Authorities
  - Vice Commodore’s of Race!!
Running Safe Races
Running Safe Races

- Begin at the beginning:
  - Ensuring that the proper equipment is available
  - Ensuring that the proper equipment is in working order
  - Ensuring that safe launch procedures are known and followed
- Ensuring that weather and water conditions are known
- Ensuring that club, class, and governing authority rules are known and followed:
  - RCYC “Go/No Go” Calculator
  - ISAF / US Sailing Racing Rules of Sailing
Proper Race Equipment

- RCYC sanctioned motor boats
  - Committee Boats
    - Betty A
    - Alex E
  - Mark Boats
    - Trinity
    - Nueces
    - Brazos
    - Frio
    - Valle
  - Other boats designated in the Notice of Race (NOR), sailing instructions (SI’s), or approved by the Principal Race Officer (PRO) on an emergent basis during an event
“Valle?”
Valle Is Our New “RIB” (Rigid Inflatable Boat)
You Own This Equipment
Taking Care of What You Own
Avoiding the “Rental Car” Mentality
Proper Race Equipment: Mark Boats

- Get the key from the clubhouse key rack
- Working VHF Radio
  - Dash Mounted
  - Hand-Held
- Hand Bearing Compass
- Anchor / Anchor Line
- Tow Line
- Swim Ladder
- Course Boards / Compass Boards / Clip Boards
Proper Race Equipment: Mark Boats

- Boat Hook
- Whistle
- Air Horn / Shot Gun
- Flag Bag
- Mark Inflators
- Proper PDF’s for Each Person on the Boat
- Proper Clothing and Foul Weather Gear for Each Person on the Boat
- Adequate Food and Water
Mark Boat Check List

- Ignition Key
  - In the RCYC Club House (for now)
- Fuel
  - Full Tank
  - Hose Attached Properly and Securely
  - Tank Vent Closed
- Oil
  - Need to add if the Oil Alarm Sounds for More than a Couple of Seconds
- Master Switch
  - Turn to the “On” Position
  - If the Battery Is not Charged, Get the Spare out of the Shed
Gas Tank & Fuel Separators
Mark Boat Check Lists

- Drain Plugs in Position and Tight
- Release the Bow Chain Before Lifting!
- Check the Water Separator to Ensure that It Is not Full
- Make Sure the Radio Works Before Heading Out
  - Get a Hand Held Radio from the RCYC Club House (Behind the Bar) as a Back Up
- Check that All Equipment is Secure
  - Seats
  - Consoles Railings
Proper Race Equipment: Mark Boats

- Anything Missing?
Proper Race Equipment: Mark Boats

- Oh, Yeah! The Marks and Anchors!
- The number and type of marks you need on board depends on:
  - The number of mark boats you have
  - The “race course(s)” designated
  - Whether or not you need an “offset mark”
  - Whether or not you need a “leeward gate”
  - Whether or not you will be finishing boats downwind while starting others upwind at the same time
Proper Launch Procedures

- Make certain that the bow chain is unhooked from the davit
- Make sure that the lifting bridle is not frayed
- Make sure that the lifting bridle is free and not hooked around anything—like the windshield or the radio, etc!
- Make sure that no one is in the transit path of boat from the davit to the water—especially UNDER the boat
- Rotate the crane smoothly
Proper Launch Procedures

- Once in the water, move the race equipment away from the hoists so that competitors can launch their boats.
- Do not leave race equipment in the water—remove when you are finished for the day (except some regattas).
- Put all marks, etc back in their proper place in the storage boxes.
Davit Alignment
Know the Weather Conditions

- Check the weather—there’s an app for that!
  - Accuweather
  - Sailflow
  - Weatherbug
  - Windfinder
  - Weather.com
  - The RCYC website and Weather Station
- In colder weather, it is necessary to make sure you know the water temperature
Personal Safety
Racing Rules of Sailing (RRS)

- RRS Rule 1.2 - Life-Saving Equipment and Personal Flotation Devices
  A boat shall carry adequate life-saving equipment for all persons onboard, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.
Racing Rules of Sailing (RRS)

- RRS Rule 4-DECISION TO RACE
  The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.
Racing Rules of Sailing (RRS)

