International RS:X Class Association
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One Design Olympic Windsurfing

RS:X WINDSURFING CLASS RACE MANAGEMENT GUIDELINES

Date effective: 17th April 2018

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

1. General Principles

1.1 The role of the race management team is to conduct the races and to facilitate racing as directed by the organizing authority as required by the rules.

1.2 These guidelines are applicable for any course and any target time. Creation of different courses is to be encouraged.

1.3 A shortage of time or completed races is not a basis for variance from these guidelines.

1.4 The operator of a race management team vessel will promptly advise the Course Race Officer if he/she believes his/her vessel has substantially affected one or more boats racing.

2. Times/Timing/Changes In Schedule

2.1 Times will be based on GPS time.

2.2 Starts will not be delayed for competitors to reach the race area if they could have arrived with reasonable diligence.

2.3 To alert boards that a race or sequence of races will start soon, the orange starting line flag(s) will be displayed (with one sound signal) at least five minutes before a warning signal is displayed.

2.4 The orange starting line flags(s) will be removed (with no sound signal) four minutes after the starting signal unless the race management team intends to make the warning signal for the next fleet to start within ten minutes of the previous start.

2.5 The race management team will use the entire day if necessary to complete the schedule. Postponement of racing to another day will be co-ordinated with the different courses.

3. Decision to Race

3.1 The race will be started at the scheduled time if the wind conditions and visibility are within the parameters outlined in these guidelines. Waiting for 'better' conditions may be unfair, and will be avoided.

3.2 The race management team will not wait for the wind to 'stabilize'. Competitors can compete in "shifty" conditions.

3.3 The start may be postponed if a major wind shift is expected based on a known pattern or other reliable information (example: sea breeze can be seen in the distance and is expected to fill in). Otherwise, the race management team will start the race. The wind shift may not occur, the course can be corrected or the shift may occur after the race is completed.

3.4 Wind will be measured from drifting boats.

3.5 Average wind speed will be determined over a five minute period.

3.6 Races will not be started in less than an average of 5 knots of wind established over the entire course area. This limit may be higher if there is strong current in the racing area.

3.7 There is no upper wind limit; the decision will be made by the Class Course Representative after considering the safety and fairness for all competitors.

3.8 Races will not be started if reduced visibility prevents the race management team from sighting the starting line and identifying premature starters.

3.9 Where possible, the race management team will postpone the racing ashore (AP, or AP over numeral pennant) or send competitors ashore (AP over H) if existing weather conditions are not suitable for racing.

3.10 A maximum of 3 races per day will be sailed irrespective of planning conditions.

3.11 When racing back to back, the interval between the finish line closure and the new warning signal for that group will not be less than 10 minutes. This may be varied according to conditions.

4. Courses

4.1 The course length will be laid to give the first board of each fleet the best chance of achieving the target time.

4.2 The length of the reaching leg between Marks 1 and 2 will be approximately two-thirds of the length of leg 1.

4.3 The reaching leg angle will be 70° interior angle. Gates will be approximately 10 hull lengths wide, laid square to the sailing wind. Variations in width and angle may be appropriate to adjust for current or other prevailing conditions. Laser range finders will be used to determine the width of gates.

4.4 The race management team may use a slalom immediately before the finish when planning conditions exist. If a slalom is used, the target time for that portion of the course will be 2 minutes maximum.

4.5 For the Medal Races the course will be, at the discretion of the Class Course Representative, a Windward-Leeward course on non-planing racing conditions or Reaching Start course (RRS Appendix B3.26.2 Starting System 2 with RRS 29.1 and 29.2 applies) on planing racing conditions (10+ knots). For reaching starts RRS B2.17 shall apply.

5. Starting Line

5.1 For upwind starts, the starting line will generally be laid square to the median sailing wind. Current, favoured side of the course, expected wind shifts and other variables may justify variation from this guideline.

5.2 When there is a gate mark directly above the starting line it will be laid approximately 0.05 nm above the starting line.

5.3 The table below is a guide for a starting line lengths for fleet racing upwind starts. A larger multiplier may be used in strong winds or heavy seas.

