



SSCBC Race Management Policies – V5 November 2015

SSCBC conducts racing in accordance with the Racing Rules of Sailing and ISAF and YA guidelines and Race Official materials.

We use the above standard practices as our default starting point: however, where we decide to adopt a specific approach to a matter, we outline it here.

Preparatory Signal

The first Preparatory signal will be a P flag. If there is a general recall and the line was fair, then Z, U and Black flags will be used to get a start completed.

If the start line was not fair – and this happens with wind shifts and tide affects - the previous Preparatory signal will be used.

If a start line is obviously unfair AP will be used.

Z flag works exceptionally well in many classes and we will be trialing it this season to see if it will work for us as a softer penalty as a UFD or BFD score is disappointing to everyone. Check the rule to see how Z flag penalties accumulate with each start.

OCS

The RC will announce the Couta Boats it has identified as OCS on VHF. It is possible that a boat is OCS and cannot be identified and signaled in a reasonable time. If this is the case we will let it go, we will not try to use tracking or photographs or signal it well up the course. It's swings and roundabouts, luck on the day. The RC will do it's best but will not general recall the whole fleet, because one boat cannot be identified or is identified halfway up the first beat.

Protests by the RC

If a boat touches a committee vessel is not exonerated or doesn't take a penalty, she shall be protested.

Otherwise, the RC will rely on boats that have seen an incident to protest in line with standard ISAF Policy.

Standard Penalties and Discretionary Penalties.

Although it looks odd at first, we have discretionary penalties for many safety and organizational Sailing Instructions.

The rationale is that DSQ is agreed by our sailors as too harsh for minor breaches, such as racing with 3 crew in a 1 hour race with 18 Pannadol instead of 20, sailing with an engine issue that develops between races on a day with champagne sailing conditions or flares that are 2 days out of date

The Protest Committee is therefore instructed to consider the following mild penalties for minor breaches in the absence of exacerbating factors.

1st Breach = 0% penalty (warning)

2nd Breach = 2 points

3rd Breach = 4 points



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This only works if all breaches are acted upon. It's no good letting a sign-off failure happen 3 times and then giving them 0% or DSQ for the 4th.

For OTBs sail and Hull number can be a critical aspect of the safety plan, it's too late to try and get serious about it during a southerly buster, so we will be vigilantly ensuring compliance from the start of the season.

Handicaps

Notification of changes to Equipment, Helm, or Crew is essential to the integrity of the performance handicapping system. A boat should normally be penalized, in addition to a handicap adjustment when they fail to notify required changes.

Fairness of a race in a dying breeze.

Because we have boats of different size and speed, if the conditions (wind and tide) become such that smaller boats cannot complete the course then abandoning the race, despite larger boats finishing should be considered.

Example:

Small Couta has had a cracker race and is leading on corrected time at the mark.

In the series, anything better than 9th place will win her the series.

The tide is so strong and the wind so light they cannot make any progress to the next mark.

Big Couta makes progress and finishes along with 10 other boats before the Time limit expires.

Small Couta is scored 12 pts, TLE and this costs her the series.

Starting in marginal conditions.

Sometimes the conditions suggest a fair start can be achieved. Div 1 gets away, but Div 2 struggles to cross the line. If failure to start is not the result of bad sailing, the Race Committee should consider abandoning and trying again.

The preferred approach is that Race Committees try to start, but abandon and try again if the conditions don't work. – This should be announced over VHF.

When to Shorten course

Race Officers have a tough time interpreting the weather, the breeze can fade and die or fade and rebuild.

SSCBCs philosophy is that if a breeze / tide combination threatens the completion of the race the RO should favor the option of shortening the race early (under rule 32) and to try to get a result, rather than keep the race running because it is still possible / conceivable that the race may go the full course. We prefer to get races scored than to have full-length races all the time. This applies for conditions that are building towards the wind limit as well.

Considerations for cancelling, abandoning racing or postponing ashore.

Too long a day : Winter Series – Starting after 1600 will probably run out of light. Twilights –Starting after 1900 would significantly impact sailors' family commitments.

Other: Generally, 3 hours waiting for weather to become sailable is the limit.

Not enough breeze: Determining when the breeze will come in is often black magic, forecasts and observations may be inconclusive. If a tide change is need call it off early.



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Too strong: Check the forecasts, models and observations for Sorrento and make the call early if there doesn't seem to be a chance of racing.

Transparent communication

Sailing has moved a long way from the old days when Race Officers were instructed not to communicate with sailors in any way other than the Notice Board and Race Signals.

Lot's of classes have successfully used VHF to keep sailors informed, Melges and TP52 have been leaders in this and the America's Cup and ISAF's Sailing World Cup have picked it up too.

Our philosophy is that we will broadcast relevant event information to Sailors and Supporters where it would be useful for the conduct of racing or of interest to supporters. Sailing Operations maintains a guideline for Race Officers on what to broadcast.



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