- RRS Rule 27-OTHER RACE COMMITTEE ACTIONS BEFORE THE STARTING SIGNAL

27.1 No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another and signal that wearing personal flotation devices is required (display flag Y with one sound).
Racing Rules of Sailing (RRS)

- RRS Rule 40 - PERSONAL FLOTATION DEVICES
  When flag Y is displayed with one sound before or with the warning signal, competitors shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.
One Important Note

- All junior, read, “minor,” sailors (under age 18) must wear Coast Guard Category III PFD’s at all times on the water while racing!
Safe Rescue
Racing Rules of Sailing (RRS)

- RRS Rule 41- **OUTSIDE HELP**
  
  A boat shall not receive help from any outside source, except
  
  (a) help for an ill or injured crew member;
  (b) after a collision, help from the crew of the other boat to get clear;
  (c) help in the form of information freely available to all boats;
  (d) unsolicited information from a disinterested source, which may be another boat in the same race.
The Primary Goal of Any Rescue

- DO NOT MAKE A BAD SITUATION WORSE
  - Do not Increase the Danger of Those in Danger
    - Account for all sailors in danger at all times
    - Approach the rescue in such a way the rescue equipment does not endanger those in danger
  - Do not Increase the Number of Those in Danger
    - Do everything you can to not endanger rescuers while affecting a rescue

- THE NUMBER ONE REASON FOR A RESCUE FAILURE IS POOR SITUATIONAL AWARENESS
Know When to Step In

- Consider the Conditions
  - Weather Conditions
    - Air Temperature
    - Water Temperature
  - Sea Conditions
    - Chop—Chop Is Worse than Swells
    - Strong Current
  - Competitor Conditions
    - Age
    - Experience
    - Physical Condition
Know When to Step In

- Consider the Situation
  - Crew Emergency
    - Medical Emergency
    - Man Over Board
  - Craft Emergency
    - Breakdowns
    - Collisions
    - Grounding
  - Capsize
    - Turtled or not
    - Trunked Board
Affecting a Rescue

• **Approach in a Controlled Manner**
  • Approach from downwind, down wave, and down current
    • The wind, waves, and current should push you away from those in danger and not towards them
  • Keep your hull between those in danger and the motor
    • The hull can be just as dangerous as a propeller

• **Stand By Until the Situation Is Under Control**
  • Sails and lines in the water can endanger a rescue by fouling a propeller

• **If You cannot Control a Situation—Rescue the People First and Return to Rescue the Equipment Later**
Important Steps

- Ask if they want assistance before attempting a rescue
  - Remember RRS Rule 41
- Treat juniors differently—do not always accept their judgment
- Gather Lose Equipment
  - Floating debris can damage or foul a propeller
- Drop Spinnakers and Jibs (If Necessary)
- Get the Bow Into the Wind
- Position Your Boat Near the Masthead
Running Fair Races
Running Fair Races

- Following agreed to rules
  - NOR’s
  - SI’s
  - **RRS Rule 90.1—Race Committee**
    - The race committee shall conduct races as directed by the organizing authority and as required by the *rules*.
- Be on time
- Properly position the race course
- Properly configure the race course
  - Bearing
  - Length
  - Mark Structure
- Properly conduct races
Running Fair Races

- Do your homework
  - NOR’s
  - SI’s
  - RRS
  - Class Rules
- Have a meeting before you go out
  - Assignments
  - Radio channels
- Make sure everyone knows their job
Running Fair Races

- Know Which System You Will Use
  - No-Boat System
  - One-Boat (Used for Practice)
  - Two-Boat (Used in Most Club Races)
  - Three-Boat (Used in Most Club Regattas)
  - Four-Boat (Used in Most Major Championships)
Knowing Your Role on the Committee Boat

- **PRO**—Principle Race Officer (He or she is in charge)
- **Operator**—This person is responsible for the safe and proper operation of the Committee Boat
- **Scribe / Scorer**—This person records boats checked in, start times, weather conditions, boats starting incorrectly, fouls witnessed, finish positions and times, and protests announced
- **Sighter**—Responsible for sighting the starting an finishing lines. This person calls the starting penalties and the finish positions
- **Signaler**—This person is responsible for the visual signals, such as the flags
- **Sounder**—This person is responsible for the sound signals, such as horns and guns
- **Timer**—This person is responsible for the race sequence timing
Knowing Your Role on the Mark Boats