Class	Board Length	Multiplying factor		
		Non-Planing	Marginal Planing	Planing
RS:X Men	2.86	2	2.5	3
RS:X Women	2.86	2	2.5	3

Starting line length = number of boards x Board length x Multiplying factor.

5.4 For Medal Races the length of the starting line will be approximately 100 meters for upwind starts and approximately 60 meters for the reaching starts.

5.5 Laser range finders and/or GPS will be used to determine starting line lengths.

6. Sighting the Line/Timing/Signalling/Recording

6.1 The race management team will sight the starting line from each end.

6.2 When Class race officer(s) are appointed they will sight the starting line with another member of the race management team.

6.3 Each line sighter will use a hand-held voice recording device and record, without stopping, from at least 90 seconds before the starting signal until after anything of interest after the start. A commentary of anything of interest will be recorded (such as boards getting close to the line, bunching, etc.).

6.4 If tapes are used, they will be labelled and preserved until after the conclusion of the entire event. If digital recorders are used, each day's recording will be saved and indexed for easy retrieval.

6.5 In no circumstances will an individual recall be signalled later than 5 seconds after the starting signal.

6.6 The race management team will not signal an individual recall and then a general recall.

6.7 Competitors, who have been scored OCS, UFD or BFD, and their coaches, may listen to the voice recording(s) of the applicable start(s). A time and location for doing so each day will be posted on the Official Notice Board.

6.8 Where possible video recordings will be made of the start. These videos will be made available for competitors to review.

7. Calling OCS

7.1 The race management team will not permit a race to continue if it believes that unidentified boats were over early.

7.2 When the race management team is satisfied that all boards over the line have been identified, an Individual Recall will be signalled.

7.3 Except after a black flag general recall (when the requirements of RRS 30.4 will be met), sail number of boards recorded as OCS, UFD or BFD will be posted on the start boards after boards have rounded mark 1 for the first time, or, in the case of more than one fleet on the same course, after the last fleet of that sequence of starts has rounded mark 1 for the first time. (Note: use the sailing instruction to allow country codes when these are used as boards' identification).

8. Postponing A Race During The Starting Procedure

8.1 The race management team will postpone the race during the starting procedure if the mean wind shifts more than 10 degrees or in the event other influences cause boards to bunch at one end of the start line. In rapid oscillations the race management team will endeavour to lay a starting line based on the mean oscillations expected.

8.2 The race management team will consider postponing the start for any of the following reasons:

(a) a drifting mark,

(b) a significant error in the timing of signals,

(c) other boats interfering with the competing boats,

(d) inappropriate starting line length or angle,

(e) the positions boats are taking on the starting line indicate a line bias in the minds of the competitors,

(f) a reduction in visibility preventing the race management team from sighting the starting line or identifying premature starters,

(h) other factors that might affect the fairness of the race.

8.3 If the race management team considers that adjusting the starting line is unlikely to improve the chances of fair start then the start will be allowed to continue.

8.4 For a postponement that the race management team anticipates will be longer than ten minutes, the orange starting line flag(s) will be removed (with no sound signal), and then displayed (with one sound signal) at least five minutes prior to the warning signal.

9. General Recall

9.1 When the race management team is not satisfied that all over early boards (or that have broken RRS 30.1, 30.3 or 30.4) have been identified, a General Recall will be signalled..

9.2 If a race management error is discovered after the starting signal (e.g., timing), the race management team may abandon the race (by using flag N). In these circumstances, the race management team will not signal a general recall.

9.3 When using RRS 30.3, if a general recall would result from unidentified boats on the course side of the starting line early in the minute prior to the starting signal, a postponement will be signalled immediately. If the race management team is satisfied that the starting line was fair then the next start will use RRS 30.4.

10. Starting Penalties (Flags U, I, Z and Black Flag)

10.1 Flag 'Z' (RRS 30.2) will not be used.

10.2 Flag P will be used for the first attempt of the starts of 10 or less entries.
For races of more than 10 entries Flag 'I' (RRS 30.1) or 'U' (RRS 30.3) will be used for the first attempt of a start.

