



SSCBC Race Management Policies – August 2018

SSCBC conducts racing in accordance with:

- the Racing Rules of Sailing and World Sailing;
- Australian Sailing guidelines; and
- Race Official materials.

Race management policies

Transparent communication

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

Although still the boat's responsibility to check for Notices on the Official Notice Board and Signals on Masts, where appropriate, e-tidings articles, courtesy PA announcements or texts may be sent from time to time to indicate that a Notice has been posted or a Signal displayed, but they won't be sent for everything.

SSCBC's philosophy is that the RC will broadcast on VHF relevant event information to Sailors and Supporters where it would be useful for the conduct of racing or of interest to supporters. But this doesn't mean you will be successful if you don't operate your own starting watch.

Sailing Operations maintains a guideline for RCs on what to broadcast.

Sailors will not be successful in claiming redress when they could have checked the ONB or signal mast and did not.

Preparatory Signal

The first Preparatory signal will be a P flag. If there is a general recall and the line was fair, then a flag will be tried again for Couta Boats, then Z, U and Black flags will be used to get a start completed. If the start line was not fair (this happens with wind shifts and tide affects), the previous Preparatory signal will be used.

If a start line is obviously unfair and requires realignment, AP will be used.

OCS

The Race Committee (RC) may announce that there are individual recalls and state how many Couta Boats are identified as OCS on VHF.

The RC may provide information identifying those boats.

The RC will do its best to run a fair race but will not general recall the whole fleet because one boat cannot be identified.

Protests by the RC

The RC will usually rely on boats that have seen an incident to protest in line with standard World Sailing Policy. If a boat clearly touches a committee vessel and is not exonerated or doesn't take a penalty, the boat shall be protested.



Standard Penalties and Discretionary Penalties.

SSCBC have discretionary penalties for many safety and organizational Sailing Instructions. The rationale for this discretionary power is that a DSQ is viewed by the RC and SSCBC sailors as too harsh for minor breaches.

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 = Scoring penalty

The penalty discretion will be used based on a boat's compliance actions undertaken from prior infringements.

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 .005, in addition to a handicap adjustment when they fail to notify required changes.

Fairness of a race in a dying breeze.

The SSCBC fleet has a variety of boats of different size and speed, therefore the RC should consider the conditions (wind and tide) and ability for all boats to complete the race even if larger boats have completed the course.

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 RC should consider abandoning the race for relevant division and trying again.

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

When to Shorten course

RCs have a tough time interpreting the weather, the breeze can fade and die or fade and rebuild. SSCBC's philosophy is that if a breeze / tide combination threatens the completion of the race the RC 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 or to get to 75-90 minutes. SSCBC prefer to complete races in the available conditions and not rely on completing only races that are sailed to the full-length of the course. 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 1200 may result in running out of light. Twilights – Starting after 1715 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 needed- call it off early.

Potentially unsuitable weather predicted

The RC will attempt to ensure that racing is fair and conducted within safe wind limits. SSCBC and all the participants recognize that it is each boat's sole decision to race (Rule 4) and that the person in charge is responsible for determining whether the boat and crew are fit to face the expected conditions (Australian Sailing Special Regulations 1.02)

Nothing in this guideline diminishes or changes the ability of the Race Committee to shorten course, abandon or postpone racing under rules 27.3 or 32.1

The Race Committee may, after taking into account predicted weather conditions, amend the timing and /or locations of a race in accordance with Race Management policies.

If on the day of racing the BOM 5 am weather forecast includes a Strong Wind Warning (or higher) for Port Philip, racing shall be abandoned for Couta Boats for that day.

If the weather forecast suggests it is unlikely that racing will be possible on an upcoming day (too much or too little wind) the schedule may be changed to sail more races in a day or postpone a future day of racing. Often the weather model updates and the 16:45 forecast update will mean that decisions on convincingly unsuitable weather may be made and announced by 18:00 the day before.

Otherwise the racing program will continue under these provisions.

Races will not be started in more than an average of 22 knots. This limit may also vary depending upon sea conditions, current, rapid changes in velocity and racing location (North Westerly and Westerly breezes in particular.)

Racing will usually be shortened, if safely practicable, or otherwise abandoned when conditions increase by another three knots.

Where possible the race management team will postpone ashore (AP, or AP/Numerical pennant) or send competitors ashore (AP/H) if current weather conditions that are not suitable for racing are likely to continue.

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Standard Course set up



- Gates – 10 hull lengths – 80 M
 - Hitch on first W/L beat – 80 M
 - Hitch 5 degrees below 90 degrees
 - Start Line calculation is $2.5 * 8 * \text{boats}$
 - Default Target time 75 -90 minutes for a single laid Aggregate race
 - Multiple race sessions races and pursuit races will have shorter target times – around 60 minutes.
- Couta Boat Association guideline: Do not start in winds above 22