- **Operator**—This person is responsible for the safe and proper operation of the mark boat
- **Mark Setter**—This person is responsible for setting the marks properly
Configuring the Race Course
The Properly Configured Course

- The prescribed length
- A diamond in shape—regardless of the course you are running
  - The width of the course is equal to the length of the weather leg
Properly Configuring the Race Course

Wind Direction
Properly Configuring the Race Course

Wind Direction
Properly Configuring the Race Course

Wind Direction
Properly Configuring the Race Course

Wind Direction
Properly Configuring the Race Course

Wind Direction

90° 90°
Properly Configuring the Race Course

Wind Direction

90° 90°
RCYC: The Sailing Circle
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RCYC: The Sailing Circle
Positioning the Race Course
Positioning the Race Course
Positioning the Race Course
Properly Configuring the Race Course

- Get the Leg Length Right
  - Classes Racing
  - Wind and Wave Conditions
  - Time Limits
- Get the Course Length Right
  - Classes Racing
  - Wind and Wave Conditions
  - Time Limits
  - NOR
  - SI’s
Properly Configuring the Race Course

- Get the Marks Right
  - Determined by the Designated Course
  - Determined by NOR’s and SI’s
    - Offset Marks
    - Leeward Marks and Leeward Gates
    - Starting Marks
    - Finishing Marks
Determining the Median Wind Direction

- Once the RCB is anchored, find a place on the RCB where the wind is unobstructed, and use the “tell tale” stick to take readings—don’t worry about the compass yet
- Watch for your “farthest left” and “farthest right” directions, and pick a point on shore that corresponds to each
- Go half way in between and pick a point on shore, and take a compass bearing on that point—that is your median wind direction
Using a Telltale Stick
Proper Conduct of a Race
Some Definitions
“Mark”

- **RRS Definitions**—An object the sailing instructions require a boat to leave on a specified side, and a race committee boat surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached temporarily or accidentally to a *mark is not part of it*.

- **Types of Marks**
  - Committee Boat on Station for *Starting* or *Finishing*
  - Starting / Finishing Marks
  - Windward Marks
  - Leeward Marks
  - Gybe Marks
  - Offset Marks
Types of Marks

- Sphere
- Cylinder
- Tetrahedron
Use of Marks

- Generally, we use the Spheres for starting, finishing, change of course marks, and “offset” marks.
- Generally, we use the Cylinders and the Tetrahedrons for course marks (windward, gybe, leeward, and leeward gates).
“Racing”

- **RRS Definitions**—A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.
“Starting”

- **RRS Definitions**—A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, crew or equipment crosses the starting line in the direction of the first *mark*. 
“Finishing”

- **RRS Definitions**—A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after taking a penalty under rule 44.2 or, after correcting an error made at the finishing line, under rule 28.1.
“Zone”

- **RRS Definitions**—The area around a *mark* within a distance of three hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*.
Three-Length Zone
“Abandon” & “Postpone”

- **RRS Definitions**—A race that a race committee or protest committee *abandons* is void but may be resailed.

- **RRS Definitions**—A *postponed* race is delayed before its scheduled start but may be started or *abandoned* later.
Rhumb Line (Lexodrome)

- A line that crosses all meridians (longitude or latitude) at a constant angle
- Huh?
- An imaginary straight line drawn between two points of navigable water, which, in our case, is between two course marks
Rhumb Line

Wind Direction

Windward Mark

Leeward Mark
Rhumb Line

Wind Direction

Windward Mark

Rhumb Line

Leeward Mark
“Reciprocal Course”

- A direction whose bearing is $180^\circ$ away from one’s current bearing.
- For example, if one’s current heading is $180^\circ$, then the reciprocal course is $000^\circ$.
- Reciprocal course headings are used to validate proper mark placement.
Laylines

- Port Layline
- Starboard Layline

Wind Direction

90° 90°
Laylines

Port Layline

Wind Direction

Starboard Layline

90°

90°

Port Layline

Starboard Layline
Offset Marks
Offset Marks

According to the US Sailing *Race Management Handbook*:

- Long enough and of such an angle as to keep boats rounding the windward mark from interfering with boats on a port tack layline to the windward mark.
- A good rule of thumb is between five-to-ten boat lengths of the longest boat on the course and roughly 60° to 90° to the windward leg rhumb line.
- For example, if the longest boat on the course is a Lightning, which is nineteen feet long, then the offset mark should be between 100 and 200 feet from the windward mark or six-to-eleven lengths of the Whaler’s (Montauk 17’s).
Offset Mark

Port Layline

Starboard Layline

Wind Direction

90°

90°

Port Layline

Starboard Layline
Offset Mark

Wind Direction

Port Layline

Starboard Layline

60°
Offset Mark

Port Layline  Starboard Layline

90° 90° 90° 90°
Leeward Gates

- Used primarily with windward / leeward courses
- Used in large fleets
- According to the US Sailing *Race Management Handbook*, the separation should be twice the “Zone” plus at least one boat length. Huh?
  - If the rules call for a three boat length zone, then the separation should be seven boat lengths of the longest boat on the course
- For example, if the longest boat on the course is an Olsen 30, then the zone is 90 feet, if the Olsen reaches the zone first, and the gate separation should be at least 210 feet
Starboard and Port Courses

- “Leaving a Mark to Port”
  - Rounding a mark in such a manner that the port side of your boat is closest to the mark as you round

- “Leaving a Mark to Starboard”
  - Rounding a mark in such a manner that the Starboard side of your boat is closest to the mark as you round

- A “Port Course” leaves all marks (Leeward Gates, excepted) to Port

- A “Starboard Course” leaves all marks (Leeward Gates, excepted) to Starboard
Leaving a Mark to Port
Leaving a Mark to Starboard
Leeward Gates
Leeward Gate
Leeward Gates

Wind Direction

90° 90°

Starboard Layline  Port Layline

Port Layline  Starboard Layline

90° 90°
Leeward Gates

Wind Direction

Port Layline

Starboard Layline

90°

Port Layline

Starboard Layline

90°
Starting Lines and Finishing Lines

- **Starting Lines**
  - Square to the median wind direction, and surrounded by navigable water—no restricted areas or obstructions
  - The length should be 1.25 X the aggregate length of longest class racing; 1.5X for planing boats or in high winds and seas; shorter in light winds
  - The starting line is between the starting mark and the flag staff with a solid orange flag
Starting Line
Starting Lines and Finishing Lines

- **Finishing Lines**
  - Square to the median wind direction, and surrounded by navigable water—no restricted areas or obstructions
  - The length should be relatively short—5 boat lengths
  - The finishing line is between the finishing mark and the flag staff with a solid orange flag
  - A Committee Boat is “On Station” for finishing when a solid blue flag is also displayed
  - The finishing mark should be left to the same side as the course marks—not required
Common Courses Sailed

“W 1

“FINISH”

“START”
Common Courses Sailed

"W 1½"

"START"

"FINISH"

"W 1½"

"START"

"FINISH"
Common Courses Sailed

“W 2”
Common Courses Sailed

“W 2½”

“START”

“FINISH”
Common Courses Sailed
Common Courses Sailed

“T1 1/3”

“START”

45°

90°

45°

“FINISH”
Triangle Courses

- Isosceles Right Triangle
  - Two angles that are 45° and one angle that is 90°
- Equilateral Triangle
  - All three angles are 60°
Triangle Courses

- The Isosceles Right Triangle is almost always the best because the Equilateral Triangle makes the two reaching legs too tight for most boats in most wind conditions.
Race Committee Boat
The Starting Sequence
Code Flag “L”

- On Shore, Code Flag “L” Means that an Official Notice Has Posted
- On the Water, Code Flag “L” Means “Come Within Hail” or “Follow this Boat”
- Use Before Racing Begins to Check-In Registered Boats
Postponement

- “Answering Pennant”

- Races not Started Are Postponed, return to the Starting Area (“AP”)
- Races not Started Are Postponed for Two Hours (“AP” over “NP”)
- Races not Started Are Postponed, Further Signals Ashore (“AP” over “H”)
- Races not Started Are Postponed, No More Racing Today (“AP” over “A”)

![Diagram of pennants and symbols]
Abandonment

- **Code Flag “N”**

  - All Races Started Are Abandoned, Return to the Starting Area” (Code Flag “N”)

  - All Races Started Are Abandoned, Further Signals Ashore (“N” over “H”)