10.3 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 the same preparatory signal.

10.4 If the race management team is satisfied that a General Recall was not the result of the starting line, it will use the black flag (RRS 30.4) for each subsequent attempt.

10.5 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 boards themselves, or rapid oscillations of the wind, and not by actions of the race management team.

10.6 When using the black flag, the race management team will make every effort to signal a postponement in the event of any problems with the starting line.

11. Shortening The Course

11.1 Race management team may decide to shorten the course according to RRS 32.

12. Abandonment

12.1 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.

12.2 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 boards cannot see the next mark from the prior mark is not, in and of itself, reason to abandon the race.

12.3 Collapse of wind: The race management team may abandon the race when it is unlikely that the leading board will complete the course within the overall time limit, even if a new wind were to arrive. The further into the race, the less likely it is that the race management team will abandon the race.

12.4 The race management team may abandon the race when a new wind causes the fleet to invert.

12.5 Increase of wind speed: Once a race has been started, the race management team will not abandon the race simply because the average wind speed increases beyond the stated limits. The race management team will consider abandoning the race if it is unable to safely manage racing.

12.6 Unusual occurrences making the race unfair: The race management team will make every effort to ensure that other vessels do not interfere with racing. The race management team will consider abandoning the race if it determines that an outside influence has made the race unfair.

13. Adjusting The Course To A New Wind Speed Or Direction

13.1 Change in wind direction:

(a) With a persistent wind shift of 10° or less the course will not be changed unless necessary to adjust for current or to provide a square run.

(b) Between 10° and 15° consideration will be given to adjusting the course to the new wind provided that the race management team is confident that the shift is likely to persist.

(c) With a persistent wind shift in excess of 15°, the race management team will attempt to change the course to the new wind.

(d) With a persistent wind shift in excess of 45°, the race management team will consider its influence on the race. Under these circumstances, the race management team may either change the course or abandon the race.

(e) Frequent and violent oscillations: 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 this case the race may be abandoned.

(f) Changes in current or a difference in the angle of the current relative to the wind may justify variations from these guidelines.

13.2 Changes in length of legs

(a) The race management team will attempt to minimize the number of changes in leg length to achieve target times. In general, changes in length will only be made if it appears that the time for the first finisher will be more than 20% outside the target time.

(b) 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.

(c) Changes in current may justify variations from these guidelines.

13.3 When changing the direction of the next leg (RRS 33), only a red rectangle or a green triangle will be used (i.e., the compass bearing will not be displayed).

14. Finishing Line/Finishing Procedures

14.1 The finishing line will be laid before the first board begins the final leg.

14.2 The blue flag will be displayed (with no sound signal) as the first board rounds:

(a) Mark 2 for the final time in the case of trapezoid courses; or

(b) Mark 1 for windward-leeward courses; or

14.3 In the case of a late course change for the final leg, the blue flag will be displayed as soon as possible after the finishing line has been laid.

14.4 The finishing line will be approximately 50 metres in length, set square to the direction from the last mark for reaching finishes (square to the sailing wind for downwind finishes). Laser range finders will be used to establish the length of the finishing line.

14.5 The blue flag will be removed (with no sound signal) upon the earlier of: (i) expiration of the time limit, or (ii) Immediately after the last board finishes.

14.6 There will be two line sighters on the finish boat (s).

14.7 If tapes are used, they will be labelled and preserved until after the conclusion of the entire event. If digital recorders are used, each day's recording will be saved and indexed for easy retrieval.

14.8 A written record of the finishing order will also be maintained by finish boat(s).

14.9 Competitors and coaches may listen to the voice recording(s) and review the written records of their finishes. A time and location for doing so each day will be posted on the Official Notice Board.

15. Corrections Due to Scoring Errors/Requests for Redress

15.1 The race management team will adjust posted finishing places if it is satisfied that, based upon its records or observation, it has made a scoring error.

15.2 If the race management team believes it may have made any other error affecting the outcome of the race for which redress may be available, it may request redress on behalf of the potentially affected board(s).

