

SB20 Asia Pacific Championships 2024

Race Management Information for Competitors

These notes do not form part of the Sailing Instructions and are advisory only. They are an indication of how the Race Management Team plans to operate and the guidelines it plans to follow. They will not be accepted as evidence in a protest hearing. They are designed to address competitor concerns about Conflicts of Interests between members of the race team and competitors. Any queries should be discussed with the Race Officer and/or the Chair of the Protest Committee.

1 **Aim.**

The aim of the Race Management Team is to run challenging, fair racing as safely as possible. Safety will always take priority.

2 **Feedback.**

I am always available after racing in the bar and am very happy to discuss why I made the decisions I did. If you have any queries or suggestions, please speak to me.

3 **Toilet Facilities afloat**

There are no toilet facilities afloat. It may be possible to run competitors ashore but racing will not be delayed. Please contact the Race Committee by VHF if you have a query.

4 **Postponements Ashore.**

If you are held ashore under Flag AP announcements of our intentions will be made on VHF and via the Event Messaging System(EMS) on the hour and half hour and we will endeavour to put notices on the official notice board.

5 **Start Line.**

Our plan is to use the Committee Boat (CB) for the Starboard end of the line and an anchored boat as the Port end.

6 **Starting**

I plan to start by using Flag P for the first start. If there is serious bunching at one end, I plan to postpone the start by displaying Flag AP with two sounds and re-lay the line. If competitors are evenly spread down the line, I plan to let the start run and try to identify premature starters. If there are unidentified premature starters who in my opinion have gained a significant advantage, I plan to signal a General Recall. The recalled start will be U-flagged. If the U-flagged start is recalled, subsequent starts will be Black-flagged. For subsequent races, the U flag will be used as the initial preparatory flag if the P flag has not previously been respected. If there is an unexpected major wind shift during the start sequence, I will probably postpone the start by displaying Flag AP with 2 sounds. If the race has started and the wind doesn't go back very soon after the start, I will probably abandon the race by displaying flag N. If there is a General Recall, Flag First Substitute will be displayed and it should be announced on the Radio using the words "General Recall" and repeated several times. If there are individual recalls this should be announced immediately on the radio using the words "X-ray Displayed", as well as displaying Flag X and making a second sound signal.

7 **Calling the Start Line**

The Deputy Race Officer(DRO) and I both call the line from the Committee Boat end and the Assistant Race Officer(ARO) calls it from the ODM boat. The DRO and ARO concentrate on the numbers of the boats. I watch the fleet and decide on Postponements and General Recalls. We all run tapes and have recorders to write down numbers from 90 seconds before the start. We record the numbers of the boats nearest to the line and those either side of them with details of identifiable features such as hull colour, sponsors logos and clothing. We have an open telephone link to the ARO from 90 seconds. Decisions about OCS are by consensus. We often use video to help identify numbers. If you want to query whether you were correctly identified as OCS we are very happy for you to listen to our tapes and look at our video.

- 8 **Time.**
I will use Internet time and always start the sequence on a five minute so that you can set your timer from your phone/watch once I have gone into sequence. However, if there is an AP or General Recall I may restart on an odd minute. GPS time can vary by a second or two.
- 9 **Abandoning.**
If there is a major wind shift that causes significant changes in the order before any boats have gone round Mark 1 my intention is to abandon, even if there is a clear leader. Once at least 5 boats have gone round Mark 1, I will do everything I can to save the race by moving marks. However, if the wind dies then comes back from a different direction I am likely to abandon the race.
- 10 **Race Committee Protests.**
It is my intention to protest competitors as little as possible. Other than under RRS 2, even if I see an infringement of a Rule, I will not protest if there is a competitor who witnessed the infringement. However I am always prepared to witness for a competitor if I saw the incident.
- 11 **Shorten Course.**
If it looks as if it will take more than 60 minutes for the first boat to reach Mark 1 for the second time, I may display Flag S from an Official Boat and finish the fleet at Mark 1. It is unlikely that I will shorten at any other mark but is possible so watch the signals.
- 12 **Light Winds.**
As long as there is wind of a predicable direction over the complete racecourse it is my intention to run racing as this is what is done in the rest of the world. If the wind is or becomes very shifty or gusty, racing may be postponed or abandoned.
- 13 **Heavy Winds.**
If the conditions deteriorate to the extent that safety is a serious concern, I am likely to shorten the race rather than abandon it and send the boats ashore using AP over H or AP over A. This is because abandoning produces a “starburst effect”, which makes effective marshalling impossible. Occasionally it may be necessary to abandon racing if shortening is impossible or boats are more likely to be damaged if they continue racing.
- 14 **Finishing**
The DRO and ARO each call the numbers of boats as they finish into a tape recorder with a recorder to write down the numbers. Usually we have a third caller and recorder who are doing the same but concentrating on the numbers rather than the order. We often video the finishes, especially if there are a number of overlapped boats. We will make a sound signal for the first finisher that is not OCS, UFD or BFD and the 15 minute time limit for finishing runs from this sound signal. We do not now routinely whistle all finishers as this makes the tapes inaudible. However it is very easy to miss boats who are overlapped so if you don't agree with your finishing position fill in a results query form on the Official Notice Board and I will check the tapes and video.
- 15 **OCS and DSQed Boats**
It is our intention to broadcast the bow numbers of boats OCS on a Papa start between 30 seconds and 1 minute after the start. The bow numbers of boats U Flagged and Black Flag DSQ should be broadcast between 1 and 2 minutes after the start. I will also put the bow numbers of any OCS, UFD & BFD boats on a board on the side or back of the Committee Boat by the end of the Race so you know before the next race.
- 16 **Sailing Area**
We plan to announce the Sailing Area for that day at the morning briefing. If for some reason we decide to change sailing area it will be announced on VHF and via the EMS and Flag L will be displayed with one sound if boats are still ashore and the Committee Boat will display Flag L when it moves from one area to another.
- 17 **Changing the Course after the Start**
If the Windward Marks are to be moved more than 10 degrees or 200m to windward or

leeward we will display IC Flag or board "C" at the gate with multiple sound signals, also displaying Red or Green flags or boards and '+' or '-' as described in RRS 33. The autonomous marks may not be in position at the time the signal is displayed.

18 Upper Wind Limit

I do not intend to start a race if the mean wind speed is above 25 knots or if there are gusts of over 31 knots lasting more than 30 seconds. I may also send boats ashore if in my opinion the sea state or visibility becomes unsafe for racing, or I have been warned that a strong wind front is approaching. If the wind builds suddenly to unsafe levels during a race, I will do my best to finish the race either at the finishing line or by shortening at the next mark and send the boats ashore. This will be announced on VHF.

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