  - All Races Started Are Abandoned, No More Racing Today (“N” over “A”)

Starting Sequences

- **RRS Rule 26 (“5 Minute Sequence”)**

  Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<table>
<thead>
<tr>
<th>Signal</th>
<th>Flags and Sound</th>
<th>Minutes Before the Start</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warning</td>
<td>Class Flag; One Sound</td>
<td>5*</td>
</tr>
<tr>
<td>Preparatory</td>
<td>P, I, Z, Z with I, or Black Flag; One sound</td>
<td>4</td>
</tr>
<tr>
<td>One-Minute</td>
<td>Preparatory Flag Removed; One Long Sound</td>
<td>1</td>
</tr>
<tr>
<td>Starting</td>
<td>Class Flag Removed; One Sound</td>
<td>0</td>
</tr>
</tbody>
</table>

*or as stated in the sailing instructions

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.
RRS Rule 27—Other Race Committee Actions Before the Starting Signal

- **RRS Rule 27.1**—No later than the warning signal, the race committee shall signal or otherwise designate the course to be sailed if the sailing instructions have not stated the course, and it may replace one course signal with another and signal that wearing personal flotation devices is required (display flag Y with one sound).

- **RRS Rule 27.2**—No later than the preparatory signal, the race committee may move a starting mark.

- **RRS Rule 27.3**—Before the starting signal, the race committee may for any reason postpone (display flag AP, AP over H, or AP over A, with two sounds) or abandon the race (display flag N over H, or N over A, with three sounds).
RRS Rule 27—Other Race Committee
Actions Before the Starting Signal
Numeral Pennants

- Used to designate starting order as “Class Flags”
- Used to designate hours of postponement
A Starting Sequence Under Way
The Warning Signal:
Class Flags & Numeral Pennants

- The Class Flag is raised with one sound signal to begin the five minute sequence, and is lowered at the starting signal with one sound to begin the race.
The Preparatory Signal

- Rule 26: Code Flag “P”
- Racing rules apply
- Raised at the “four minute mark” with one sound signal, and lowered at one minute with one long sound
- Code Flag “P” is used most of the time—especially in club racing

Code Flag “P”
RRS Rule 30: Starting Penalties

- RRS Rule 30.1—I Flag Rule “Round the Ends Rule”
  - If flag I has been displayed, and any part of a boat’s hull, crew or equipment is on the course side of the starting line or one of its extensions during the last minute before her starting signal, she shall thereafter sail from the course side across an extension to the prestart side before starting.

Code Flag “I”
RRS Rule 30: Starting Penalties

**RRS Rule 30.2—Z Flag Rule**

If flag Z has been displayed, no part of a boat’s hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall receive, without a hearing, a 20% Scoring Penalty calculated as stated in rule 44.3(c). She shall be penalized even if the race is restarted or resailed, but not if it is postponed or abandoned before the starting signal. If she is similarly identified during a subsequent attempt to start the same race, she shall receive an additional 20% Scoring Penalty.

Code Flag “Z”
RRS Rule 30: Starting Penalties

- RRS Rule 30.1 and 30.2 can be in effect at the same time
RRS Rule 30: Starting Penalties

- **RRS Rule 30.3—Black Flag Rule**
  - If a black flag has been displayed, no part of a boat’s hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, even if the race is restarted or resailed, but not if it is postponed or abandoned before the starting signal. If a general recall is signaled or the race is abandoned after the starting signal, the race committee shall display her sail number before the next warning signal for that race, and if the race is restarted or resailed she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score.
# US Sailing Appendix S: Sound-Signal Starting System