15.3 The race management team will consider requesting redress on behalf of a board if it is satisfied that that boards score has been made substantially worse by the actions of an official boat.

16. Race Committee Protests

16.1 Since the primary responsibility for protesting breaches of the rules rests with Competitors, the race management team will not normally protest a board.

16.2 The race management team may protest a board in the following circumstances:

(a) A breach of a sailing instruction that may not be protested by another board

(b) An apparent breach of good sportsmanship (RRS 2);

(c) Failing to sail the course (RRS 28)

16.3 The sailing instructions may permit the Race Committee to impose the standard penalties in some circumstances. The list of breaches, standard penalties and the Race Committee's criteria for making these decisions will be published in Sailing Instructions and may be posted on the Official Notice Board.

17. Equipment

17.1 Permission will be given for equipment substitution only when the Technical Committee is satisfied that the item of equipment has been damaged beyond repair.

18. GPS

18.1 All race management boats (signal, pin, finish and mark boats) will be equipped with a GPS.

18.2 All GPS units will be set up to display as follows:

(a) Distance in nautical miles (nm)
(b) Time to local time zone in 24 hour format
(c) Compass bearing in magnetic
(d) Latitude and Longitude in degrees, minutes and decimal minutes (example: 39° 27.928 North, 034° 17.464 East)
(e) Map Datum WGS 84

19. Race Management Officials

19.1 Both the Class Course Representative (CCR) and Championship Technical Committee Chairman (CTCC) are appointed by the International RS:X Class Association for Continental Championships as well as for any other approved events. For RS:X World Championships the International RS:X Class Association may appoint the CCR and CTCC but it requires the World Sailing approval. They are responsible to ensure fair and equal competition of a consistent standard according to Class Technical Requirements.

19.2 The RS:X CCR:

19.2.1 is the Senior Technical Representative for race management on site during competition;

19.2.2 will approve the Sailing Instructions, changes to the Sailing Instructions, Notices to

Competitors, marks, ground tackle and Race Committee Boats;

19.2.3 will work closely with the Course Race Officer(s) (CRO) and may initiate action in relation to any matter concerning the race management (including decisions relating to preparatory signals, OCS, postponement, change of course, shortening, abandonment, protesting competitors and scoring) in which case the CRO will be governed by the CCR's decision.

19.3 The CRO:

19.3.1 is appointed by the Local Organizing Authority;

19.3.2 will be responsible for managing the race management teams, conducting the races according to the directives of the CCR and for the management of all safety procedures.

20. Definitions

20.1 **Principal Race Officer** – the chief Race Officer appointed by World Sailing, Class or LOA responsible for the conduct of racing on all course areas**.**

20.2 **Class Course Representative (CCR)** – the RS:X Class Race Officer appointed by RS:X Class responsible for the conduct of racing on the course area.

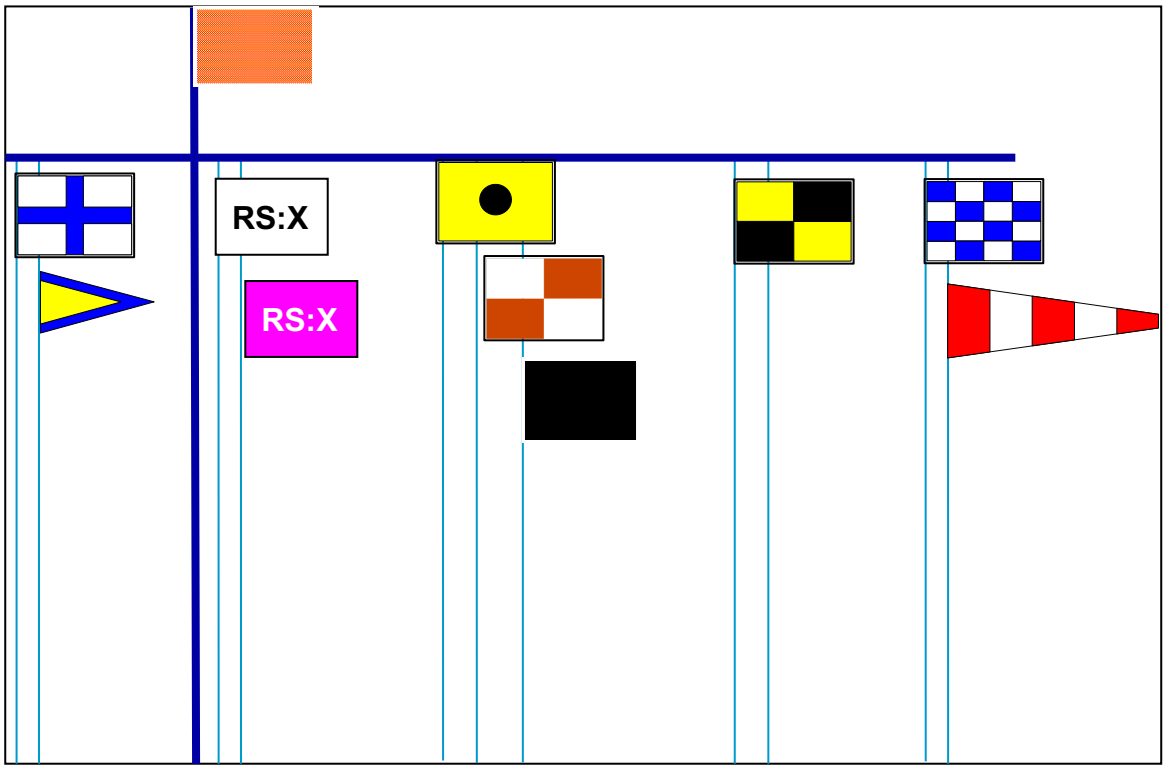
20.3 **Course Race Officer –** a race officer appointed by the Organizing Authority. The Course Race Officer is responsible for managing the race management team for an assigned course area.

20.4 **Race Management Team –** the Principal Race Officer, Class Race Officers, Course Race Officers and all on-the-water volunteers responsible for managing racing.

20.5 "Will" means the intentions of the race management team.

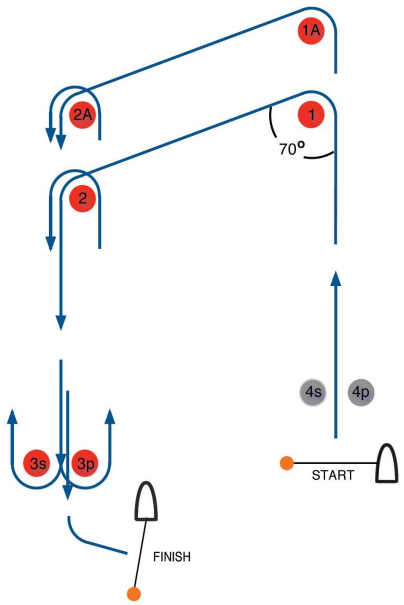
ATTACHMENT A – FLAG LAY OUT ON THE COMMITTEE SIGNAL BOAT

Flags 'Grouped' (halyards close to each other)



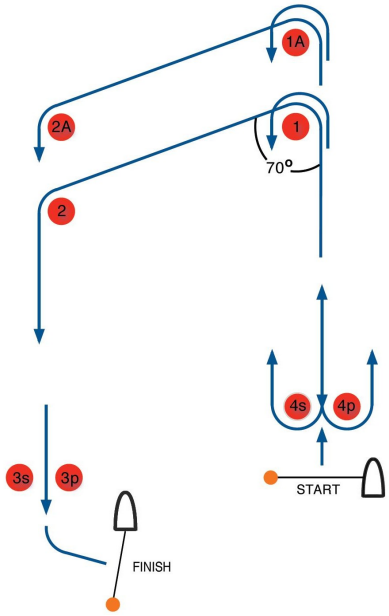
ATTACHMENT B1 – COURSES FOR UPWIND STARTS