<table>
<thead>
<tr>
<th>Signal</th>
<th>Sound</th>
<th>Time Before Start</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warning</td>
<td>3 Long</td>
<td>3 Minutes</td>
</tr>
<tr>
<td>Preparatory</td>
<td>2 Long</td>
<td>2 Minutes</td>
</tr>
<tr>
<td></td>
<td>1 Long; 1 Short</td>
<td>1 minute , 30 Seconds</td>
</tr>
<tr>
<td></td>
<td>1 Long</td>
<td>1 Minute</td>
</tr>
<tr>
<td></td>
<td>3 Short</td>
<td>30 Seconds</td>
</tr>
<tr>
<td></td>
<td>2 Short</td>
<td>20 Seconds</td>
</tr>
<tr>
<td></td>
<td>1 Short</td>
<td>10 Seconds</td>
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<tr>
<td></td>
<td>1 Short</td>
<td>5 Seconds</td>
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<tr>
<td></td>
<td>1 Short</td>
<td>4 Seconds</td>
</tr>
<tr>
<td></td>
<td>1 Short</td>
<td>3 Seconds</td>
</tr>
<tr>
<td></td>
<td>1 Short</td>
<td>2 Seconds</td>
</tr>
<tr>
<td></td>
<td>1 Short</td>
<td>1 Second</td>
</tr>
<tr>
<td>Starting</td>
<td>1 Long</td>
<td>0</td>
</tr>
</tbody>
</table>
US Sailing Appendix S: Sound-Signal Starting System

- **S1**—Course and postponement signals may be made orally.
- **S2**—Audible signals shall govern, even when supplemental visual signals are also used.
- **S4**—Signals shall be timed from their commencement.
- **S5**—A series of short signals may be made before the sequence begins in order to attract attention.
- **S6**—Individual recalls shall be signaled by the hail of the sail number (or some other clearly distinguishing feature) of each recalled boat. Flag X need not be displayed.
- **S7**—Failure of a competitor to hear an adequate course, postponement, starting sequence or recall signal shall not be grounds for redress.
Where Are We in the Sequence?
RRS Rule 29: Recalls

RRS Rule 29.1—Individual Recall

When at a boat’s starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with rule 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line or one of its extensions and have complied with rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 30.3 applies this rule does not.

Code Flag “X”
RRS Rule 29: Recalls

**RRS Rule 29.2—General Recall**

- When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall (display the First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start.

“First Substitute”
RRS Rule 32: Shortening Course or Abandoning

- **RRS Rule 32.1**—After the starting signal, the race committee may shorten the course (display flag S with two sounds) or abandon the race (display flag N, N over H, or N over A, with three sounds), as appropriate,
  - (a) because of an error in the starting procedure,
  - (b) because of foul weather,
  - (c) because of insufficient wind making it unlikely that any boat will finish within the time limit,
RRS Rule 32: Shortening Course or Abandoning

- (d) because a mark is missing or out of position, or
- (e) for any other reason directly affecting the safety or fairness of
- the competition,

or may shorten the course so that other scheduled races can be sailed. However, after one boat has sailed the course and finished within the time limit, if any, the race committee shall not abandon the race without considering the consequences for all boats in the race or series.
RRS Rule 32: Shortening Course

- **RRS Rule 32.2**—If the race committee signals a shortened course (displays flag S with two sounds), the finishing line shall be,
  - (a) at a rounding *mark, between the mark and a staff displaying* flag S;
  - (b) at a line boats are required to cross at the end of each lap, that line;
  - (c) at a gate, *between the gate marks*.

- The shortened course shall be signaled before the first boat crosses the finishing line.
RRS Rule32: Shortening Course

Code Flag “S”
RRS Rule 33: Changing the Next Leg of the Course

- **RRS Rule 33**—The race committee may change a leg of the course that begins at a rounding *mark* or at a gate by changing the position of the next *mark* (or the finishing line) and signaling all boats before they begin the leg. The next *mark* need not be in position at that time.
RRS Rule 33: Changing the Next Leg of the Course

(a) If the direction of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and either

1. the new compass bearing or
2. a green triangular flag or board for a change to starboard or a red rectangular flag or board for a change to port.
RRS Rule 33: Changing the Next Leg of the Course

- (b) If the length of the leg will be changed, the signal shall be the display of flag C with repetitive sounds and a ‘–’ if the length will be decreased or a ‘+’ if it will be increased.
- (c) Subsequent legs may be changed without further signaling to maintain the course shape.
RRS Rule 33: Experience and Common Sense

- You can’t change a leg of the course once a competitor is on that leg of the course.
- Don’t change because of a single, large shift in wind direction on one part of the course.
- Don’t bite off more than you can chew—if you are running a two-boat system in high winds, for example.
RRS Rule 33: Changing the Next Leg of the Course

Code Flag “C” means, “The position to the next mark has been changed.”