O



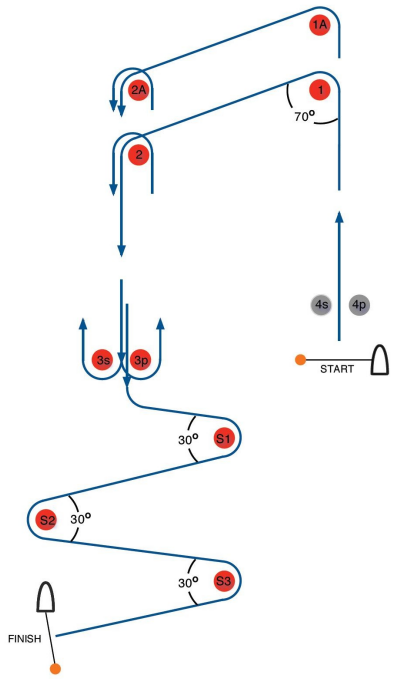
Signal	Mark rounding order
O2	Start - 1 - 2 - 3s/3p - 2 - 3p - Finish
OE2	Start - 1A - 2A - 3s/3p - 2A - 3p - Finish
O3	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - Finish
OE3	Start - 1A - 2A - 3s/3p - 2A - 3s/3p - 2A - 3p - Finish

I



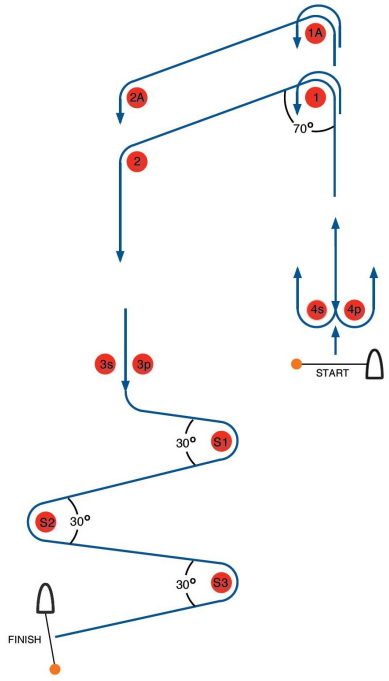
Signal	Mark rounding order
I2	Start - 1 - 4s/4p - 1 - 2 - 3p - Finish
IE2	Start - 1A - 4s/4p - 1A - 2A - 3p - Finish
I3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - Finish
IE3	Start - 1A - 4s/4p - 1A - 4s/4p - 1A - 2A - 3p - Finish

OS



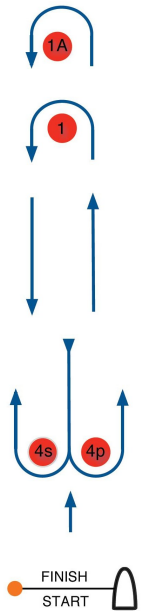
Signal	Mark rounding order
OS2	Start - 1 - 2 - 3s/3p - 2 - 3p - S1 - S2 - S3 - Finish
OES2	Start - 1A - 2A - 3s/3p - 2A - 3p - S1 - S2 - S3 - Finish
OS3	Start - 1 - 2 - 3s/3p - 2 - 3s/3p - 2 - 3p - S1 - S2 - S3 - Finish
OES3	Start - 1A - 2A - 3s/3p - 2A - 3s/3p - 2A - 3p - S1 - S2 - S3 - Finish

IS



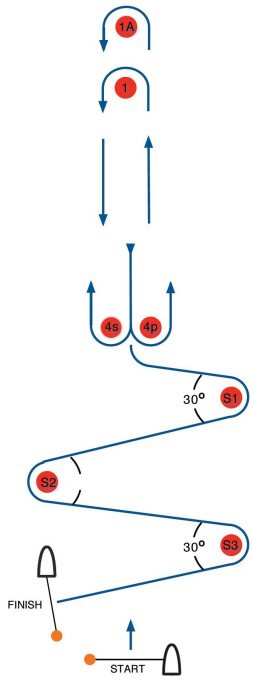
Signal	Mark rounding order
IS2	Start - 1 - 4s/4p - 1 - 2 - 3p - S1 - S2 - S3 - Finish
IES2	Start - 1A - 4s/4p - 1A - 2A - 3p - S1 - S2 - S3 - Finish
IS3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 2 - 3p - S1 - S2 - S3 - Finish
IES3	Start - 1A - 4s/4p - 1A - 4s/4p - 1A - 2A - 3p - S1 - S2 - S3 - Finish

L



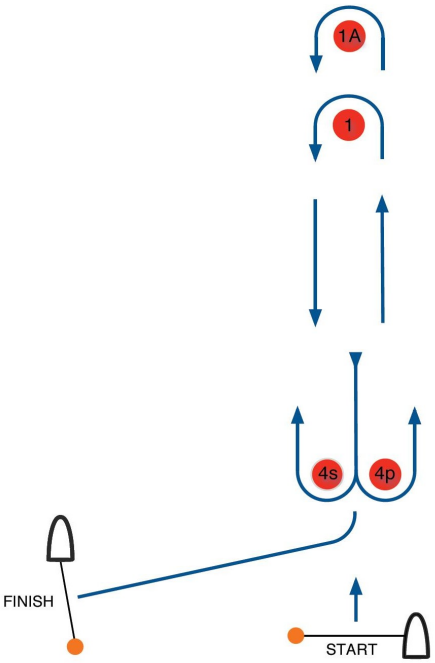
Signal	Mark rounding order
L2	Start - 1 - 4s/4p - 1 - Finish
LE2	Start - 1A - 4s/4p - 1A - Finish
L3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - Finish
LE3	Start - 1A - 4s/4p -1A - 4s/4p - 1A - Finish

LS



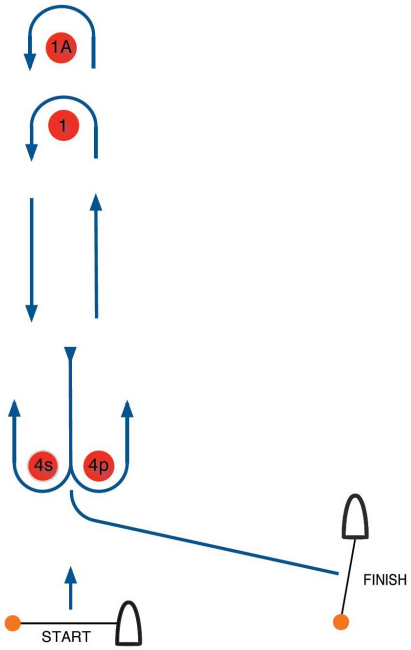
Signal	Mark rounding order
LS2	Start - 1 - 4s/4p - 1 - 4p - S1 - S2 - S3 - Finish
LES2	Start - 1A - 4s/4p - 1A -4p - S1 - S2 - S3 - Finish
LS3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - S1 - S2 - S3 - Finish
LES3	Start - 1A - 4s/4p -1A - 4s/4p - 1A - 4p - S1 - S2 - S3 - Finish

LG



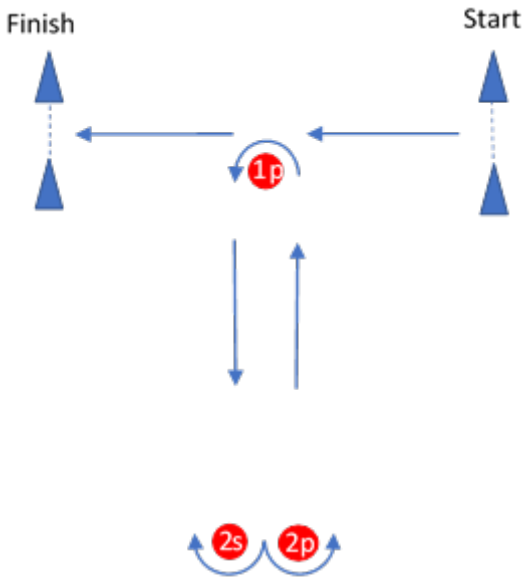
Signal	Mark rounding order
LG2	Start - 1 - 4s/4p - 1 - 4s - Finish
LEG2	Start - 1A - 4s/4p - 1A - 4s - Finish
LG3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4s - Finish
LEG3	Start - 1A - 4s/4p -1A - 4s/4p - 1A - 4s - Finish