- To Starboard
- To Port
- To Decrease the Length of the Leg
- To Decrease the Length of the Leg
RRS Rule 34: Mark Missing

- **RRS Rule 34**—If a *mark* is missing or out of position, the race committee shall, if possible,
  - (a) replace it in its correct position or substitute a new one of similar appearance, or
  - (b) substitute an object displaying flag M and make repetitive sound signals.
RRS Rule 90.3: Scoring

RRS Rule 90.3—Scoring

(a) The race committee shall score a race or series as provided in Appendix A using the Low Point System, unless the sailing instructions specify the Bonus Point System or some other system. A race shall be scored if it is not abandoned and if one boat sails the course in compliance with rule 28.1 and finishes within the time limit, if any, even if she retires after finishing or is disqualified.

(b) When a scoring system provides for excluding one or more race scores from a boat’s series score, the score for disqualification under rule 2; rule 30.3’s last sentence; rule 42, if rule 67, P2.2 or P2.3 applies; or rule 69.1(b)(2) shall not be excluded. The next-worse score shall be excluded instead.
RRS Appendix “A”: Scoring

- RRS Appendix A—Scoring
  A3—STARTING TIMES AND FINISHING PLACES
  The time of a boat’s starting signal shall be her starting time, and the order in which boats finish a race shall determine their finishing places. However, when a handicap or rating system is used a boat’s corrected time shall determine her finishing place.
RRS Appendix “A”: Scoring

- RRS Appendix A—Scoring
  A4.2—A boat that did not *start*, did not *finish*, retired after *finishing* or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the series. A boat that is penalized under rule 30.2 or that takes a penalty under rule 44.3(a) shall be scored points as provided in rule 44.3(c)
RRS Appendix “A”: Scoring

- RRS Appendix A—Scoring
  A4.5—Scores Determined By the Race Committee
  A boat that did not start, comply with rule 30.2 or 30.3, or finish, or that takes a penalty under rule 44.3(a) or retires after finishing, shall be scored accordingly by the race committee without a hearing. Only the protest committee may take other scoring actions that worsen a boat’s score.
RRS Appendix “A”: Scoring

- RRS Appendix A—Scoring
  A4.6—Changes in Places and Scores of Other Boats
  A6.1—If a boat is disqualified from a race or retires after *finishing*, each boat with a worse finishing place shall be moved up one place.
  A6.2—If the protest committee decides to give redress by adjusting a boat’s score, the scores of other boats shall not be changed unless the protest committee decides otherwise.
RRS Appendix “A”: Scoring

- RRS Appendix A—Scoring
- A7—Race Ties

If boats are tied at the finishing line or if a handicap or rating system is used and boats have equal corrected times, the points for the place for which the boats have tied and for the place(s) immediately below shall be added together and divided equally. Boats tied for a race prize shall share it or be given equal prizes.
RRS Appendix “A”: Scoring

- RRS Appendix A—Scoring
- A8—Series Ties

A8.1—If there is a series-score tie between two or more boats, each boat’s race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the boat(s) with the best score(s). No excluded scores shall be used.

A8.2—If a tie remains between two or more boats, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boats’ scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.
RRS Appendix “A”: Scoring

- RRS Appendix A—Scoring
- A11—Scoring abbreviations
  - DNC—Did not start; did not come to the starting area
  - DNS—Did not start (other than DNC and OCS)
  - OCS—Did not start; on the course side of the starting line at her starting signal and failed to start, or broke rule 30.1
  - ZFP—20% penalty under rule 30.2
  - BFD—Disqualification under rule 30.3
RRS Appendix “A”: Scoring

- RRS Appendix A—Scoring
- A11—Scoring abbreviations
  - SCP—Took a Scoring Penalty under rule 44.3(a)
  - DNF—Did not finish
  - RAF—Retired after finishing
  - DSQ—Disqualification
  - DNE—Disqualification (other than DGM) not excludable under rule 90.3(b)
  - DGM—Disqualification for gross misconduct not excludable under rule 90.3(b)
  - RDG—Redress given
Conclusions

- Race management is about preparedness and situational awareness
- Race management is about safety first and racing second
- Race management is about running fair races
- Race management is about making wise decisions
- Race management is a duty of all club members
“Mr. Osborne, may I be excused? My brain is full.”
Thank You for Attending Any Questions?

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