LR



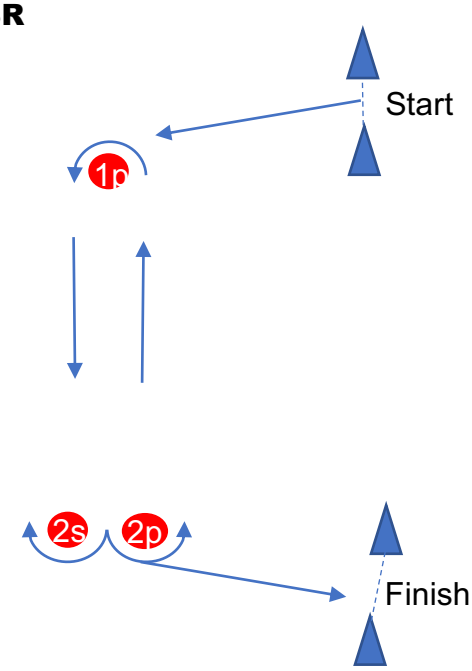
Signal	Mark rounding order
LR2	Start - 1 - 4s/4p - 1 - 4p - Finish
LER2	Start - 1A - 4s/4p - 1A - 4p - Finish
LR3	Start - 1 - 4s/4p - 1 - 4s/4p - 1 - 4p - Finish
LER3	Start - 1A - 4s/4p -1A - 4s/4p - 1A - 4p - Finish

RTR



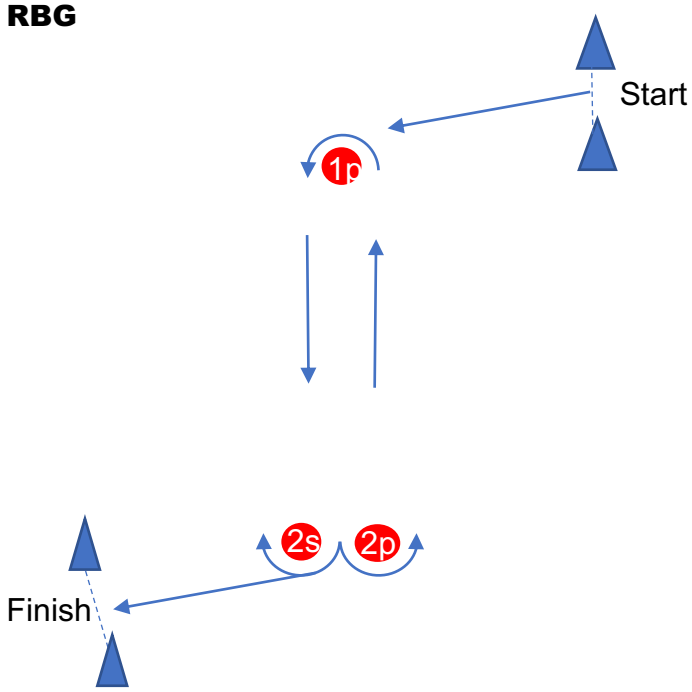
Signal	Mark rounding/passing order. P – to Port, S – to Starboard
RTR2	Start – 1P – 2S/2P – 1P – 2S/2P – 1P – Finish
RTR3	Start – 1P – 2S/2P – 1P – 2S/2P – 1P – 2S/2P – 1P – Finish
	STARTING SYSTEM 2

RBR



Signal	Mark rounding/passing order. P – to Port, S – to Starboard
RBR2	Start – 1P – 2S/2P – 1P – 2S/2P – 1P – 2P – Finish
RBR3	Start –1P –2S/2P –1P –2S/2P –1P – 2S/2P – 1P – 2P – Finish
	STARTING SYSTEM 2

RBG



Signal	Mark rounding/passing order. P – to Port, S – to Starboard
RBG2	Start – 1P – 2S/2P – 1P – 2S/2P – 1P – 2S – Finish
RBG3	Start – 1P – 2S/2P – 1P – 2S/2P – 1P – 2S/2P – 2S – Finish
	STARTING SYSTEM 2